Planning Commission
Meeting Agenda

Tuesday, July 6, 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:

    - 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.
    - 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:
Jane L. Benefield, Chair
Glenn La Fevers, Vice-Chair
John Callender
John Moyer
David Allen

CALL TO ORDER

ROLL CALL

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 June 7, 2021

NEW PUBLIC HEARING

If you have questions regarding any project listed below, please contact the Community Development Department at (805) 755-4410.

Review Procedure:
- Disclosure of Ex Parte Communications
- Staff Presentation
- Public Hearing
- Planning Commission Action

2) Project: **Draft Downtown Carpinteria Parking Study**
   Applicant: **City of Carpinteria**
   Planner: Steve Goggia

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

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

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

OTHER BUSINESS

MATTERS PRESENTED BY COMMISSIONERS

DIRECTOR'S REPORT

4) Action Minutes of the Architectural Review Board meetings of May 27, 2021
5) City calendar for the month of July
6) Community Development Planning Activity Report as of June 30, 2021
7) Building Permit Report as of June 30, 2021

ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING of August 2, 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, July 1, 2021 in the Community Development Department, on the City Hall Public Notices Board, and on the Internet.

MINUTES, PLANNING COMMISSION
CITY OF CARPINTERIA
CARPINTERIA, CALIFORNIA

DRAFT

June 7, 2021
Regular Meeting
ZOOM
5:30 P.M.

CALL TO ORDER and ROLL CALL The Zoom virtual meeting was called to order at 5:30 p.m. by Chair Benefield. **Commissioners Present:** Jane L. Benefield, Chair Glenn La Fevers, Vice-Chair John Callender John Moyer David Allen **Others Present:** Steve Goggia, Community Development Director Marysol Smith, Assistant Planner Brian Banks, Siemens Planning	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 April 5, 2021 MOTION Commissioner Allen moved and Commissioner Moyer seconded to approve the minutes of the regular Planning Commission meeting held April 5, 2021 as presented. Motion passed 5-0 by the following roll call vote: Chair Benefield voted yes, Commissioner Callender voted yes, Commissioner Moyer voted yes, Commissioner La Fevers voted yes, and Commissioner Allen voted yes.	CONSENT CALENDAR
NEW PUBLIC HEARING 2) Project: Paul Residential Exterior and Interior Remodel, 20-2072-DP/CUP/CDP Address: 4652 Fourth Street Applicant: Brian Banks, Siemens Planning Planner: Marysol Smith Hearing on the request of Brian Banks on behalf of Ben Paul, and others, to consider Project 20-2072-DP/CUP/CDP (application filed October 20, 2020) for approval of a Development Plan, Conditional	NEW PUBLIC HEARING

Use Permit and Coastal Development Permit (and a modification to zone district front setback requirements) for comprehensive as-built interior and exterior improvements to two existing detached residential units and a detached accessory structure under the provisions of the Carpinteria Municipal Code ("CMC") §14.14 – Planned Residential Development District; and to approve an Exemption pursuant to §15301 and §15303 of the California Environmental Quality Act ("CEQA") Guidelines. The application involves APN 003-431-007, addressed as 4652 Fourth Street.

Chair Benefield recused herself because she lives near the project. Commissioner Allen viewed the project and exchanged small talk with the owners but didn't discuss it. Commissioner Moyer drove by and viewed it.

Assistant Planner Marysol Smith presented the staff report. Staff is recommending approval.

Commissioner Allen asked for details about what Mr. Goggia would look for in approving a painted roof. Community Development Director Steve Goggia explained he would consider a paint material or process that would adhere to the galvanized roof and last many years as opposed to one that would flake off.

Commissioner Callender asked if sea level rise analysis was done before the 50% valuation came into play. He brought to attention that the report said the project would be vulnerable to one foot of sea level rise that could occur as early as 2030.

Community Development Director Steve Goggia explained Interim Guidelines were used, but if the project had risen to development or redevelopment status, additional studies would have been required. He said because the project didn't rise to that status, option #6 was recommended where future owners are notified the property is in a vulnerable area. He explained we only have interim guidelines as policy, until we can get others adopted in the General Plan Update.

Commissioner Callender said using scenario-based sea level rise is suggested in the City's Vulnerability Assessment, and he questioned why staff didn't use other scenarios. Goggia explained it will be considered when we come up with a permanent policy analysis, and only the Interim Guidelines are being used now that do not require getting into the probabilities.

Commissioner Callender also questioned what would happen if the applicant were not granted a permit. Community Development Director

Steve Goggia said they would ask the Planning Commission for direction on what to do. He said in this case his department is recommending approval.

PUBLIC HEARING OPENED
Chair Pro-tem La Fevers opened the public hearing.

Community Development Director Steve Goggia said no members of the public were waiting to be heard and no comments were submitted via email or Granicus.

Brian Banks, on behalf of the applicant team, said Commissioner Callender made a good point in questioning what would happen if the project was not approved. Banks explained the main reason the Planning Commission is reviewing the project is due to the covered porch expansion of the additional entry. He explained most other changes were minor in nature, and changes to the interior had been previously approved.

PUBLIC HEARING CLOSED
Chair Pro-tem La Fevers closed the public hearing.

Commissioner Moyer expressed support and described the project as tastefully done. He said if it extends the project's life by 15 years, it is viable. With respect to the front porch modification, he said it is justifiable for cooling and air conditioning reasons. He said the project exemplifies small beach town charm and its homes are affordable by design.

Commissioner Allen also expressed support. He said Interim Guidelines standards are met and he has no trouble making the modification. He asked for more clarity in the Zoning Ordinance regarding how we do modifications.

Commissioner Callender said he could not support the project due to his concerns about sea level rise. He would have enthusiastically supported it otherwise, as it lives up to General Plan objectives for beach town charm and he would not support reverting it to its previous state. He brought to attention the vertical inconsistency in our planning document, noting vulnerabilities are pointed out in the Vulnerability Assessment, yet we are not meeting flood safety (S.4) or other low-level policy objectives. He noted there is a 5 in 6 chance sea level rise will occur within the window we are looking at. He said with our current approach, we are privileging the applicant's interest over obligations to future Carpinterians and the whole of the General Plan.

Chair Pro-tem La Fevers said he did not want to belabor a policy

disagreement. He expressed support for the project and its findings. MOTION Upon a motion by Commissioner Allen, seconded by Commissioner Moyer, the Planning Commission voted 3-1-1 to adopt the attached Resolution PC-21-003, approving Project 20-2072-DP/CUP/CDP for comprehensive as-built interior and exterior improvements to the structures and to approve an exemption to the CEQA guidelines as stated in the staff report. Motion was passed by the following roll call vote: Commissioner Allen voted yes, Commissioner Moyer voted yes, Commissioner Callender voted no, and Chair Pro-tem La Fevers voted yes (Benefield had recused herself). Chair Benefield rejoined the meeting.	
OTHER BUSINESS - None	OTHER BUSINESS
MATTERS PRESENTED BY COMMISSIONERS Commissioner Allen questioned why the bridge on Meadowview across Franklin Creek has been closed. Community Development Director Steve Goggia said the finding for its closure was recent and he'll request more information from the Public Works Director. Commissioner Allen also said the City Council indicated they moved forward with a study on measures taken to protect the harbor seals. He said Seal watch has records about the seals going back a number of years that could be useful to the City. Goggia suggested contacting Matt Roberts of Parks and Recreation. Chair Benefield asked what would happen to the parklets used for dining after COVID is over. Goggia said many cities are considering making them permanent and City Council is looking into it, but it doesn't appear it would involve closing down all of Linden Avenue. He thinks we are months out before discussions start and it will come before the Planning Commission before going to the City Council. Mr. Goggia proceeded to answer many of Commissioner Allen's questions. Regarding when meetings go to live attendance, Goggia said City Hall is preparing to open up to full access when Public Health allows. He said live attendance meetings would happen within the next two months and is requiring additional preparation. With respect to district elections, Goggia said there is an ad hoc committee, and potential boundaries will be discussed on June 28th by the City Council. About abandoned gas lines crossing the beach and whether they will be removed, Goggia explained Chevron will be doing a full environmental review on decommissioning	MATTERS PRESENTED

that will address them. With respect to hotel occupants transitioning to permanent residents, he said the City would not get temporary occupancy tax, and the change of use from hotel to rental hasn't been seen on a scale that would require further action. Regarding the area behind Tee-Time, Goggia explained the stone yard is not allowed and they are working to clean it up. He proceeded with additional information about the Chevron decommissioning.	
DIRECTOR'S REPORT 3) Action Minutes of the Architectural Review Board meetings of March 25th, April 15th, and May 13th. 4) City calendar for the month of June 5) Community Development Planning Activity Report as of May 31, 2021 6) Building Permit Report as of May 31, 2021 Community Development Director Steve Goggia reviewed the distributed information.	DIRECTOR'S REPORT
ATTENDANCE OF PLANNING COMMISSIONERS FOR THE NEXT MEETING OF July 6, 2021 - All commissioners indicated they would be present.	ATTENDANCE FOR NEXT MEETING
ADJOURNMENT - Chair Benefield adjourned the Zoom meeting at 7:00 p.m. _____ Secretary, Planning Commission **ATTEST:** _____ Chair, Planning Commission	ADJOURNMENT

AGENDA ITEM #2

PLANNING COMMISSION STAFF REPORT

MEETING DATE: July 6, 2021

ITEM FOR CONSIDERATION

Draft Downtown Carpinteria Parking Study

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

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

SIGNATURE

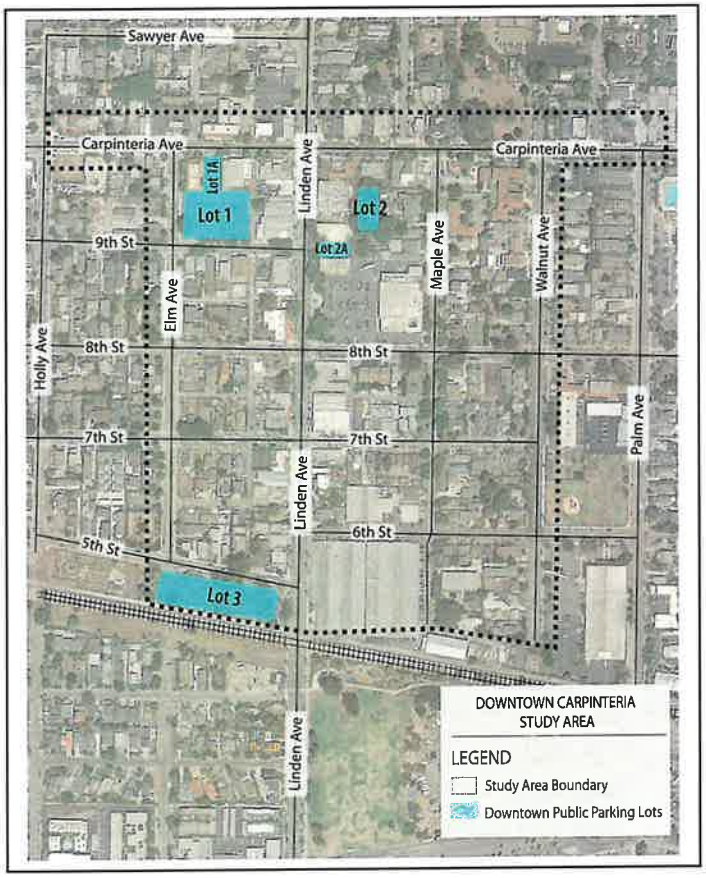
Reviewed by: Steve Goggia, Director
Community Development Department

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

Receive the Draft Downtown Carpinteria Parking Study and make recommendations to the City Council 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.

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. 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.

DRAFT STUDY SUMMARY

Walker Consultants performed a comprehensive analysis of the public parking system in the Downtown "T" area in which a Draft Downtown Carpinteria Parking Study (Draft Study) was prepared as shown in Attachment A. 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. 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.

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, with the results summarized and presented to the Planning Commission in April of this year.

On April 5, 2021, the Planning Commission considered the Draft Study along with the public survey results and comments from the public The Planning Commission's Minutes of April 5th marked with responses to the Planning Commissioner's comments and concerns is included as Appendix B to the Draft Study.

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.

VI. ACTION OPTIONS

1. Receive the Draft Downtown Carpinteria Parking Study and make recommendations to the City Council for additions, modifications, and/or deletions, as determined appropriate.

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 (Updated June 21, 2021)
Appendix B – Planning Commission Marked Minutes of April 5, 2021

Attachment A

Draft Downtown Carpinteria Parking Study
Updated June 21, 2021

Downtown Carpinteria Parking Study

Carpinteria, CA

DRAFT October 30, 2020

Updates June 21, 2021

Prepared for:

The City of Carpinteria

WALKER CONSULTANTS

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Executive Summary

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

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

Existing Conditions

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

Analysis of Current Policies and Regulations

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

- While the City's General Plan supports this type of development in its design requirements for downtown, the municipal code presents challenges to applicants who must meet parking requirements on-site, utilize one of the various modification tools, or pay impact fees.
    - This has presented challenges to both applicants and the Planning Commission in issuing approvals, as there have been no set criteria on how much of a reduction to the required number of parking spaces can or should be provided.
- Given the downtown environment and the City's desire to be less auto-dependent, even if an applicant can meet their parking requirements, doing so may not be in the best interest of other City goals as it would devote more land to parking.
- It must be noted that a movement is gaining momentum in the field of city planning to reduce or eliminate minimum parking requirements, particularly in mixed use commercial districts, out of concern that the requirements result in an oversupply of asphalt parking lots and curb cuts in the district, reducing land for businesses, housing and other destinations and encouraging driving over walking and bicycling. This is to say nothing of the significant costs they impose on businesses. Santa Monica, West Hollywood, and Beverly Hills are examples of cities that have reduced their parking requirements. When discussing the adequacy of parking, policy makers and the public should always keep in mind policy considerations, priorities and trade offs between parking requirements, a walkable commercial district, economic development and environmental considerations.

Future Parking Conditions

- The City needs to continue proactively planning for the adequate supply and management of downtown parking to meet the needs of existing and future land uses, including parking needs for downtown visitors, residents, employees, and business owners.
- Three proposed development projects could impact parking downtown:
    - Linden Inn
        - 40 room hotel with café, rooftop bar, and meeting space that would be constructed on the existing public parking lot, Lot 3, north of the train tracks and Amtrak station.
    - 700 Linden
        - Mixed-use commercial development located at 700 Linden Avenue.
        - Includes office, retail, restaurants, a rooftop bar, and open public space.
    - Rail Expansion
        - Expanded rail service at the Carpinteria Amtrak Station.
- Shared parking methodologies were used to determine peak parking demand for the Linden Inn and 700 Linden projects.
    - Linden Inn
        - Weekday and weekend parking demand is expected to peak at 6 p.m. with a demand for 58± parking spaces.
    - 700 Linden

  - Weekday peak parking demand is expected to occur at 2 p.m. with a demand for 64± parking spaces.
  - Weekend peak parking demand is expected to occur at 7 p.m. with a demand for 45± spaces.
- The expanded rail service was evaluated using projected ridership data provided by the LOSSAN Rail Corridor Agency. A 24% increase in ridership is anticipated with the expansion.
  - Based on a series of assumptions, it is projected that the expanded rail service will increase parking demand for Amtrak in Lot 3 by two to eight spaces depending on success of the rail service.
- Walker evaluated the number of spaces that could be potentially constructed in a new lot on the vacant, city-owned, parcel south of the train tracks and Lot 3. Six layout options were developed, with the number of spaces that could be constructed varying based on the layout and configuration. These are summarized as followed (drawings of each layout are provided in the body of the report):
  - Option 1: 88 spaces – The lot's footprint extends from Linden Avenue to Elm Avenue, with two rows of parking and 90-degree parking stalls.
  - Option 2: 98 spaces – Same footprint as Layout 1 with angled parking stalls and parallel spaces along the perimeter of the lot. Access is provided via Linden Avenue and Elm Avenue.
  - Option 3: 165 spaces – The lot's footprint extends from Linden Inn to Holly Avenue, with access from Linden Avenue, Holly Avenue, and Elm Avenue. This design has two parking rows with 90-degree parking stalls.
  - Option 4: 187 spaces – Same footprint as Layout 3 with angled parking stalls and parallel spaces along the perimeter. Access is provided via Linden Avenue, Holly Avenue, and Elm Avenue.
  - Option 5: 37 spaces – This layout only extends from Linden Inn to end of the neighboring unpaved lot south of the site, serving the restaurant "The Spot", with two rows of 90-degree spaces. Access is only provided from Linden Avenue.
  - Option 6: 103 spaces – This layout extends from Linden Avenue to Holly Avenue. The plan for this lot includes a row of parking bordering the northern edge of the site, along the train tracks, the entire length of the site, with a second row of parking on the southern edge, only extending to the edge of the existing "The Spot" unpaved lot to the south. Access would be provided on Linden Avenue, Holly Avenue, and Elm Ave.
- The three development projects all plan to use Lot 3 or a potential new lot south of Lot 3 to accommodate their parking demand to varying degrees. An analysis of the number of spaces that would be needed, should this occur, was conducted.
  - At least 159 spaces are needed to accommodate the three future development projects in Lot 3 and a future new lot under the highest-demand conditions analyzed.
  - This would require the construction of a new lot in the vacant space south of Lot 3.
  - While the 700 Linden development plans to use spaces in Lot 3 to accommodate their development, in reality, it is unlikely that this would occur unless employees of the project are specifically assigned to this lot. Most customers are likely to attempt to park closer to the development in on-street spaces on Linden Avenue or on side-streets.

- To gain an understanding of how the three projects would effect the overall parking demand in downtown, the projected future parking demand was added to the existing parking occupancies experienced in downtown.
    - The downtown parking supply, with spaces removed for construction of the Linden Inn, could support the three proposed development projects without constructing any new parking, with an overall downtown utilization of 84% during typical peak conditions.
    - If a new lot is constructed, at any size, overall parking demand would is projected to be below 80%.
    - Some parking in downtown is located along or near primarily residential streets. Some future demand could impact these streets, particularly during busy periods, causing conflicts with resident and downtown visitor or employee parking.
    - Parking management strategies and constructing new parking should be considered to manage and accommodate long-term parking demand in downtown. Parking management strategies typically must be updated and implemented when material new parking capacity is added, and therefore should be employed with the results monitored, prior to the construction of a new parking facility.

Recommendations

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

Parking Requirements and Restrictions in Downtown

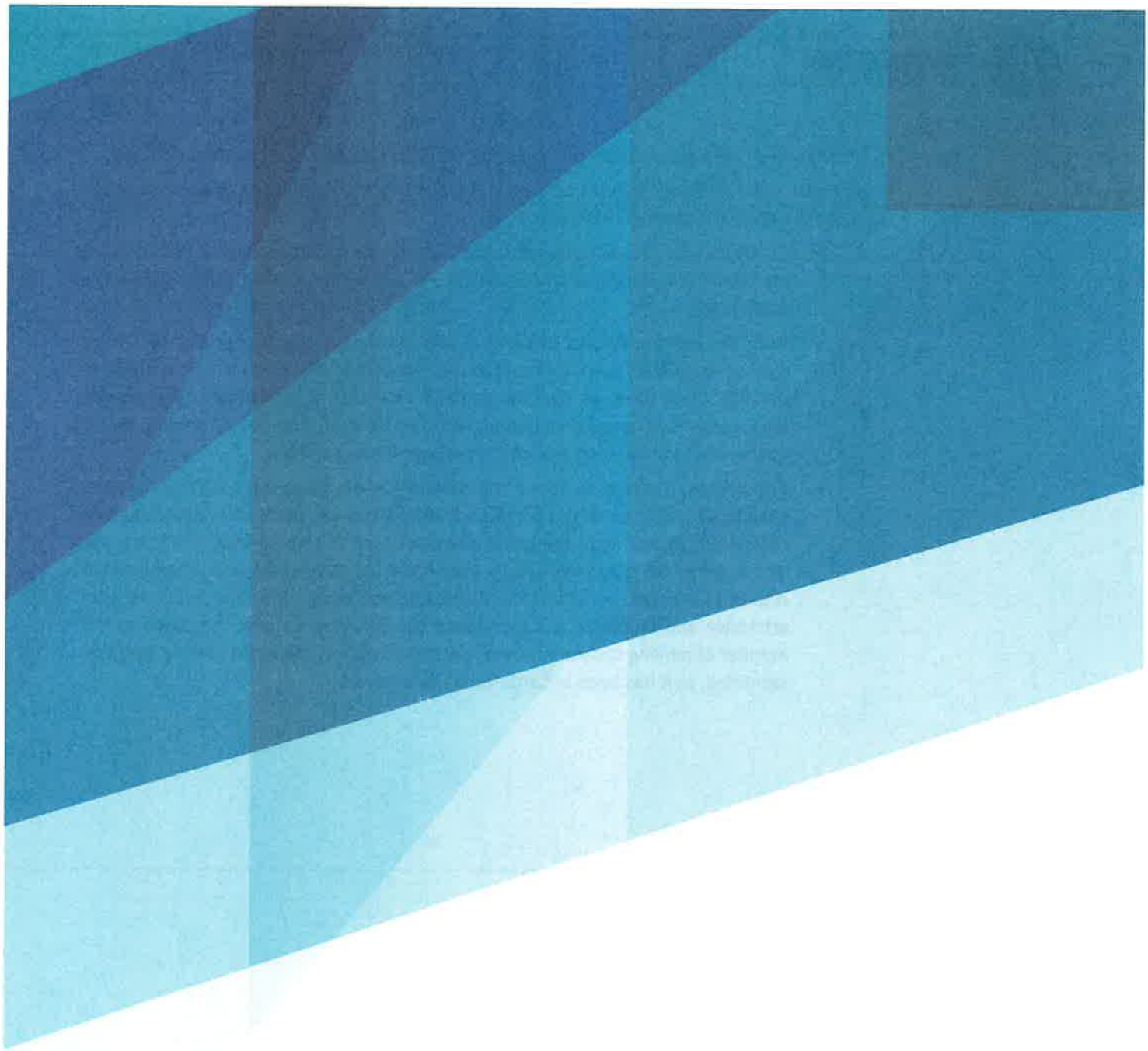
- Evaluate downtown parking requirements for new development/redevelopment on a case-by-case basis. This would include the following considerations:
    - Allowing new development/redevelopment to use available downtown public parking to meet some of their parking demand. This would include:
        - Approaching and managing downtown public parking as a shared supply for existing and new downtown businesses and land uses.
        - New development/redevelopment would use downtown spaces that currently sit empty.
    - Reductions may be considered for projects that demonstrate alternative methods to meet their parking needs. This may include:
        - Parking some demand off-site (e.g. employees)
        - Providing amenities for other transportation options (e.g. bike parking, transit passes for employees, etc.)

        - Develop a Transportation Demand Management program that would detail how the project applicant plans to reduce vehicle trips to/from the site, thus reducing the amount of parking required.
- Reduce the cost of the current Development Impact Fee.
- Based on current parking conditions, maintain existing time-limited and unrestricted parking. This includes:
    - 90-minute spaces on Linden Inn and Carpinteria Avenue and restrictions in Lot 1.
    - Lot 2 and Lot 3 should continue to remain unrestricted for longer-term parking.

Planning for Future Parking Demand

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

- Provide dedicated pickup/drop-off spaces for rideshare services such as Uber and Lyft.
- Convert some on-street parking on Linden Avenue to parklets (parking spaces concerted 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

Figure 1: Report Outline

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.

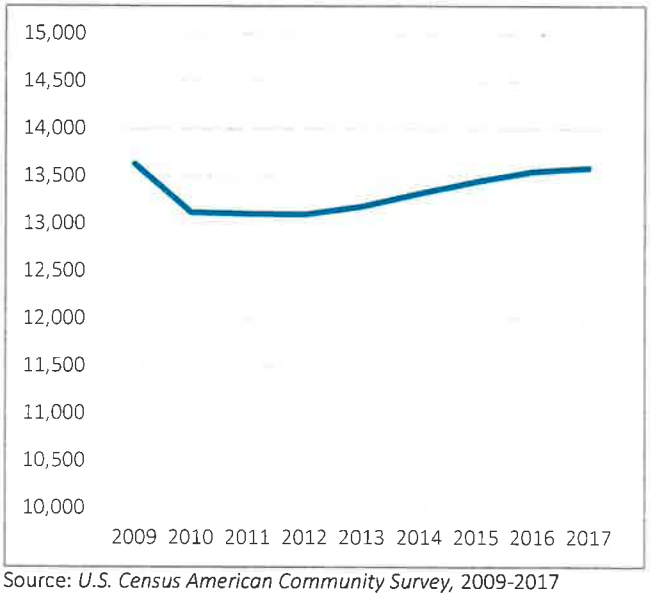
Figure 2: Carpinteria Proximity Map

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.

Figure 3: Carpinteria Population 2009 - 2017

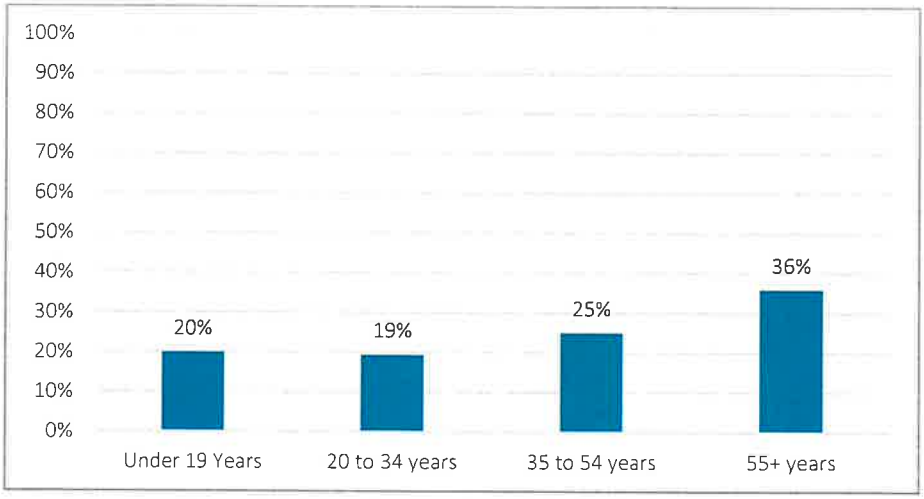


Source: *U.S. Census American Community Survey,* 2009-2017

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 4: City of Carpinteria Population Age Distribution

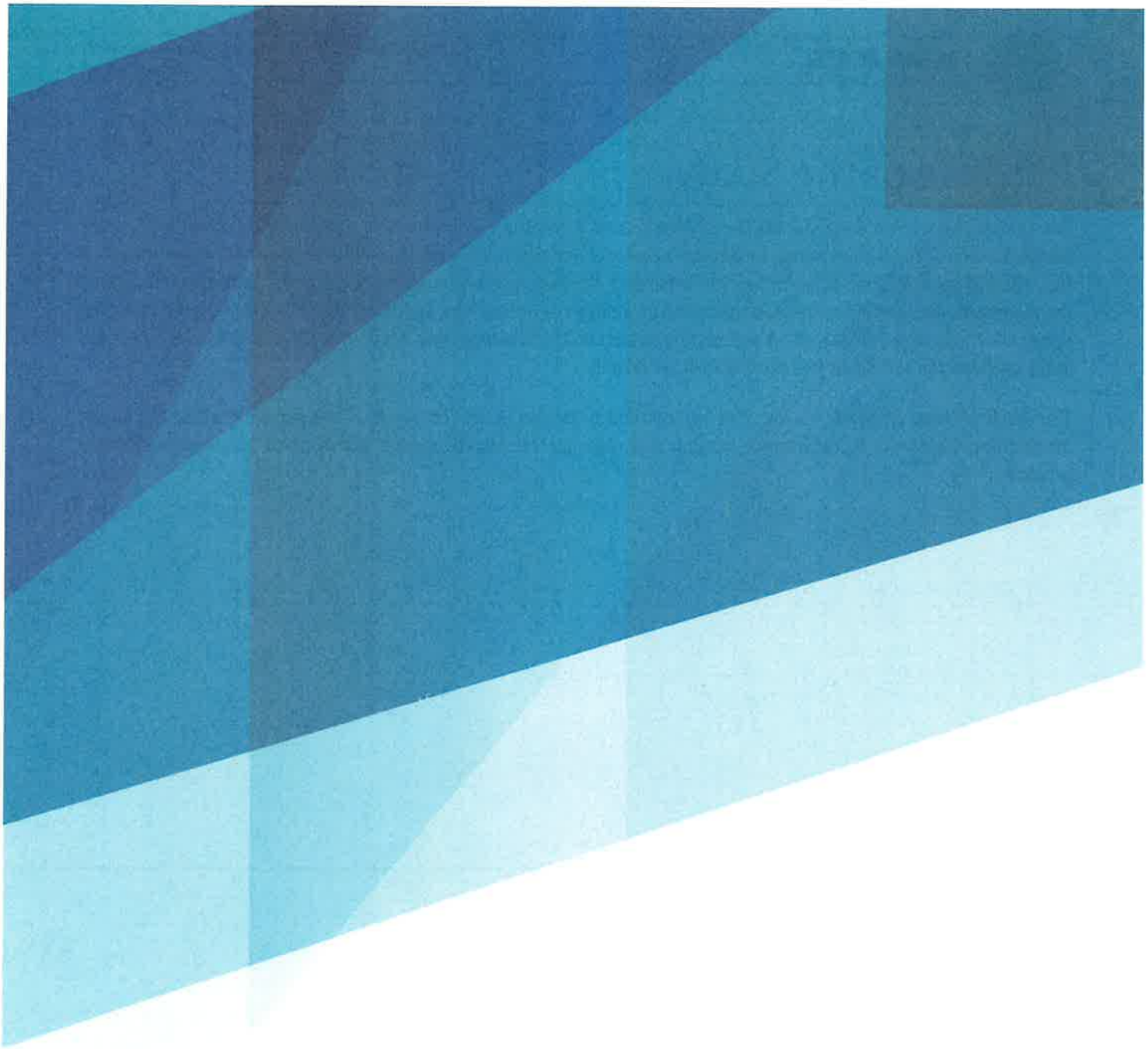


Source: *U.S. Census American Community Survey,* 2009-2017

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.

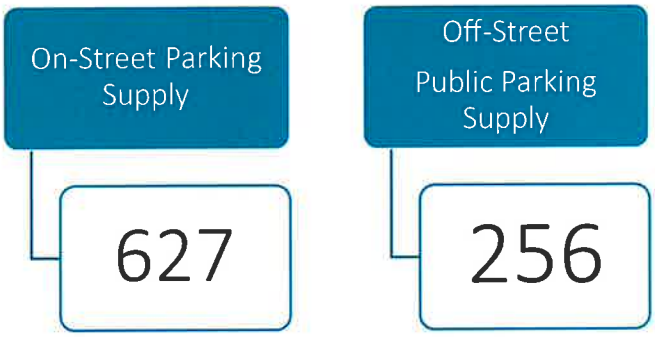


02 Existing Conditions

2. Existing Conditions

Downtown Parking Supply

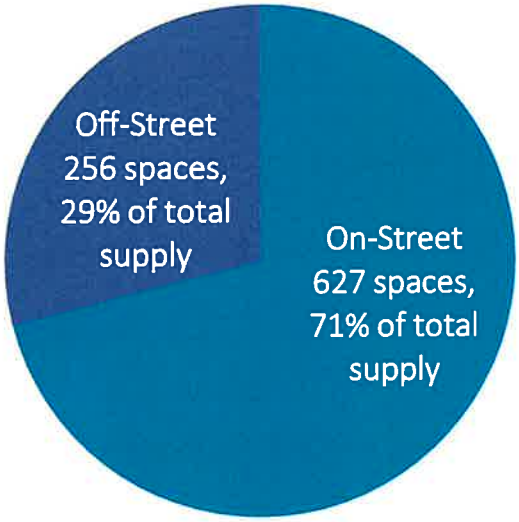
Walker conducted a parking inventory (the supply of parking spaces) count on August 14, 2019. Based on the results of this count, Walker identified a supply of 883± public parking spaces available in Downtown Carpinteria. This includes 627+ on-street spaces and 256± off-street spaces. It is noted that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

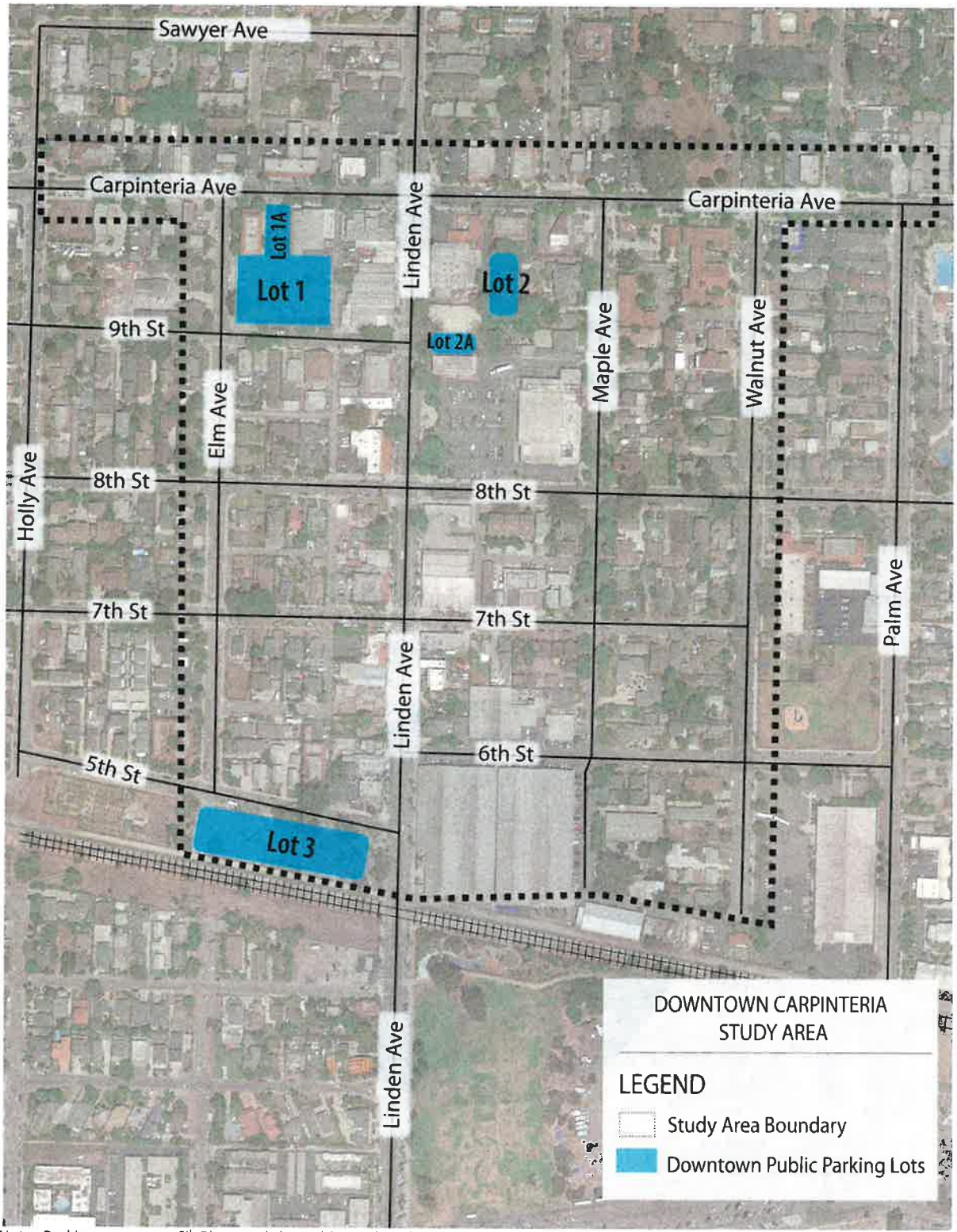
Figure 5: Distribution of Downtown Parking Supply



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

[1]Includes unmarked spaces along the periphery of the lot.
Note: Some on-street spaces were comprised of unmarked curbs; therefore, the number of spaces were estimated based on the amount of curb available and observed occupancies.
Source: *Walker Consultants*, 2019

Parking Restrictions and Enforcement

Over one-half (72%) of the on-street parking spaces in the study area is unrestricted (no time limits or other restrictions). Mostly the unrestricted spaces front residential uses or are located on side-streets off Linden Avenue. On-street parking is limited to 90-minutes for most parking spaces on Linden Avenue and Carpinteria Avenue. There are some 90-minute spaces on 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 Figur 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 Figur.

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
9th Street	5		10		4				19
8th Street	62		2		3				67
7th Street	55				3			5	63
6th Street	66[1]						1		67
5th 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: [1]On 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

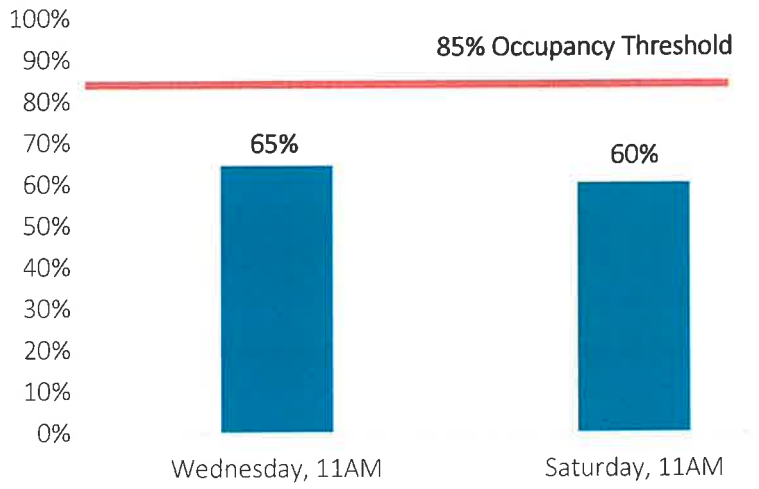
Pavement Markings

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.

Figure 7: Overall Downtown Peak Parking Demand



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.

Existing Parking Demand Key Findings

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

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

Table 3: Downtown Parking Supply and Demand Summary

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

Source: *Walker Consultants*, 2019

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

Weekday Parking Occupancy

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

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

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

Figure 8: Weekday Parking Occupancy Over Time

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

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

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

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

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

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

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

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

Weekday Unrestricted vs. Time-Limited Parking

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

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

Table 5: Weekday Unrestricted & Time-limited Parking Utilization

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

Source: *Walker Consultants*, 2020

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

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

Weekday Parking Occupancy Key Finding

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

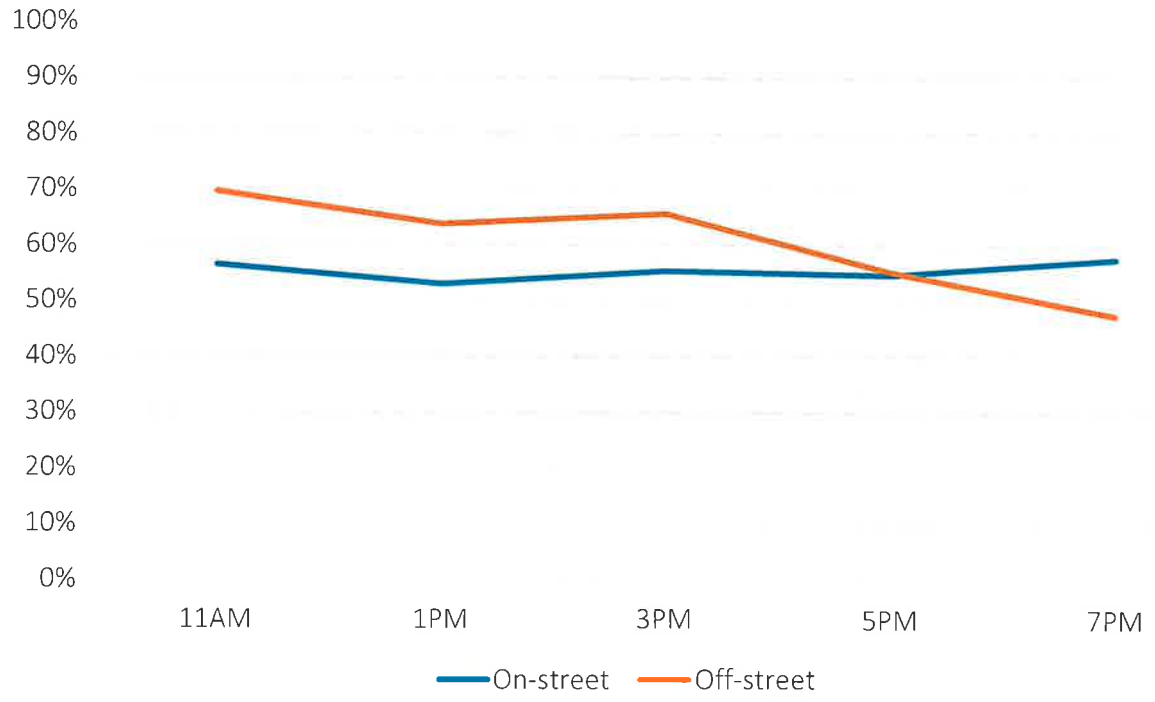
Weekend Parking Occupancy

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

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

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

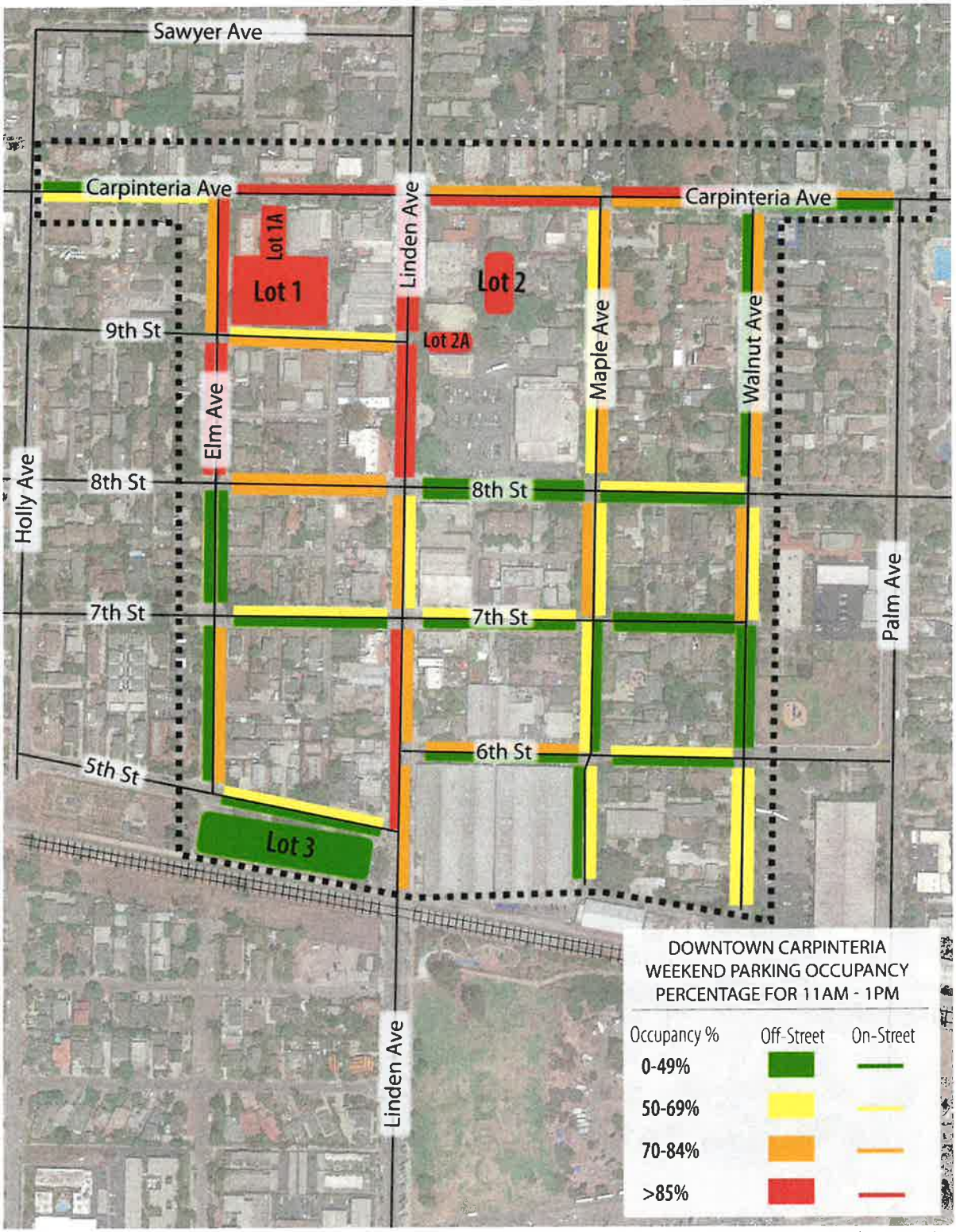
Figure 10: Weekend On- and Off-Street Parking Occupancy Over Time



Source: *Walker Consultants*, 2019

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

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



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

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

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

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

Note: Some on-street spaces were comprised of unmarked curbs; therefore, the number of spaces were estimated based on the amount of curb available and observed occupancies.
[1]Occupancies on 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			
Unrestricted	449	246	55%
Time-limited	167	108	65%
Off-Street			
Unrestricted	185	126	68%
Time-limited	51	47	92%
Total Unrestricted	**634**	**372**	**59%**
Total Time-limited	**218**	**155**	**71%**

Source: *Walker Consultants*, 2020

Weekdend Parking Occupancy Key Finding

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

Parking Turnover

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

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

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

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

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

Of the on-street parking locations,

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

In off-street parking facilities,

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

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

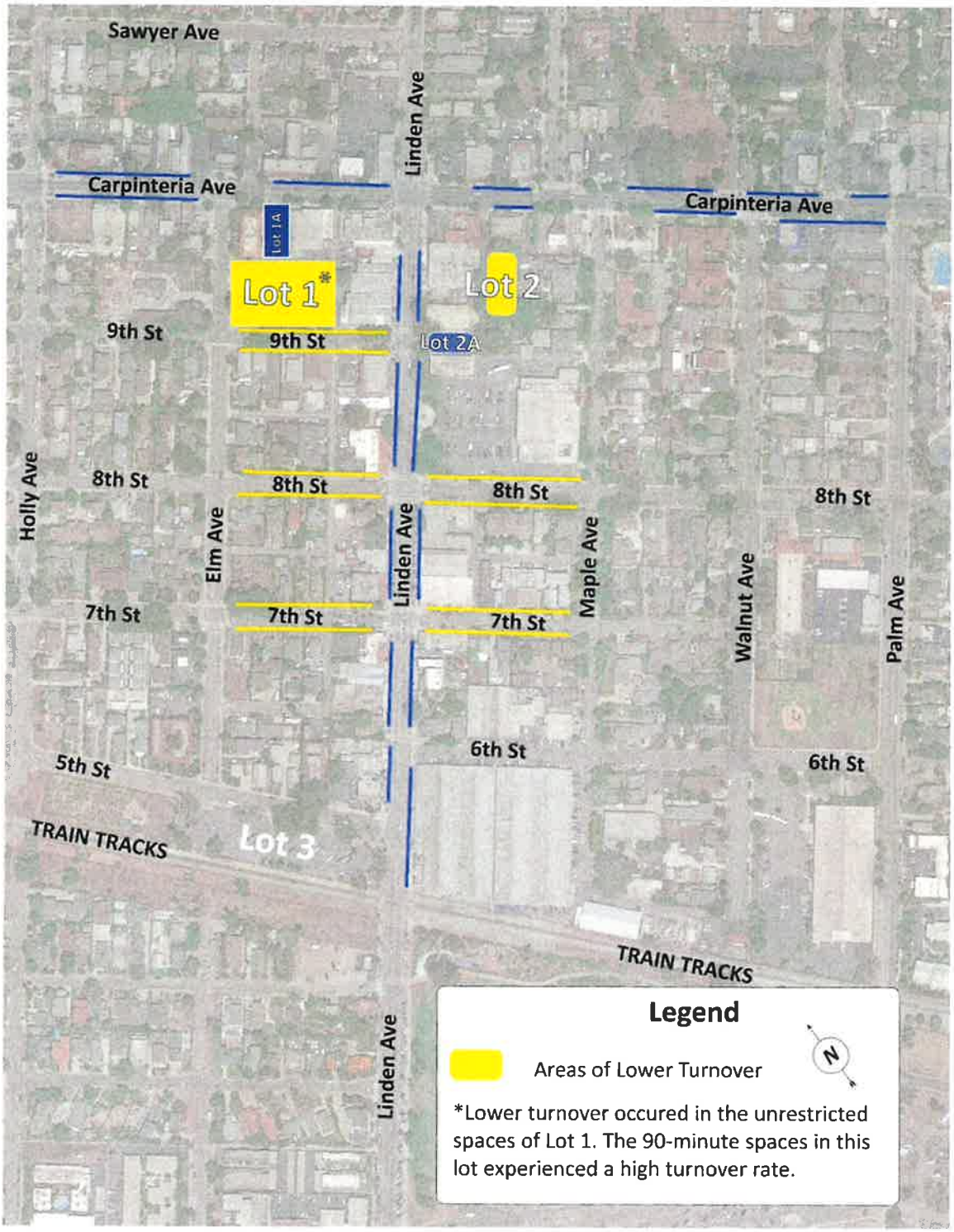
Parking Turnover Key Findings

- The existing mix of time-limited spaces and unrestricted spaces adequately serves downtown parking needs for visitors, residents, and employees.
- Existing time limits appear to be sufficient in detering 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.

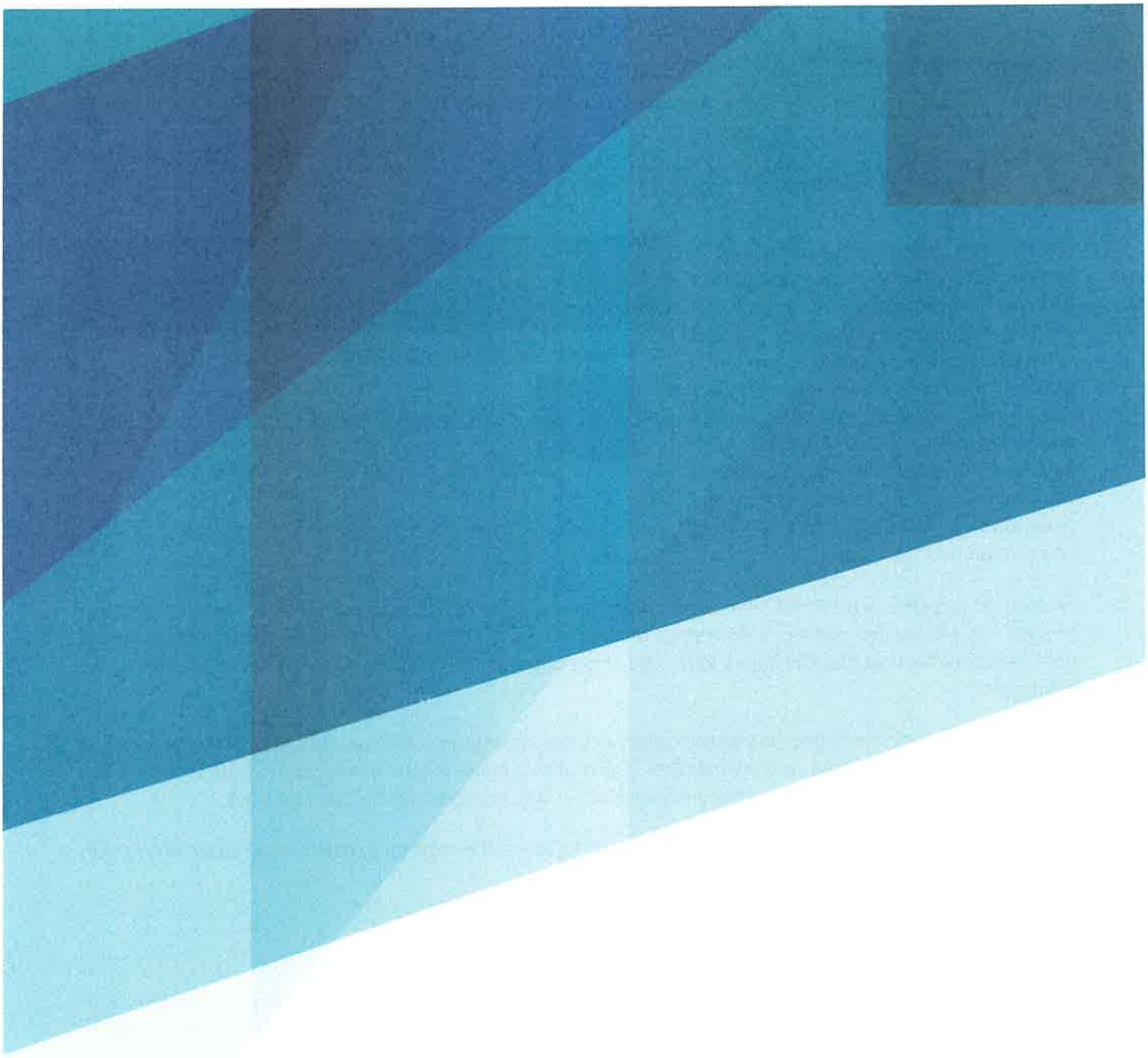
Conclusion

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 strateiges should implemented with new development or redevelopment that increases parking demand downtown.



03 Stakeholder Outreach

3. Stakeholder Outreach

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

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

A project website was created for this project which includes major project findings, background information, and a detailed list of the proposed recommendations. Community members were able to visit this site to learn more about the study to review findings and recommendations as well as access the draft parking study.

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

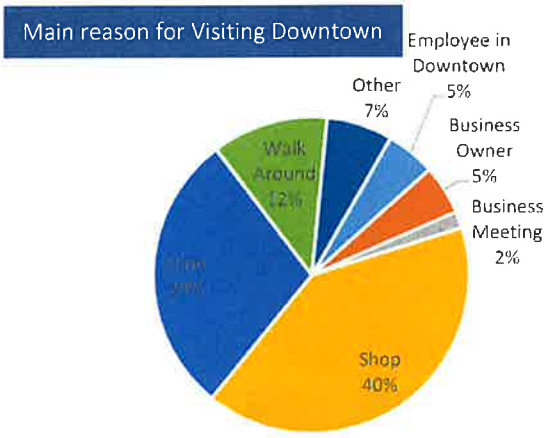
Online Survey

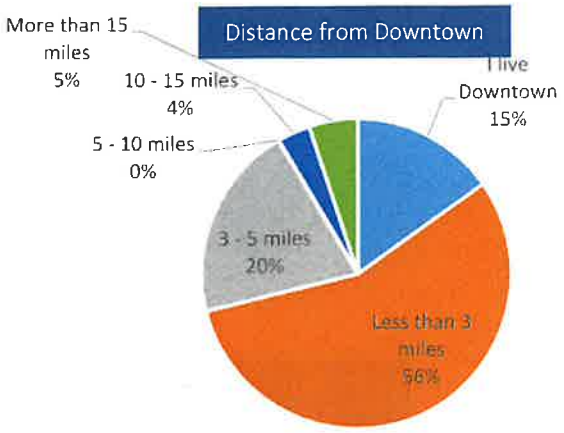
The website also hosted an online survey. The goal of this survey was to engage community members with questions about their experiences and challenges with parking downtown. This survey also included questions regarding various recommendations and strategies to allow members of the public to weigh in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

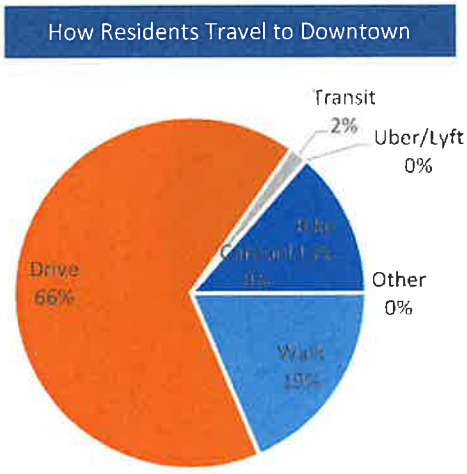
Survey Findings

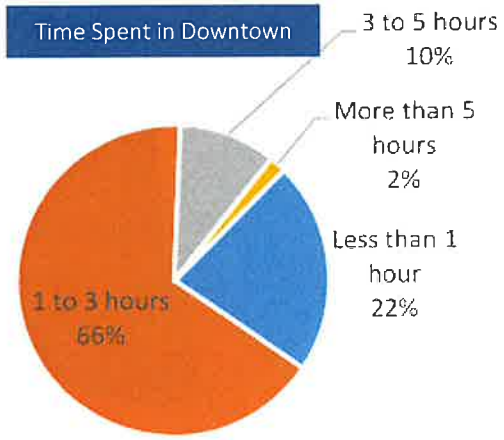
Visiting Downtown

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









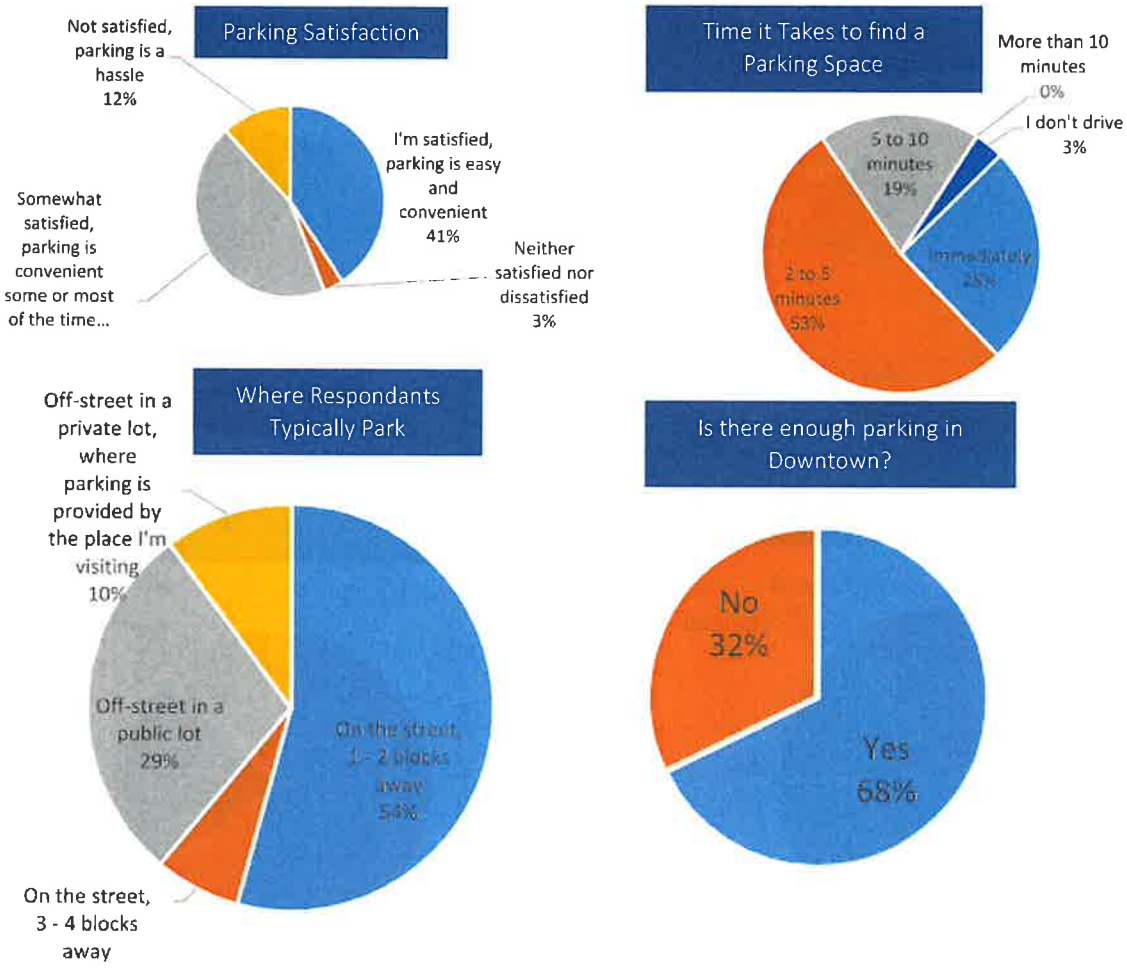
Parking Perceptions

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

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

1) Distance from parking space to their destination and

2) Ability to quickly and easily find parking



Support of Proposed Parking Management Strategies

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

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

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

5. Implement policies that would allow new development to not provide all required their parking on-site

- Providing additional parking options, in order of preference
    1. Construct new parking on city-owned land
    2. Convert parallel spaces to angled spaces
    3. Lease private lots for public parking
- Parking demand management, in order of preference:
    1. Employee parking management plan to designate where employees park
    2. Residential parking permits
    3. Valet parking for downtown businesses

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

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

Written-in Responses

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

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

Digital Public Meetings

Planning Commission

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

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

04 Analysis of Current Policies & Regulations

4. Analysis of Current Policies & Regulations

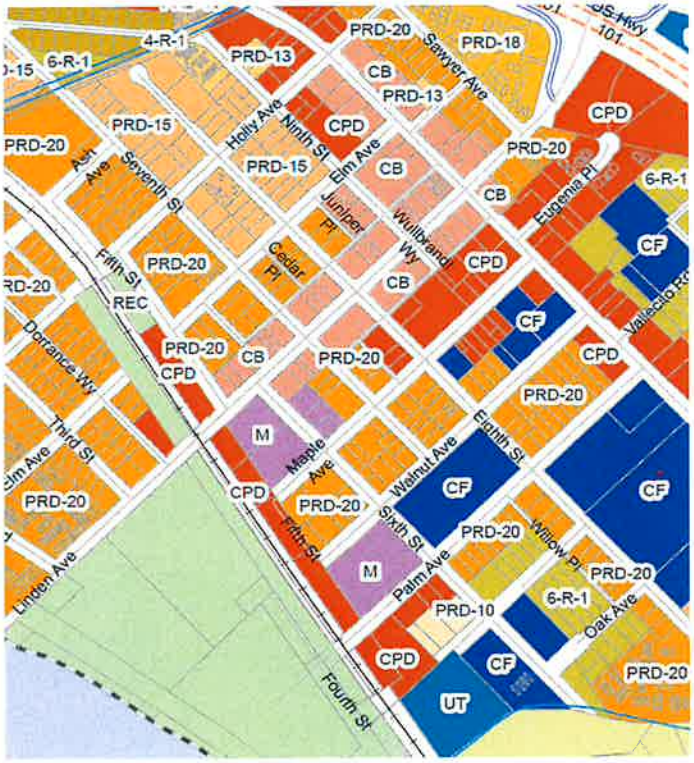
Municipal parking requirements are typically applied on a parcel-by-parcel basis for standalone land uses, which results in the type of auto-centric or suburban-style development typically seen; commercial buildings located in or surrounded by a parking lot, often the only way a sufficient number of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

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

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

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

Figure 13: Downtown Carpinteria Zoning



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.

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

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

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

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

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

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

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

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

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

Residential

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

Commercial

Hotel

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

Restaurant

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

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

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

Office

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

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

5. Future Parking Conditions

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

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

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

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

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

Figure 14: Future Project Locations

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

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

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

Shared Parking Model

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

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

Shared parking is defined as the ability to use the same parking resource by multiple, nearby or adjacent land uses, without conflicts between these varying uses. Shared parking takes into account the parking demand for more than 45 different land uses; the availability and use of alternative modes of transportation; captive market effects[1]; 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 x 2 x 12 = 456 different calculations

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

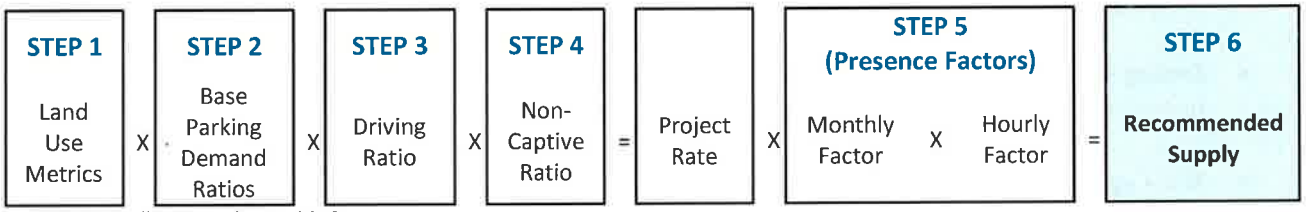
A shared parking analysis begins first by taking the land use quantities of the project, e.g., number of hotel rooms, and multiplying by a base parking demand ratio and monthly and hourly adjustment factors. All base ratios and hourly and monthly adjustments are industry standards that are based on thousands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

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

Walker, in accordance with standard shared-parking methodology, applies two additional adjustments to the base parking demand ratios, one to reflect an estimate of the local transportation modal split (called the driving ratio) and another to account for the best estimate of captive market effects[2] (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 effects[4]; and daily, hourly, and seasonal variations.

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

Linden Inn

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

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

Land Use Program and Assumptions

Table 10 summarizes the land use program for the Project.

Table 10: Linden Inn Land Use Program

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

*Includes both indoor and outdoor square footage proposed.
**Includes conference room, conference terrace, and event space on the rooftop terrace.
Source: Land use program – *AB Design Studio Inc*, Concept 3.0 Preliminary Design, 2020; Table – Walker Consultants, 2020

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

- A 220 square foot General Store is proposed for the Linden Inn project. It is assumed that the General Store will be internal to the hotel, and primarily serve hotel guests. Given its size, no parking demand is anticipated to be generated from the General Store. Based on the small size of the General Store, it is anticipated that the employees of the store would also have other responsibilities at the hotel and therefore be captured within the general hotel parking demand.

- Based on the US Census American Community Survey 2012-2017 5-Year Estimate Means of Transportation to Work data, for the City of Carpinteria, 79% of employees drive alone to work. Therefore, for this analysis, it was assumed that 79% of hotel and café employees drive to the site each day.

- Drive ratio adjustments for hotel guests, hotel bar, and hotel meeting/banquet space guests are consistent with what is recommended in the shared parking model for similar development projects and are shown in Table 11 and Table 12. It is of Walker's opinion that these recommended drive ratios adequately capture the Inn's close proximity to the rail as well as the general walkability of downtown with the understanding that a majority of guests are still likely to drive. Existing rail service is currently limited and even with planned increases, while some hotel guests are likely to use rail service, several would still be expected to drive. Carpinteria is a somewhat isolated city on the Central Coast which may contribute to guests' decision to arrive by car so that they can have greater access to other communities throughout the area, as well as throughout Carpinteria.

- The non-captive ratio (adjustment to account for users already present on site) for hotel restaurant and bar guests was decreased to 70% to account for the likelihood that a portion of restaurant patronage are not hotel guests. Non-captive ratios for the other user groups (hotel guests and hotel meeting patrons) are consistent with what is recommended in the shared parking model for similar development projects (shown in Table 11 and Table 12).

- Base parking ratios, time of day and monthly presence factors are consistent with what is recommended in the shared parking model for similar projects (shown in Table 11 and Table 12).

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

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

Linden Inn Parking Demand Key Findings

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

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

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

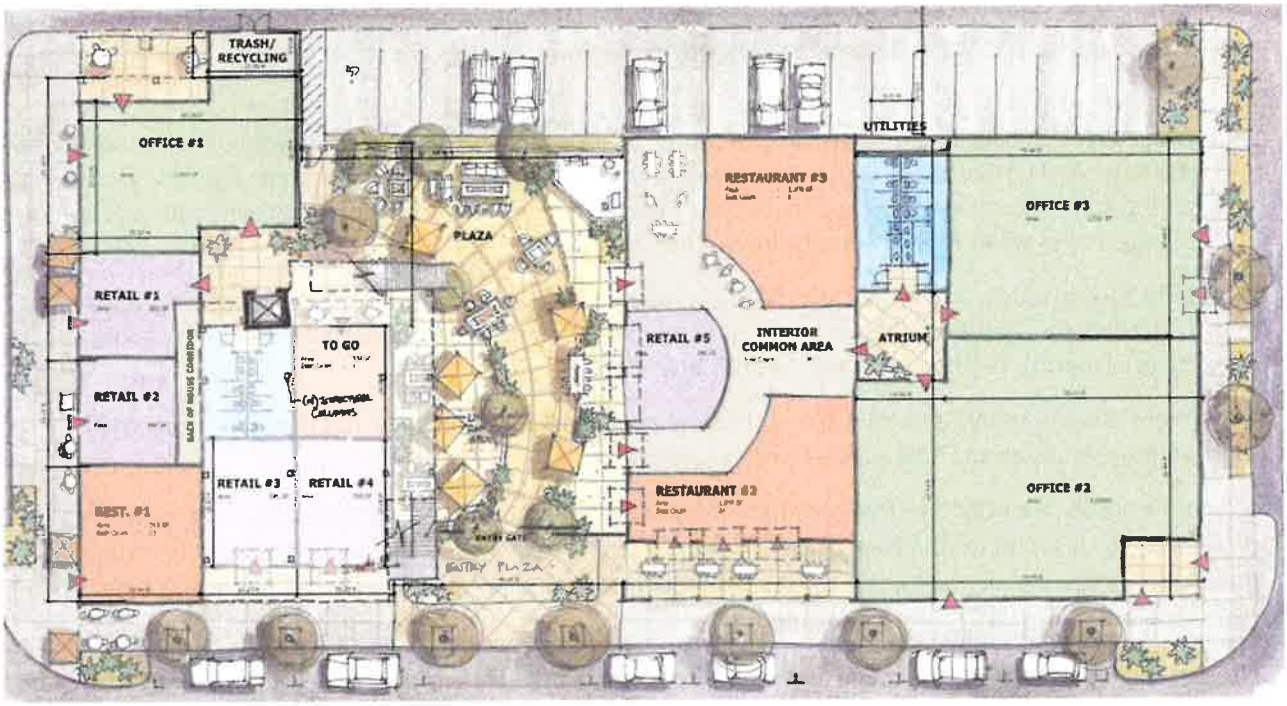
Source: *Walker Consultants*, 2020

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

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

Source: *Walker Consultants*, 2020

700 Linden



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

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

Land Use Program and Assumptions

As is common with development, the exact square footages of the program have varied as the project has evolved over time. The land use program used in this analysis contains the latest assumptions Walker had available for analysis at the time the downtown study was completed.Table 3 summarizes the land use program initially proposed and assumed for the development.

Table 13: 700 Linden Land Use Program

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

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

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

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

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

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

700 Linden Parking Demand Key Findings

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

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

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

Source: *Walker Consultants*, 2020

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

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

Source: *Walker Consultants*, 2020

Code Required Parking Spaces

The development team for 700 Linden also calculated the number of parking spaces that would be required per city code for the development based on a revised land use program that varies from that analyzed in this study.

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

Table 16: 700 Linden Zoning Ordinance Parking Requirements

Date: 29 October, 2020

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

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

Source: 700 Linden Development Team, October 2020

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

Rail Expansion

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

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

Table 17: LOSSAN Rail Expansion Ridership Projections

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

Source: *LOSSAN Rail Corridor Agency via email correspondence*, 2020

In order to project the amount of parking that might be needed to accommodate increased rail service, a few scenarios were considered. First, the existing parking demand generated by the Amtrak station was determined. Currently, existing parking demand in Lot 3 likely includes a combination of Amtrak riders originating in Carpinteria, downtown visitors, downtown employees, and beach visitors. Walker requested more specific ridership data related to originating trips from the Carpinteria station to determine existing parking demand, but despite multiple efforts, was unable to receive this information. Therefore, assumptions were developed to estimate the amount of existing Amtrak parking demand. Based on conversations with the City and observations of parking demand and behavior in this lot, two scenarios were considered:

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

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

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

Table 18: Existing Lot 3 Amtrak Parking Demand Calculation

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

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

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

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

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

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

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

Table 19: Future Amtrak Weekday Parking Demand Calculation by Hour

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

Notes: Scenario 1 assumes 30% of existing demand in Lot 3 are attributed to Amtrak riders. Scenario 2 assumes that 50% of existing demand in Lot 3 is attributed to Amtrak riders. This calculation assumes hourly distribution of parking demand for Amtrak riders remains consistent.
Source: *Walker Consultants*, 2020

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

Table 20: Future Amtrak Weekend Parking Demand Calculation by Hour

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

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

Rail Expansion Parking Demand Key Findings

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

Potential New Public Lot

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

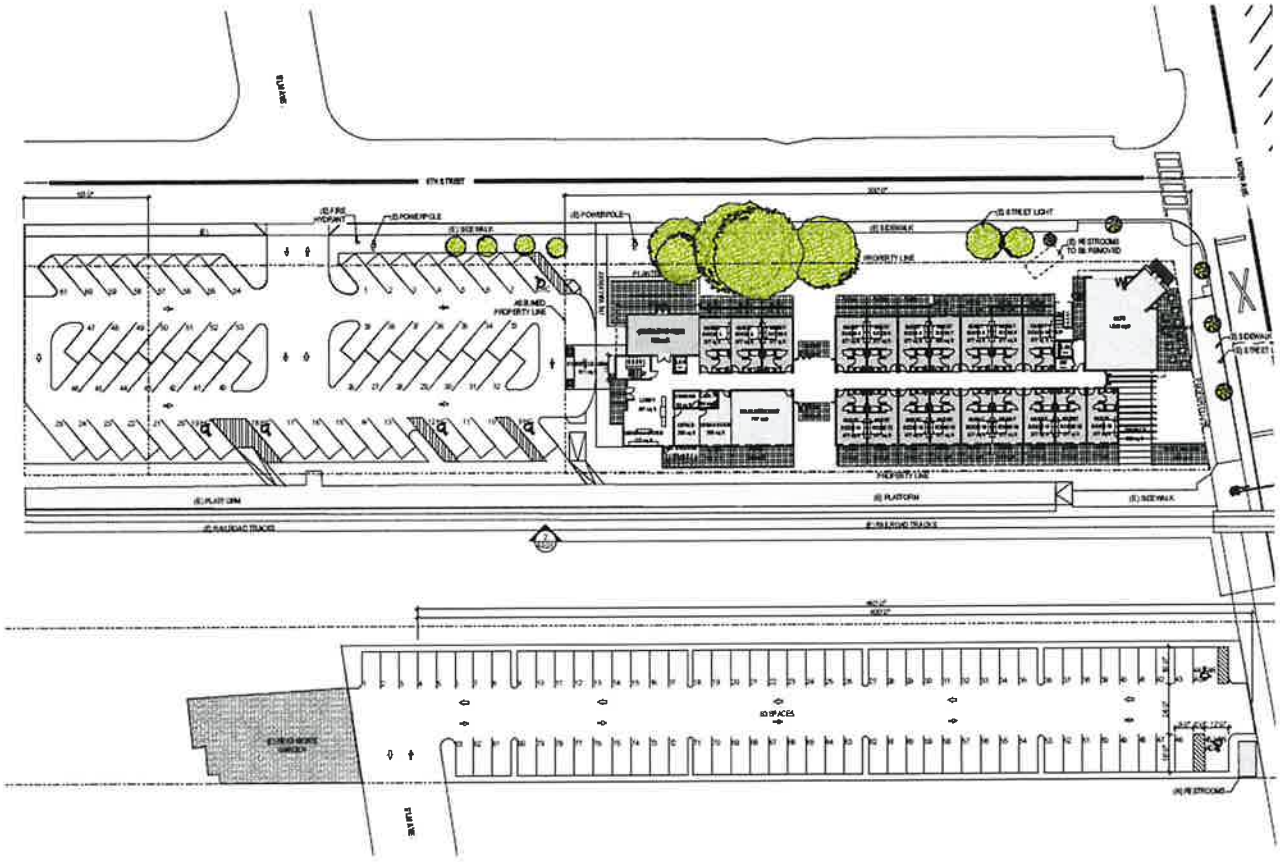
Figure 16: Location of Existing Lot 3 and a Potential New Public Parking Lot

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

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

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

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

Figure 18: Potential New Lot – Option 1

Placeholder – will replace with the PDF layouts

Figure 19: Potential New Lot – Option 2

placeholder

Figure 20: Potential New Lot – Option 3

Placeholder

Figure 21: Potential New Lot – Option 4

placeholder

Figure 22: Potential New Lot – Option 5

Figure 23: Potential New Lot – Option 6

Future Parking Impacts – Lot 3 & Potential New Lot

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

Existing + Linden Inn

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

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

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

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

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

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

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

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

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

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

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

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

Existing + Linden Inn + 700 Linden

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

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

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

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

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

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

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

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

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

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

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

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

Existing + Linden Inn + 700 Linden + Rail Expansion

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

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

The following table, Table 25, provides the total weekday demand for each scenario which reflects existing demand for non-rail riders parking in Lot 3, the Linden Inn, 700 Linden, and the expanded rail service. As stated previously,

the "percent increase" reflects a range of ridership increases that could potentially occur and the associated increase in parking demand. An expanded explanation of this methodology is provided on page 52 of this report.

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

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

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

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

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

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

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

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

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

Table 27: Lot 3 and Potential Future Parking Supply

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

Source: *Walker Consultants*, 2020

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

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

Future Impacts - Lot 3 and Potential New Lot

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

Overall Future Parking Impacts to Downtown

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

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

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

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

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

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

Future Impacts - Overall Impacts to Downtown

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

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

	Parking Supply	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM
Existing Demand	-	570	570	564	564	512	512	495	495	434	434
Existing Utilization (Supply = 883 spaces)	883	65%	65%	64%	64%	58%	58%	56%	56%	49%	49%
Future Parking Demand (Linden Inn + 700 Linden + Expanded Rail)[1]	-	95	131	132	132	105	100	101	102	102	92
Total Future Demand (Existing + Future)	-	665	701	696	696	617	612	596	597	536	526
Future Utilization Scenarios	-										

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

spaces; -
52 spaces

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

06 Recommendations & Parking Plan

6. Recommendations

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

Policy & Regulation Recommendations

Right-Size Parking Requirements in Downtown

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

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

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

Evaluate Parking Requirements on a Case-by-Case Basis

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

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

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

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

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

Pooled Parking

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

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

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

Transportation Demand Management

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

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

Conclusion

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

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

Recommendations Summary - Right Sizing Parking

- Develop parking requirements for downtown development on a case-by-case basis, taking into account opportunities to use the public supply to accomodate 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 methodolgy.

Reduce Development Impact Fees

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

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

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

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

Recommendation Summary - Reducing Development Impact Fees

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

Time Limits

On-Street

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

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

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

Recommendations Summary - On-Street Time Limits

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

Off-Street

Lot 1

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

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

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

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

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

Lot 2

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

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

Lot 3 & Potential New Lot

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

Recommendations Summary - Off-Street Time Limits

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

Opportunities for Additional Parking

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

Public – Private Partnerships

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

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

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

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

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

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

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

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

Recommendations Summary - Public-Private Partnerships

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

Constructing New Parking

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

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

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

Recommendations Summary - Constructing New Parking

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

When to build a parking structure?

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

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

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

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

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

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

[5] While $20,000 to $25,000 per space is an oft-cited number for the cost to construct a public parking structure in California, in recent examples in coastal California, the construction costs for a public structure bave 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

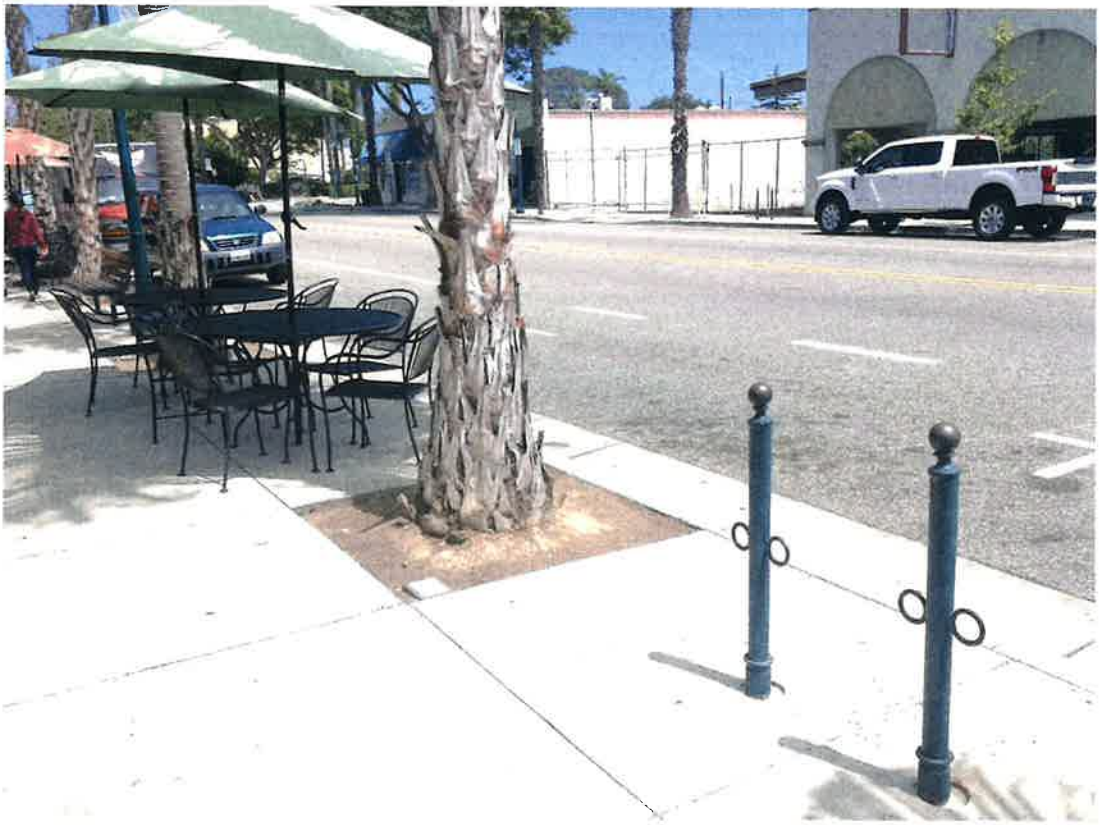
In order to understand how people access downtown, as well as the parking areas in downtown, a high-level analysis of the pedestrian, bicycle, and transit facilities was conducted, and recommendations were made for improvements for access and general mobility. Safety and security were not scoped and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

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.

Figure 28: Dockless Vehicle Parking Example

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

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

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

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

Recommendation Summary - Bikeshare and Micromobility

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

Transit

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

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

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

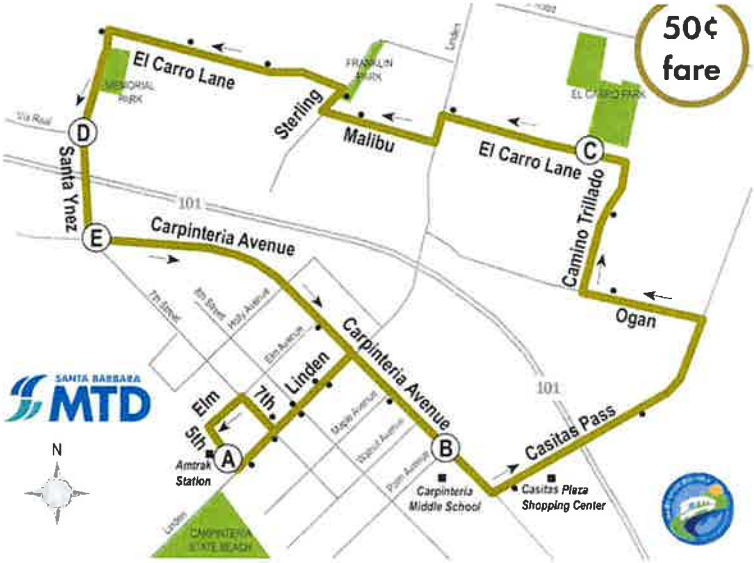
The City should evaluate existing ridership numbers and consider opportunities to increase service. Programs can also be developed by employers and businesses that would reward employees or customers who arrive by bus or shuttle. This may include discounts, gift cards, or other benefits.

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

A map of the route is shown in Figure 29.

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

Figure 29: Bus Route 36, Seaside Shuttle, Route



Source: *Santa Barbara MTD*, 2020

Figure 30: Line 20 Route Map

Source: *Santa Barbara MTD*, 2020

Recommendation Summary - Transit

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

Curb Management

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

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

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

Transportation Network Companies

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

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

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

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

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.

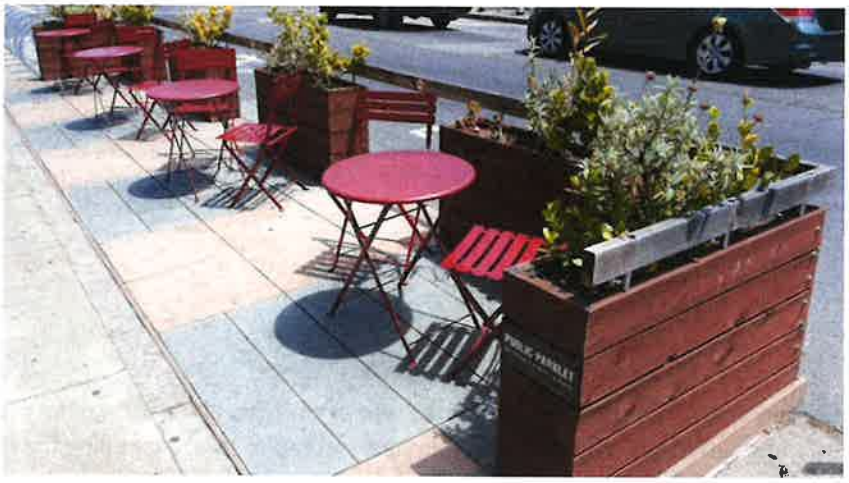
Many cities across the country have implemented parklets in varying capacities with great success in generating community and economic development by attracting more people to retail corridors where they are shopping, people watching or just plain having fun. Businesses have reported a 10% to 20% increase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

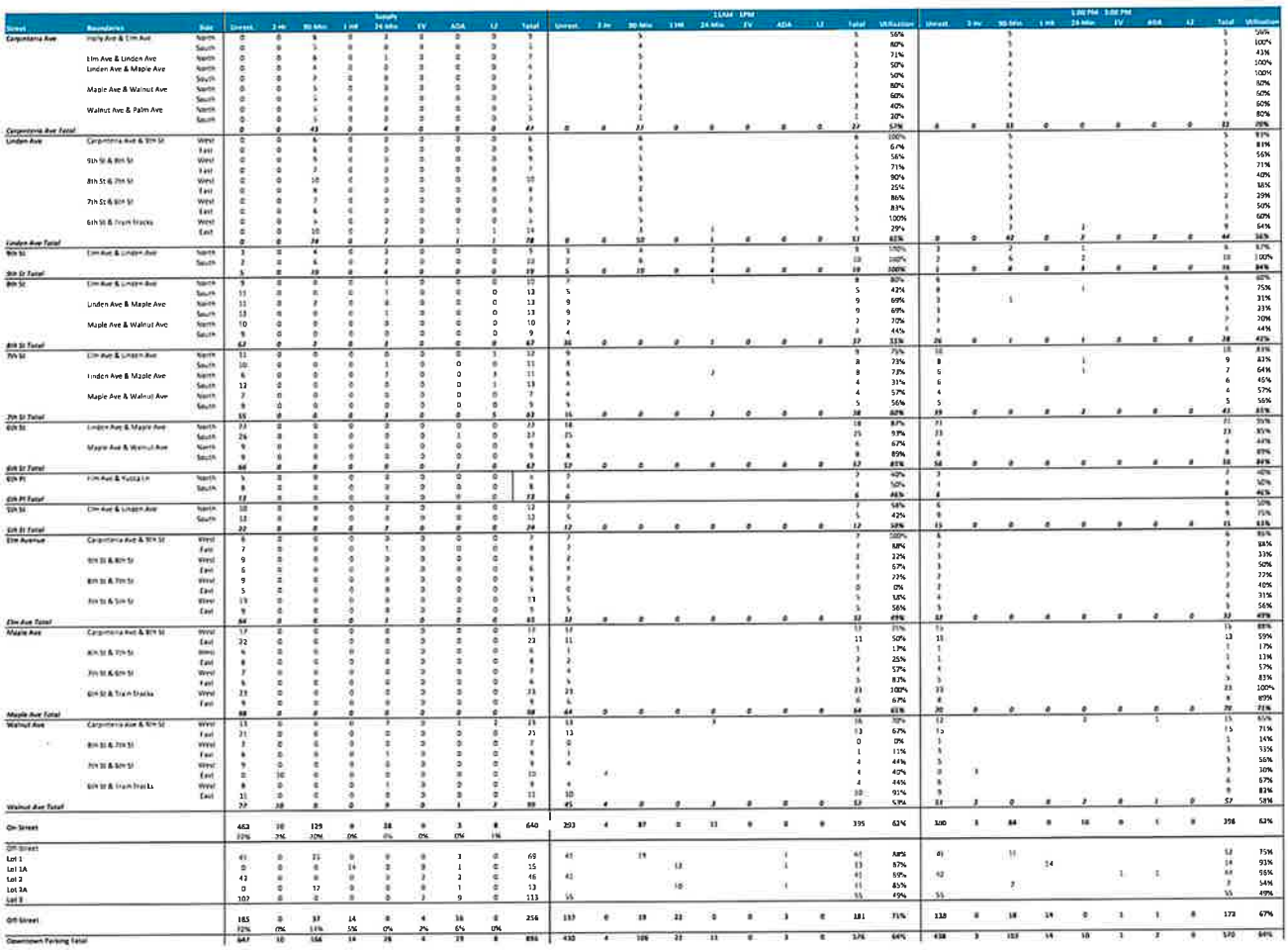
Source: Walker Consultants, 2020

Recommendation Summary - Parklets

- Create a parklet program for Downtown Carpinteria.

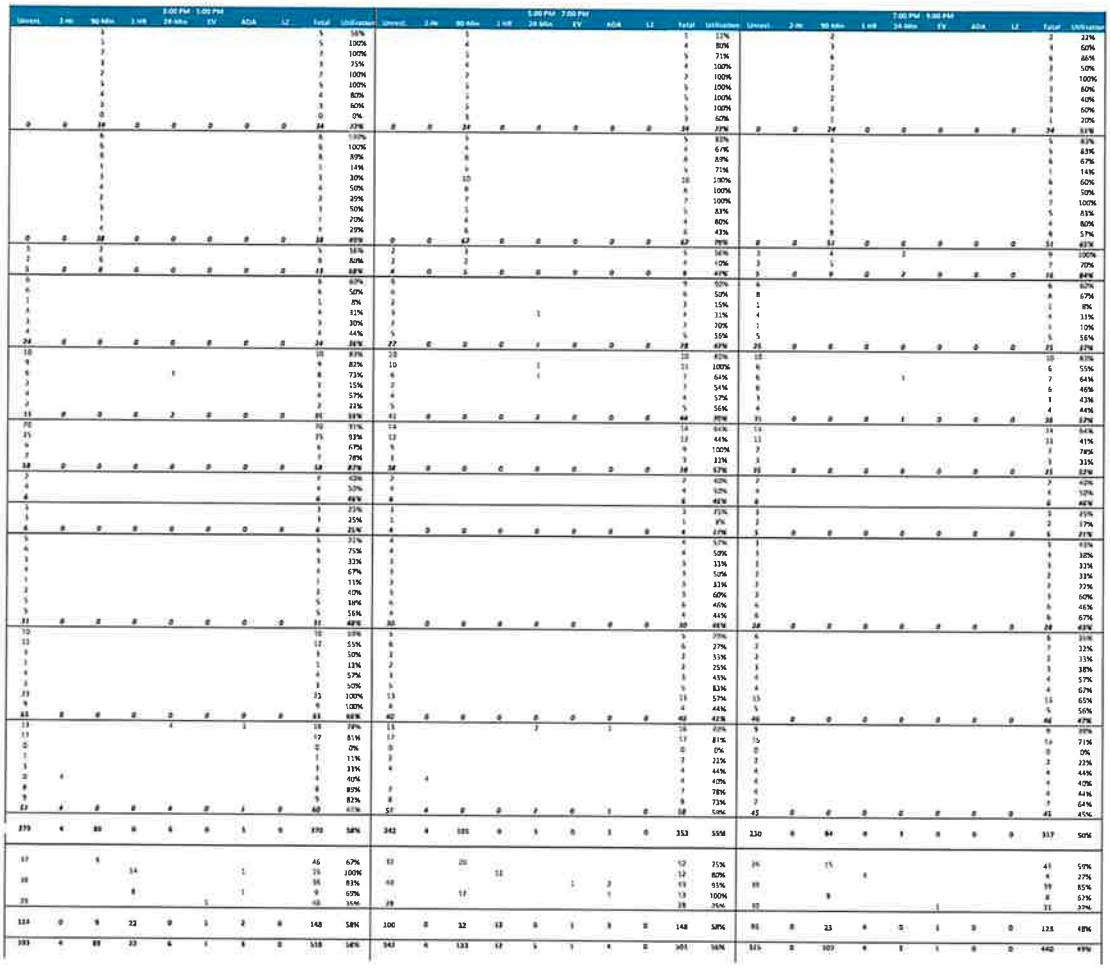
A Appendix A – Parking Occupancy Counts

Parking Occupancy Counts, Wednesday, August 14, 2019



Walker Consultants

Parking Occupancy Counts, Wednesday, August 14, 2019



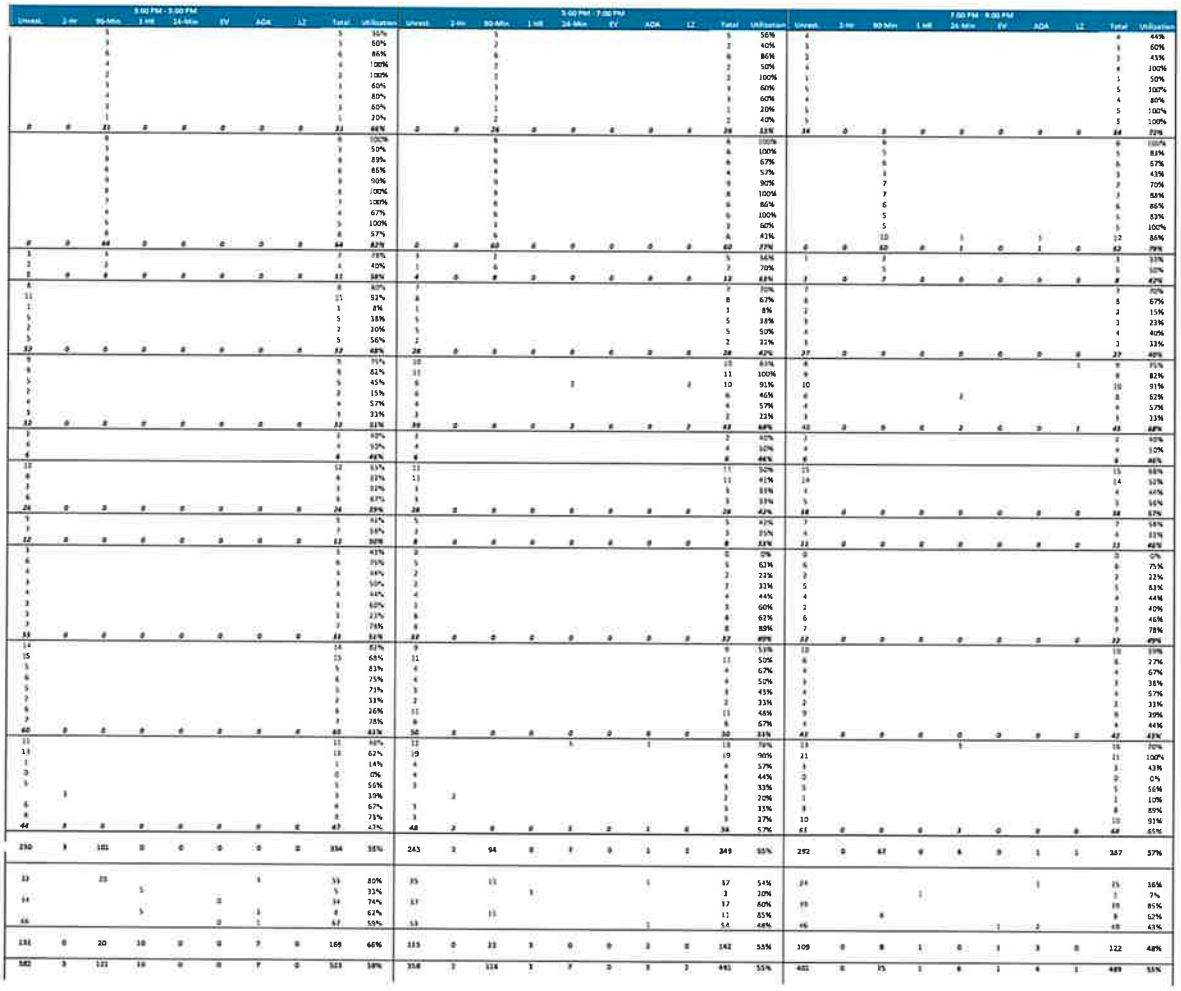
Walker Consultants

Parking Occupancy Counts, Saturday, August 17, 2019

Street	Boundaries	Side	Supply								11AM - 1PM										3:00 PM - 5:00 PM									
			Unrest.	2-Hr	90-Min	1-Hr	24-Min	EV	ADA	LZ	Total	Unrest.	2-Hr	90-Min	1-Hr	24-Min	EV	ADA	LZ	Total	Utilization	Unrest.	2-Hr	90-Min	1-Hr	24-Min	EV	ADA	LZ	Total	Utilization
Carpinteria Ave	Holly Ave & Elm Ave	North	0	0	6	0	1	0	0	0	8			2						2	22%			3						3	33%
		South	0	0	5	0	0	0	0	0	5			3						3	60%			3						3	40%
	Elm Ave & Linden Ave	North	0	0	6	0	1	0	0	0	7			6						6	86%			7						7	100%
	Linden Ave & Maple Ave	North	0	0	4	0	0	0	0	0	4			3						3	75%			4						4	100%
		South	0	0	2	0	0	0	0	0	2			2						2	100%			1						1	50%
	Maple Ave & Walnut Ave	North	0	0	5	0	0	0	0	0	5			5						5	100%			6						6	120%
		South	0	0	5	0	0	0	0	0	5			4						4	80%			1						1	20%
	Walnut Ave & Palm Ave	North	0	0	5	0	0	0	0	0	5			4						4	80%			3						3	60%
		South	0	0	5	0	0	0	0	0	5			1						1	20%			1						1	20%
Carpinteria Ave Total			*0*	*0*	*43*	*0*	*4*	*0*	*0*	*0*	*47*	*0*	*0*	*30*	*0*	*0*	*0*	*0*	*0*	*30*	*64%*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*0*	*28*	*60%*
Linden Ave	Carpinteria Ave & 9th St	West	0	0	6	0	0	0	0	0	6			6						6	100%			6						6	100%
		East	0	0	6	0	0	0	0	0	6			6						6	100%			6						6	100%
	8th St & 8th St	West	0	0	9	0	0	0	0	0	9			9						9	100%			6						6	67%
		East	0	0	7	0	0	0	0	0	7			7						7	100%			6						6	86%
	8th St & 7th St	West	0	0	10	0	0	0	0	0	10			7						7	70%			7						7	70%
		East	0	0	8	0	0	0	0	0	8			4						4	50%			4						4	50%
	7th St & 6th St	West	0	0	7	0	0	0	0	0	7			6						6	86%			3						3	43%
		East	0	0	6	0	0	0	0	0	6			5						5	83%			3						3	50%
	6th St & Train Tracks	West	0	0	5	0	0	0	0	0	5			5						5	100%			5						5	100%
		East	0	0	12	0	1	0	1	1	14			10		1				11	78%			5						5	36%
Linden Ave Total			*0*	*0*	*94*	*0*	*2*	*0*	*1*	*1*	*98*	*0*	*0*	*65*	*0*	*1*	*0*	*0*	*0*	*66*	*65%*	*0*	*0*	*52*	*0*	*0*	*0*	*0*	*0*	*52*	*53%*
9th St	Elm Ave & Linden Ave	North	1	0	4	0	1	0	0	0	6	1		5						6	67%	1		4						5	83%
		South	2	0	6	0	2	0	0	0	10	2		6						8	80%	2		6		2				10	100%
9th St Total			*3*	*0*	*10*	*0*	*3*	*0*	*0*	*0*	*16*	*3*	*0*	*11*	*0*	*0*	*0*	*0*	*0*	*14*	*88%*	*3*	*0*	*10*	*0*	*2*	*0*	*0*	*0*	*15*	*94%*
8th St	Elm Ave & Linden Ave	North	0	0	0	0	1	0	0	0	10	8								8	80%	9				1				10	100%
		South	11	0	0	0	1	0	0	0	12	10								10	83%	6								6	50%
	Linden Ave & Maple Ave	North	11	0	2	0	0	0	0	0	13	0								0	0%	0								0	0%
		South	12	0	0	0	1	0	0	0	13	2								2	15%	1								1	23%
	Maple Ave & Walnut Ave	North	10	0	0	0	0	0	0	0	10	5								5	50%	3								3	30%
		South	9	0	0	0	0	0	0	0	9	4								4	44%	4								4	44%
8th St Total			*43*	*0*	*2*	*0*	*2*	*0*	*0*	*0*	*67*	*29*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*43%*	*23*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*24*	*36%*
7th St	Elm Ave & Linden Ave	North	11	0	0	0	0	0	0	1	12	6								6	50%	8								8	67%
		South	10	0	0	0	1	0	0	0	11	5								5	45%	6								6	55%
	Linden Ave & Maple Ave	North	6	0	0	0	0	0	0	1	11	7								7	64%	7								7	64%
		South	12	0	0	0	0	0	0	1	13	3								3	23%	3								3	23%
	Maple Ave & Walnut Ave	North	7	0	0	0	0	0	0	0	7	3								3	43%	4								4	57%
		South	9	0	0	0	0	0	0	0	9	1								1	11%	1								1	11%
7th St Total			*55*	*0*	*0*	*0*	*1*	*0*	*0*	*2*	*63*	*25*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*25*	*40%*	*29*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*29*	*46%*
6th Pl	Elm Ave & Yucca Ln	North	5	0	0	0	0	0	0	0	5	2								2	40%	3								3	60%
		South	8	0	0	0	0	0	0	0	8	4								4	50%	4								4	50%
6th Pl Total			*13*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*13*	*6*								*6*	*46%*	*8*								*8*	*62%*
6th St	Linden Ave & Maple Ave	North	22	0	0	0	0	0	0	0	22	16								16	73%	12								12	55%
		South	26	0	0	0	0	0	1	0	27	5								5	19%	7								7	26%
	Maple Ave & Walnut Ave	North	9	0	0	0	0	0	0	0	9	6								6	67%	7								7	78%
		South	9	0	0	0	0	0	0	0	9	4								4	44%	7								7	78%
6th St Total			*66*	*0*	*0*	*0*	*0*	*0*	*1*	*0*	*67*	*31*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*31*	*46%*	*33*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*33*	*49%*
5th St	Elm Ave & Linden Ave	North	10	0	0	0	2	0	0	0	12	7								7	58%	4								4	33%
		South	12	0	0	0	0	0	0	0	12	5								5	42%	5								5	42%
5th St Total			*22*	*0*	*0*	*0*	*2*	*0*	*0*	*0*	*24*	*12*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*12*	*50%*	*9*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*9*	*38%*
Elm Avenue	Carpinteria Ave & 9th St	West	6	0	0	0	0	0	0	0	7	5								5	71%	5								5	71%
		East	7	0	0	0	1	0	0	0	8	7				1				8	100%	3								3	38%
	9th St & 8th St	West	9	0	0	0	0	0	0	0	9	8								8	89%	8								8	89%
		East	6	0	0	0	0	0	0	0	6	6								6	100%	4								4	67%
	8th St & 7th St	West	9	0	0	0	0	0	0	0	9	4								4	44%	3								3	33%
		East	5	0	0	0	0	0	0	0	5	2								2	40%	1								1	20%
	7th St & 6th St	West	13	0	0	0	0	0	0	0	13	5								5	38%	3								3	23%
		East	9	0	0	0	0	0	0	0	9	7								7	78%	6								6	67%
Elm Ave Total			*64*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*65*	*44*	*0*	*0*	*0*	*1*	*0*	*0*	*0*	*45*	*69%*	*37*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*37*	*57%*
Maple Ave	Carpinteria Ave & 9th St	West	17	0	0	0	0	0	0	0	17	10								10	59%	14								14	82%
		East	22	0	0	0	0	0	0	0	22	16								16	73%	13								13	59%
	9th St & 7th St	West	6	0	0	0	0	0	0	0	6	5								5	83%	5								5	83%
		East	8	0	0	0	0	0	0	0	8	5								5	63%	3								3	38%
	7th St & 6th St	West	7	0	0	0	0	0	0	0	7	4								4	57%	4								4	57%
		East	6	0	0	0	0	0	0	0	6	2								2	33%	4								4	67%
	6th St & Train Tracks	West	23	0	0	0	0	0	0	0	23	5								5	22%	5								5	22%
		East	9	0	0	0	0	0	0	0	9	6								6	67%	6								6	67%
Maple Ave Total			*98*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*98*	*53*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*53*	*54%*	*54*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*54*	*55%*
Walnut Ave	Carpinteria Ave & 9th St	West	13	0	0	0	2	0	1	2	18	5								5	28%	12								12	67%
		East	21	0	0	0	0	0	0	0	21	16								16	76%	15								15	71%
	9th St & 7th St	West	7	0	0	0	0	0	0	0	7	5								5	71%	1								1	14%
		East	8	0	0	0	1	0	0	0	9	5								5	56%	1								1	11%
	7th St & 6th St	West	9	0	0	0	0	0	0	0	9	4								4	44%	4								4	44%
		East	0	10	0	0	0	0	0	0	10	0	3							3	30%		1							1	10%
	6th St & Train Tracks	West	8	0	0	0	1	0	0	0	9	5								5	56%	6								6	67%
		East	11	0	0	0	0	0	0	0	11	6								6	55%	8								8	73%
Walnut Ave Total			*77*	*10*	*0*	*0*	*4*	*0*	*1*	*2*	*94*	*47*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*49*	*49%*	*47*	*1*	*0*	*0*	*0*	*0*	*0*	*0*	*50*	*51%*
Total On-Street			*462*	*10*	*129*	*0*	*28*	*0*	*3*	*8*	*640*	*252*	*3*	*104*	*0*	*3*	*0*	*0*	*0*	*360*	*56%*	*245*	*3*	*89*	*0*	*3*	*0*	*0*	*0*	*335*	*53%*
Off-Street																															
Lot 1			41	0	25	0	0	0	3	0	69	39		24				3		66	96%	35		18				3		56	81%
Lot 1A			0	0	0	14	0	0	1	0	15				14					14	93%				10					10	67%
Lot 2			43	0	0	0	0	2	1	0	46	40								40	87%	37								37	80%
Lot 2A			0	0	12	0	0	0	1	0	13			10				1		11	85%			9				2		11	85%
Lot 3			102	0	0	0	0	3	9	0	133	43					1			48	42%	48						2		50	44%
Total Off-Street			*185*	*0*	*37*	*14*	*0*	*4*	*15*	*0*	*256*	*126*	*0*	*34*	*14*	*0*	*1*	*4*	*0*	*179*	*70%*	*120*	*0*	*27*	*10*	*0*	*0*	*7*	*0*	*164*	*64%*
Downtown Parking Total			*647*	*10*	*166*	*14*	*28*	*4*	*19*	*8*	*896*	*378*	*3*	*138*	*14*	*3*	*1*	*4*	*0*	*539*	*60%*	*365*	*3*	*116*	*10*	*3*	*0*	*7*	*0*	*503*	*56%*

Walker Consultants

Parking Occupancy Counts, Saturday, August 17, 2019



B Appendix B – Planning Commission Comments & Responses

MINUTES, PLANNING COMMISSION
CITY OF CARPINTERIA
CARPINTERIA, CALIFORNIA

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

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

DRAFT

year.

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

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

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

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

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

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

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

Commissioner Allen expressed that he would like the actual parking

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

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

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

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

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

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

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

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

PUBLIC COMMENT
Chair Benefield opened the public hearing.

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

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

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

PUBLIC COMMENT CLOSED
Chair Benefield closed the Public hearing.

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

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

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

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

Commissioner Allen shared the following comments:

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

requirements for Surfliner.

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

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

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

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

  Comments noted.

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

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

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

Comments noted.

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

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

Comments noted.

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

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

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

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

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

DRAFT

DRAFT

PLANNING COMMISSION STAFF REPORT

MEETING DATE: July 6, 2021

ITEM FOR CONSIDERATION

700 Linden Adaptive Reuse Project

Project 21-2090-DP/CDP

Request for approval of a Development Plan and Coastal Development Permit to allow an adaptive reuse commercial development on a 0.69-acre lot located in the City's Downtown Core at 700 Linden Avenue, including construction of a new 3,176 square foot second floor addition; and to grant a Modification to required parking standards to: 1.) reduce the required number of parking spaces from 64 spaces to 48 spaces; and 2.) to utilize compact spaces (8'x20') for six of the provided onsite parking spaces; and to approve an Exemption pursuant to §15301, 15302, 15303, 15305, and 15332 of the California Environmental Quality Act ("CEQA") Guidelines.

Report prepared by: Nick Bobroff, Principal Planner
Community Development Department

SIGNATURE

Reviewed by: Steve Goggia, Director
Community Development Department

SIGNATURE

Owner: CHT, LLC: Terry Huggins and Matt LaBrie, co-owners

Applicant: Michael Stroh, DMHA Architects

Project Location: 700 Linden Avenue

APN: 003-313-001

Zoning Designation: Central Business (CB)

General Plan Designation: Visitor-serving Commercial (VC)

I. RECOMMENDATION

Adopt the attached Resolution No. PC-21-004, thereby approving Project 21-2090-DP/CDP to grant a Development Plan and Coastal Development Permit to allow the described adaptive reuse commercial development; grant the requested parking modifications; and accept the Exemption pursuant to §15301, 15302, 15303, 15305, and 15332 of the CEQA Guidelines.

II. PROPOSED PROJECT DESCRIPTION

Development Plan: This is the request of Michael Stroh, DMHA Architects on behalf of CHT, LLC for approval of a Development Plan for a commercial adaptive reuse project for the east 700 block of Linden Avenue. The project would largely retain and remodel the five existing buildings that comprise the property and construct a partial second story addition to create a new multi-tenant retail, restaurant and office development with a central outdoor plaza and rooftop deck. A surface parking lot, for 20 spaces (12 standard, 6 compact, 2 van accessible), would be provided onsite, accessed from Cactus Lane.

Existing buildings would undergo varying levels of interior and exterior alterations in order to create a series of tenant spaces of differing sizes available for a mix of commercial uses. Portions of the existing "Butler" and "Hardware" buildings would be demolished or removed (2,864 square feet, in total) in order to accommodate new site amenities such as onsite parking, outdoor seating areas, and building entry vestibules. New ground floor additions, totaling 705 square feet, are limited to the "Butterfly" building[1], and would accommodate a new elevator, trash enclosure, and utility cabinet. New second floor construction is proposed for the "Butterfly" building to create a series of 10 small office suites, along with a rooftop bar and common and private deck/patio areas. The new second floor addition would total 3,176 square feet of building area and 2,885 square feet of second floor deck area.

Tenant spaces for most of the development would range in size from approximately 500 - 600 square feet for some of the smaller "retail" and "restaurant" spaces to 1,200 - 1,600 square feet for some of the moderate sized "office" and "restaurant" spaces. Two larger tenant spaces of 2,717 square feet and 3,384 square feet, respectively, would be located in the "Hardware" building at the southern end of the block (fronting on Seventh Street) and would be programmed for "office" uses. The 10 upstairs office suites would average approximately 240 square feet in size, the rooftop bar would be 614 square feet and the large common rooftop deck area would total approximately 1,785 square feet. An additional 1,100 square feet of rooftop decking would be attributed to the office suites. Total cumulative building square footage would be modestly increased from the existing 19,952 square feet to approximately 20,961 square feet.

The project applicants have indicated that their intent is to provide a variety of local and unique tenants, which aim to create a vibrant and destination-type space to better serve the community. The proposed plan includes a mix of tenant spaces that serve primarily as retail and restaurant uses, small in scale and adding to the local variety of cuisine and retail shops. The three ground floor "office" spaces indicated on the plans are intended to be available for lease by uses that do not fit into the typical "retail" or "restaurant" type businesses, but that would still be visitor-serving in character. For example, the largest of the three office spaces, located at the corner of Linden Avenue and Seventh Street, is intended to house a "co-working" business, and the office space located behind it on Seventh Street is intended to house a local non-profit office/retail wares company. The office space located off of Eighth Street has been described as being a suitable location for a service-oriented business like a physical therapist's office. By contrast, the 10 small second floor office suites

[1] The staff report and plans prepared for the proposed project refer to the three existing collocated buildings situated along the northern half of the project site along the Eighth Street frontage as the "Butterfly" building, the metal-framed building in the middle of the lot just south of the proposed central plaza is referred to as the "Butler" building, and the southernmost building, located along the Seventh Street frontage is referred to as the "Hardware" building.

included in the proposed project are intended to provide small leasable spaces for more traditional, but small-scaled office uses.

The organization and layout of the site would be reconfigured such that tenant spaces along the perimeter of the site would be oriented to their primary street frontage(s). Facades would be updated to add visual interest and to give each of the three respective buildings a unique but cohesive appearance. Existing plaster facades would be maintained and updated, and the in-fill block areas would be further opened up to the street with storefront type entries for individual tenant spaces. New recessed entry vestibules are proposed for the "office" tenant spaces located along the Seventh Street frontage. The use of decorative awnings and/or siding materials are proposed as a means to introduce additional visual interest and accentuate some of the design features of the existing buildings. The exterior of the "Butler" building would preserve the existing steel framing and introduce a new corrugated metal roof over the existing roof framing. New glass roll-up storefronts would be added to the Linden Avenue and interior courtyard-facing elevations to create an indoor-outdoor environment.

The Linden Avenue and Seventh Street facades of the former "Hardware" building would be updated and made more transparent through the addition of new deeply inset windows and storefronts for the two "office" tenant spaces. Exterior finishes would be updated with a brick veneer and new stucco, including a space for a large mural on the Seventh Street elevation.

The proposed second floor office suites on the "Butterfly" building would feature varied setbacks from the ground floor façade, some of which would provide space for small private decks overlooking the street; a large deck area would also buffer the office suites from the Linden Avenue frontage. Another private deck for the office suites would be provided at the rear of the second floor, facing Cactus Lane. The upstairs office suites and bar area would feature a butterfly roof with deep overhangs that mimic, in reverse, the pitch of the chevrons found on the ground floor building facades of the "Butterfly" building. A landscaped planter and protective railing would surround the upstairs office suites and rooftop decks from the building edge.

The existing surface parking lot in the middle of the block would be repurposed into an outdoor central plaza that would provide seating, gathering areas and related amenities (e.g., outdoor fireplaces, water feature, trellis, etc.), open to the public during business hours. The plaza may also be made available for community uses such as markets, festivals, outdoor concerts or movies. The bulk of the rooftop deck area is envisioned to function in a similar manner as an extension of the common central plaza open to the general public for use and offering similar amenities. A pair of common restroom cores would be built within the development's interior, which would allow for access from all of the project tenant spaces, as well as the central plaza. There would be numerous egress points from both the buildings and the central plaza, which would have decorative gates and be able to be locked off for security purposes outside of business hours. Access to the rooftop deck, bar and office suites would be provided from two exterior stairways and an elevator. Accessibility would be provided as required for all portions of the project. Businesses within the development abutting the plaza would be configured to relate to the central plaza.

The existing metal-framed "Butler building" would be altered to create a covered patio seating area under the existing roof canopy along the building's Linden Avenue frontage. Facing the central courtyard, a series of large folding garage doors would be utilized to allow the new restaurant and retail tenants spaces, and interior circulation and seating areas within the "Butler building" to open directly to the central plaza. The interior common area would lead to an open-air atrium which would

provide access from the plaza and common areas to public restroom facilities and secondary entrances to the "office" tenant spaces situated at the southerly (Seventh Street) end of the "Hardware" building.

Building heights for the existing single-story portion of the "Butterfly" building would remain at 14 feet six inches; the new second floor office suites and rooftop bar would reach a maximum height of 24 feet 1 inch to the highest point of the butterfly roof and 27 feet 9 inches to the top of the rooftop mechanical screening. With the removal of the existing arched false façade from the "Butler" building and "Hardware" store building, the heights of these two elements would be reduced from the existing 19 feet 11 inches to 15 feet 9 inches and 16 feet 4 inches, respectively. Overall building coverage would be reduced modestly from the existing 19,952 square feet to 17,793 square feet.

Parking for the site would be accomplished by demolishing approximately 2,044 square feet off the eastern (rear) side of the "Hardware" and "Butler" buildings along Cactus Lane. This would allow a continuous row of off-street parking, totaling 20 spaces. In addition, the site has been allocated 28 spaces at the existing Amtrak city parking lot (Parking Lot #3) via historical payments into the Parking Lot #3 assessment district. Bicycle parking would be provided onsite within the outdoor central plaza, under the rear stair access to the upper floor. Additional bicycle parking would be provided in the public right-of-way on Eighth Street, Linden Avenue, and Seventh Street.

Proposed onsite landscape and hardscape improvements are primarily limited to small planters near building entries and seating areas along the project's perimeter, at the entrances to the central courtyard, and throughout the interior of the new central courtyard, including several large shade trees. Decorative paving, decking, and outdoor furniture would be utilized throughout the courtyard area. A new retractable decorative gate is proposed for the courtyard entry facing Linden Avenue to secure the site outside of business hours. At the rear of the courtyard, backing onto the onsite parking, a shade trellis structure incorporating a solid masonry wall with glass above would be provided to, in part, provide an acoustical buffer for neighboring residential uses across Cactus Lane. A similar feature is proposed for the rooftop deck for the same purpose.

The project also includes frontage improvements to the project's four street frontages: Linden Avenue, Eighth Street, Seventh Street, and Cactus Lane. Proposed frontage improvements include, but are not limited to, updated/additional street trees, new public bicycle parking (located on the sidewalk on Seventh and Eighth Streets, and off the sidewalk adjacent to the proposed loading zone on Linden Avenue), reconfigured parallel on-street parking, a new loading zone on the Linden Avenue frontage adjacent to the courtyard entry, new/reconfigured planters and landscaping along the project frontages, with areas identified along Linden Avenue for future restaurant sidewalk seating, and new concrete paving for certain portions of the public sidewalk along the project frontages to help meet accessibility requirements and account for the grade differences across the lot.

Parking Modification: The proposed project includes a request for a Modification to the City's parking standards to allow: 1.) a reduction to the number of required parking spaces from 64 spaces to 48 spaces; and 2.) the designation of six of the onsite parking spaces as "compact" spaces (8 feet x 20 feet). As described above, the proposed 48 spaces would be provided through a combination of 20 onsite parking spaces and a 28-space credit in City Parking Lot #3.

Coastal Development Permit: A Coastal Development Permit is required to allow the proposed development as described above.

Plans are attached as Exhibit 1, Attachment B. Photographs of the story poles are provided as Exhibit 2. A copy of the applicant's project narrative is included as Exhibit 3.

III. BACKGROUND

Site Characteristics and Background

The 0.69-acre (30,065 square feet) site is located in the heart of the City's downtown core on Linden Avenue. The project site comprises the entire east 700 block of Linden Avenue, and is bounded by Linden Avenue, Eighth Street, Cactus Lane and Seventh Street.

Presently, the site is improved with five single story commercial buildings with a combined total square footage of approximately 19,952 square feet. Current tenants include two retail stores, a liquor store, and a medical clinic. The largest of the existing buildings, the former hardware store site, which occupies the southerly half of the subject property, is presently vacant although it is periodically used for community events. With the exception of the medical clinic space located at the rear northeast corner of the property, all of the commercial tenant spaces are currently oriented to Linden Avenue. Approximately nine parking spaces are currently provided onsite (seven in the central parking lot for the former hardware store, and two spaces accessed from Cactus Lane). The mix of buildings were historically assessed for a combined 28 parking spaces in the City Parking Lot #3 Parking Assessment District.

The subject property is bounded by a mix of building types and land uses that reflect the historically varied development of the City's downtown area over the decades. Most of the buildings are single story in height and of a similar scale to one another, although some two-story or larger volume buildings are scattered throughout the downtown, including several two-story mixed use buildings and the historic packing warehouses fronting on the railroad tracks.

The project site is bounded to the north, across Eighth Street, by the "Smart & Final Extra!" grocery store and surface parking lot. Across Linden Avenue from the project site sits a vacation rental residence, a small retail shop, several restaurants, and the "Palms" building. To the south, across Seventh Street, sits a single story restaurant building. Behind the project site, across Cactus Lane, sits a Quonset hut occupied by a wood shop and antique store oriented to Seventh Street, and two-story residential units fronting on Eighth Street.

The project site is designated Visitor-serving Commercial (VC) on the City's General Plan/Coastal Plan Land Use Map and is located within Community Design Subarea 2a: the Downtown Core District of the City's General Plan/Coastal Plan. The property is zoned Central Business (CB), and is subject to the requirements of the Visitor-serving Commercial (V) Overlay District.

IV. PROJECT HISTORY

Joint City Council, Planning Commission, and Architectural Review Board Concept Review

A concept proposal for the adaptive reuse project was reviewed by the Architectural Review Board (ARB), Planning Commission (PC) and City Council (CC) at a special July 15, 2019 joint meeting.

The previous iteration of the concept did not include any of the currently proposed rooftop or second floor amenities, but otherwise reflected an earlier study of the same adaptive reuse concept.

Overall, the initial concept for the adaptive reuse project enjoyed broad support from members of the public and City decision makers. Main comments to be gleaned from the Minutes indicate that the decision makers were glad to see a project that largely maintained the small scale and varied character of the Linden Avenue core while introducing opportunities for new businesses and amenities. Parking demands for the project and the provision of adequate parking for the greater downtown was the primary concern of the City decision makers and warranted further careful study. Other comments of note were an interest in ensuring that measures to secure the central plaza after hours be executed in a tasteful manner, a suggestion to consider designating Cactus Lane as a one-way alley with angled onsite parking, and a suggestion to explore opportunities for the inclusion of a rooftop deck or dining area in the concept plans.

A copy of the approved Minutes from the July 15, 2019 joint ARB-PC-CC meeting is included as Exhibit 4.

Architectural Review Board Concept Review

Subsequent to the well-received joint concept review meeting, the project returned to the ARB at the February 27, 2020 meeting to further discuss project design elements and receive feedback from the ARB on the contemplated addition of a new second floor element for the "Butterfly" building. With the exception of the new second floor addition to accommodate a rooftop deck and bar, and 10 small office suites, the remainder of the project reflected only a refinement of the design concept originally presented to the City decision makers at the earlier joint concept review meeting.

Overall, the Boardmembers responded favorably to the updated design, including the new second floor addition, noting that it preserved the character and feel of the existing setting and was of an appropriate scale for the site. Boardmembers also appreciated the quality of the architecture and design, which they felt was a good fit for the downtown core. The Board expressed concerns over "back of house" operations, particularly for the various restaurant uses, and how those would function and be serviced without having significant disruptions to traffic circulation around the site. Concerns over ensuring the adequacy of parking for the proposed project and the greater downtown area were also shared.

Two members of the public spoke at the meeting. Both were primarily concerned with potential traffic impacts along Cactus Lane and Citrus Place, noting the narrow width of these alleys.

A copy of the Minutes from the February 27, 2020 meeting is attached as Exhibit 5.

Architectural Review Board (ARB) Preliminary Review

The project returned to the ARB for preliminary review on April 29, 2021. The project was substantially the same as what was previously presented to the ARB for the February 2020 concept review, only providing a higher level of detail and refinement to the plans as is appropriate for preliminary review. The preliminary plans included a number of highly detailed perspective renderings taken from different vantages around and within the project site, during

both daylight and evening hours, which helped to provide a clear sense of the quality and character of the proposed project.

Overall, the Board was very supportive of the project, noting among other things, that the project is carefully designed to fit the character and scale of the downtown, the architecture, landscaping, and colors and materials are high quality and well-executed, the project sets a new standard for future downtown redevelopment, and the project, once completed, is likely to bring back vibrancy to the downtown and become the new downtown hub of activity. Nevertheless, there were certain elements of the project that the Board felt needed further study, including addressing potential nuisance issues with a rooftop bar use, parking demands for the project, and back-of-house operations for the businesses within the project (e.g., deliveries, trash, utility servicing, etc.). Ultimately, the Board recommended preliminary approval with their comments attached and asked that the project return to the ARB for an in-progress review prior to commencing final working drawings.

One member of the public submitted a letter to the ARB. The letter primarily addressed concerns over the potential for increased vehicle traffic on Cactus Lane and Citrus Place, and the potential for loss of private views from new project landscaping.

Copies of the Minutes from the April 29, 2021 ARB Meeting and the public comment letter are attached as Exhibit 6.

Revisions in Response to ARB Comments

In response to the ARB's comments, several additional revisions have been made and are reflected in the plans presented to the Planning Commission. These revisions include:

- Adding a nine-foot tall steel and glass trellis structure with landscaping to the Cactus Lane side of the rooftop deck in order to buffer noise transmission from the rooftop deck towards residences across Cactus Lane. The project's acoustical analysis has been updated to include this new feature and demonstrates that sound levels would remain below thresholds of significance.
- Proposed public bicycle parking in the Seventh Street and Eighth Street rights-of-way have been relocated onto the adjacent public sidewalk. An additional bollard-protected bicycle parking area has been added along the Linden Avenue frontage, directly adjacent to the loading zone and in front of the "Butterfly" building to serve as a primary bicycle parking area for the development.
- Three additional planters were added to the "Butterfly" building's Eighth Street frontage to provide further landscape relief along the façade.
- References to new decorative pavers in the right-of-way have been replaced with proposed standard concrete with a broom finish to better relate to existing public improvements while still meeting accessibility requirements.
- The proposed grease interceptors for the project have been relocated to the southernmost parking space on Cactus Lane and the adjacent landscape island has been modified to allow for the hoses needed to service the facilities to be run across the planter. Additionally, the on-street parallel parking space on Seventh Street located closest to the Cactus Lane intersection is proposed to be time restricted during certain hours to allow for servicing of the grease interceptors without having to interfere with circulation on Cactus Lane.

V. ENVIRONMENTAL

As no significant impacts to the environment are anticipated for the reuse of the property, the project can be found categorically exempt from environmental review pursuant to §15301(a) and (e) (alterations to existing facilities), §15302(b) (replacement or reconstruction of a commercial structure), §15303(c) (new construction or conversion of small structures), §15305(a) and (b) (minor alterations in land use limitations) and §15332 (in-fill development projects) of the Guidelines for the Implementation of the California Environmental Quality Act (CEQA).

Consistent with §15301, §15302, and §15303, the project entails alterations and reconstruction of portions of existing buildings in an urbanized, developed part of the City. New square footage added is well under the 10,000 square foot thresholds that apply to such projects in urbanized areas where all necessary public services are available and environmentally sensitive habitats are not present. The proposed parking modifications and minor encroachments are consistent with the types of minor alterations in land use limitations allowed under §15305, which do not result in any changes in land use or density. Finally, as the project includes alterations to an existing building wherein the project is consistent with the City's General/Coastal Plan, Zoning Code, is located within city limits on a project site of no more than five acres substantially surrounded by urban uses, and the project site has no value as habitat for endangered, rare or threatened species, approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality and the site can be adequately served by all required utilities and public services, consistent with the types of projects exempted under §15332. As the project is consistent with these standards, the exemption is appropriate. See attached Notice of Exemption (Exhibit 7).

VI. ANALYSIS

The discussion below provides an analysis of the project in terms of its compliance with the development standards of Chapter 14, Zoning, of the Carpinteria Municipal Code, and with the policies and objectives of the General Plan/Coastal Land Use Plan.

Zoning Code Requirements

Permissible Uses

The subject property is zoned CB and is subject to the V overlay district. Permissible uses in the CB zone district and V overlay district, subject to approval of a Development Plan and Coastal Development Permit, include hotels, motels, restaurants, service and retail commercial uses normally associated with the needs of visitors and which may also serve local residents, recreation facilities, and uses, buildings and structures accessory and customarily incidental to the above uses (CMC § 14.44.050). Generally speaking, the proposed project can be found to be permissible in the CB zone and V overlay district, however elements of the specific design, along with the specific types and mix of uses are critical in determining consistency with applicable City regulations for this project.[2]

[2] Applicable criteria concerning visitor-serving commercial developments are discussed in further detail in the General Plan/Coastal Land Use Plan analysis section of this report.

Specifically, the proposed project calls for establishing a variety of different-sized tenant spaces for a mix of retail, restaurant, and office uses in a multi-tenant commercial development. Retail and restaurant spaces are generally considered to be consistent with the types of visitor-serving commercial uses allowable under the V overlay district requirements. Office uses are not generally permitted in the V overlay district, except in a vertical mixed use configuration where such uses are limited to the upper floor(s) of the building.

However, the City has in the past determined that specific office uses can be found consistent with the use limitations of the V overlay district if they can be demonstrated to be visitor-serving in nature. For example, "office" uses such as banks or real estate offices that manage vacation rentals have, in the past, been found to be visitor-serving commercial. In the case of the proposed project, the applicants' intended ground floor "office" tenants, consisting of a shared co-working space, a non-profit that assists local children in producing and selling locally-made wares, and a small office for a medical professional, could all be found to be consistent with the types of commercial uses that can serve both visitors and residents of the City. Since we do not know who the specific tenants of the various commercial spaces will be at this time, staff recommends a condition be included in the proposed conditions of approval clarifying that all ground floor uses must be visitor-serving commercial in nature, as determined and approved by the Community Development Department subject to approval of a Certificate of Occupancy and Business License prior to opening for business in the subject development. This condition will ensure staff has the opportunity to review and confirm zoning consistency for all proposed tenants and uses prior to be legally eligible to conduct business in the City.

CB Zone District Development Standards

The following table describes the project's compliance with the applicable CB zone district (CMC § 14.22) physical development standards.

Standard	Requirement/Allowance	Proposal
Setbacks (CMC 14.20.090)*		
Front (Linden Ave)	35 feet from centerline of street or 5 feet from property line, whichever is greater. (5 feet from PL)	40 feet from centerline of street; 0 feet from property line.
Side (Eighth St)	35 feet from centerline of street or 5 feet from property line, whichever is greater. (5 feet from PL)	35 feet from centerline of street; 0 feet from property line
Side (Seventh St)	35 feet from centerline of street or 5 feet from property line, whichever is greater. (5 feet from PL)	30 feet from centerline of street; 0 feet from property line
Rear (Cactus Lane)	20 feet min. from residentially-zoned property lines	20 feet from a residentially-zoned property line
Height (CMC 14.20.100)	30 feet max.	"Butterfly" 1-story: 14 feet 6 inches (N) 2-story: 27 feet 9 inches

		"Butler" building: 15 feet 9 inches "Hardware" building: 16 feet 4 in.
Landscaping (CMC 14.22.050)*	5% min. to 20% max. as established by Planning Commission (1,503 sq ft – 6,013 sq ft)	4% (1,253 square feet) landscaping; 25% (7,300 square feet) open space (inclusive of central plaza and rooftop deck)
Parking (CMC 14.54.040)*	Commercial/Office: 1 space per 500 sq ft (31.04) Restaurant: 1 space per 500 sq ft + 1 space per 4 fixed seats (32.92) Total: 64 spaces	20 spaces provided onsite 28 space Parking Lot #3 credit Total: 48 spaces

**Further discussion is provided below for these development standards.*

Setbacks

Carpinteria Municipal Code § 14.22.060 stipulates that certain development standards for the CB zone district, including but not limited to, setbacks and maximum building height, are as provided for in the Commercial Planned Development (CPD) zone district (CMC § 14.20). In the case of setback requirements, CMC §14.20.090(1) states that "no structure shall be located less than 35 feet from the centerline of *any* street or five feet from the property line, whichever is greater… Side yard setback requirements for corner lots *may* be waived" (emphasis added). In the case of the proposed project, the proposed development would maintain the existing legal nonconforming 0-foot front (Linden Avenue) and street-side (Eighth Street/Seventh Street) property line setbacks.

Pursuant to CMC §14.82.060 (Nonconformance as to yards or height.), if a building is conforming as to use, but nonconforming as to yards (i.e. setbacks) or height, said building or structure may be permitted by the Planning Commission to be enlarged, moved or structurally altered, provided, that any addition or enlargement complies with the yard and height requirements of the district in which such building or structure is located. In this case, several building alterations would occur within the established front setbacks along the Linden Avenue, Eighth Street and Seventh Street frontages, including but not limited to altering the "Butler" building to create a covered outdoor dining area and altering the "Hardware" building to remove the false façade and open up new larger windows and entry areas. With respect to the proposed second floor addition to the "Butterfly" building, all contemplated new additions would be set well back from the Linden Avenue and Eighth Street frontages and therefore not encroach into the required setbacks. Because the contemplated new construction would be located outside of the setbacks, and existing building footprints would be maintained or structurally altered in place, the Planning Commission could authorize the nonconforming setback conditions to remain as part of their action on this Development Plan application.

Per the CB zone district setback requirements, the Commission also has the authority to waive the street-side setback requirements for corner lots. Staff notes that many of the corner lot buildings in the downtown core maintain a zero setback from the front and side property lines, thus allowing the subject buildings' existing established setbacks to remain is not out of character with surrounding development. Further, allowing appropriately designed and scaled buildings in the downtown core to be built right up to the sidewalk is also conducive to creating the desired pedestrian-oriented streetscape envisioned in the General Plan/Coastal Plan's Community Design Element (discussed further, below). The ARB reviewed and considered the proposed building setbacks along the Linden

Avenue, Eighth Street, and Seventh Street frontages, and were in support of maintaining the existing zero setbacks, noting that the buildings were attractively designed and scaled to relate to pedestrians, and that the zero setbacks were consistent with the streetscape character desired for the downtown as discussed in the City's General Plan/Coastal Land Use Plan. Staff is in agreement with the ARB and supports the legal nonconforming zero setbacks being maintained for the proposed project.

For buildings in a commercial zone district that are located immediately adjacent to properties in a residential zone district, CMC §14.20.090(1) requires that a commercial building more than 20 feet in height maintain at least a 20-foot setback from the property line of residentially-zoned properties. In the case of the subject project, the property backs up to properties zoned for residential uses, and the nearest portion of the subject building to the residentially-zoned properties would be two stories and reach a maximum height of 27 feet 9 inches (to the top of the mechanical equipment screening), therefore a minimum 20-foot setback from the residentially-zoned property is required. In this case, the rear face of the building would be set back from the Cactus Lane (rear) property line by approximately nine feet six inches (excluding the proposed trash enclosure); additionally, the subject property is separated from residentially-zoned properties to the east by the 20-foot wide alley (Cactus Lane) that runs behind the subject property. Therefore, the project would provide more than the minimum required 20-foot residential setback.

Architectural Encroachments

The proposed plans indicate there are multiple minor encroachments into the City's public rights-of-way proposed for architectural features such as window boxes, lighting, and decorative awnings. Such architectural encroachments into the right-of-way may be permitted subject to the requirements of CMC 12.08.030, Architectural Encroachments- Permit Requirements and Conditions.

According to the permit conditions requirements, subject to the issuance of an encroachment permit, the Planning Commission may approve an eave or roof overhang into a public right-of-way over sidewalks, subject to the following conditions, all of which shall be part of the permit:

1. *Encroaching structures shall be attached to a main building. Such structures may extend over a public right-of-way utilized or intended for use by pedestrians.*
2. *In order to insure pedestrian clearance and safety, the minimum distance between any portion of such structure, or any object attached to it, and the finished grade of the pedestrian walkway shall be eight feet.*
3. *The planning commission shall approve, disapprove or modify the proposed architectural design of the structure intended to encroach into the public right-of-way. The planning commission shall approve, disapprove or modify any sign arrangement made possible by the encroaching structure. The planning commission shall approve, disapprove or modify any lighting arrangement.*
4. *The planning commission may require such other conditions as it deems appropriate which may be more restrictive than provided elsewhere within this ordinance.*
5. *The permittee shall agree to hold the city harmless from any and all actions and causes of action arising out of or caused by the encroachment, and the permittee agrees that the license shall create no rights in conflict with the public interest.*
6. *The planning commission shall require provision for insurance with the city as a named beneficiary for the granting and continuance of all encroachment permits. Such insurance shall be in accordance with the form and amount specified by the city attorney.*

7. *The encroachment permit and its conditions shall be in accordance with an overall plan or design adopted for the commercial area or district by the planning commission.*

Similar architectural projections and encroachments have been permitted in the downtown where they have been found to enhance the pedestrian-scaled character of the street and contribute to a more attractive, and better functioning commercial core, or where they are found to be in the interest of the public's health, safety and welfare.

The proposed encroachments associated with the project include three window boxes on the Linden Avenue frontage of the "Hardware" building (1'0" encroachment), three metal awnings over the building entries on the "Hardware" building's Seventh Street elevation (3'7" encroachment), four metal awnings over the Eighth Street storefronts of the "Butterfly" building (3'9" encroachment), and miscellaneous lighting for building mounted lighting on all building elevations. The proposed encroachments are attached to the main buildings and are situated so as to not interfere with pedestrians' use of the public sidewalks. The proposed encroachments have been reviewed and recommended for approval by the ARB as being appropriate to the downtown character and consistent with the design of the subject buildings. Future tenant signage has not been developed at this time, however a condition has been included in the recommended conditions of approval that requires the applicant to work with the ARB to develop a comprehensive planned sign program for the entirety of the development, including but not limited to, any future signage that may be mounted on the encroaching awnings or similar features. Likewise, conditions have been included requiring the applicant to sign an indemnification form holding the City harmless for any damages or injuries resulting from the encroachments, and requiring the owner to maintain liability insurance with sufficient coverages as determined by the city attorney. Therefore, staff believes the proposed architectural encroachments into the public rights-of-way can be supported.

Landscape Coverage

With respect to the site's landscape coverage requirement, CMC § 14.22.050 provides that the minimum landscape coverage amount for a site larger than 7,500 square feet (such as the subject site) shall be five percent, and the Planning Commission shall increase the minimum landscape coverage requirement, up to a maximum of 20% coverage, when it determines that:

1. *A larger landscaping requirement would not deny the applicant a reasonable use of the land; or*
2. *Additional landscaping can reasonably be accommodated by the configuration of the lot; or*
3. *Increased landscaping is necessary for the type of commercial use proposed.*

According to the proposed plans, approximately 4% (1,253 square feet) of the site would be in vegetated landscape coverage. However, the 4,261 square foot outdoor common central plaza, and the 1,785 square foot common rooftop deck are intended to function as semi-public open spaces, providing useable outdoor seating, gathering, and open space areas for patrons and the public to enjoy. In this circumstance, these usable open space areas can be found to meet the intent of the landscape coverage requirements. When these open space areas are counted towards the total landscape coverage figures for the project, the resultant coverage figure increase to approximately 7,300 square feet (equivalent to approximately 25% of the site area). Additional infill landscaping and new street trees are also proposed within the City rights-of-way, particularly along the Linden

Avenue, Eighth Street, and Seventh Street frontages to help soften the building and enhance the aesthetics and pedestrian character of the downtown streetscapes.

The ARB reviewed the proposed landscape plans and provided positive feedback on the plan, noting that they really liked the idea of the central plaza and thought it was nicely landscaped and designed with amenities that would create an attractive and inviting public space. The Board was also generally in support of the proposed plantings along the project frontages, including both those on private property and those within the public rights-of-way. The Board did suggest that the Eighth Street project frontage could benefit from some additional landscaping, which the applicant has successfully responded to by introducing new planters against the Eighth Street building façade. Staff is in agreement with the Board's comments and believes the project can be found consistent with the intent of the CB zone district landscape coverage requirements.

Parking Modifications

Carpinteria Municipal Code §14.50.040 provides required parking rates for various types of land uses. General commercial (including retail) and office uses in the CB zone district are required to provide a minimum of one space for every 500 square feet of gross building floor area. Certain types of commercial uses, such as restaurants or bars, require parking for seating areas *in addition* to the building's base commercial parking requirement (i.e., at a rate of one space per 50 square feet of seating area and/or one space for every four fixed seats, plus one space for every 500 square feet of gross building floor area).

The above-zoning conformance table calculates the resultant minimum required parking for the project as 64 spaces. This figure is based on the building square footages and the number of seats (and/or seating area) provided by the applicant. The calculated required parking for the project does not include the outdoor plaza or rooftop deck common area, as these areas are open to use for the general public, and not just customers associated with the proposed project or its tenants. In light of the intended use of these areas, staff believes it would be appropriate to waive any additional required parking for the outdoor plaza area or rooftop deck, similar to how additional parking has not been historically required for sidewalk tables and chairs allowed through Public Works Encroachment Permits for the various downtown businesses.

Notwithstanding the public common areas, the project proposes to provide fewer parking spaces than the amount required as calculated by the Zoning Code. Specifically, whereas a minimum of 64 spaces are required by zoning, the applicants are requesting approval of a Parking Modification to reduce the required parking down to 48 spaces (20 spaces provided onsite, and 28 spaces provided through the historic City Parking Lot #3 Assessment District). The applicants also seek to designate 8 of the 20 onsite parking spaces as compact spaces (8' x 20' rather than 9' x 20').

Pursuant to CMC §14.22.040 (Parking modification.), "*in addition to the general parking requirements contained in Chapter 14.54, in the CB zone where the existing development on property does not allow for the provision of the required number of on-site parking spaces, the planning commission may, as provided in Section 14.22.020, review a development plan application requesting a modification to the required number of on-site parking spaces as specified in Chapter 14.54. In order for a modification to a development plan to be approved, the planning commission shall find:*

a. *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;*
b. *The modification shall not have an adverse impact on the community and on existing businesses;*
c. *That the proposed use is as provided in Section 14.22.030;*
d. *That all other appropriate standards, requirements, and limitation of this chapter are complied with."*

Further, "*the planning commission shall be authorized to modify with or without conditions the required number of on-site parking spaces specified in Chapter 14.54 upon the findings as set forth in subsection 1 of this section and in setting the conditions of such modification shall consider the following criteria:*

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

An analysis of the project's ability to make the necessary findings for approval of the requested parking modifications and of the relevant criteria that may be considered in granting the modification has been provided below:

a. *Credit for parking allotted to the existing or prior use.*

The subject property is developed with a collection of buildings that occupy approximately two thirds of the 0.69-acre lot. The existing centralized parking lot provides approximately seven off-street parking spaces, and an additional two spaces are provided at the rear of the "Butterfly" building, accessed from Cactus Lane. As part of the proposed project, the existing central parking lot would be repurposed into a public open plaza or courtyard. Portions of the existing "Butler" and "Hardware" buildings would be demolished to accommodate a new 20-space parking lot accessed from Cactus Lane. The proposed lot would result in a net gain of 11 parking spaces onsite.

The project site also enjoys a credit for 28 parking spaces in City Parking Lot #3 dating back to historic assessments paid by the subject property towards the original acquisition and construction of City Parking Lot #3. Traditionally, the City has honored these historic parking credits as "running with the land" and being treated as the equivalent to providing a required parking space. Thus, the applicants are relying on this 28-space credit to help account for the 48 parking spaces that are provided by the project. Further, the applicants note in their project description letter their intent to require tenants/employees to park in the public parking lot as a condition of all lease agreements, leaving the 20-onsite spaces and surrounding on-street parking spaces available for patrons and visitors.

b. *The number and availability of on-street parking spaces immediately fronting the property and in the immediate area.*

As part of the proposed project, the striping and layout of on-street parking spaces on the project's Linden Avenue, Eighth Street, and Seventh Street frontages would be reconfigured as follows: The Seventh and Eighth Street frontages would each continue to accommodate four parallel parking spaces apiece. The rearmost (or easternmost) space on Seventh Street is proposed to be time restricted during morning hours to allow for staging of trucks to service the development's grease interceptors. The project site's Linden Avenue frontage currently provides seven on-street parallel parking spaces. The proposed project would reduce these spaces down to five, a net loss of two spaces, in order to instead provide a new loading zone area on Linden Avenue.

The intent is for this loading zone area to be available for patrons and visitors for quick pick-ups and drop-offs. It would also facilitate ride share services (e.g., taxi, uber, lyft, etc.), could be used to support a new "Seaside Shuttle" stop, and/or could be used in support of a valet parking service provided by the development. The loading zone would also be used for early morning deliveries of supplies and materials to the businesses within the development, as required by the tenants' respective lease agreements, according to the developer. Within the loading zone area would also be a new bollard protected bike parking area with capacity for up to 10 bicycles.

Additional public on-street parking is available on Linden Avenue, Eighth Street, and Seventh Street, across from the subject project's frontages, and/or on adjoining blocks. According to the City's (current) Draft Downtown Carpinteria Parking Study prepared by Walker Consultants (Walker Study) surveyed available on-street and off-street public parking in the greater downtown area of the City on both a summer weekday and weekend (pre-COVID), and found that, as a whole, the downtown area provides a surplus of available public parking, being at approximately 65% capacity even during the weekday lunchtime peak. While concentrated areas of the downtown see high demand for parking during peak periods, the Walker Study found that even during the weekday lunchtime peak, the project site's immediate frontages on Linden Avenue, Seventh Street, and Eighth Street exhibited occupancy rates of 0-49%, 70-84%, and 50-69%, respectively. Nearby on-street public parking was similarly occupied with the exception of Linden Avenue, across the from the project site, which saw occupancy rates in excess of 85% during the peak weekday lunch hour.[3]

c. *Provision of a public benefit (e.g., local employment, tax base, and/or retail uses of a community priority).*

The subject property is a prominently located city block in the heart of the City's downtown core. With the closure of the Austin's Hardware Store in ~2008, both the "Butler" and "Hardware" buildings have sat mostly vacant in the years since (with the exception of temporary use of the facilities for various community and non-profit events), leaving a large vacant storefront in the City's downtown tourist and business center. Some of the smaller

[3] See Figure 9: Weekday Peak Parking Occupancy, 11:00 AM, of the Draft Downtown Carpinteria Parking Study prepared by Walker Consultants, available on the City website: carpinteriaprojects.com/downtown-carpinteria-parking-study/

storefronts within the "Butterfly" building have also experienced periodic turnover or vacancies, although all are currently leased and occupied.

Nevertheless, the proposed project, which would repurpose the property into a collection of small to moderately-sized retail, restaurant/bar, and office uses focused around a centralized public plaza would reimagine the entire City block and could potentially help reinvigorate the downtown as a whole. This new mix of dining, shopping, and commercial services has the potential to create new employment opportunities, attract additional visitors, shoppers and workers into the downtown to frequent and support both the businesses within the proposed development as well as other nearby downtown businesses, and generate new or additional sources of tax revenue for the City. The ARB, in commenting on the project, noted that it could likely become the new hub of downtown activity. The proposed project also includes several opportunities for unique amenities that are currently missing or limited in the City's downtown, including but not limited to, additional outdoor dining and gathering space, a rooftop bar with ocean views, small leasable office spaces, and a co-working or shared workspace for locals and visitors. The inclusion of these types of amenities in the City's downtown helps to foster greater vibrancy and activity throughout the day.

d. *Cumulative effect of parking modifications or concentration.*

Over the course of the last approximately 20 years, starting with the "Benon-Goldberg" mixed use development located at the corner of Linden Avenue and Carpinteria Avenue, the City has granted a small number of parking modifications to projects in the downtown "T" to reduce onsite parking requirements. In addition to the "Benon-Goldberg" project, other such downtown projects to receive relief from onsite parking requirements include the M3 Mixed Use building (yet to be built), Sunburst Winery, Rincon Brewery, Beach Bowls (now Guicho's), and Island Brewing Company. In all cases, the projects received approval of a parking modification to reduce their overall required number of parking spaces and/or pay the Downtown Parking Development Impact Fee (DIF) in lieu of providing all required parking onsite. Cumulatively, all of the projects when taken together have received a total reduction of approximately 55 spaces.

Periodically over this same timeframe, the City has commissioned Walker Consultants to conduct a survey of downtown parking usage patterns and occupancy demands, and prepare a parking study that describes current parking trends, user demands, and that also identifies possible tools and strategies for the ongoing management and provision of adequate public parking resources for the downtown in the years ahead. The most recent study commissioned by the City was based upon parking counts collected during summer weekdays and weekends in August 2019, and the draft report, titled "Downtown Carpinteria Parking Study", ("Walker Study") was released in fall 2020 for public review.[4]

Among other findings, the study found that peak parking demand occurs around the lunch hour on summer weekdays, and that even during this peak demand period, parking occupancy rates for the downtown "T" study area as a whole reached approximately 65% of capacity with over 300 spaces remaining available scattered throughout the downtown study area. According to Walker Consultants, 85% occupancy is a reasonable "peak demand" target to

[4] A copy of the most current draft version of the Downtown Carpinteria Parking Study was presented to the Planning Commission at the July 6, 2021 hearing.

ensure that the downtown is not grossly over-supplied with excess parking while still providing a reasonable margin of available spaces so patrons do not have to search long for a parking space. As occupancy rates exceed 85%, it can become increasingly difficult for patrons or visitors to find an available parking space.

While the existing supply of public parking in the downtown was found to be more than adequate to meet current demands, the Walker Study also evaluated three downtown development projects in the pipeline, including the subject "700 Linden" project, to understand how increased demands generated by these projects would affect downtown public parking resources.[5] For these projects, Walker Consultants utilized an 85th percentile of peak hour demand, taking into account adjustments for alternative transportation (percentage of visitors who reach the site by means other than a personal vehicle), shared use of public parking resources, non-captive adjustments (e.g., patrons who visit more than one business/land use within a development or within the downtown on the same visit), and presence factors (adjustments to account for hourly and seasonal variability in parking demands), to calculate a reasonable "worst case" scenario for required parking.

Using this methodology, Walker Consultants determined that the proposed "700 Linden" project would reasonably experience a weekday daytime peak demand of 64 spaces and weekend evening peak demand of 45 spaces. The weekday peak demand of 64 spaces would exceed the number of spaces proposed to be provided by the project (e.g., 48 spaces), however, the Walker Study also concluded that even if all three contemplated downtown development projects were built without any new public parking being provided, the downtown as a whole would continue to remain just below the targeted 85% occupancy rate. If additional public parking is added in the downtown area, overall downtown peak parking occupancy rates would drop farther below the 85% target.

Based on these findings, Walker Consultants recommended the City consider evaluating required parking for projects on a case-by-case basis, taking into consideration the amount of available underutilized public parking in proximity to a proposed project site, and allowing new development to utilize some of this supply to meet their parking demand in an effort to "right size" public parking resources. Walker also recommends the City consider allowing applicants to develop and submit Transportation Demand Management (TDM) Plans or parking management plans to reduce vehicle trips and/or accommodate parking demands through a suite of measures. Walker also discusses other strategies such as reducing the rate for the Parking Facilities DIF and/or considering other alternative parking programs such as an annual fee rather than a one-time lump sum payment.

In the event additional public parking is needed in the future, Walker also offered a variety of options that could be considered to establish additional public parking in the downtown (e.g., new City Lot #4 designs, opportunities for public-private partnerships, etc.) and strategies that could be used to instead to promote alternative transportation and vehicle trip/parking demand reduction (e.g., ride share programs, transit, bicycle lane improvements, etc.). In response to the draft Walker Study, the City Council has expressed interest in developing a Parking

[5] The two other projects evaluated in the Walker Study are the "Linden Inn" hotel project being considered for 499 Linden Avenue, and the LOSSAN rail expansion project, which add a new rail siding and platform at Linden Avenue to expand offerings for commuter rail.

Management Plan for the downtown that will further explore these ideas and provide direction for future policy changes to meeting and managing downtown parking needs.

In support of the parking modification request, the applicant has also provided a parking study prepared by Associated Transportation Engineers (ATE), a copy of which is included as Exhibit 8. The ATE parking study compares the required parking as calculated by zoning against a project-specific shared parking analysis model which takes into account the calculated peak parking demands for the various uses (using the Institute of Transportation Engineers (ITE) Parking Generation publication) and the shared use of parking spaces throughout the day (based on the Urban Land Institute's (ULI) Shared Parking report) to serve different uses at different times. The shared parking model assumes full occupancy of all tenant spaces, and makes the following additional assumptions about the nature and hours of the respective individual uses:

- Office uses parking demands were calculated using the average (50th percentile) rate for "general office building" uses, and are based on an assumption that office uses would be occupied Monday through Friday, between 9:00 a.m. and 5:00 p.m.;
- Retail spaces parking demands utilized the "Friday" parking rates for shopping centers using the average (50th percentile) rate;
- Restaurant spaces parking demands utilized the "high-turnover sit down restaurant" and "fast casual restaurant" parking rates for both indoor and outdoor seating areas associated with the proposed restaurants, split evenly between the two restaurant types, and use the 50th percentile average rates;
- Rooftop bar parking demand utilized the "quality restaurant" 50th percentile average parking rate, and assumes business hours of Monday through Friday from 5:00 p.m. to 12:00 a.m., and weekends from 2:00 p.m. to 12:00 a.m.;
- All of the parking demand rates utilized take into account employees and visitors/patrons;
- The parking rates for retail, restaurant and the rooftop bar each utilize a 15% internal capture rate factor to take into account the mixed use interactions between the office, restaurant, retail and rooftop bar uses.

Based on these assumptions, the following peak parking demands were identified:

Land Use	**Daytime Period (8:00 a.m. to 5:00 p.m.)**		**Evening Period (6:00 p.m. to 12:00 a.m.)**	
	Peak Time	**Parking Demand**	**Peak Time**	**Parking Demand**
Office	12:00 p.m.	16 spaces	6:00 p.m.	4 spaces
Retail	12:00 p.m.	5 spaces	6:00 p.m.	4 spaces
Restaurant	12:00 p.m.	27 spaces	6:00 p.m.	25 spaces
Rooftop Bar	12:00 p.m.	0 spaces	6:00 p.m.	4 spaces

Total Parking Demand	**48 spaces**	**37 spaces**
Total Parking Provided	**48 spaces**	**48 spaces**

The report concludes that the 48 parking spaces provided by the project (comprised of 20 onsite parking spaces and credits for 28 spaces in Parking Lot #3) would be sufficient to meet the anticipated peak parking demands for a fully occupied project. The related parking analysis included in the submitted plans suggests that surrounding public on-street parking spaces, which total 13 spaces, could further help to meet the parking demands of the project. Amenities for both onsite and offsite bicycle parking are also proposed to be provided as part of the project, in addition to a new loading zone along the Linden Avenue frontage that could be used to support valet services, ridesharing services, and/or a transit (e.g. Seaside Shuttle) stop. These amenities could further reduce project-related parking demands by providing attractive and convenient alternative methods to reach the site, consistent with the types of measures that might be included in a project-specific TDM or parking management plan.

e. *The parking standards as specified in Chapter 14.54.*

As discussed elsewhere in this report, based on the parking standards outlined CMC §14.54, the proposed project would be required to provide a minimum of 64 spaces. This figure is calculated as the cumulative sum total of the various constituent uses that make up the proposed project, and does not explicitly account for shared or conjunctive use of common parking resources, use of alternative transportation methods to reach the project venue, "internal capture" (i.e., a patron visiting more than one business within the development), or other similar factors that might be reasonably expected to reduce overall project parking demands.

Further, the applicant's project-specific parking study calculated a peak project parking demand of 48 spaces, which the project has provided through a combination of off-street spaces provided on the project site and spaces credited through the historic parking assessment district for City Parking Lot #3. Further, the Walker Study prepared on behalf of the City found that there is already a surplus of public parking provided in the downtown, even at periods of peak demand, and that even with the proposed project coming online along with several other anticipated projects in the pipeline, sufficient parking capacity remains available throughout the downtown to meet peak demands without exceeding the targeted 85% demand threshold. If additional public parking is added in the downtown as contemplated in the Walker Study, overall capacity would be only further reduced below target levels.

With respect to the additional modification request to designate six of the 20 off-street parking spaces proposed to be provided on the project site as "compact" spaces (8'x20' rather than 9'x20', in this case), the City's Zoning Code does not explicitly include any automatic allowances for such "compact" spaces. However, there are numerous examples of such spaces being allowed by the City, including in City public parking lots. Consistent with such past practices, the proposed project would designate 30% of the spaces provided onsite as

"compact." If the modification were not granted to use "compact" spaces, then the project could only accommodate a maximum of 19 spaces onsite without a further redesign to ingress/egress points into the development.

f. *Recording of an agreement by the property owner to waive all rights of protest to a future parking district."*

A condition has been included in the recommended conditions of approval requiring the applicant to record an agreement waiving all rights of protest to the formation of any future downtown parking district.

Taking into account the above criteria, staff provides the following analysis of the required findings for approval of the requested parking modifications:

a. *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 project site occupies an entire block in the City's downtown core and is entirely developed with buildings and a central nine-space parking lot. The proposed project would largely preserve and reuse the existing buildings as part of the proposed redevelopment concept, add a new limited second floor addition, and convert the existing parking lot into a central open courtyard for the proposed project. Portions of the rear wing of the existing "hardware" and "butler" buildings would be demolished in order to accommodate a new 20-space surface parking lot located along the rear of the property, accessed from Cactus Lane, resulting in a net increase of 11 onsite parking spaces compared to the existing condition.

Accommodating additional onsite parking would require demolition of additional existing building(s), and would begin to impact one or more of the project's visible street frontages, moving parking into a more prominently located part of the property. Staff believes the project achieves a reasonable balance between the provision of an appropriate amount of off-street private parking in the downtown and the community desire to foster and maintain a pedestrian-oriented downtown core, leaving the bulk of the site dedicated to businesses and patrons rather than parking areas. Locating off-street parking at the rear of the site, accessed from an existing alley, and not visible from the main pedestrian thoroughfares helps to preserve a pedestrian-scaled and oriented downtown, consistent with the intent of City design policies.

b. *The modification shall not have an adverse impact on the community and on existing businesses.*

Both the applicant and City have completed analyses of the proposed project's parking demands based on the proposed mix of uses. The applicant's study, prepared by ATE, utilized average parking generation rates as calculated by ITE for the individual mix of uses proposed as part of the project (discussed in more detail in the parking modification criteria section, above) and concluded that the project would experience a peak parking demand of 48 spaces. The Walker Study, commissioned by the City, used a more conservative methodology, and calculated a peak parking demand of 64 spaces for the entirety of the project. However, the

Walker Study also looked at parking usage and demand for the downtown as a whole and found that, even at peak periods of demand, overall downtown public parking utilization only reached approximately 65% capacity, leaving over 300 public parking spaces available throughout the downtown. The Walker Study also considered the utilization of public parking in focused areas and found that, currently, much of the public on-street parking in proximity to the proposed project is underutilized, again even during the peak weekday lunch period.[6]

Further, the project includes various strategies to further reduce project-related parking demands through the provision of on- and off-site bicycle parking areas, required offsite employee parking (written into tenant lease agreements), and provision of a new loading zone on Linden Avenue that could be used in support of patron pick-up/drop-off, ride share services, valet parking service, and/or a transit stop (e.g., for the Seaside Shuttle). Staff notes the project site is also located in the City's downtown core which is already highly walkable and can be accessed from surrounding neighborhoods and the state park campground.

Based on the findings of the two parking studies, and the applicant's proposed additional parking demand reduction strategies, the requested parking modification does not appear that it would have a detrimental effect upon the community or on existing businesses. The requested 16-space reduction in required parking would not materially impact the availability of public parking in the downtown, as even at peak demand periods, parking utilization is well below target levels for what constitutes a "right-sized" public parking supply. Finally, a condition of approval has been included requiring the applicant to implement parking demand reduction strategies through a parking management plan.

c. *That the proposed use is as provided in Section 14.22.030.*

As discussed elsewhere in this report, the proposed mix of uses contemplated for the multi-tenant development includes retail, restaurants, bar, and office uses. The proposed mix of uses is consistent with the types of uses permissible in the CB zone district and V overlay district, provided the contemplated office uses (for the ground floor spaces) are found to be consistent with the limitations of the V overlay district (i.e., visitor-serving commercial in nature). Second floor office uses are not subject to the more limited range of uses allowed in the V overlay district.

d. *That all other appropriate standards, requirements, and limitation of this chapter are complied with.*

With the approval of the requested parking modifications pursuant to CMC §14.22.040, the proposed project would be consistent with all of the development standards of the CB zone district.

General Plan/Coastal Plan Neighborhood Policies

The project site has a General Plan/Coastal Plan designation of Visitor-serving Commercial (VC) and is within Subarea 2a, Downtown Core District, as identified in the Community Design Element.

[6] See "Figure 9, Weekday Peak Parking Occupancy, 11:00 AM" of the Draft Downtown Carpinteria Parking Study prepared by Walker Consultants.

The following is a list of relevant policies contained in the City's General Plan/Coastal Land Use Plan that pertain to the proposed project.

Land Use

Objective LU-1: *Establish the basis for orderly, well planned urban development while protecting coastal resources and providing for greater access and recreational opportunities for the public.*

Objective LU-3: *Preserve the small beach town character of the built environment of Carpinteria, encouraging compatible revitalization and avoiding sprawl development at the City's edge.*

Policy LU-3d: *Establish a commercial sector that balances the retail and service needs of citizens and tourists.*

Policy LU-3e: *Direct commercial development toward the center of town and in established commercial nodes. Exceptions include visitor-serving commercial uses in the Bluffs III sub-area, and commercial uses of a character, size and location that are intended solely to serve a specific neighborhood and thereby reduce vehicle trips.*

Policy LU-3f: *Encourage the remodeling and revitalization of neighborhoods and commercial areas in accordance with principles established in the Community Design Element.*

Policy LU-3g: *Provide for a range of business activities that bring vitality, revenue, and employment to Carpinteria and are compatible with its small town character.*

The proposed project represents an adaptive re-use commercial development in the heart of the City's downtown core. The project would remodel existing buildings and create limited new second floor construction to create a new multi-tenant retail, dining, and office development that would cater to both visitors and residents to the City. The repurposing and remodeling of the existing buildings helps to preserve the established scale and character of the Linden Avenue corridor while taking advantage of opportunities to enhance the existing building's facades to better relate to pedestrians as encouraged by the City's design policies for the Downtown "T." The proposed second floor has been sited, scaled and designed to be sensitive to surrounding uses, architecturally relate to the rest of the project, and provide additional opportunities for new businesses in the downtown, including a new rooftop bar and small individual office suites. As proposed, the project can be found consistent with the above Objectives and Policies.

Visitor-serving Commercial Development

Objective LU-5: *Maintain availability of agriculture, coastal -dependent industry and visitor-serving commercial development including hotels/motels, restaurants and commercial recreation uses.*

Policy LU-5a: *The City shall continue to give priority to agriculture, coastal-dependent industry and visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation over residential, general industrial, or general commercial development.*

Policy LU-5b: *The City shall continue to promote and coordinate with interested groups to allow a variety of recreational activities, such as sporting events, tournaments, art shows, parades, and other events at appropriate locations.*

Policy LU-5c: *The City shall prohibit the removal or conversion of visitor-serving development unless it will be replaced by development offering comparable visitor-serving opportunities.*

Implementation Policy LU-1: *A visitor-serving zone district shall be maintained as part of the City zoning regulations with the purpose of providing adequate opportunity for commercial development that will serve visitors to the City. The visitor-serving zone district shall apply to all visitor-serving commercial designated parcels.*

Policy LU-6c: *Parcels designated coastal-dependent industrial or visitor-serving commercial shall not be considered for mixed use or residential use, with the exception that second-story mixed use or residential use shall be allowed on visitor-serving commercial parcels in the Downtown Core District.*

The largest tenant space within the project site (i.e. the former hardware store) has sat vacant for a number of years, however the majority of the property has historically been occupied by a mix of uses consistent with the limited range of uses allowed under the V overlay district and the City's visitor-serving commercial land use provisions. These uses have included various retail and food/drink establishments. There have historically been limited office uses allowed, located off of Eighth Street or Cactus Lane at the rear of the site, for a medical clinic and the (former) property owner's office.

The proposal would preserve many of the existing retail spaces and create additional opportunities for new businesses within the block by breaking up the interiors of the existing buildings to create a series of small and medium-sized retail and dining tenant spaces. The proposal also includes several areas programmed for what are described as "office" uses. The applicant understands that traditional office uses are not representative of the types of commercial development desired for Linden Avenue and generally are not considered permissible in the V overlay district, except when located on upper floor levels as part of a vertical mixed use project where the primary use of the property remains dedicated to appropriate visitor-serving commercial uses.

In this case, the applicant has certain types of "office" tenants in mind for the ground floor office spaces which staff finds to be consistent with the types of uses anticipated on Linden Avenue. These uses include a co-working business or shared working space, a space for a local nonprofit organization that serves children in the community and helps them to produce handcrafted items available for retail sale onsite, and an office space that could house a service-type business, such as a medical office, that can serve both residents and visitors. The contemplated small second floor office suites would not necessarily be restricted by the same use limitations and could foreseeably be made available to a wider range of small, traditional office-type uses, consistent with allowances for vertical mixed-use in the downtown core.

Staff's historic practice has been to work with landlords and prospective tenants for businesses within the Downtown "T" on Linden and Carpinteria Avenues to preserve commercial spaces in the downtown core for appropriate visitor-serving commercial uses. Staff believes with careful limitations on allowable "office" type uses imposed through the project conditions of approval (and

subsequent review of any Certificate of Occupancy/Business License applications), the proposed mix of uses can be found to be consistent with the above Objective and Policies concerning the preservation and prioritization of visitor-serving commercial land uses in the downtown core.

Downtown Core and "Small Beach Town" Character

Objective CD-1: *The size, scale and form of buildings, and their placement on a parcel should be compatible with adjacent and nearby properties, and with the dominant neighborhood or district development pattern.*

Policy OSC-13b: *Require new development or redevelopment in the downtown section of Carpinteria to conform with the scale and character of the existing community and consistent with the city's theme of a small beach-oriented community.*

Policy CDS2A-a: *Encourage and carefully regulate the development of two- and three-story mixed-use building along Linden and Carpinteria Avenues, to define a vital, lively, and valuable center for the city while prioritizing visitor-serving commercial uses.*

Objective CD-2: *Architectural designs based on historic regional building types should be encouraged to preserve and enhance the unique character of the city.*

The proposed development is described as an adaptive reuse project. It would retain and transform the existing collection of buildings through interior and exterior alterations to create a unique multi-tenant shopping, dining and office development. Some of the existing building facades would be maintained and enhanced. Other facades would be removed and entirely re-imagined. New storefronts would be incorporated into side street frontages on Seventh and Eighth Streets that are currently only minimally articulated. The former "hardware" building portion of the property would undergo more significant alterations to create a livelier, more transparent and appropriately pedestrian-oriented facade along Linden Avenue and near the intersection with Seventh Street.

The project also introduces limited new second floor elements, including 10 small individual office suites that would cumulatively total approximately 2,443 square feet of new building area, a 614 square foot rooftop bar, and 2,887 square feet of uncovered rooftop deck/patio areas. The office and bar elements would be covered by a shared butterfly roof with a maximum height of 24 feet 1 inch (to the top of the butterfly roof) and 27 feet 9 inches to the top of the mechanical well. These elements would be pulled back from the affected street façades in an attempt to better preserve the existing single story façade along the Linden Avenue frontage and to temper the impact of the increased height and mass. Along the Eighth Street frontage, the new second floor element would step in and out as the individual office suites are set in a staggered pattern creating opportunities for small decks overlooking the street. The new second floor addition was favorably reviewed by the ARB in terms of its impact on the overall design and being sensitive to the existing setting's size, bulk, and scale.

The property's existing centralized parking lot visible from Linden Avenue would be relocated to the rear of the property, and the existing parking lot would be transformed into an integrated outdoor plaza open to the public. Stair access from the plaza would lead to the rooftop deck area which would be similarly available for use by the public. The new plaza and rooftop deck would feature seating areas and related amenities to foster passive enjoyment of the open space areas. Decorative landscaping, including several large specimen trees are proposed for the plaza.

Key architectural features of the existing buildings are preserved, and in some cases enhanced as part of the project. New building elements, where proposed, have been designed to relate to some of the defining architectural features (e.g., the new second floor butterfly roof mirrors the chevrons on the first floor building facades). Updated exterior colors and materials have also been selected to further enhance the variety and quality of the building frontages while also relating to the unique identity of the different buildings. For example, vertical wood siding is proposed for inset areas of the "butterfly" building, whereas a standing seam corrugated metal roof and wall panel will be introduced to the "butler" building, and a new weathered brick veneer will be applied to the "hardware" building. Night sky-friendly lighting fixtures have also been selected that relate to the unique architecture of each of the buildings.

Overall, the proposed project would greatly enhance the street appeal of the project site. Staff finds that the proposed development, including the new second floor, is appropriately sited and designed to help define and preserve the established mostly single-story scale of the City's downtown, consistent with the above Objectives and Policies.

Objective CDS2A-1: *Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods.*

Objective CDS2A-2: *Preserve and enhance the downtown's historic status as the center of commercial activity of the city by encouraging a range of uses that serve both residents and visitors.*

Policy 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.*

Objective CD-7: *Enhance and maintain the Linden Avenue downtown core, the Carpinteria Avenue commercial core, the Eugenia Professional office area, the Casitas Village, Shepard's place Shopping Center, and the Cindy Lane-Mark Avenue industrial park districts.*

Policy CD-7a: *Retail and commercial uses should generally have large transparent "storefront" windows for display of merchandise to pedestrians. Blank sections of walls on street frontages are strongly discouraged.*

Policy CD-7b: *Buildings should be designed to incorporate signs that conform to the City's sign ordinance. Signs should be integrated with building architecture and adequate identify businesses. Freestanding monument signs are discouraged.*

Policy CD-7c: *Loading and trash facilities should be located where they are screened from view. The use of alley and service roads is encouraged for these facilities.*

As discussed elsewhere in this report, the proposed development would create opportunities for a mix of new retail, dining and office type businesses to become established in the heart of the City's downtown core. Provided the office-designated spaces are of an appropriate type and character for Linden Avenue, the overall project concept can be found to be consistent with the above Objectives and policies. The project preserves and enhances opportunities for new small businesses, is scaled and designed appropriately to relate to the surrounding setting, and preserves the eclectic, small town

and pedestrian-oriented aesthetic of Linden Avenue. The contemplated mix of uses provides a suite of amenities that can cater to both visitors and residents of varying age demographics, and provides spaces that can be activated and used throughout the day and evening for a variety of business and community events. A comprehensive sign plan has not been developed for the project yet, however, it appears that there are sufficient opportunities for building, window, and/or awning-mounted tenant signage throughout the development. A condition has been included requiring the applicant to develop a comprehensive sign program and submit it to the ARB for review prior to Occupancy clearance for any of the tenant spaces. Trash facilities and similar service amenities would be located near and accessed from the rear alley in order to avoid aesthetic and land use impacts along the project's primary commercial frontages. Overall, the proposed project can be found to enhance the character of the downtown core, and to be consistent with the above Objectives and Policies.

Objective CD-10: *Areas with attractive frontage designs should be maintained. New development should be carefully planned with frontage areas which maintain and enhance the quality of Carpinteria's streetscape.*

Policy CD-10a: *Minor variations in front yard building alignments within a block are encouraged. Relatively steady setback patterns clearly define the public space of the street and reinforce small town character.*

Policy CD-10c: *Commercial and mixed-use frontages should generally have wide sidewalks adequate to encourage customers and residents to walk, shop and linger in the public right-of-way. Commercial buildings should have large windows and entries on the street at the ground level. Residential ground floor uses should be set up or back from the street enough to afford privacy within the dwelling.*

Implementation Policy CDS2A-30: *Brick and smooth stucco are the recommended wall materials for the ground floors of commercial and mixed-use buildings in this District. Painted wood siding may also be appropriate in some cases. Window and door openings should be recessed to emphasize the massive characteristics of these walls, providing a sense of permanence and stability. Upper floors may be the same material or wood siding.*

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

CDS2A Implementation Policy 26: *The provision of small spaces with benches, fountains, public art and other special elements that encourage people to gather and linger in public should be encouraged, particularly where they support businesses, such as sidewalk cafes.*

CDS2A Implementation Policy 27: *Gardens or plazas should be located adjacent to viable commercial uses or designed for a specific active uses, such as a children's play area.*

Objective CD-11: *Existing public spaces should be maintained, and new public spaces should be incorporated into neighborhoods and districts as an important aspect of the design.*

Policy CD-11b: *Public spaces should be located and designed to encourage their use during the day and in the evening. The time and type of use for each space should be planned to be compatible with adjacent land uses, and with any existing flora and fauna that are to be preserved.*

Policy CD-11c: *All public spaces and facilities should reflect quality design.*

Consistent with the above Objective and Policies, the project site is served by existing wide sidewalks along Linden Avenue, Eighth Street and Seventh Street. As part of the proposed concept, existing storefronts facing Linden Avenue would be preserved and new storefronts oriented to the project's three street frontages would be incorporated into the existing facades for additional tenant spaces. Some tenant spaces, such as the "butler building" restaurant space would feature an outdoor covered dining patio fronting on Linden Avenue. Other opportunities for small outdoor dining or seating areas are contemplated along the project's street frontages, including possible areas for sidewalk seating allowed through issuance of an Encroachment Permit by the Public Works Department. Onsite parking for the development would be relocated to the rear of the property accessed from the existing alley. Moving parking away from the Linden Avenue street frontage helps to reinforce the desired pedestrian-oriented design vision for the downtown core. Proposed right-of-way frontage improvements include, but are not limited to, sidewalk repairs/infill, where needed, and new landscape planters and street trees.

A significant design element of the proposed development is the transformation of the site's existing centralized parking lot into an outdoor central plaza open to the sidewalk on Linden Avenue and providing amenities for public seating, gatherings and small events. The intention is that this space would be made available for use by the general public, similar to a plaza or paseo as part of a shopping center, during normal business hours. The types of features and amenities shown on the proposed landscape plans are consistent with the types of design features encouraged by the above Policies.

Similar amenities would also be included for the common portion of the new rooftop deck. The rooftop bar is programmed to primarily be in use during evenings and weekends when the office uses are not activated. The rooftop deck and bar areas provide additional semi-public amenities that can bring further activity to the development, as was encouraged by some of the decision makers during the project's previous concept review meetings. The new second floor office suites are intended to serve an unmet need in Carpinteria for small leasable office spaces. They have been set back from Linden Avenue in an attempt to reduce their prominence and visibility since they would add new mass and height to the existing building.

Building facades along the primary street frontages would be enhanced with new storefronts and the introduction of additional windows at pedestrian height, allowing views in/out of the buildings. Existing building setbacks, which locate the building at the back edge of the sidewalks would largely be maintained and is consistent with the character of development desired for the downtown core. Exterior building finishes would be varied amongst the different buildings in order to introduce variety and interest throughout the block, however the selected materials are consistent with the types of materials called for the in the above policies. New landscaping, including street trees and planters, is proposed for the project's street frontages. Various decorative architectural encroachments (e.g., awnings, light fixtures, windows, etc.) are also proposed that would extend into the public rights-of-way to enhance the pedestrian character of the buildings.

Lighting

Objective CD-13: *Ensure that lighting of new development is sensitive to the character and natural resources of the City and minimizes photopollution to the maximum extent feasible.*

Policy CD-13b: *Lighting shall be low intensity and located and designed so as to minimize direct view of light sources and diffusers and to minimize halo and spillover effects.*

Implementation Policy 6: *Exterior lighting on commercial development shall be designed to complement the building and shall be at the minimum height and intensity required to ensure public safety.*

Implementation Policy 9: *Energy efficient street lighting shall be used, with consideration of safety, visual impacts, and impacts to wildlife and sensitive habitat.*

Several different exterior light fixtures have been selected for the project in an effort to relate to the unique aesthetics and character of each of the three main buildings. Consistent with the above Objective and Policies, all of the proposed fixtures are night sky-friendly, feature energy efficient fixtures and have been reviewed preliminarily by the ARB. A condition has been included requiring lighting to be reviewed more fully by the ARB as part of final design review.

Landscaping

Implementation Policy 2: *More urban, "formal" landscape designs may be used in the immediate vicinity, entryways or interior site areas of the commercially developed areas. Urban landscape species shall not be used adjacent to sensitive habitat areas.*

Implementation Policy 8: *Landscaping shall be designed to maximize the use of native drought-tolerant species and deciduous trees to shade buildings in summer and allow for passive solar heating in winter.*

Consistent with the above Policies, the proposed project includes new and enhanced perimeter plantings along the project's primary street frontages. Additional plantings, including several large trees and opportunities for potted plants are scattered throughout the proposed central courtyard. A landscape planter has also been integrated into the second floor deck railing along the Linden Avenue and Eighth Street frontage. Additional landscaping is also proposed to be introduced in the City rights-of-way along the project frontages. Selected species are generally low to moderate water use, and consistent with the types of plantings desired in new developments. A condition has been included requiring a full landscape and irrigation plan package consistent with the City's WELO requirements to be submitted to the ARB as part of final design review.

Public Parking and Infrastructure

Policy LU-3h: *Develop land uses that encourage the thoughtful layout of transportation networks, minimize the impacts of vehicles in the community, and encourage alternative means of transportation.*

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

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 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.*

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

Implementation Policy 10: *Design of parking facilities shall take into consideration in addition to intended use, the layout of entrances and exits so as to avoid concentrations of cars or excessive idling.*

As discussed in the zoning analysis section, the proposed project would need a minimum of 64 parking spaces to meet the required parking based on the mix and types of uses called for. The proposed project requests a parking modification to reduce the overall number of required spaces down to 48. Of those 48 spaces, 20 spaces would be located onsite, accessed from Cactus Lane along the rear of the property. Public Works is conditioning the project to require Cactus Lane to be re-designated as a one-way alley in order to facilitate safer and more efficient circulation in/out of the parking spaces.

The property enjoys a historic parking assessment "credit" for an additional 28 spaces in Parking Lot #3, which is located approximately two blocks to the south at the intersection of Linden Avenue and Fifth Street. The project site is also located approximately 1.5 blocks away from the City's other two downtown public parking lots. On-street parking fronting the proposed project would be updated and reconfigured, providing a total of 13 spaces spread out along the Seventh Street, Linden Avenue, and Eighth Street frontages.

The project site is well positioned to benefit from alternative transportation. The area is served by wide continuous sidewalks and Class II bicycle lanes along Linden Avenue, connecting the area to the beach and State Park, as well as other parts of the Downtown "T" along Carpinteria Avenue and nearby neighborhoods. Onsite bicycle parking has been incorporated into the outdoor central plaza underneath the rear stair access. Additional bicycle parking is proposed to be provided on each of the project's primary street frontages. On Seventh and Eighth Streets, these new bicycle parking areas would be located on the sidewalk and provide capacity for four bikes each (i.e., two bollards). A larger (10-bike), protected bicycle parking area is proposed along Linden Avenue, near the entrance into the courtyard. The project also includes a proposal to establish a new time-restricted loading zone on the Linden Avenue frontage near the entrance to the central plaza. The intent is for the loading zone to be available for use by patrons looking for a quick pick-up/drop-off location, although the loading zone could also support ridesharing services, a valet parking service and/or a new stop on the City's Seaside Shuttle route. A condition requiring the applicant to development and implement a parking management plan for the life of the project is included.

Overall, consistent with the above Policies, staff finds the proposed development achieves a reasonable balance of providing for enhanced onsite parking opportunities (compared to the current condition) and encouraging alternative transportation options, while avoiding the visual impacts of devoting significant or highly visible portions of the property to parking areas. The conclusion that sufficient public parking resources are available to serve this project while still continuing to meet the parking demands of the rest of the downtown is supported by the findings of the City's commissioned Walker Study.

Objective PF-5: *To provide a high quality and broad range of public services, facilities and utilities to meet the needs of all present and future residents of the Carpinteria Planning Area.*

Policy PF-5b: *The City will require proposed new developments to pay a fair share of the cost of needed public facilities and services. Further, in areas of the city designated for non-residential use but where residential use may be permitted, the City shall monitor total residential development and report annually to the School, Fire, Water and Sanitary districts to permit proper facilities planning by these special districts.*

Policy PF-5c: *The City will ensure that new development will not adversely impact services and facilities provided to existing development.*

All special districts serving the project site have had the opportunity to review and condition the project with necessary requirements to adequately serve the project, including any needed upgrades to existing facilities. Likewise, the City's Public Works Department has provided preliminary guidance on needed frontage and street improvements, storm drainage and water quality measures, and utility upgrades or relocations, consistent with the above Objective and Policies.

Policy OSC-6f: *All development shall be evaluated for potential adverse impacts to water quality and shall consider Site Design, Source Control and Treatment Control BMPs in order to minimize polluted runoff and water quality impacts resulting from the development. In order to maximize the reduction of water quality impacts, BMPs should be incorporated into the project design in the following progression: (1) Site Design BMPs, (2) Source Control BMPs, and (3) Treatment Control BMPs.*

According to the submitted plans, which call for altering existing buildings and hardscape areas, the proposed project qualifies as a "Tier 3" project (projects with 15,000 square feet or more of impervious surfaces). Such projects must implement the following stormwater design measures:

- Implement Low Impact Development (LID) Measures (Tier 2 and Tier 3 projects):
    - Limit disturbance of natural drainage features;
    - Limit clearing, grading and soil compaction;
    - Minimize impervious surfaces;
    - Minimize runoff by dispersing runoff to landscape or using permeable pavements.
- Treat runoff with an approved and appropriately sized LID treatment system prior to discharge from the site (Tier 2 and Tier 3 projects);
- Prevent offsite discharge from events up to the 95th percentile rainfall event using Stormwater Control Measures (Tier 3 projects only).

The submitted plans call for the use of a new onsite storm drain system to capture and direct runoff from onsite hardscape areas, and the modified "butterfly" building to a new underground retention chamber system to be located underneath the new central outdoor plaza. Consistent with the above Objective and Policies, the storm drain system has been preliminarily reviewed and approved by the Public Works Department as meeting the applicable storm water requirements.

Objective CD-9: *To ensure that streets enhance the established City framework and design.*

Policy CD-9a: *The City shall promote the planting of appropriate street trees in existing and new neighborhoods to define and enhance the City's streetscape.*

Policy CD-9d: *Street trees on mixed-use and commercial frontages should be planted in decorative tree wells in the sidewalk.*

Policy CD-9e: *Major streets should be designed and planted to preserve views of the ocean to the south and hills to the north.*

New and/or replaced street trees are proposed for the Linden Avenue, Eighth Street and Seventh Street frontages to fill in missing gaps in the existing street tree pattern and continue that pattern across the project's side-street frontages. Identified species have also been selected with an emphasis on consistency/compatibility with the established character of the downtown. can be found to be Consistent with the above Objective and Policies, preliminarily proposed trees have been reviewed by the ARB and Public Works Department, and will be looked at more closely as part of any final design review and/or Engineering Permit. The trees would be planted in tree wells and outfitted with tree grates to match those used throughout the downtown.

Circulation

Policy C-3c: *Review new development proposals to improve neighborhood circulation patterns and enhance the inter-neighborhood routing characteristics of the City's master plan.*

Policy C-3h: *Require all new projects to demonstrate safe traffic flow integration with the Master Plan of Streets as well as street/drainage improvements function. This shall include construction traffic and the designation of construction routes.*

Consistent with the above Policies, Linden Avenue and the project adjacent side streets generally operate at high levels of service and would not be significantly impacted by any increase in traffic associated with the proposed project. However, given the narrow width of Cactus Lane and the placement of project parking on the alley, the Public Works Department is conditioning the project to re-designate Cactus Lane as a one-way alley, subject to approval by the City Council following a supporting recommendation from the City's Traffic Safety Committee. Designating Cactus Lane as a one-way alley will allow for safer and more efficient circulation through the alley.

Objective C-7: *Build demand for alternative transportation use by increasing ease, effectiveness, and social acceptability, and through foresighted planning.*

Policy C-7c: *Provide safe mobility for the physically handicapped through the design of street improvements and public facilities.*

Policy C-8c: *Provide or require safe and adequate bicycle parking at transportation centers, public parks, recreation areas, and other nonresidential locations.*

Objective C-9: *Promote the use of public transit systems that provide mobility to all City residents, and reduce automobile congestion within the capabilities of the community.*

Policy C-9n: *Require new development plans to include significant attention to alternative modes of transportation.*

The proposal can be found can be found to be consistent with the above Objectives and Policies as the proposed project includes frontage improvements and alternative transportation infrastructure intended to facilitate and encourage vehicle trip reductions associated with the project. The project has been designed to be compliant with accessibility guidelines throughout, including making minor adjustments to project frontages, where needed to ensure grades work for disabled persons and that most current design standards are met. Bicycle parking would be provided on or near each of the project's street frontages, including several bicycle parking spaces tucked under the rear stair access near the courtyard entrance from the rear parking area. The project also proposes a new loading zone situated on Linden Avenue in front of the courtyard entrance that is intended to foster/support a pick-up/drop-off area and can also be used by ride sharing services or perhaps a private valet service (pending approval/permits from the Public Works Department). The applicant has also expressed interest in exploring the possibility of adding an additional Seaside Shuttle stop in the project loading zone to further encourage alternative transportation.

Public View Corridors

Objective CD-3: *The design of the community should be consistent with the desire to protect views of the mountains and the sea (California Coastal Act of 1976 §30251).*

Objective OSC-13: *Preserve Carpinteria's visual resources.*

Policy OSC-13a: *Preserve broad, unobstructed views from the nearest public street to the ocean, including but not limited to Linden Avenue, Bailard Avenue, Carpinteria Avenue, and U.S. Highway 101. In addition, design and site new development on or adjacent to bluffs, beaches, streams, or the Salt Marsh to prevent adverse impacts on these visual resources. New development shall be subject to all of the following measures:*

a. *Height and siting restrictions to avoid obstruction of existing views of visual resources from the nearest public areas.*
b. *In addition to the bluff setback required for safety, additional bluff setbacks may be required for oceanfront structures to minimize or avoid impacts on public views from the beach. Blufftop structures shall be set back from the bluff edge sufficiently far to ensure that the structure does not infringe on views from the beach except in areas where existing structures already impact public views from the beach. In such cases, the new structure shall not be greater in height than adjacent structures and shall not encroach seaward beyond a plane created by extending a straight line ("stringline") between the nearest building corners of the existing buildings on either side of the proposed development. Patios, balconies, porches and similar appurtenances, shall not encroach beyond a plane created by extending a straight line*

between the nearest corners closest to the beach from the existing balconies, porches or similar appurtenances on either side of the proposed development. If the stringline is grossly inconsistent with the established line of seaward encroachment, the Planning Commission or City Council may act to establish an encroachment limit that is consistent with the dominant encroachment line while still limiting seaward encroachment as much as possible.

c. *Special landscaping requirements to mitigate visual impacts.*

Objective CDS2A-1: *Preserve and strengthen the visual and physical connections between the downtown and the beach, mountains, and other neighborhoods.*

The proposed project calls for retaining and creatively reusing the existing buildings and limited new second floor construction to achieve the desired outcome. The existing buildings are one story in height, and are part of the established downtown built environment which help to frame public views of the mountains and sea up and down Linden Avenue. While the project would alter some of the building facades (such as that of the former hardware store, in particular), to create a more engaging, attractive and pedestrian-oriented street presence, these improvements would have no meaningful impact to building mass or scale, and therefore would not negatively impact available public view corridors.

The new second floor addition, which is concentrated toward the northernmost third of the property (towards Eighth Street) would introduce a new larger and taller mass to this end of the 700 block of Linden Avenue. Attempts have been made to pull the second floor back from the Linden Avenue frontage to reduce its prominence, preserve the existing single story Linden Avenue façade, and avoid creating any public view corridor impacts up or down Linden Avenue. Story poles have been erected at the corners of the new second floor addition to provide a visual reference as to where the new second floor would be located and its visual prominence as seen from different vantages. Based on the story poles and project renderings included in the plan set, the new second floor addition would be a prominently visible new feature in the downtown but would not have a considerable impact on any of the existing public view corridors. Overall, the project can be found to be one that successfully preserves the scale of the existing buildings while enhancing the manner in which they relate to the street and pedestrians and also preserving and enhancing the cherished eclectic, small town charm of the downtown, consistent with the above Objectives and Policy.

Public Safety

Objective S-1: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from fault surface rupture in the planning area, from ground shaking due to an earthquake along a fault in the planning area or in the region, from seismically-induced liquefaction in the planning area, and from seismically-induced tsunamis.*

Policy S-1c: *Development in areas identified as having high seismically-induced liquefaction potential shall follow structural engineering foundation design parameters outlined in the Uniform Building Code or obtained through an independent structural engineering study.*

Objective S-3: *Minimize the potential risks and reduce the loss of property and the economic and social dislocations resulting from expansive soils, soil settlement, subsidence, and hydrocompaction.*

Policy S-3b: *All new development will comply with the Uniform Building Code, local City building ordinances, and geotechnical recommendations related to construction in areas identified as having a high potential for expansive soils or soil settlement.*

According to Figures S-2 and S-3 of the City's General Plan/Coastal Land Use Plan, the project site is located in an area that is potentially vulnerable to a high risk of liquefaction and highly expansive soils. A site specific Engineering Geology and Geotechnical Engineering Report has been prepared for the project to identify any geologic risks and make recommendations for how to mitigate those risks through proper site preparation and construction techniques. Consistent with the above Objectives and Policies, the project has been conditioned upon compliance with the findings and recommendations from the site-specific geotechnical report.

Objective S-4: *Minimize the potential risks and reduce the loss of life, property and the economic and social dislocations resulting from flooding.*

The project site is not currently located in a flood hazard area according to the current FEMA Flood Insurance Rate Maps (FIRM) for the area, nor has the project site been identified as being vulnerable to possible future sea level rise in the City's draft Sea Level Rise Vulnerability document.

Objective S-5: *Minimize the potential risks and reduce the loss of life, property and economic and social dislocation resulting from urban and wildland fires.*

Policy S-5a: *All new structures must adhere to the Carpinteria-Summerland Fire Protection District Ordinance and the Santa Barbara County Fire Department Ordinances, where applicable.*

The project site is not located within an identified high fire hazard area. Nevertheless, as part of the formal development permit application, the project has been reviewed by the Fire District to ensure it complies with applicable Fire District Ordinance requirements, including but not limited to fire prevention, emergency access, and sprinkler/alarm systems. Among other requirements, the project may be required to provide new fire hydrants at each end of the project, consistent with the above Objectives and Policy.

Objective S-6: *Minimize the potential risks and reduce the loss of life, property, and economic and social dislocations resulting from hazardous materials accidents at large industrial facilities, at facilities handling acutely hazardous materials, and along transportation corridors.*

Policy S-6b: *City policies concerning the use, storage, transportation and disposal of hazardous materials, and regarding underground or above-ground storage tanks shall reflect the County of Santa Barbara and the State Regional Water Quality Control Board policies and requirements, and shall ensure that the use, storage, transportation and disposal of hazardous materials does not result in hazardous discharge or runoff.*

A Phase II Environmental Site Assessment was prepared for the project site by Rincon Consultants, Inc. in April 2016, based upon historic records of past use of portions of the property for an auto repair facility and a printer business, as well as records suggesting the (former) presence of 200-gallon underground gasoline tank located adjacent to the subject property in Linden Avenue. Soil samples were taken from various locations throughout the project site and analyzed for evidence of soil contamination. In most cases, any evidence of pollutants of interest were observed at levels

below residential or commercial screening levels, however limited evidence of shallow contamination from heavy metals (cadmium, copper, lead) above screening levels were identified in a portion of the existing parking lot. The Phase II report recommended that if soils near this area of limited, shallow contamination are to be impacted, they must be remediated/removed, handled, hauled and disposed of, in accordance with applicable requirements from the California Department of Toxic Substances Control and the Resource Conservation and Recovery Act. No evidence of the underground fuel tank was found during the site assessment. Any project approvals have been conditioned to require remediation/clean-up of the contaminated soil be conducted in a manner compliant with the above regulations and satisfactory evidence of compliance be provided to the City, therefore the project can be found consistent with the above Objectives and Policies.

Noise

Objective N-3: *The City will minimize the adverse effects of traffic generated noise from City streets on residential and other sensitive land uses.*

N-3-Implementation Policy 1: *The City will use the land use/noise compatibility matrix shown on Figure N-3 to determine the appropriateness of land uses relative to roadway noise.*

N-3-Implementation Policy 2: *An acoustical study showing the ability to meet state noise insulation standards will be required for any development proposed in an area where noise exceeds the "normally acceptable" level shown on Figure N-3.*

According to Figures N-1 and N-2 (Existing and Future Noise Contours) of the City's General Plan/Coastal Land Use Plan, the project site is located in an area with expected noise levels in the 60-65 dBA range. The City's Land Use Compatibility Matrix (Figure N-3 in the General Plan/Coastal Land Use Plan) identifies commercial uses as "normally acceptable" within this noise range, consistent with the above Objective and Policies.

Objective N-4: *Minimize noise spillover from industrial operations into adjacent residential neighborhoods and other sensitive uses.*

Policy N-4a: *The City will require that automobile and truck access to industrial and commercial properties adjacent to residential areas be located at the maximum practical distance from the residential area.*

Policy N-4b: *The City will limit the use of motorized landscaping equipment, parking lot sweepers, or other high-noise equipment on commercial properties if their activity will result in noise that adversely affects residential areas.*

Policy N-4c: *The City will require that the hours of truck deliveries to industrial and commercial properties adjacent to residential uses be limited unless there is no feasible alternative or there are overriding transportation benefits by scheduling deliveries at another hour.*

The project site backs up to residences located along Eighth Street. The rear alley, which would serve the project's parking lot and provide access to some of the project's infrastructure (e.g., trash enclosure, grease interceptors, etc.), also provides vehicular access to these nearby residences. While use of the rear alley is appropriate for "back-of-house" operations, both staff and the applicant are

sensitive to the nearby residential land uses and wish to minimize impacts to the residences to the extent feasible.

To that end, the applicant proposes to utilize the new Linden Avenue loading zone for truck deliveries to tenants of the project during early morning hours, to both avoid impacts on the residents to the rear as well as to minimize disruptions along Linden Avenue during normal business hours. Likewise, the grease interceptors have been designed and located so they can be serviced from Seventh Street, which would increase the physical distance between the nearby residences and the noise-producing activities. Trash would continue to be serviced from the alley, however, trash facilities would be limited in size such that they could be quickly serviced with minimal disruption of traffic circulation or neighboring land uses. Conditions have been included in the attached recommended conditions of approval to address operational and nuisance noise concerns; therefore the project can be found consistent with the above Objective and Policies.

Objective N-5: *The City will minimize the effects of nuisance noise effects on sensitive land uses.*

Policy N-5a: *The City will address nuisance noise on a case-by-case basis and develop appropriate mitigation measures such as scheduling of events or activities during hours when effects would be minimal.*

The project site is bordered by commercial retail and restaurant uses to the north, west and south. To the east, behind the project site, are located a mix of residential and commercial/light industrial uses. The surrounding area also contains a number of residential units that are located within one block of the downtown core. In general, the downtown core is an appropriate and desired location for retail and restaurant establishments that help to draw visitors into the City. The provision of outdoor useable areas that can provide seating or spaces for public community functions are also encouraged and appropriate for the downtown setting.

Nevertheless, these types of anticipated uses and amenities, can create the potential for nuisance noise impacts that could negatively affect some of the surrounding residential land uses. For example, outdoor events in the central plaza and/or late-night events/activities associated with one of the restaurant uses, the rooftop bar or the co-working space, in particular, could create land use compatibility concerns. These types of operational nuisance noise impacts can oftentimes be addressed through a combination of physical measures (e.g., use of buffering measures) and limitations on uses (e.g., restricted business hours, limits to the number and time of special events, limitations on outdoor events, etc.).

Consistent with the above Objective and Policy, a project-specific acoustical study was prepared to help identify needed noise mitigation measures to avoid nuisance noise impacts. The study found that provision of a solid wall of sufficient height along the rear of the central plaza would be sufficient to mitigate noise levels to less than significant levels from something like an outdoor concert taking place in the central plaza. A wall meeting the specifications described in the acoustical study has been incorporated into the proposed project, and is integrated into the plaza's proposed water feature and trellis structure. Similarly, based on concerns from the ARB over possible nuisance noise associated with the rooftop bar, the applicant has incorporated a small glass and metal framed trellis structure at the rear of the rooftop deck to help buffer the nearby residences on Eighth Street from nuisance noise impacts. The project-specific acoustical study considered the beneficial impacts of the inclusion of

this structure and found that it would be helpful in further reducing noise impacts to remain below significant levels. A copy of the acoustical report is included as Exhibit 9.

Temporary construction noise resulting from any future project approvals would be addressed through the City's standard construction mitigation measures, including but not limited to, restricting construction hours, requiring the use of noise attenuation and muffler devices on equipment, and if necessary, physical attenuation methods such as sound blankets for nearby sensitive receptors.

Housing Element

Program Category #1. *Make Sites Available to Accommodate the RHNA.*

Goals:

- *Attain additions to the housing supply that meet the housing needs of all economic segments.*
- *Maintain a jobs-housing balance or ratio within the 0.75 to 1.25 range suggested by the Santa Barbara County Association of Governments.*

Policies:

- Adequate Sites: *Provide sufficient sites in the General Plan/Coastal Plan and zoning map to meet the housing needs allocated to the City by the Regional Housing Needs Allocation (RHNA) Plan.*
- Housing Types: *In the General Plan/Coastal Plan and implementing ordinances, provide for a mix of housing types consistent with the City's needs, including single-family detached and multi-family housing.*

The project site is zoned to allow for residential units integrated as part of a larger mixed use development, however the project is not otherwise designated for residential development, nor has the site been identified in the City's Housing Element as a possible site for infill residential development. Consistent with the above Goals and Policies, no residential units are currently provided onsite, nor are any residential units proposed as part of the project. Therefore, there would be no net loss or gain of residential units as a result of this project. The project would reconfigure existing commercial buildings to host a new mix of retail, restaurant and office uses. The new mix of uses would likely generate net new employment opportunities as compared to the existing setting, however the net increase in jobs resulting from the project would not have a materially significant impact on the City's overall jobs-housing balance.

VII. DEVELOPMENT IMPACT FEES

A series of ordinances and resolutions adopted by the City Council require the payment of various development impact fees. If the project were approved as submitted, it would be subject to the fees as shown in the following table. The amounts shown are estimates only. The actual amounts will be calculated in accordance with the fee resolutions in effect when the fees are paid. The Fees are updated annually in July.

The developer of a project that is required to pay development impact fees may apply to the City Council for a reduction, adjustment or waiver of any of those fees based on the absence of any reasonable relationship or nexus between the impacts of the proposed development and either the amount of the fee(s) charged or the type of facilities to be financed. The application must be in

writing and must be submitted to the city clerk either ten days prior to the public hearing on the development permit for the project, or if no development permit is required, at the time of building permit application.

If it were necessary to offset required parking spaces for the development that are not otherwise already accounted for either onsite or through the historic parking assessment district credits, the project could utilize the City's Parking Facilities DIF, which is currently set at $23,535.81 per space. Fees collected through the Parking Facilities DIF help to fund the acquisition and construction of future public parking facilities in the downtown core.

Mitigation fees and similar charges from the various special districts who would serve the project may apply. These fees would be calculated by the respective districts, including the Carpinteria-Summerland Fire Protection District, the Carpinteria Sanitary District, the Carpinteria Valley Water District and the Carpinteria Unified School District. Estimates of any respective fees from the special districts were not obtained for the purposes of this conceptual review proposal.

Estimated Development Impact Fees as of June 28, 2021

The following is an estimate for a net addition of 1,016 square feet

Fee Type	Fee Per Square Foot Unless noted otherwise	Total Fee
Streets and Thoroughfares	$2.08	$2,113.28
Highway Interchanges & Bridges	$10.63	$10,800.08
Traffic Control Facilities	$0.86	$873.76
General Facilities & Equipment	$0.39	$396.24
Storm Drainage Facilities	$0.97	$985.52
Open Space Acquisition	$3.87	$3,931.92
TOTAL		**$19,100.80**

Other Estimated Fees

Fee Type	Fee	Total Fee
Carp.-Summerland Fire District Fire Protection Certificate & Mitigation Fees	TBD	TBD
Carpinteria Sanitary District Development Impact Fee	$4,972.00	$4,972.00
Carpinteria Water District Capital Cost Recovery Fees	TBD	TBD
School District	$0.56/ non- habitable sq. ft. (1,016 sq. ft.)	$568.96
New Construction Tax	$0.045/ sq ft	$45.72
Landscape Bond	$500.00 or $0.03/sq. ft.	$500.00
TOTAL		**$TBD**

VIII. ACTION OPTIONS

1. Adopt Resolution No. PC-21-004, thereby approving Project 21-2090-DP/CDP to allow an adaptive reuse commercial development, including construction of a new 3,176 square foot second floor addition; accept the CEQA Exemption; and adopt the Findings in Exhibit 1, Attachment A and Conditions of Approval as proposed in Exhibit 1, Attachment C. (staff's recommendation)

2. Direct the applicant to prepare project revisions and return to the next Commission meeting.

3. Conceptually deny the project as proposed. Direct staff to return with findings for denial to the Planning Commission's next meeting.

IX. ATTACHMENTS

Exhibit 1 Resolution PC-21-004
- Attachment A – Findings for Approval
- Attachment B – Plan set
- Attachment C – Recommended Conditions of Approval

Exhibit 2 Story Pole Photographs

Exhibit 3 Project Narrative Prepared by Applicant

Exhibit 4 Meeting Minutes from July 15, 2019 joint ARB-PC-CC Special Concept Review Meeting

Exhibit 5 Meeting Minutes from February 27, 2020 ARB Meeting

Exhibit 6 Meeting Minutes from April 29, 2021 ARB Meeting and Public Comment Letter

Exhibit 7 CEQA Notice of Exemption

Exhibit 8 ATE Parking Study

Exhibit 9 Acoustical Study

Exhibit 10 Public Comment Letters

Exhibit 1

Resolution PC-21-004

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

RESOLUTION NO. PC-21-004

A RESOLUTION OF THE CITY OF CARPINTERIA PLANNING COMMISSION APPROVING THE DEVELOPMENT PLAN AND COASTAL DEVELOPMENT PERMIT 21-2090-DP/CDP TO ALLOW A COMMERCIAL ADAPTIVE REUSE PROJECT, INCLUDUING THE CONSTRUCTION OF A 3,176 SQUARE FEET SECOND FLOOR ADDITION; AND GRANTING OF A MODIFICATION TO THE REQUIRED NUMBER OF ONSITE PARKING SPACES AND THE STANDARD PARKING SPACE DIMENSIONS. THE PROJECT IS LOCATED AT 700 LINDEN AVENUE (APN 003-313-001).

REQUESTED BY CHT, LLC

WHEREAS, the City of Carpinteria Planning Commission has considered an application for a Development Plan and Coastal Development Permit filed by CHT, LLC on February 17, 2021 to allow for a commercial adaptive reuse project including the construction of a 3,176 square foot second floor addition; and the granting of a modification to the required number of parking spaces and the standard parking space dimensions; and

WHEREAS, the current application was subsequently deemed complete and accepted by the City as being consistent with the applicable submittal requirements on June 11, 2021; and

WHEREAS, the City of Carpinteria Architectural Review Board considered the proposed project at their April 29, 2021 meeting wherein the project was recommended for preliminary approval; and

WHEREAS, the Planning Commission has conducted a hearing and received evidence regarding the application for the Development Plan and Coastal Development Permit, including the Modification to the Central Business zone district parking requirements; and

WHEREAS, the project is categorically exempt from the California Environmental Quality Act pursuant to Sections 15301, 15302, 15303, 15305, and 15332 of the California Environmental Quality Act Guidelines; and

WHEREAS, the Planning Commission has reviewed the policies of the General Plan/Coastal Land Use Plan and the Zoning Code standards that are relevant to the project.

NOW THEREFORE, THE PLANNING COMMISSION HEREBY RESOLVES AS FOLLOWS:

1. The Development Plan and Coastal Development Permit, including the Modification to the parking requirements are approved, making the Findings for approval outlined in Attachment A.

2. The Development Plan and Coastal Development Permit for the project shown in Attachment B are approved subject to the conditions of approval set forth in Attachment C.

PASSED, APPROVED AND ADOPTED this 6th day of July 2021, by the following called vote:

AYES: **COMMISSIONERS:**

NOES: **COMMISSIONER(S):**

ABSENT: **COMMISSIONER:**

_____
Jane Benefield, Chair

ATTEST:

_____
Steve Goggia, Secretary

I hereby certify that the foregoing Resolution was duly and regularly introduced and adopted at a regular meeting of the Planning Commission of the City of Carpinteria held the 6th day of July 2021.

Exhibit 1

Attachment A: Findings for Approval

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

ATTACHMENT A: FINDINGS FOR APPROVAL

PLANNING COMMISSION HEARING
700 LINDEN AVENUE ADAPTIVE REUSE, 700 LINDEN AVENUE
PROJECT 21-2090-DP/CDP
JULY 6, 2021

FINDINGS PURSUANT TO GOVERNMENT CODE, LOCAL COASTAL PLAN, GENERAL PLAN, AND TITLE 14 OF THE CARPINTERIA MUNICIPAL CODE

1.0 Administrative Findings

The Planning Commission hereby incorporates by reference as though set forth in full all Community Development Department staff reports and attachments thereto presented to the Planning Commission and all comments made or received either orally or in writing at the public hearings on this project.

1.1 Procedures

Pursuant to the California Coastal Act, the Administrative Regulations of the California Coastal Commission and the City's Local Coastal Program, it has been found that the process for public review of the subject Local Coastal Development Permit has been properly conducted as follows:

a. An application for a Development Plan and Coastal Development Permit was submitted on February 17, 2021, and deemed complete and accepted by the City as being consistent with the applicable submittal requirements on June 11, 2021. Said application and all related material have been available for public review at City offices since the date of submittal.

b. The application has been evaluated and found to conform to the applicable zone district and to be consistent with the City's Coastal Land Use Plan, the Interpretive Guidelines of the California Coastal Commission and the California Coastal Act.

c. The project has been reviewed by the City's Architectural Review Board at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300 feet of the subject property and residents within 100 feet of the property.

d. The project has been reviewed by the City's Planning Commission at a duly noticed public hearing which included, but is not limited to, mailed notice to all property owners within 300 feet of the subject property, residents within 100 feet of the property and publication in the local newspaper, the Coastal View News.

1.2 California Environmental Quality Act

The Planning Commission finds that the project is categorically exempt from the California Environmental Quality Act pursuant to Sections 15301 (a) and (e) [alterations to existing facilities], 15302 (b) [replacement or reconstruction of a commercial structure], 15303 (c) [new construction or conversion of small structures], 15305 (a) and (b) (minor alterations in land use limitations], and 15332 [infill development in an urbanized area] of the Guidelines for the Implementation of the California Environmental Quality Act.

The project is consistent with the types of projects exempted under Class 1, 2 and 3 projects, as the project entails alterations and reconstruction of portions of existing buildings in an urbanized, developed part of the City. New square footage added as part of the project is well under the 10,000 square foot thresholds that apply to such projects in urbanized areas where all necessary public services are available and environmentally sensitive habitats are not present. The parking modifications and minor encroachments into the right-of-way are consistent with the types of minor alterations in land use limitations allowed under Class 5 exemptions, where qualifying projects do not result in changes in land use or density. Finally, all of the conditions described for Class 32 projects have been met:

a. *The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations;*
b. *The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses;*
c. *The project site has no value, as habitat for endangered, rare, or threatened species;*
d. *Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.*
e. *The site can be adequately served by all required utilities and public services.*

As presented in the staff report prepared for the Planning Commission hearing of July 6, 2021, and herein incorporated by reference, with the approval of the requested parking modifications and minor architectural encroachments, the project can be found consistent with all provisions of the City's General Plan/Coastal Plan and Carpinteria Municipal Code, Title 14, Zoning. The project site is a previously-developed 10,000 square foot lot located in the City's downtown core and contains no habitat value for endangered, threatened or rare species. Appropriate conditions have been placed on the project to ensure that significant effects relating to traffic, noise, air quality or water quality would occur. The project site is presently served by all required utilities and public services, and the agencies providing these services have indicated an ability to serve the project.

1.3 Development Plan Findings

Pursuant to Carpinteria Municipal Code §14.68.030(9), the Planning Commission shall determine that all of the following criteria have been met prior to approving or approving with conditions a Development Plan:

a. *The proposed development is in conformance with the provisions of the applicable zoning district, Coastal Plan and implementation programs, and General Plan.*

As presented in the staff report prepared for the Planning Commission hearing of July 6, 2021, and herein incorporated by reference, the project involves the remodel and reconfiguration of existing buildings, and construction of a partial second story addition, to create a multi-tenant retail, restaurant and office development with a central outdoor plaza and rooftop deck pursuant to Chapter 14.22, Central Business (CB) and Chapter 14.44, Visitor-serving/Highway Commercial (V) Overlay of the City's Zoning Code. The proposed development would comprise approximately 20,961 square feet of building area divided into a series of small to medium-sized tenant spaces programmed for a variety of retail, dining, and office uses. The proposed mix of uses are consistent with the types of uses allowed in the CB zone district and are also consistent with the types of uses allowed in the Visitor-serving Commercial Overlay district, provided the future office uses are of a variety that can serve the needs of visitors and residents.

With the approval of the Modifications to the CB zone district parking standards to reduce the required parking for the project from 64 spaces to 48 spaces, and allow the use of "compact" spaces for six of the off-street parking spaces onsite, the project would be consistent with all applicable CB zone district development standards. The Modifications are warranted as the proposed site layout provides the best combination of accommodating some of its required parking onsite while also meeting the intent of the City's Community Design Element policies which promote buildings oriented along the street and parking hidden behind the building, off of the main street frontage(s). Several studies have been completed to determine the proposed project's anticipated parking demands. The applicant's study, which utilized average demand rates for the constituent land use types that make up the project, found that the provided parking would be sufficient to meet the typical peak daily demands of the project. The City's study, which was part of a larger study of parking in the City's downtown as a whole, used a more conservative demand rate and arrived at a total parking demand of 64 spaces, but mitigated this with a broader finding that the City's downtown only met 65% occupancy even during peak summertime periods, leaving more than 300 parking spots available throughout the downtown. Thus, the study found that there continues to be sufficient public parking available for local businesses, shoppers and residents, and that the proposed project would not, by itself, or cumulatively cause the downtown to exceed targeted "ideal" parking occupancy rates at peak periods. Thus, reducing the project's required parking and allowing those offset spaces to be absorbed into the public parking pool would not have a detrimental effect on surrounding businesses or residences.

The project is also consistent with the General Plan/Coastal Plan's Land Use, Community Design, Circulation, Open Space/Recreation/Conservation, Noise, Safety, Public Facilities and Services, and Housing Element Objectives and Policies as discussed in the Planning Commission staff report. The General Plan/Coastal Plan encourages new visitor-serving commercial businesses in the downtown to increase the vitality and promote economic

development in the City's commercial core. A multi-tenant commercial development that introduces a mix of new visitor-serving commercial uses into the downtown is consistent with the Visitor-serving Commercial (VC) land use designation of the site, and with the anticipated use of this site as described in the current Housing Element. The proposed building is pedestrian-scaled and helps to preserve the established eclectic small-town charm of Linden Avenue, as encouraged by the Community Design Element. The building design has been reviewed and recommended for approval by the City's ARB who found the project consistent with the applicable design criteria for the downtown core. Given the generally free-flowing traffic conditions on Linden Avenue and nearby downtown side streets, the project would not have a detrimental effect on traffic circulation or public parking resources in the project area, both which operate currently at acceptable levels. Appropriate measures are included in the conditions of approval to address potential noise impacts and geologic hazards, and to ensure the new use complies with all applicable requirements of the local Fire, Water and Sanitary Districts. Thus, this finding can be made.

b. *The proposed development is sited and designed to avoid risks to life and property due to geologic, flood, or fire hazards and that the proposed density of development is consistent with these objectives.*

The subject parcel is not located within a known flood or fire hazard zone. The project site is, however, located within an area known to have the potential for liquefaction and/or expansive soils. The project geotechnical consultant has prepared a site-specific soils investigation and concluded the site can accommodate the proposed development, provided the engineer's recommended measures are implemented during the design and construction phase of the building's foundation upgrades and paved areas. A condition requiring compliance with the project-specific geotechnical report has been included in the project conditions of approval. Thus, the proposed density of development is appropriate to the site and does not pose a geologic, flood or fire hazard to its occupants or neighboring uses.

c. *The proposed development will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.*

The site does not contain any environmentally sensitive habitat area nor does the project have the ability to impact fish or wildlife given the site is a previously developed lot in an urbanized part of the City. There are no known sensitive resources, native vegetation or specimen trees that would be impacted. As part of the project, a stormwater treatment and retention system would be installed which would treat and reduce the amount of runoff leaving the site during/after rain events. These measures reduce the potential for polluted runoff to enter the City's stormdrain system and ultimately enter local waterways. The project site has limited evidence of shallow heavy metals contamination in a portion of the existing parking lot. The project has been conditioned that if soils in this area are to be impacted during construction, removal/remediation must be completed in accordance with all applicable local and state regulations.

d. *The proposed development will not conflict with any recorded easements acquired by the public at large for access through the property or use of the property or any easements granted to any public agency or required as a condition of approval.*

There are no known recorded easements on the property for public access or public utilities. All affected agencies including the Carpinteria-Summerland Fire Protection District, Carpinteria Sanitary District and Carpinteria Valley Water District have reviewed the project plans and indicated that the project can be approved and served as shown without requiring any new easements.

e. *The proposed development will not adversely affect necessary community services and values including but not limited to traffic circulation, sewage disposal, fire protection, water supply, and police protection.*

Concerning fire, sanitary, water and police services, the agencies potentially affected by this project have been notified and have indicated an ability to continue to serve the property. The proposed development would not by itself, or cumulatively, impose an increased demand on public services that would adversely affect the availability of these services to support existing or future development. The project will however be required to pay appropriate mitigation fees, connection fees and/or development impact fees to the respective agencies to pay for its incremental share of any future infrastructure upgrades to these services.

With respect to traffic circulation, the surrounding road network in the project area generally operates at high levels of service. Based upon the limited addition of new square footage and the nature of the proposed uses that would likely occupy the buildings, the increased number of vehicle trips resulting from the project can be accommodated by existing roadway capacities and would not significantly affect traffic circulation.

In terms of parking, the project has been calculated per the zoning code to require 64 spaces, however a project-specific parking study calculated a peak parking demand of 48 spaces, which the project is able to meet through a combination of off-street parking provided as part of the development and historic assessment credits in City Parking Lot #3. The project meets the eligibility criteria for granting of a parking modification, as discussed in Findings section 1.4, below. These offset spaces granted through the modification can be accommodated within the existing public parking available on surrounding streets and public parking lots without causing a detrimental effect on surrounding land uses. Surveys of available public parking in the downtown, including the current October 2020 draft Downtown Carpinteria Parking Study, have repeatedly found that the downtown as a whole is generally parked at less than 65 percent occupancy, even at peak times on weekdays and weekends. Therefore, this finding can be made.

f. *The proposed development will not be detrimental to the peace, health, safety, comfort, convenience, property values, or general welfare of the neighborhood.*

The proposed multi-tenant commercial development represents an urban redevelopment/adaptive reuse project of an underutilized but developed lot that occupies a prominent block in the City's downtown commercial core. The introduction of new commercial tenant spaces within an updated and enhanced site has the potential to increase the economic vitality of the downtown and add to the City's unique mix of shopping, dining, and service opportunities. Such uses are consistent with the Visitor-serving Commercial designations that apply to properties within the Downtown "T." Given these circumstances, the proposed project has the potential to provide positive economic benefits to the surrounding downtown area.

The project's proposed uses, layout and design are appropriate to the site's commercial setting on Linden Avenue. Storefronts are oriented to the project street frontages (and/or the central public courtyard) and designed to be pedestrian-scaled. The development includes appropriate features like the open central plaza, rooftop deck, the use of large storefront windows and decorative building awnings, the provision of outdoor seating areas and landscape planters along the frontage and reduced building heights along the street frontages. These features create a building that is appropriate to the site and consistent with the City's desired vision for accommodating new development while preserving the essential character of Linden Avenue.

With respect to traffic and parking, the existing street network and available private and public parking resources are sufficient to serve the proposed use without having a detrimental effect on surrounding uses. Twenty parking spaces are provided onsite to serve the commercial development and have been relocated to the rear of the site, accessed from the existing alley. The placement and amount of parking provided onsite is appropriate in the interest of fostering economic development in the downtown and encouraging a more pedestrian-oriented development pattern where the amount of onsite parking is limited and not placed on primary street frontages, and where public on-street and/or central parking lots provide the majority of available parking for patrons of downtown businesses. There is sufficient capacity in these public parking resources to serve the proposed use while continuing to serve adjacent existing (and future) land uses, as supported by the most recent downtown parking study completed by Walker Consultants on behalf of the City. Infrastructure has also been incorporated into the project area to provide expanded opportunities for alternative transportation, including additional onsite and offsite bicycle parking, and a new loading zone that can be used for pick-ups/drop-offs, deliveries, ride-share users, as well as possible future valet services and/or shuttle stop.

The project layout and functions have been designed to orient to the project street frontages and the interior courtyard so as to minimize the potential for nuisance impacts to neighboring residential properties located behind the project. Exterior lighting is low intensity and night sky friendly. Both the interior courtyard and the rooftop deck are outfitted with solid wall/trellis structures that have been shown by a project-specific acoustical study to help buffer/reduce potential nuisance noise from reaching the adjacent

residential properties. Project infrastructure has been appropriately located at the rear of the project site, accessed from the alley, but has been designed and located to minimize nuisance impacts to neighboring properties (e.g., trash enclosure is fully enclosed; grease interceptors can be serviced from Seventh Street), and daily truck deliveries are intended to be scheduled in the morning hours and use the proposed Linden Avenue loading zone.

With respect to evidence of limited remaining heavy metals soil contamination onsite from the property's former uses, recent testing found only shallow trace amounts of contaminants that were above commercial screening levels in one location within the existing parking lot. The project has been conditioned to be required to follow all pertinent local and state requirements in the event these soils would be impacted and need to be removed/remediated.

Lastly, standard conditions have been included to address construction-related impacts related to noise, dust, water quality, air quality, and trash. Given the above factors, the project does not have the potential to be detrimental to the peace, health, safety, comfort, convenience, property values, or general welfare of the neighborhood.

1.4 Parking Modification Findings

Pursuant to Carpinteria Municipal Code §14.22.040(1), in order to approve a modification to a Development Plan, the Planning Commission shall find that:

a. *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 project site occupies an entire block in the City's downtown core and is entirely developed with buildings and a central nine-space parking lot. The proposed project would largely preserve and reuse the existing buildings as part of the proposed redevelopment concept, add a new limited second floor addition, and convert the existing parking lot into a central open courtyard for the proposed project. Portions of the rear wing of the existing "hardware" and "butler" buildings would be demolished in order to accommodate a new 20-space surface parking lot located along the rear of the property, accessed from Cactus Lane, resulting in a net increase of 11 onsite parking spaces compared to the existing condition.

Accommodating additional onsite parking would require demolition of additional existing building(s), and would begin to impact one or more of the project's visible street frontages, moving parking into a more prominently located part of the property. The project achieves a reasonable balance between the provision of an appropriate amount of off-street private parking in the downtown and the community desire to foster and maintain a pedestrian-oriented downtown core, leaving the bulk of the site dedicated to businesses and patrons rather than parking areas. Locating off-street parking at the rear of the site, accessed from an existing alley, and not visible from the main pedestrian thoroughfares helps to preserve a pedestrian-scaled and oriented downtown, consistent with the intent of City design policies.

b. *The modification shall not have an adverse impact on the community and on existing businesses.*

As discussed in the Planning Commission staff report dated July 6, 2021 and herein incorporated by reference, both the applicant and City have completed analyses of the proposed project's parking demands based on the proposed mix of uses. The applicant's study, prepared by ATE, utilized average parking generation rates as calculated by ITE for the individual mix of uses proposed as part of the project and concluded that the project would experience a peak parking demand of 48 spaces. The Walker Study, commissioned by the City, used a more conservative methodology, and calculated a peak parking demand of 64 spaces for the entirety of the project. However, the Walker Study also looked at parking usage and demand for the downtown as a whole and found that, even at peak periods of demand, overall downtown public parking utilization only reached approximately 65% capacity, leaving over 300 public parking spaces available throughout the downtown. The Walker Study also considered the utilization of public parking in focused areas and found that, currently, much of the public on-street parking in proximity to the proposed project is underutilized, again even during the peak weekday lunch period.

Further, the project includes various strategies to further reduce project-related parking demands through the provision of on- and off-site bicycle parking areas, required offsite employee parking (written into tenant lease agreements), and provision of a new loading zone on Linden Avenue that could be used in support of patron pick-up/drop-off, ride share services, a possible future valet parking service, and/or a transit stop (e.g., for the Seaside Shuttle). The project site is also located in the City's downtown core which is already highly walkable and can be accessed from surrounding neighborhoods and the state park campground.

Based on the findings of the two parking studies, and the applicant's proposed additional parking demand reduction strategies, the requested parking modification would not have a detrimental effect upon the community or on existing businesses. The requested 16-space reduction in required parking would not materially impact the availability of public parking in the downtown, as even at peak demand periods, parking utilization is well below target levels for what constitutes a "right-sized" downtown public parking supply.

c. *That the proposed use is as provided in Section 14.22.030.*

As discussed in the Planning Commission staff report dated July 6, 2021 and herein incorporated by reference, the proposed mix of uses contemplated for the multi-tenant development includes retail, restaurants, bar, and office uses. The proposed mix of uses is consistent with the types of uses permissible in the CB zone district and V overlay district, provided the contemplated office uses (for the ground floor spaces) are found to be

consistent with the limitations of the V overlay district (i.e., visitor-serving commercial in nature). Second floor office uses are not subject to the more limited range of uses allowed in the V overlay district.

d. *That all other appropriate standards, requirements, and limitation of this chapter are complied with.*

With the approval of the parking modifications pursuant to CMC §14.22.040, the proposed project is consistent with all of the development standards of the CB zone district.

1.5 Coastal Development Permit Finding

Pursuant to the California Coastal Act, the Administrative Regulations of the California Coastal Commission and the City's Local Coastal Program, it has been found that the permit requested may be issued based on the following finding:

a. *The proposed development is in conformity with the City's certified Local Coastal Program.*

The project is consistent with the Local Coastal Program as discussed in the Planning Commission staff report dated July 6, 2021 and incorporated herein by reference. The project involves the remodel and reconfiguration of existing buildings, and construction of a partial second story addition, to create a multi-tenant retail, restaurant and office development with a central outdoor plaza and rooftop deck pursuant to Chapter 14.22, Central Business (CB) and Chapter 14.44, Visitor-serving Commercial (V) Overlay of the City's Zoning Code. With the granting of a Modification to the parking requirements to reduce the total number of required spaces and to allow for the use of "compact" spaces for some of the provided off-street spaces, the project meets all applicable development standards.

The proposed project would create new opportunities for retail, dining and office uses in the City's downtown core. The mix of uses are consistent with the types of uses allowed in the Downtown "T" where there are specific policies in the General Plan/Coastal Plan that encourage new and expanded visitor-serving commercial uses in the downtown to help increase the vitality and level of activity in the downtown core. The proposed building layout and design have been found consistent with the applicable policies of the Community Design Element which promotes pedestrian-scaled and oriented development for the downtown Linden Avenue core. The City's Architectural Review Board unanimously supported the proposed project noting it would be a beneficial addition to the City's downtown.

As discussed in the July 6, 2021 Planning Commission staff report and herein incorporated by reference, the project is also consistent with the applicable objectives and policies of the Open Space/Recreation/Conservation, Circulation, Safety, Noise, Public Facilities and Services, and Housing elements. Any new vehicle trips and/or increased parking demands

can be accommodated by the existing street network, public parking facilities, and/or provided onsite. Appropriate measures are included in the project conditions of approval to address any potential impacts related to noise, public safety or public services/facilities.

Exhibit 1

Attachment B: Proposed Plans

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

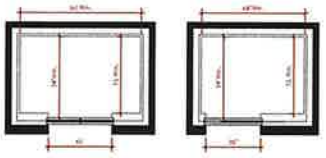
Linden Avenue Adaptive Re-use

700 Linden Avenue Carpinteria, CA 93013

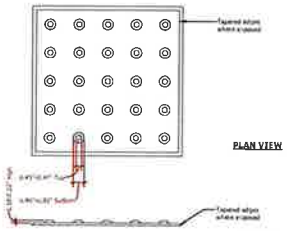
SCALE
A0

Linden Avenue Adaptive Re-use
COVER SHEET
23 May, 2022

1 N. Cesar Chavez #102
Santa Barbara CA 93103
DMHA



PLAN VIEW



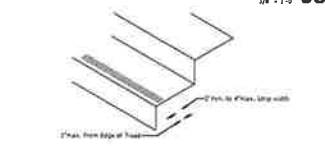
SECTION

Color to be "Federal Yellow" approximate
Reviewers shall differ from adjoining surfaces

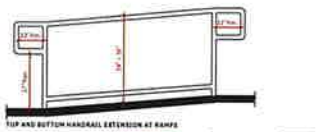
As manufactured by: Armor Tile Tactile Systems (or equal) in full compliance with the Americans Disabilities Act (ADA) and the state of California Building Code Title 24.

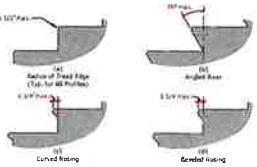
FIG. 11B-427.4.1

TYPICAL ELEVATOR CAR DIMENSIONS 08
3/4" = 1'-0"



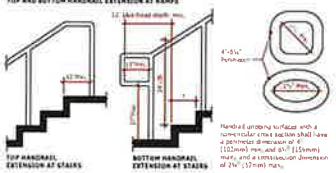
TRUNCATED DOMES 04
1" = 1'-0"





Nosings per CBC11B-504.5

TYPICAL STAIR NOSING AND CONTRAST STRIPING 07
1" = 1'-0"



Handrail gripping surfaces with a noncircular cross section shall have a perimeter dimension of 4" (102mm) min. and 6¼" (159mm) max., and a cross-section dimension of 2¼" (57mm) max.

TYPICAL ACCESSIBLE HANDRAIL 03
1/2" = 1'-0"

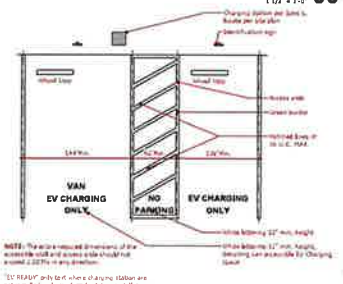
UNAUTHORIZED VEHICLE PARKING SIGNAGE 06
1 1/2" = 1'-0"

Note: symbols to be painted on each H.C. parking space, emblem size, color and exact location within parking space to conform to local governing codes.

If accessible spaces are inside building, signage can be mounted to walls or chain hung from ceilings & no post is required

Note: Van accessible spaces shall have an additional sign stating "VAN ACCESSIBLE" mounted below the symbol of accessibility. Signs may also be centered on the wall at the interior end of the parking space at a minimum height of 60 inches from the parking space finished grade, ground or walk.

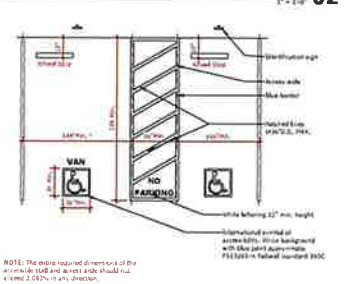
PARKING SPACE SIGN POST 02
1" = 1'-0"



"EV READY" only for when charging station are not installed only conduits for future installation

* Exceptions: Van parking spaces shall be permitted to be 108 inches wide minimum where the access aisle is 96 inches wide minimum.

TYPICAL ELECTRIC VEHICLE PARKING SPACE 05
3/16" = 1'-0"



NOTE: The entire required dimensions of the accessible stall and access aisle should not exceed 2.083% in any direction.

* Exceptions: Van parking spaces shall be permitted to be 108 inches wide minimum where the access aisle is 96 inches wide minimum. FIG. 11B-502.1

TYPICAL ACCESSIBLE PARKING SPACE 01
3/16" = 1'-0"

PROJECT DIRECTORY

ARCHITECT:
DMHA Architecture & Interiors
3 N. Calle Cesar Chavez # 101
Santa Barbara, CA 93103
Edward DeMerritte CPHC AIA
Ph: 805.965.7777
ed@dmhaa.com

SURVEYOR:
Waters & Cardenas Land Surveying Inc.
5563 Hollister Ave. #288
Goleta, CA 93117
Barry J. Waters PLS
Ph: 805.331.3355
bwaters@watersurveying.com

CIVIL ENGINEER:
Ashley & Vance Engineering
5400 Ward Road, Building D, Suite 0102
Arvada, CA 80002
Bruce Jones
Ph: 303.755.9763 x121
bruce@ashleyvance.com

LANDSCAPE ARCHITECT:
Robert Hasbrouck Fowler
1215 De La Vina Street, Suite 1
Santa Barbara, CA 93101
Robert Fowler
Ph: 805.730.3555
rafowler@aol.com

GENERAL NOTES

A. GENERAL NOTES
1. Architect makes no warranty, either express or implied, as to his findings, recommendations, specifications, or professional advice or services except that they were promulgated or rendered in accordance with generally accepted architectural practices and under the direction of professional licensed architects. As instruments of service, the architect's drawings and specifications are not 100% complete of the model use, and architect's continued services and construction administration observation are required for complete interpretation and application to a specific project. Owner and contractor hereby acknowledge use of the drawings and/or specifications without architect's involvement in construction administration/observation, and prior approval of all changes and/or modifications shall thereby relieve architect of all liability associated with changes or modifications to the project made during the construction process. Owner and contractor hereby further warrants that architect shall not be held responsible for the subsequent use of the drawings and/or specifications or advice of others during construction work which was not performed under architect's scope of administrative services.
2. Interpretation of drawings and documents: each contractor shall check and verify all dimensions and conditions at the jobsite before executing any work and shall notify the owner and the architect of any discrepancies before proceeding. The architect shall be notified of any unusual or unforeseen conditions or situations which may affect the structural integrity or safety of the project.
3. Adherence to plans: strict adherence to the construction documents must be maintained. No changes shall be made in the project which deviate from the plans and specifications without the written consent of the owner. No structural changes shall be made without the written consent of the architect.
4. Working drawings: figured dimensions and detailed drawings shall be followed in preference to scale measurements. In case of any doubt on the part of the contractor as to the exact meaning of the drawings and these specifications, he shall apply to the architect for an interpretation before proceeding with his work.
5. Shop drawings: contractor shall submit copies of all shop drawings for review by architect prior to contractor's approval for construction.
6. The contractor shall provide all shoring and bracing required to protect personnel and adjacent property and to insure safety of the project work.
7. Wherever in these drawings any material or process is indicated, it is for the purpose of facilitating description of the material or process desired. The contractor may offer any material or process which shall be deemed equivalent by the engineer and the architect to that material or process indicated or specified.
8. Unless otherwise specified, all materials shall be new and both workmanship and materials shall be the best of their respective kinds. The contractor shall, if required, furnish satisfactory evidence as to the kind and quality of materials.
9. It shall be the duty of the general contractor to see that all subcontractors are fully informed in regard to the general conditions and preliminary specifications.

B. PERMITS AND REGULATIONS
1. Each contractor shall care for and obtain all permits required by local authorities before proceeding with his respective installations and shall arrange and pay for any inspection and examinations required by those authorities.
2. All workmanship and materials shall conform to the current edition of the codes, and bear, admission and requirements of all governmental bodies with jurisdiction over the project.
3. If the drawings and specifications are at variance with any federal, state and local or municipal law, ordinance, notice or departmental regulations, the contractor shall notify the architect in writing before proceeding with that work. If any of the contractor's work shall be done contrary thereto without such notice he shall bear all cost arising therefrom.

C. PROTECTION OF WORK & PROPERTY
1. The contractor shall be responsible for all conditions at site and adjacent and state laws involved in the performance of his work. He shall provide, during the progress of his work, every and all safeguards and protection against accidents, injury and damage to persons and property including adjoining property. The contractor shall be responsible for his work and when part thereof, and for all materials, tools, appliances and property of every description used in connection therewith.
2. The contractor assumes all risks, hazards and conditions in connection with the performance of the contract, and even if the performance of the contract involves a greater expenditure of money than the contractor expected at the time of bidding, no allowance will be made on account thereof, and the contractor shall continue with and complete the work.

D. SUPERVISION
1. The contractor shall give personal supervision to the work, using his best skill and attention, and shall keep a competent foreman and necessary assistants constantly on the site. The foreman shall be the personal representative of the contractor and all directions given to him shall be as binding as if given to the contractor. Communication shall need to the foreman by the architect shall be as binding as if said notice to the contractor.

E. DAMAGES IN THE WORK
1. The owner, without invalidating the contract, may alter by ordering to or deducting from the work covered in the contract. All such work shall be executed under the conditions of the original contract except that any claim for extension of time caused thereby shall be adjusted at the time of ordering such work. Such work shall cover the agreed price and terms of same work of changes, if work is to be omitted, then proper credit for such omitted work shall be given the owner.

F. CLEANING BUILDING AND PREMISES
1. Prior to the completion of the work, the contractor shall thoroughly clean the exterior and interior of the building, including fixtures, equipment, floors and hardware, removing all plaster spots, stains, paint spots and dirt and dust of every description. He shall also clean thoroughly cleaning of all walls, window sills and ledges, horizontal projections, steps, rails, sidewalks or other surfaces where debris may have collected work and polish all glass.

G. GUARANTEES
1. Except as otherwise specified, all work shall be guaranteed in writing by the contractor against defects resulting from defective materials, poor workmanship or faulty equipment, for a period of one year from the date of filing the notice of completion and the acceptance of the building by the owner, if within the guarantee period completion of faulty materials or workmanship is necessary in the opinion of the owner, the contractor shall promptly, upon receipt of notice from the owner and without expense to the owner, furnish faulty materials or workmanship.

H. VERIFICATION OF UNDERGROUND UTILITY IMPROVEMENTS
1. The general contractor shall provide the owner with an as-built drawing locating and describing all underground utilities located on the site, including but not limited to the following: gas lines, water lines, sanitary sewers, telephone lines, and electric lines.

I. TRANSPORTATION OF EXCAVATED MATERIALS
1. The contractor shall transport all excavated material not required for reconstruction to an approved landfill site outside the coastal zone. Provide dry tickets for all excavated material removed from the project.

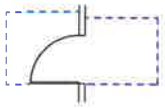
ABBREVIATIONS

(E)	Existing	GA	Gauge
(N)	New	GALV.	Galvanized
A.F.F.	Above Finish Floor	GYP.	Gypsum
ALUM.	Aluminum	HDWD.	Hardwood
ARCH.	Architect	MAX.	Maximum
BD.	Board	MECH.	Mechanical
BLDG.	Building	MFR.	Manufacturer
BLK.	Building Line	MIN.	Minimum
BLKG.	Blocking	MTL.	Metal
B.U.R.	Built-Up Roofing	N.I.C.	Not in Contract
CAB.	Cabinet	O.F.C.I.	Owner Furnished / Contractor Installed
C.B.	Catch Basin	O.F.O.I.	Owner Furnished / Owner Installed
C.L.	Center Line	OPNG.	Opening
CLG.	Ceiling	P.LAM.	Plastic Laminate
CJ.	Control Joint	PLYD.	Plywood
CONC.	Concrete Masonry Unit	PL.	Plate
C.O.	Clean Out	P.L.	Property Line
CO.	Carbon Monoxide Detector	PR.	Pair
COL.	Column	PTD.	Painted per Square Inch
COMM.	Communication	P.T.	Pressure Treated
CONC.	Concrete	Ref.	Reference
CONT.	Continuous	REFR.	Refrigerator
C.A.T.V.	Clean Out To Grade	REQ'D.	Required
CTR.	Center	RET.	Retaining
CTRTR.	Countertop	R.O.	Rough Opening
Cu.Ft.	Cubic Feet	R.O.W.	Right of Way
Cu.Yd.	Cubic Yards	S.D.	Smoke Detector
DBL.	Double	SF	Square Foot
DSP.	Downspout	SQ.IN.	Square Inch
E.V.A.	Exterior Insulated Finish System	SIM.	Similar
ELEC.	Electrical	SPEC.	Specifications
ELEV.	Elevator	SQ.	Square
EQUIP.	Equipment	T.F.O.I.	Tenant Furnished / Owner Installed
EXT.	Exterior	T.F.C.I.	Tenant Furnished / Contractor Installed
F.A.	Fire Alarm	T.O.	Top of
F.E.	Fire Extinguisher	T.O.P.	Top of Plate
FDN.	Foundation	T.O.C.	Top of Concrete
FIXT.	Fixture	T.O.W.	Top of Wall
FIN.	Finish	TYP.	Typical
FLR.	Floor	U.N.O.	Unless Noted Otherwise
F.O.F.	Face of Finish	V.I.F.	Verify In Field
F.O.S.	Face of Stud	W/	With
FT.	Foot / Feet		

ARCHITECTURAL SYMBOLS

Sheet Reference — View Name ## / View Scale
Section
Level
Detail Section
Detail Callout
Elevation
Area Tag — AREA NAME 1,365 SF
Door Tag — DF#1
Window Tag — WF#1
Wall Type — WALL TYPE
Material Tag — MAT
Revision Tag — 1
Roof Pitch — 12 / 4
Signage Reference — S0
Tempered Safety Glazing
Dimension to Core Structure
Dimension to Finish Face
Fire Extinguisher

Indication of accessible clearances per details provided on sheet G003



CODE COMPLIANCE

GOVERNING AGENCY:
1775 Cañonmouth Avenue
Carpinteria, CA 93013

APPLICABLE CODES:
All work & material shall be performed & installed in compliance with the current editions of the following codes as adopted by the local governing authorities. Nothing in these plans is to be construed to permit, work not conforming to these codes.

- California Building Code, 2019 Edition (CBC)
- California Electrical Code, 2019 Edition (CEC)
- California Mechanical Code, 2019 Edition (CMC)
- California Plumbing Code, 2019 Edition (CPC)
- California Energy Code, 2019 Edition
- California Fire Code, 2019 Edition
- California Green Building Standards Code, 2019 Edition
- NDA Standards for Automobile Design, 2006 Edition

CONSTRUCTION DEBRIS & HAULING

- Construction and demolition debris generated shall be recycled in conformance with the Construction and Demolition Debris Recycling Program. Sixty-five percent (65%) or more of all construction and demolition debris shall be diverted from disposal in landfills. The Construction and Demolition Debris Recycling Program Form shall be completed and submitted to the City Planner prior to the issuance of a Certificate of Occupancy.
- Construction and demolition debris shall be separated on site into reuse, recycling, or disposal. Separate containers or areas for the sorting of construction and demolition debris shall be provided on site.
- Self-hauled disposal receipts from transfer stations shall be submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.
- Any subcontracted construction and demolition debris shall be reported in writing to the City Engineer. A contract waste hauler may be allowed for disposal of construction and demolition debris subject to the approval of the City Engineer.

FIRE DEPARTMENT NOTES/CONDITIONS

1. A Fire District approved two-entry system shall be installed in an accessible location.
2. Building address numbers shall be visible from the street. Numbers shall be a minimum 4" high 1" stroke on a contrasting background.
3. Application for address changes for the building shall be submitted to CSFPD Fire Prevention Bureau.

PROJECT SCOPE

Project Scope Includes:
1. Rehabilitation and reuse of (3) existing commercial retail buildings (demolition of 2,306sf).
2. New covered story roof deck with offices and a bar.
3. Redevelopment of entire block, including conversion of existing parking lot into plaza area open to the public.

All work done within the public right-of-way will require an encroachment permit from the City of Carpinteria Public Works Department. This work includes, but is not limited to:
- Curb Ramps and Detectable Warnings
- Sidewalk Repair and Replacement
- Bike Parking Areas
- Street Tree Replacement
- Street Parking and Loading Re-Striping
- Bicycle Parking
- Proposed Restaurant Seating at Linden/8th Corner and along 8th Street
- Building Overhangs and Awnings along 7th and 8th Streets
- Window Boxes along Linden Avenue
- Utilities and Stormwater Connections

PROJECT INFORMATION

Owner: CHT, LLC

Project address: 700 Block of Linden Avenue
Carpinteria, California 93013

A.P.N.S	003-330-003
Zoning designation	CS (Central Business) w/ Visitor Serving Commercial Overlay
General plan designation	Visitor Serving Commercial
Existing use	Retail/Commercial Office Vacants
Proposed use	Commercial Retail/Restaurant
Height limit	35'
Fire sprinklers required	Yes
Flood hazard	No
Sensitive habitat	Yes (See Biotic Study Information)
Overgrowth zone	N. A.
Lot size	19,167 S.F. (0.44 Acres)
Required setbacks	Front = 0 Interior = NA
Maximum height limit	35' (Complies)
Grading	Cut 5-10 under main building = Minimum required for foundation work. Export = 0 Cut 5-10 outside main building = Minimum required for stormwater Export = ± 50 cu. yd.
SWPP Compliance	New or replaced impermeable surface = See Stormwater Report.
Number of parking spaces	Existing = 0 (to be removed) Proposed = 20 On-site, 20 Off-site (City Allocation) Required = 64

700 Linden Avenue - Zoning Ordinance Parking Requirements

	Project (SF)	Existing Area (SF) (E)	Zoning Ordinance Ratio (sf/du)	Zoning Ordinance Requirement
Office	6,885/828		1per 500SF	16.776
Retail Commercial	3,132/828		1per 500SF	5.328
Accessory Uses (c)	3,354/828		1per 500SF	6.708
Restaurant (a)	3,991	2,730	1per 500SF + 1per 50SF Seats	29.676
Real Estate Bar	828	2,132	1per 500SF + 1per 50SF Seats	3.240
Total Requirement				63.962
Total Provided				40 Spaces

PARKING MODIFICATION REQUEST

Per the general parking requirements contained in Chapter 14.54 of City of Carpinteria Municipal Code, within the CS zone, this project requires 64 parking spaces based on land use.

Within this application, we have provided a parking study by ATE, dated 20 November, 2020 which demonstrates a need for (40) parking spaces during peak daytime hours and (16) parking spaces during peak evening hours. This report utilized a 30% average parking demand, which differs from the 85% methodology utilized by the City of Carpinteria's parking consultant, Walker Consultants, and their overall downtown parking study, which was published in draft form for public comment on October 30, 2020. The Walker Study demonstrates a need for (64) parking spaces during peak daytime hours and (45) parking spaces during peak evening hours.

Our project proposes (20) new on-site parking spaces, along with an (18) City allocated spaces at Lot 3.

Therefore, we request a parking modification based on the following factors:
1. The Walker Study demonstrates that the overall downtown area has enough existing parking even with the construction of our projects. The Bluffover Inn, and Amtrak service increases to satisfy the public need and 85% peak threshold without building any new parking. The City's long-term plans to build lots and parking structures, Walker Consultants, and their overall downtown parking study, which was published in draft form for public comment on October 30, 2020. The Walker Study demonstrates a need for (64) parking spaces during peak daytime hours and (45) parking spaces during peak evening hours.
2. Both studies demonstrate that we meet the needs for evening peak parking demand, with only the Walker study suggesting that we do not meet the demand during peak daytime hours.
3. We are providing a dedicated ride-share loading zone, which shown our tenant mix, would encourage to travel to the site by means other than a private vehicle. We intend to work with the Seaside Shuttle to also stop at the location as a portion of its route.
4. We will include by lease agreement that tenant parking be done at the allocated Lot 3 spaces, which keeps on-site and nearby street and public parking open for customers.
5. We have (15) existing parking spaces along the three major streets we front. While these are public spaces, they will add to augmenting parking for the development.
6. We are providing more bicycle parking than is required, which fits within the existing mix of transportation types within downtown Carpinteria.
7. (8) of our proposed parking spaces are compact (8ft wide). This is 30% of our total (20), which is consistent with the ratio of compact spaces allowed in nearby jurisdictions.

Per Section 14.32.040 of the City of Carpinteria Municipal Code regarding parking modifications, the following findings must be made by the City in order to grant the modification:

1. In addition to the general parking requirements contained in Chapter 14.54, in the CS zone where the existing development on property does not allow for the provision of the required number of on-site parking spaces, the planning commission may, as provided in Section 14.32.010, review a development plan application requesting a modification to the required number of on-site parking spaces as specified in Chapter 14.54. In order for a modification to a development plan to be approved, the planning commission shall find
   a. 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. Because the existing site is fully developed, we are demolishing portions of the existing buildings to create new parking.
   b. The modification shall not have an adverse impact on the community and on existing businesses. We are alleviating a portion of our site for public evening and uses, a benefit to the community.
   c. That the proposed use is as provided in Section 14.32.010. The uses proposed in this project are consistent with the approved uses within the CS zone.
   d. That all other appropriate standards, requirements, and limitation of this chapter are complied with. The project is consistent with all other zoning requirements.
2. The planning commission shall be authorized to modify with or without conditions the required number of on-site parking spaces specified in Chapter 14.54 upon the findings as set forth in subsection 1 of this section and in setting the conditions of such modification shall consider the following criteria
   a. Credit for parking allowed to the existing or prior use.
   b. The number and availability of on-street parking spaces immediately fronting the property and in the immediate area.
   c. Provision of a public benefit (e.g., local employment, tax base, and/or retail uses of a community priority).
   d. Cumulative effect of parking modifications or concentration.
   e. The parking standards as specified in Chapter 14.54.
   f. Recording of an agreement by the property owner to waive all rights of protest to a future parking district.
3. In determining whether to grant the modification, prior to making the findings thereon, the planning commission shall hold at least one public hearing thereon pursuant to Carpinteria Municipal Code Section 14.76.020

Sheet Index (Planning)

A1	TITLE SHEET
A2	PROJECT DATA / GENERAL INFORMATION
A3	EXISTING SITE PLAN
A4	PROPOSED SITE PLAN
A5	SITE PLAN
A6	SITE PLAN
A7	SITE PLAN
A8	SITE PLAN
A9	SITE PLAN
A10	SITE PLAN
A11	SITE PLAN
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Building Code Analysis (Building Envelope):

This is a single parcel, and there are a total of two separate buildings for the purposes of envelope analysis. Please see plans for further information

Butterfly Building (Lot 1)

- Construction Type (CBC 602.5) V-B

CBC Chapter 3:

- Occupancy Classification (CBC 303)
  Ground Floor: A-2, M, B Occupancy; Second Floor: A-2, B Occupancy

CBC Chapter 5:

Occupancies within this building shall be Non-Separated per CBC 508.3
Building Height and Allowable Area shall be based on the most restrictive provision for the occupancies under consideration

- **Table 504.3 – Allowable Height**
  A Occupancy (S: Without Area Increase) — 60 feet
  Butterfly Building — 28'-10" — **Complies**
- **Table 504.4 – Allowable Number of Stories**
  A-2 Occupancy (S: Without Area Increase) — 2 stories
  Butterfly Building — 2 stories — **Complies**
- **Table 506.2 – Allowable Area**
  U Occupancy (SM) — 27,000 s.f.
  Butterfly Building — 9,107 s.f. — **Complies**

CBC Chapter 6:

- **Table 601 – Fire Resistance Rating for Building Elements**

	Type VB
Primary Structural Frame	0 hr
Bearing Walls – Exterior	0 hr
Bearing Walls – Interior	0 hr
Floor construction	0 hr
Roof construction	0 hr
Non-bearing Walls – Interior	0 hr

- **Table 602 – Fire Resistance Rating Based on Separation**

	Occupancy A (Type VB)
X<5	1 hr
5<X<10	1 hr
10<X<30	0 hr
X≥30	0 hr

CBC Chapter 7:

- **Section 705.2.3 Combustible projections**: Combustible projections extending to within 5 feet (1524 mm) of the line used to determine the fire separation distance shall be of not less than 1-hour fire-resistance-rated construction, Type IV construction, fire-retardant treated wood or as required by Section 1406.3
  Does not apply to this building
- **Section 705.3 Exception 1**: Two or more buildings on the same lot shall be either regulated as separate buildings or shall be considered as portions of one building if the aggregate area of such buildings is within the limits specified in Chapter 5 for a single building. Where the buildings contain different occupancy groups or are of different types of construction, the area shall be that allowed for the most restrictive occupancy or construction
  This building is on the same lot as other buildings, but is regulated as a separate building
- **Table 705.8 – Openings**
  705.8.1 Allowable area of unprotected openings
  Actual FSD = 0<X<3 — Sprinklered, Unprotected = Not Permitted
  Actual FSD = 3<X<5 — Sprinklered, Unprotected = 15% Max
  Actual FSD = 5<X<10 — Sprinklered, Unprotected = 25% Max
  Actual FSD = 10<X<15 — Sprinklered, Unprotected = 45% Max
  Actual FSD = 15<X<20 — Sprinklered, Unprotected = 75% Max
  Actual FSD = X>20 — Sprinklered, Unprotected = Unlimited

  Butterfly Building
  Fire Separation Distance for this building is a minimum of 20ft in all directions.
  Building Complies

CBC Chapter 9:

- **Table 903 – Automatic Sprinkler System**
  903.2.1.2 Occupancy A-2
  An automatic sprinkler system shall be provided for fire areas containing Group A-2 and intervening floors where one of the following conditions exists:
  2. The fire area has an occupant load of 100 or more
  903.3 Installation requirements
  903.3.1.1 NFPA 13 sprinkler systems: Where the provisions of this code require that a building or portion thereof be equipped throughout with an automatic sprinkler system in accordance with this section, sprinklers shall be installed throughout in accordance with NFPA 13 as amended in Chapter 35.

  Butterfly Building: Shall be equipped with NFPA 13 automatic sprinkler system under separate building permit

CBC Chapter 10:

- **Occupant Load Calculations (Table 1004.1.2)**
  See Calculations on Plans
- **Section 1005 – Means of Egress Sizing**
  1005.2.1 Stairways
  Per Exception 1: In Sprinklered and Vocal/Alarmed Buildings
  Minimum Stairway Width = x Occupant Load X 0.2" per Occupant
  Per Section 1011 Stairways shall be a minimum of 44" wide
  New Stair Widths are 45" – **Complies**

  1005.3.2 Other egress components
  Per Exception 1: In Sprinklered and Vocal/Alarmed Buildings
  Minimum Egress Width = x Occupant Load X 0.15" per Occupant
  See individual calculations on plans
- **Section 1017 – Exit Access Travel Distance**
  1017.2
  (A) Occupancy — 250ft with Sprinkler System: Complies
- **Table 1020.2 – Minimum Corridor Width**
  Any facility not otherwise listed = 44"
  Mech /Plumb /Elect. Equip. = 24"
  Required Occupant load >50 = 36"
  See individual calculations on plans

Hardware + Butler Buildings (Lot 2)

- Construction Type (CBC 602.5): **V-B**
  Note: Section 705.3 Exception 1: Two or more buildings on the same lot shall be either regulated as separate buildings or shall be considered as portions of one building if the aggregate area of such buildings is within the limits specified in Chapter 5 for a single building. Where the buildings contain different occupancy groups or are of different types of construction, the area shall be that allowed for the most restrictive occupancy or construction
  These buildings are on the same lot, and shall be considered as portions of one building per the calculations below

CBC Chapter 3:

- Occupancy Classification (CBC 303)
  Ground Floor: A-2, M, B Occupancy

CBC Chapter 5:

Occupancies within this building shall be Non-Separated per CBC 508.3
Building Height and Allowable Area shall be based on the most restrictive provision for the occupancies under consideration

- **Table 504.3 – Allowable Height**
  A Occupancy (S: Without Area Increase) — 60 feet
  Butterfly Building — 16'-4" — **Complies**
- **Table 504.4 – Allowable Number of Stories**
  A-2 Occupancy (S: Without Area Increase) — 2 stories
  Butterfly Building — 1 story — **Complies**
- **Table 506.2 – Allowable Area**
  U Occupancy (SM) — 22,000 s.f.
  Hardware + Butler Buildings — 11,654 s.f. — **Complies**

CBC Chapter 6:

- **Table 601 – Fire Resistance Rating for Building Elements**

	Type VB
Primary Structural Frame	0 hr
Bearing Walls – Exterior	0 hr
Bearing Walls – Interior	0 hr
Floor construction	0 hr
Roof construction	0 hr
Non-bearing Walls – Interior	0 hr

- **Table 602 – Fire Resistance Rating Based on Separation**

	Occupancy A (Type VB)
X<5	1 hr
5<X<10	1 hr
10<X<30	0 hr
X≥30	0 hr

CBC Chapter 7:

- **Section 705.2.3 Combustible projections**: Combustible projections extending to within 5 feet (1524 mm) of the line used to determine the fire separation distance shall be of not less than 1-hour fire-resistance-rated construction, Type IV construction, fire-retardant treated wood or as required by Section 1406.3
  Does not apply to this building
- **Table 705.8 – Openings**
  705.8.1 Allowable area of unprotected openings
  Actual FSD = 0<X<3 — Sprinklered, Unprotected = Not Permitted
  Actual FSD = 3<X<5 — Sprinklered, Unprotected = 15% Max
  Actual FSD = 5<X<10 — Sprinklered, Unprotected = 25% Max
  Actual FSD = 10<X<15 — Sprinklered, Unprotected = 45% Max
  Actual FSD = 15<X<20 — Sprinklered, Unprotected = 75% Max
  Actual FSD = X>20 — Sprinklered, Unprotected = Unlimited

  Hardware + Butler Building
  Fire Separation Distance for this building is a minimum of 20ft in all directions.
  Building Complies

CBC Chapter 9:

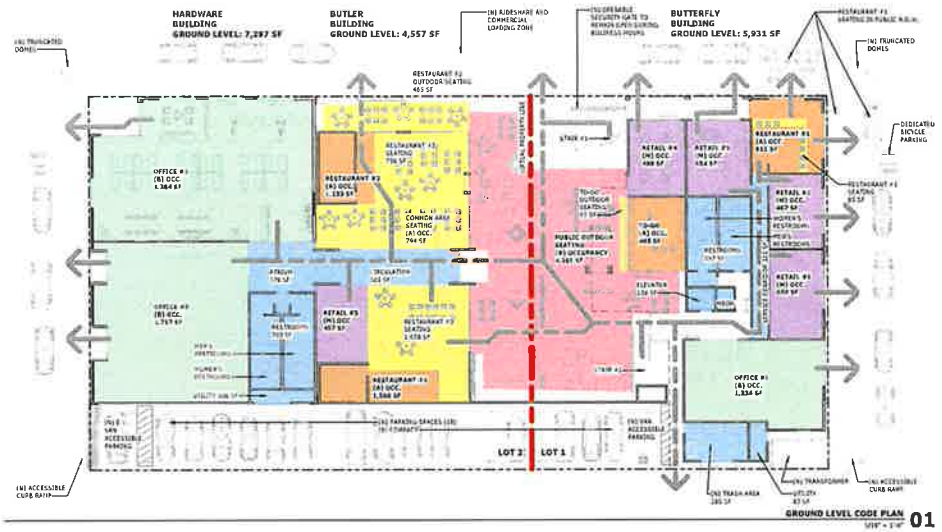
- **Table 903 – Automatic Sprinkler System**
  903.2.1.2 Occupancy A-2
  An automatic sprinkler system shall be provided for fire areas containing Group A-2 and intervening floors where one of the following conditions exists:
  2. The fire area has an occupant load of 100 or more
  903.3.1 Installation requirements
  903.3.1.1 NFPA 13 sprinkler systems: Where the provisions of this code require that a building or portion thereof be equipped throughout with an automatic sprinkler system in accordance with this section, sprinklers shall be installed throughout in accordance with NFPA 13 as amended in Chapter 35.

  Butterfly Building: Shall be equipped with NFPA 13 automatic sprinkler system under separate building permit

CBC Chapter 10:

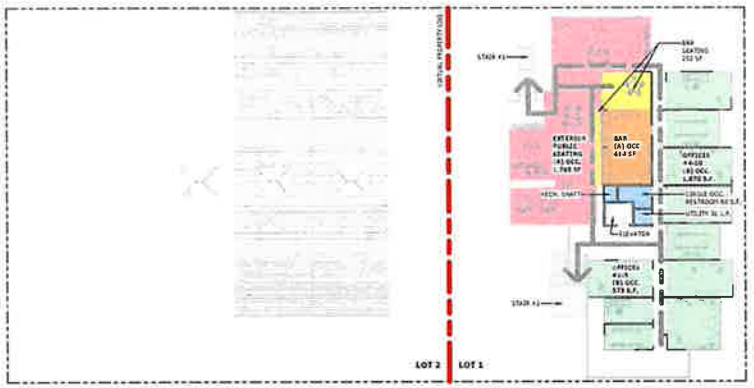
- **Occupant Load Calculations (Table 1004.1.2)**
  See Calculations on Plans
- **Section 1005 – Means of Egress Sizing**
  Hardware + Butterfly Building

  1005.3.2 Other egress components
  Per Exception 1: In Sprinklered and Vocal/Alarmed Buildings
  Minimum Egress Width = x Occupant Load X 0.15" per Occupant
  See individual calculations on plans
- **Section 1017 – Exit Access Travel Distance**
  1017.2
  (A) Occupancy — 250ft with Sprinkler System: Complies
- **Table 1020.2 – Minimum Corridor Width**
  Any facility not otherwise listed = 44"
  Mech /Plumb /Elect. Equip. = 24"
  Required Occupant load >50 = 36"
  See individual calculations on plans



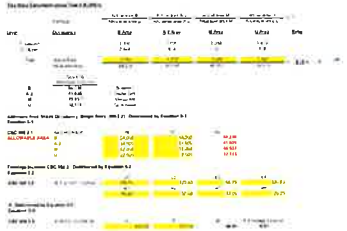
GROUND LEVEL CODE PLAN 01
1/16" = 1'-0"

BUTTERFLY BUILDING
UPPER LEVEL: 3,176 SF

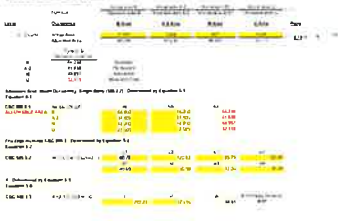


UPPER LEVEL CODE PLAN 02
1/16" = 1'-0"

Butterfly Building (Lot 1)
Allowable Area Calculations - Separated



Hardware + Butler Building (Lot 2)
Allowable Area Calculations - Separated



700 Block of Linden Avenue
Plumbing Fixture Calcs

Trash Enclosure Calculations

Note: Service will be daily, therefore requiring only (1) bin of each type.

SCALE: As indicated

A2

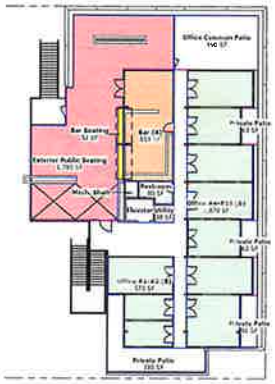
Linden Avenue Adaptive Re-use

CODE STUDY SHEET

21 May, 2021

805.965.7777
116 E. Cota Street, Suite #101
Santa Barbara, CA 93101
DMHA

BUTTERFLY
BUILDING
UPPER LEVEL: 3,176 SF

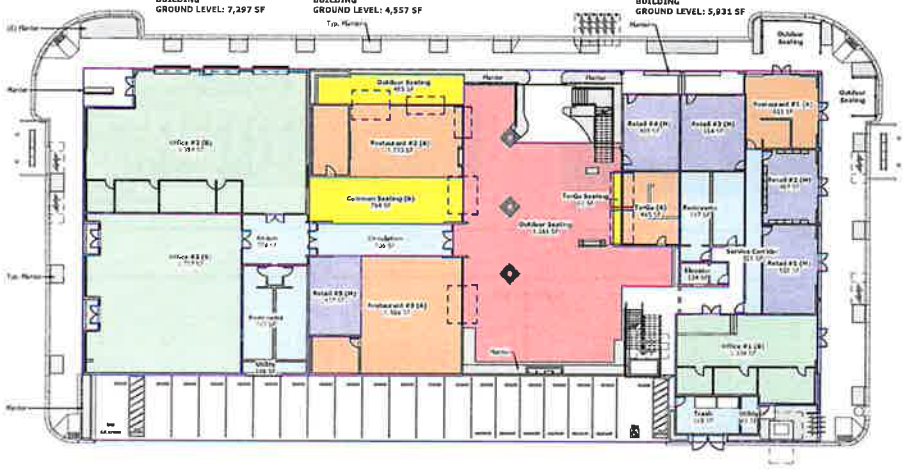


UPPER LEVEL PLAN (BUILDING FLOOR AREA) 02
1/16" = 1'-0"

HARDWARE
BUILDING
GROUND LEVEL: 7,297 SF

BUTLER
BUILDING
GROUND LEVEL: 4,557 SF

BUTTERFLY
BUILDING
GROUND LEVEL: 5,831 SF



GROUND LEVEL PLAN (BUILDING FLOOR AREA) 01
1/16" = 1'-0"

Lot Coverage

AREA TYPE	AREA	COVERAGE
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
	30,065 SF	

Occupancy Summary

Hardware Building
(E) P.A. Level One

A- Business Areas	6,728 SF
Core Support (Bathrooms/Circulation/Trash/Utility)	569 SF
	7,297 SF

Butler Building
(E) P.A. Level One

A-2 Interior Common Seating - Unconcentrated (Tables & chairs)	794 SF
A-2 Exterior Private Restaurant Seating (tables & chairs + bar)	3,186 SF
A-2 Retail	457 SF
Core Support (Bathrooms/Circulation/Trash/Utility)	548 SF
	4,557 SF

Butterfly Building
(E) P.A. Level One

A-2 Interior Common Seating - Unconcentrated (Tables & chairs)	794 SF
A- Business Areas	3,936 SF
A-2 Retail	1,081 SF
Core Support (Bathrooms/Circulation/Trash/Utility)	1,020 SF

P.A. Level Two

A-2 Public Patio Area (Other than Entrance Area)	314 SF
A- Business Areas	1,446 SF
Core Support (Bathrooms/Circulation/Trash/Utility)	28 SF
	5,187 SF
	30,041 SF

(A-2) Interior Common Seating - Unconcentrated (tables & chairs)

(A-2) Exterior Private Restaurant Seating (tables & chairs + bar)

(A-2) Restaurant Use (Kitchen/Bar/Employee Areas)

(B) Business Areas

(M) Retail

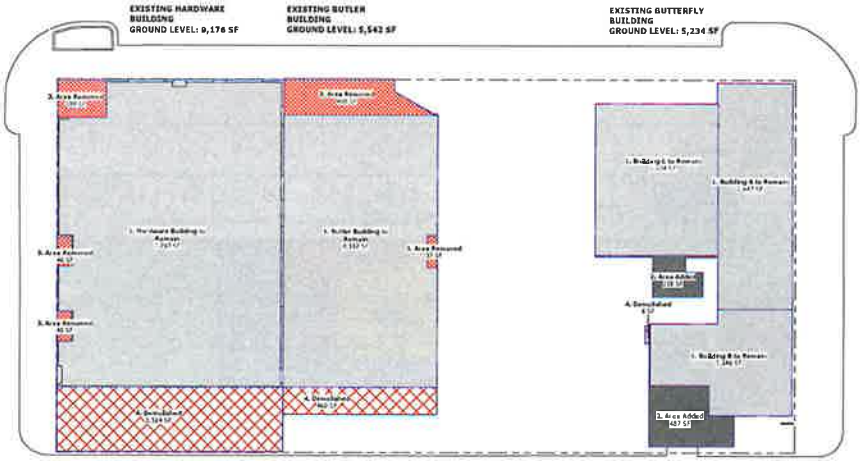
Core Spaces (Bathrooms/Circulation/Trash/Utility)

(A-2) Exterior Public Seating - Unconcentrated (tables & chairs)

EXISTING HARDWARE
BUILDING
GROUND LEVEL: 9,176 SF

EXISTING BUTLER
BUILDING
GROUND LEVEL: 5,542 SF

EXISTING BUTTERFLY
BUILDING
GROUND LEVEL: 5,234 SF



GROUND LEVEL EXISTING PLAN (BUILDING FLOOR AREA) 03
1/16" = 1'-0"

Total Floor Area Summary

Hardware Building

1. Hardware Building to Remain	7,297 SF
2. Area Added	0 SF
	7,297 SF

Butler Building

1. Butler Building to Remain	4,557 SF
	4,557 SF

Butterfly Building

1. Building A to Remain	3,447 SF
1. Building B to Remain	1,346 SF
2. Area Added	1,444 SF
4. Demolished	0 SF
	6,237 SF
	30,041 SF

Hardware Building Demo

1. Hardware Building to Remain	7,297 SF
2. Area Added	0 SF
3. Area Removed	1,879 SF
4. Demolished	0 SF

Butler Building Demo

1. Butler Building to Remain	4,557 SF
3. Area Removed	985 SF
4. Demolished	0 SF

Butterfly Building Demo

1. Building A to Remain	3,447 SF
1. Building B to Remain	1,346 SF
2. Area Added	1,444 SF
3. Area Removed	3,446 SF
4. Demolished	0 SF

Existing

Demolished

Removed from Interior Area

Addition

SCALE 1/16" = 1'-0"

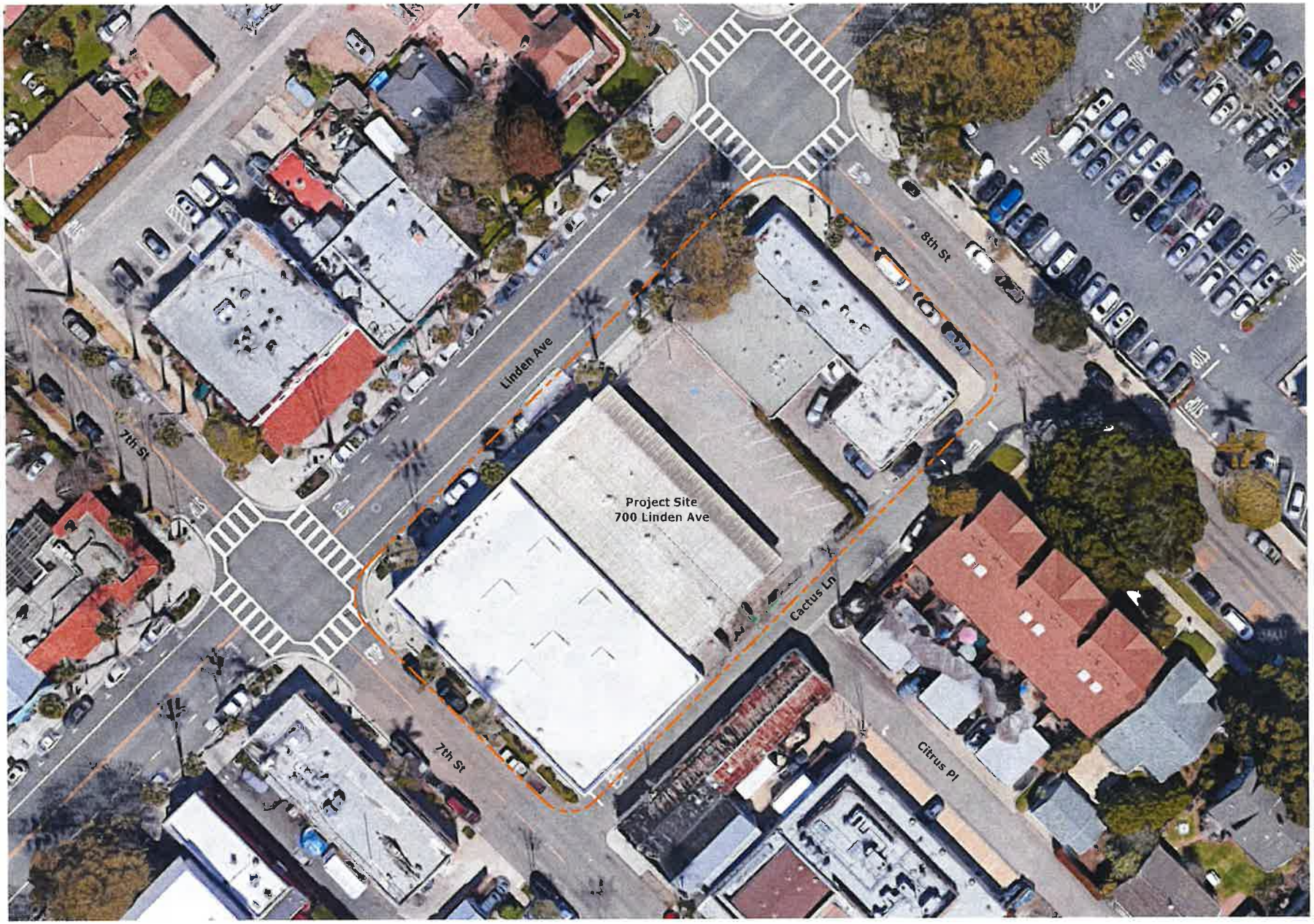
A2.1

Linden Avenue Adaptive Re-use

BUILDING FLOOR AREA ANALYSIS (per Carpinteria Municipal Code 3.08.030)

21 May, 2021

805.966.7777
174 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA



A3

Linden Avenue Adaptive Reuse

AERIAL

DMHA

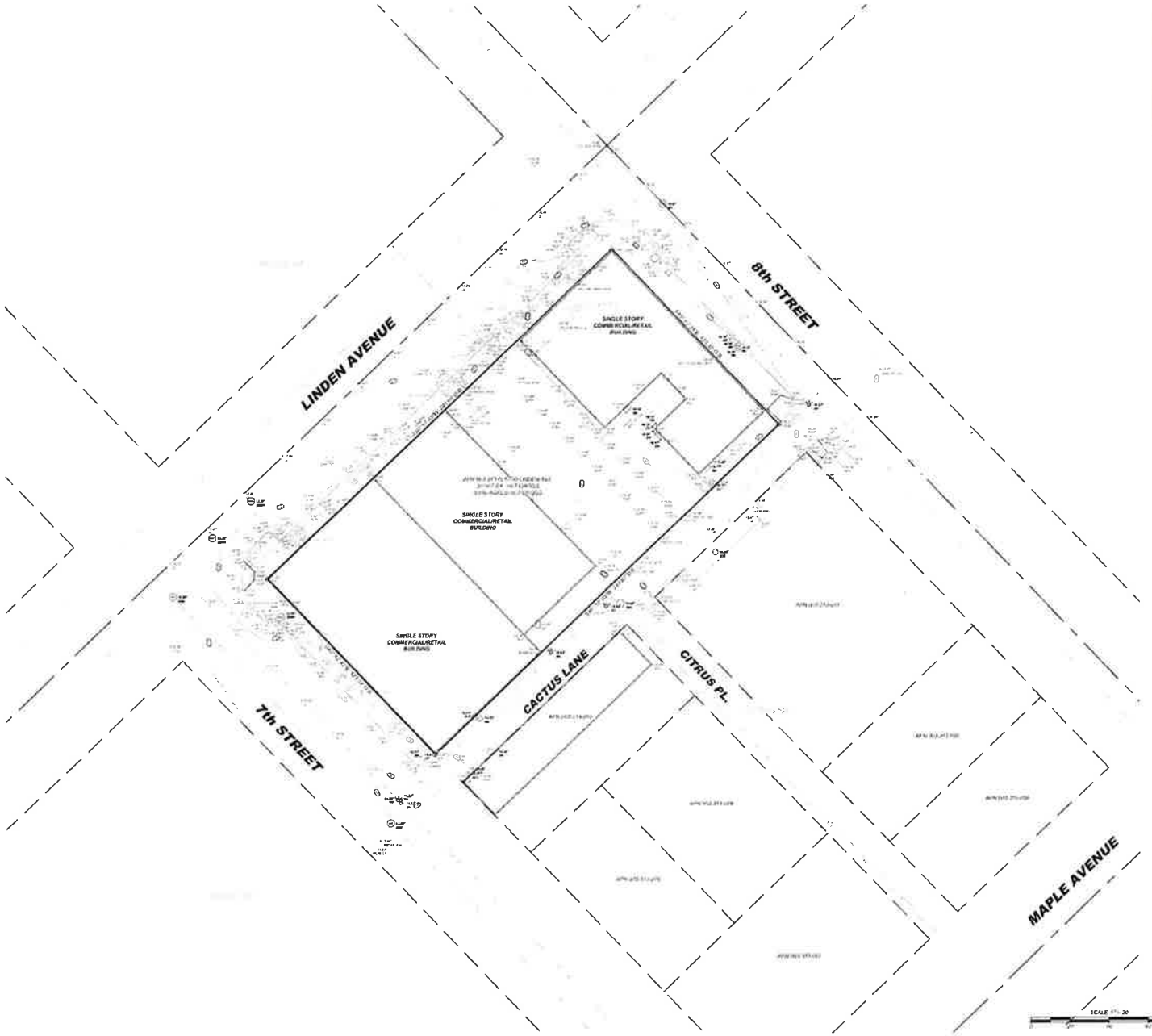
A4

Linden Avenue Adaptive Re-use

SITE PHOTOS

19 May, 2023

805.965.7777
114 Calle Cesar Chavez #160
Santa Barbara, CA 93103
DMHA



VICINITY MAP

MAP LEGEND:

BASIS OF BEARINGS: A MEASURED LINE BETWEEN FOUND MONUMENTS AS SHOWN ON CORNER RECORD No. 375 E OF LINDEN AVE BETWEEN 5TH AND 7TH STREETS

BENCHMARK: CITY OF CARPINTERIA BENCHMARK # 95-4 BRASS DISK MARKED "CITY OF CARPINTERIA BENCHMARK 95-4" @ TOP OF CURB SOUTHERLY CURB RETURN WEST CORNER OF LINDEN AVE AND 5TH ST ELEV = 13.78 NAVD88 DATUM

FR = CORNER RECORD No. 375 ON FILE IN THE OFFICE OF THE SANTA BARBARA COUNTY SURVEYOR

T R = PRELIMINARY REPORT (4264-4913121) PREPARED BY FIRST AMERICAN TITLE COMPANY DATED AUGUST 26, 2014
C T R = CALCULATED FROM TITLE REPORT
F T C = FITCH TRUE CORNER
I P = IRON PIPE (MONUMENT)
O B = ORIGINAL BOUNDARY

AC = ASPHALT CONCRETE
BLDG = BUILDING
℄ = BOUNDARY LINE
AGG = AGGREGATE
BLD = BUILDING
CONC = CONCRETE
COND = CONDUIT
E'LY = EASTERLY
ELEC = ELECTRIC
EXP = EXPOSED
EM = ELECTRIC METER
FF = FINISHED FLOOR
FD OR FTD = FOUND
FOW = FACE OF WALL
FS = FINISHED SURFACE
ICV = IRRIGATION CONTROL VALVE
I P = IRON PIPE
MH = MANHOLE
MON = MONUMENT
NTS = NOT TO SCALE
R/W = RIGHT OF WAY
SCE = SOUTHERN CALIFORNIA EDISON
TC = TOP OF CURB
TEL = TELEPHONE
WALL-WD = WOOD WALL
W'LY = WESTERLY
X-AGG = EXPOSED AGGREGATE

O = INDICATES NO MONUMENT FOUND UNLESS OTHERWISE NOTED
= PARCEL BOUNDARY
= ADJOINING PARCEL BOUNDARY
= FENCE LINE
= CENTERLINE STREET
= FIRE HYDRANT
= SEWER MANHOLE
= WATER SHUT OFF VALVE
= IRON PIPE MONUMENT
*Ⓤ = UTILITY POLE
= WATER METER
= GAS METER
= ELECTRIC METER
= SEWER CLEAN OUT
= SURVEY CONTROL POINT
= STREET SIGN

BARRY J. WATERS
REGISTRATION NO 9419

TOPOGRAPHIC MAP

100 LINDEN AVENUE – APN 003-313-011
CITY OF CARPINTERIA, COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA

PREPARED FOR: CHT LLC. / Attn: Terry Huggins

~ APRIL 2021 ~

WATERS LAND SURVEYING, INC.
JOSEPH E. & BARRY J. WATERS LICENSED LAND SURVEYORS
6868 HOLLISTER AVE. STE. 7A6 GOLETA, CALIFORNIA 93117 PHONE: (805) 967-4411

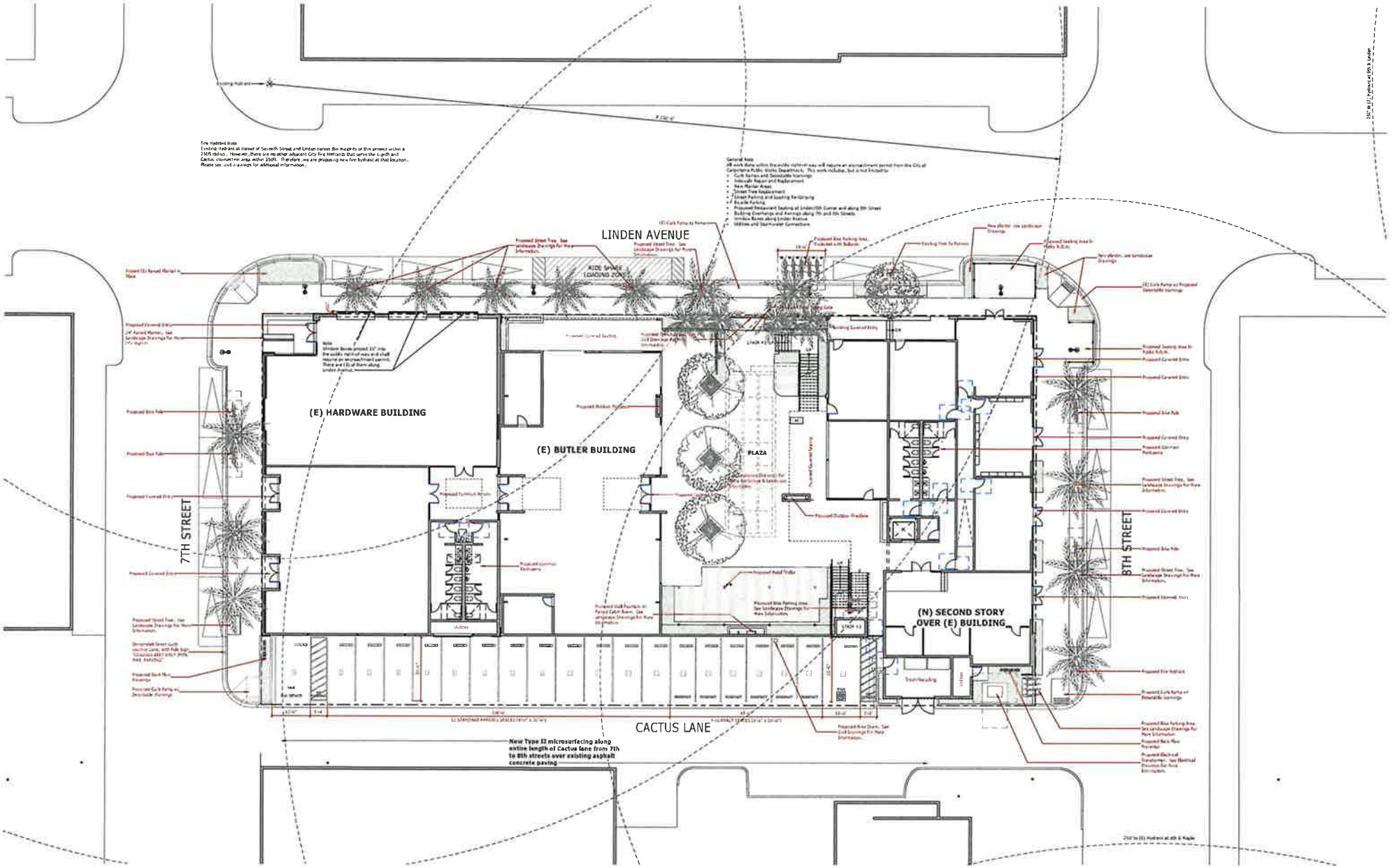
W.L.S. W.O. # 2014 078

SHEET 1 OF 1

SCALE
A5

Linden Avenue Adaptive Re-Use
SURVEY
01 May, 2021

805 965 3727
174 Calle Cesar Chavez #103
Santa Barbara, CA 93103
DMHA



A6

Linden Avenue Adaptive Re-use

PROPOSED SITE PLAN

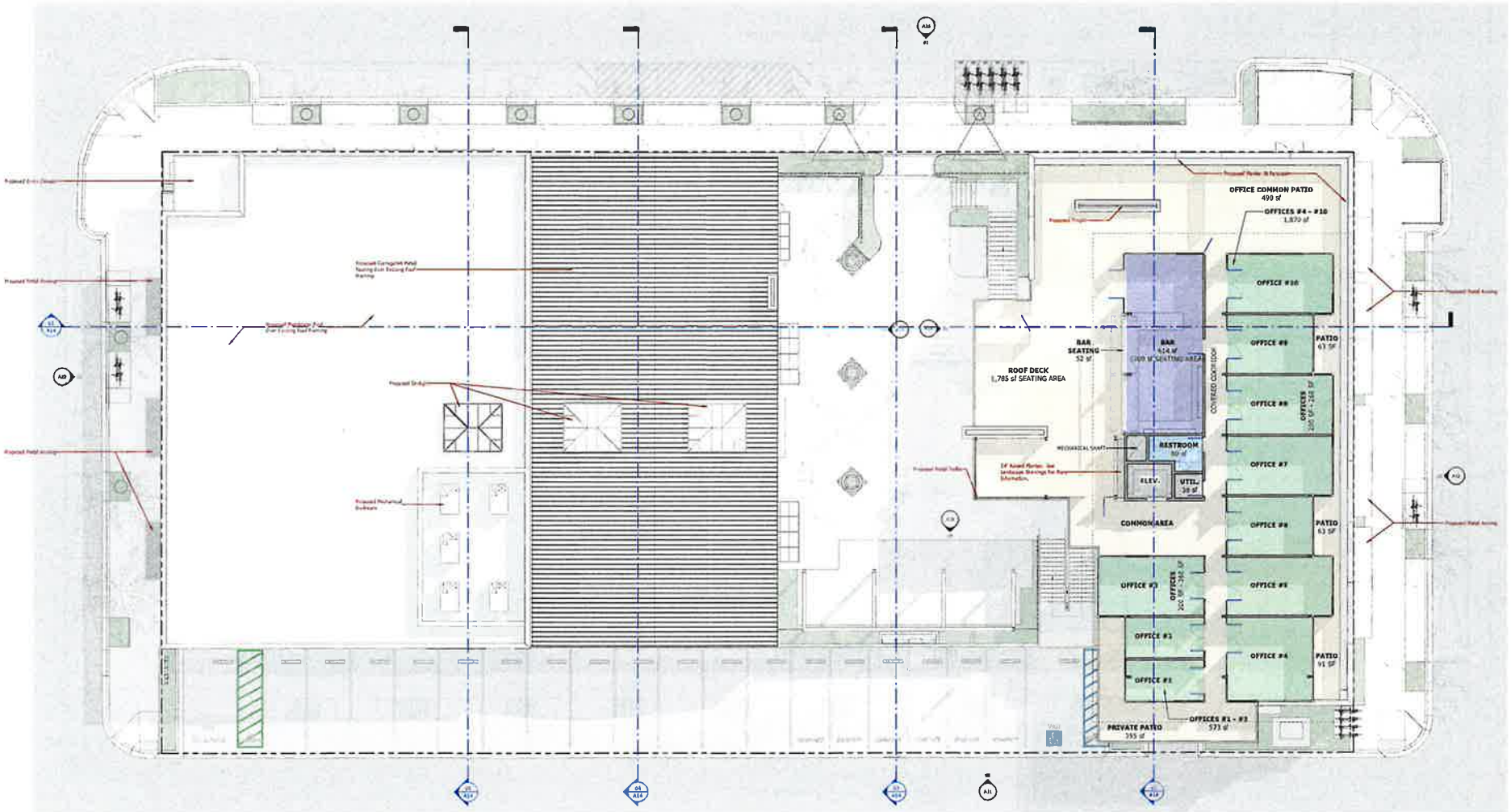
DMHA

A7

Linden Avenue Adaptive Re-use

PROPOSED FIRST FLOOR PLAN

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara CA 93103
DMHA



SCALE 1/8" = 1'-0"

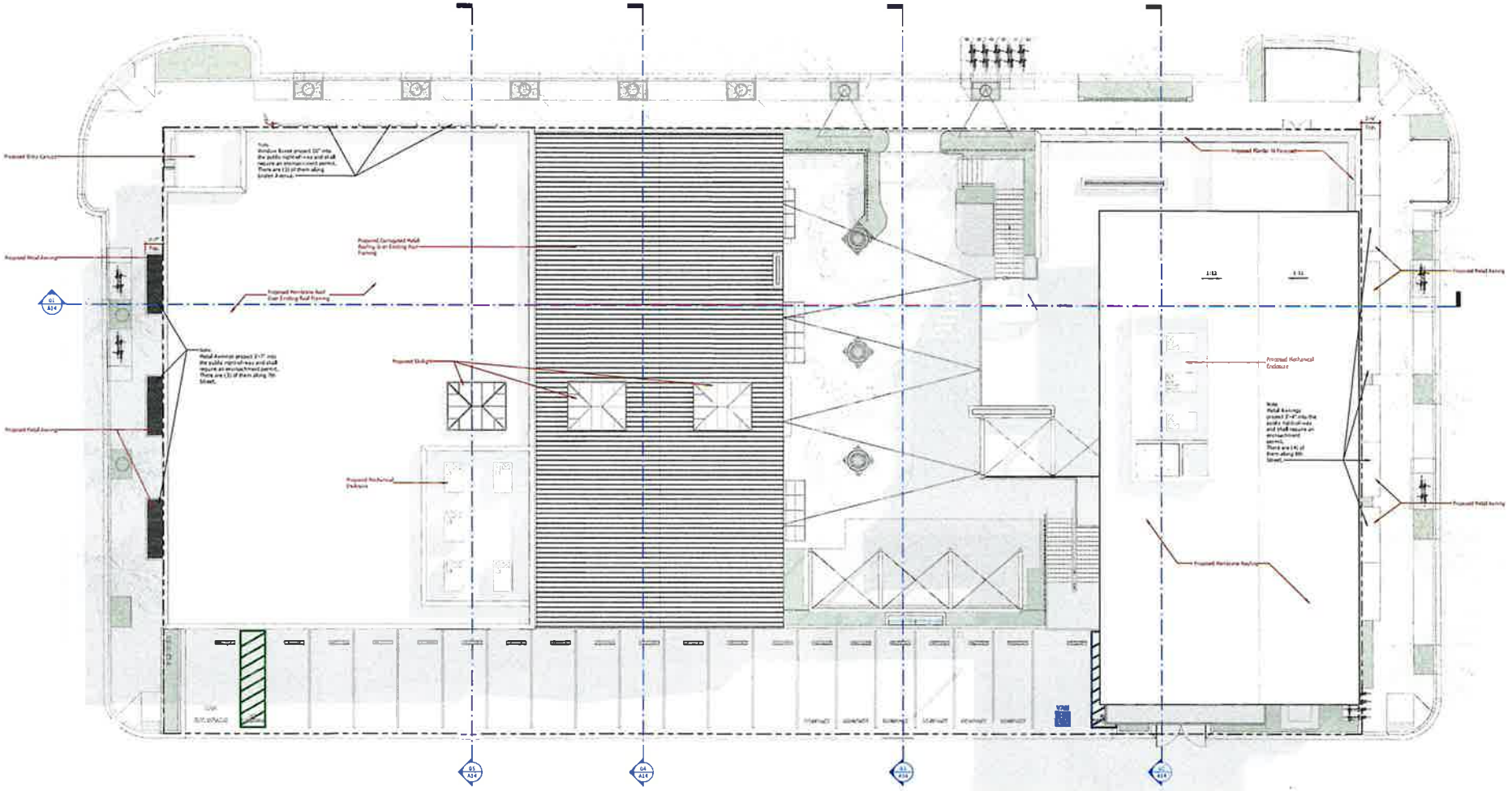
A8

Linden Avenue Adaptive Re-use

PROPOSED SECOND FLOOR PLAN

11 Nov, 2021

805.965.7777
1 N. Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA



SCALE 1/8" = 1'-0"

A9

Lisbon Avenue Adaptive Re-use

PROPOSED ROOF PLAN

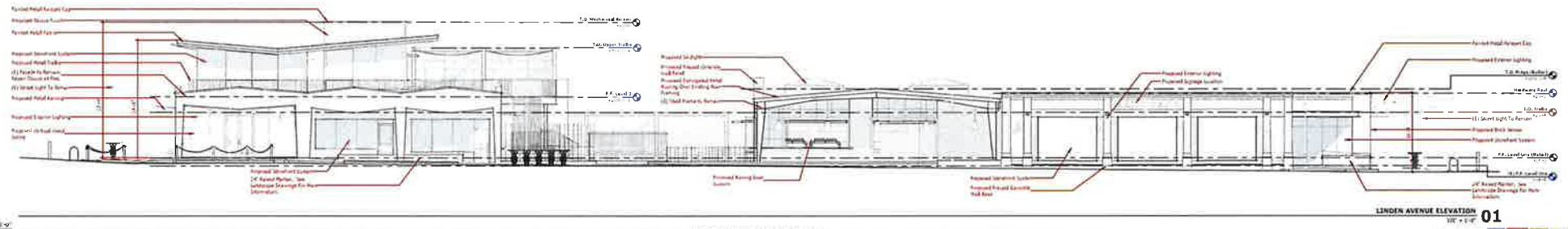
31 May, 2021

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMH

BUTTERFLY BUILDING - CORNER OF LINDEN AVENUE AND EIGHTH STREET

HARDWARE BUILDING - CORNER OF LINDEN AVENUE AND SEVENTH STREET

LINDEN AVENUE ELEVATION 02



LINDEN AVENUE ELEVATION 01

A10

Linden Avenue Adaptive Re-use

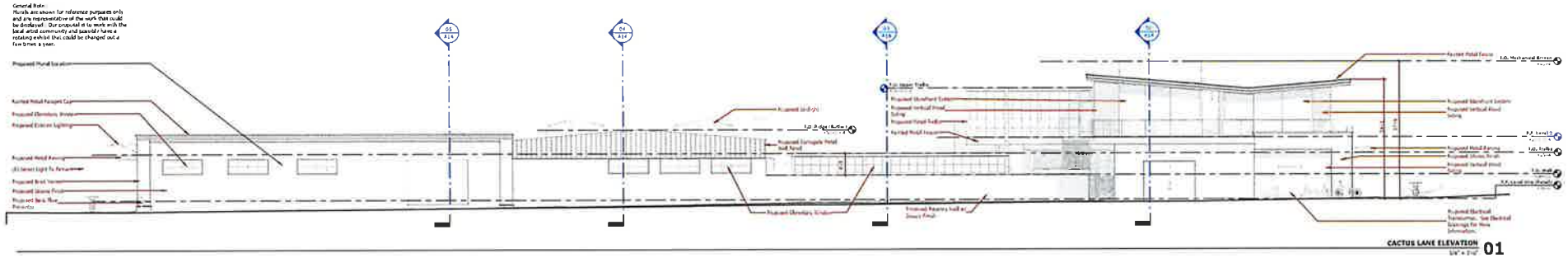
PROPOSED LINDEN AVENUE ELEVATION

DMHA

BUTTERFLY BUILDING - CACTUS LANE NEAR EIGHTH STREET - REAR ENTRY TO THE PROJECT FROM NEW PARKING AREA

BUTTERFLY BUILDING - CACTUS LANE AT EIGHTH STREET

CACTUS LANE ELEVATION 02



CACTUS LANE ELEVATION 01

A11

Linden Avenue Adaptive Re-use

PROPOSED CACTUS LANE ELEVATION

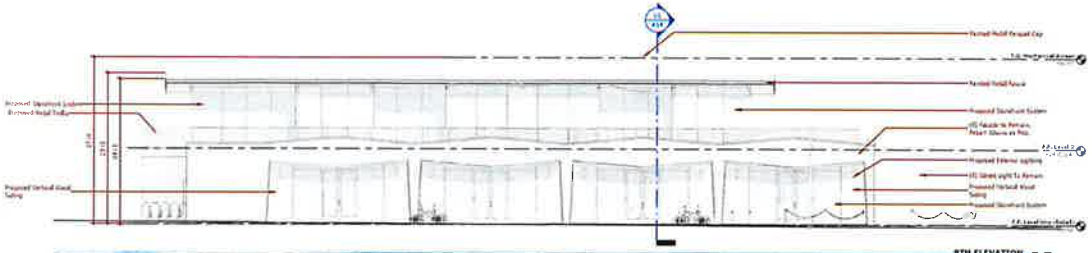
DMHA

BUTTERFLY BUILDING - EIGHTH STREET FACADE

HARDWARE BUILDING - CORNER AT SEVENTH STREET AND CACTUS LANE

HARDWARE BUILDING - NEW ENTRY AT CORNER OF LINDEN AVENUE AND SEVENTH STREET

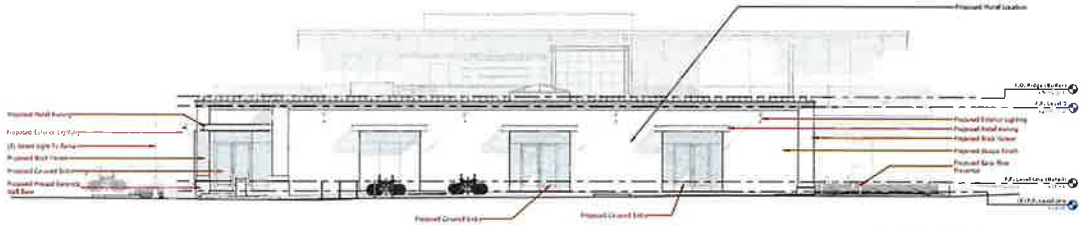
8TH STREET ELEVATION 04



8TH ELEVATION 03

7TH STREET ELEVATION 02

General Note:
Murals are shown for reference purposes only and are representative of the work that could be displayed. Our intention is to work with the local arts community and provide here a rotating exhibit that could be changed out a few times a year.



7TH STREET ELEVATION 01

A12

Linden Avenue Adaptive Re-use

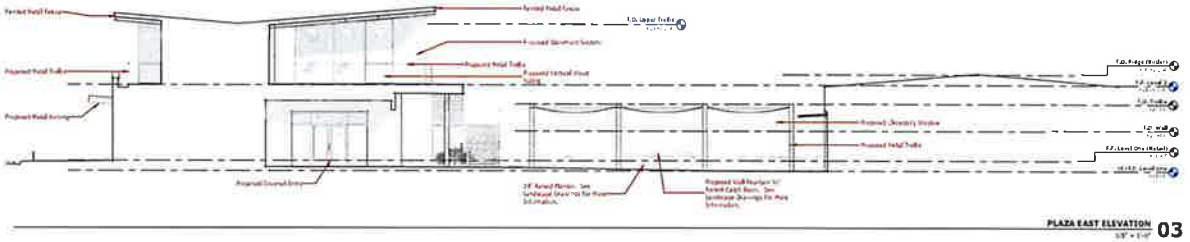
PROPOSED 7TH & 8TH STREET ELEVATIONS

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

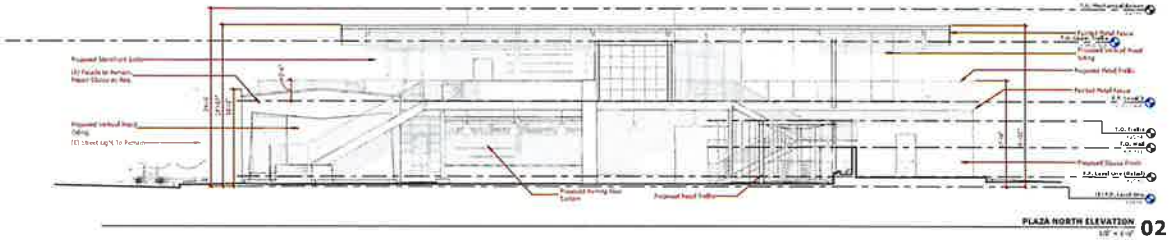
PLAZA LOOKING TOWARD STEEL TRELLIS LOUNGE SEATING AREA

PLAZA AT BUTLER BUILDING LOOKING TOWARD BUTTERFLY BUILDING

PLAZA AT STEEL TRELLIS LOUNGE SEATING AREA



PLAZA EAST ELEVATION 03



PLAZA NORTH ELEVATION 02

PLAZA SOUTH ELEVATION 01

SCALE 3/8" = 1'-0"

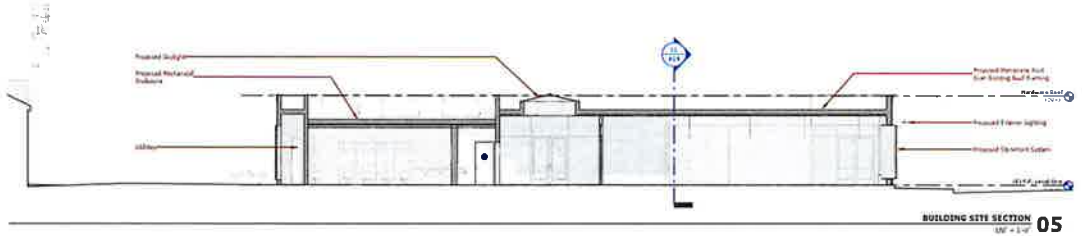
A13

Linden Avenue Adaptive Re-use

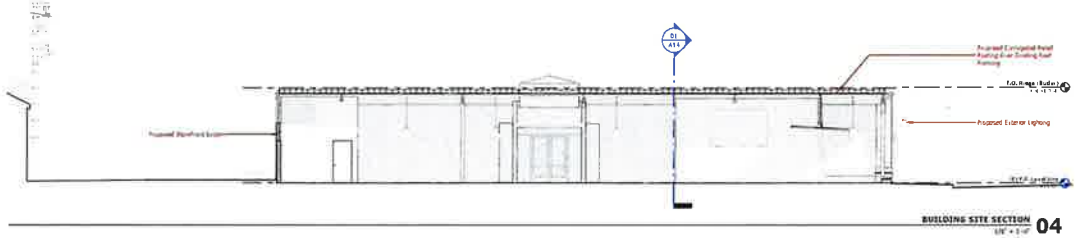
PROPOSED PLAZA ELEVATIONS

21 May, 2021

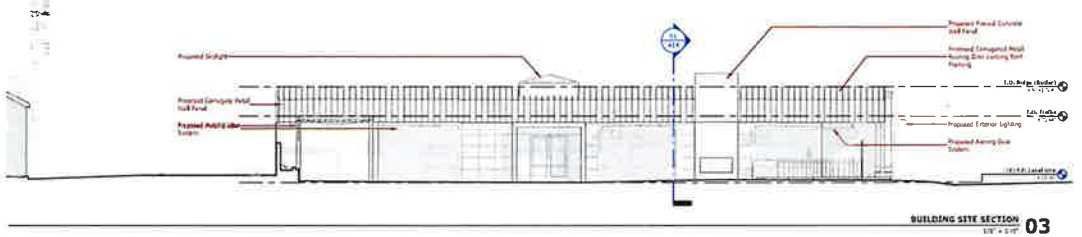
925.866.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA



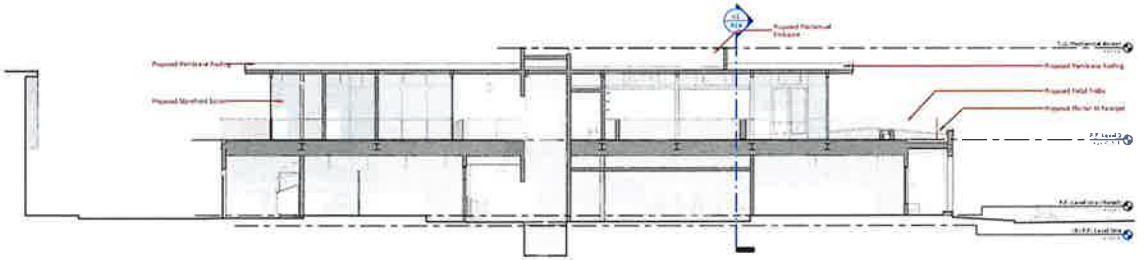
BUILDING SITE SECTION 05



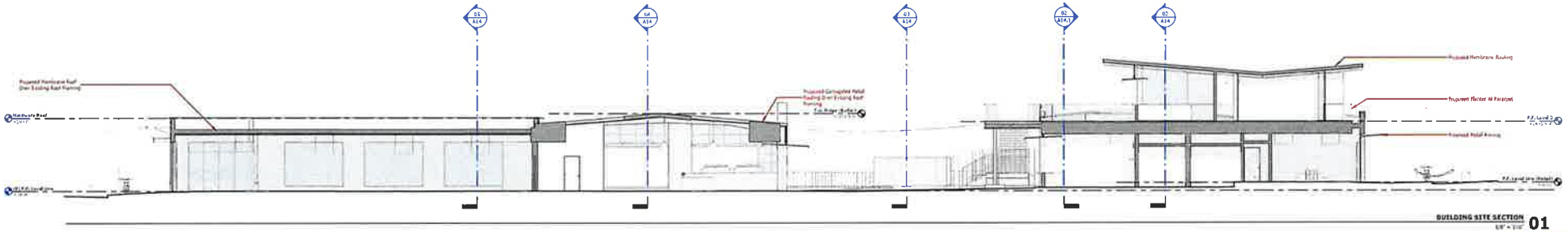
BUILDING SITE SECTION 04



BUILDING SITE SECTION 03



BUILDING SITE SECTION 02



BUILDING SITE SECTION 01

SCALE 1/8" = 1'-0"

A14

Linden Avenue Adaptive Re-use

PROPOSED BUILDING SECTIONS

21 May, 2021

805.965.7777
1 N. Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Metal Railings 17

Folding Door Systems 16

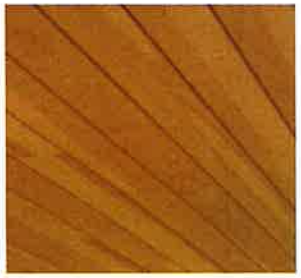
Lighting Spec 01 15

Exterior Wall Sconce 14

Marrone 3609
TIGER Drylac® 68/60833 | MF/MA

Metal - Powder Coated - Bronze 13

Metal - Aluminum - Dark Bronze 12



Wood - Western Red Cedar - T&G Ceilings and Wall Panelling 11

Lighting Spec 02 10

Snap Batten Siding/Roofing 09

Metal - Bonderized 08

Metal - Painted Black 07

Metal - Powder Coated - Yellow 06

Lighting Spec 03 05

Brick Veneer 04

Precast - Rammed Earth 03

Stucco - Sand Float Gray 02

Stucco - Smooth White 01

SCALE 12" = 1'-0"

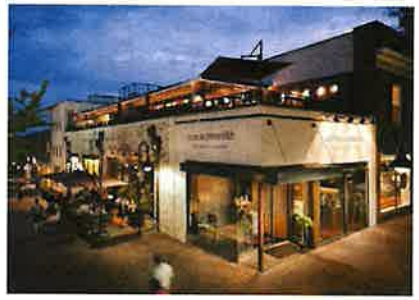
A20

Linden Avenue Adaptive Re-use

EXTERIOR MATERIAL, FINISH & LIGHTING SPECIFICATIONS

21 May, 2021

DMHA



SCALE 12" = 1'-0"

A21

Linden Avenue Adaptive Re-use

INSPIRATION IMAGERY

31 May, 2022

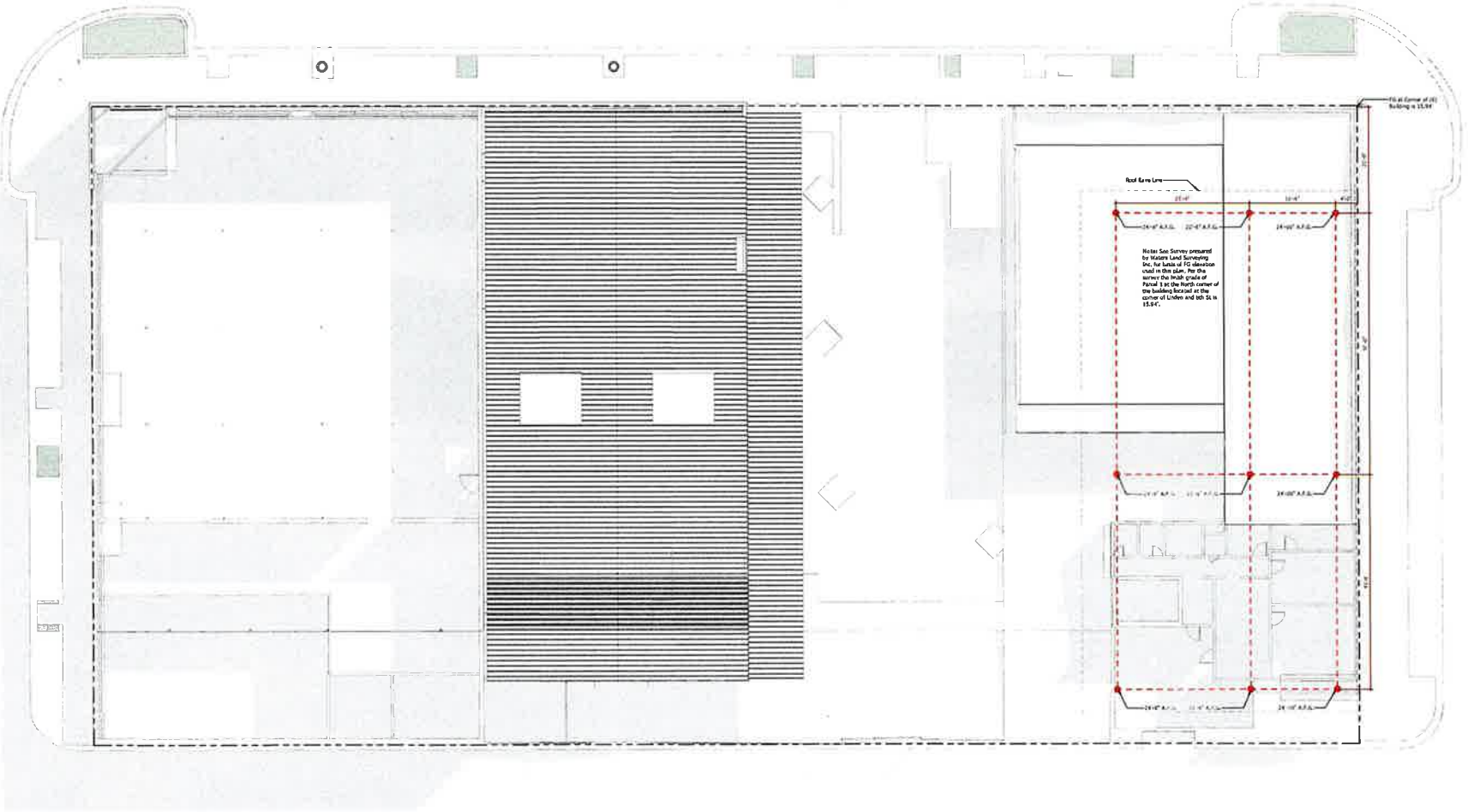
DMHA

WOMBLE CARLYLE SANDRIDGE & RICE

114 Sulle Coast Drive, Suite 2102

Santa Barbara, CA 93101

LINDEN AVENUE



8TH STREET

LEGEND

Story Pole (Height Measured from F.G.)

Ridge Line

Note: See Survey prepared by Waters Land Surveying Inc. for basis of F.G. elevation used in this plan. Per the survey the finish grade of Parcel 1 at the North corner of the building located at the corner of Linden Avenue and 8th St is 15.94'.

SCALE As indicated

A22

Linden Avenue Adaptive Re-use

STORY POLE PLAN

21 May, 2021

805.965.5777
1 N. Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Butterfly Building Corner at 8th & Linden Avenue

SCALE

A30

Linden Avenue Adaptive Re-use

GRAPHICS

DMHA

Butterfly Building Corner Along Linden Avenue

DMHA

Butterfly Building Corner Along Linden Avenue

DMHA

Main Plaza Entry from Across Linden Avenue

New Plaza Entry from Across Linden Avenue

805.965.7777
419 Calle Cesar Chavez #D2
Santa Barbara, CA 93103
DMHA

New Plaza Entry from Across Linden Avenue

805.966.7727
116 Calle Cesar Chavez #103
Santa Barbara CA 93103
DMHA

Butler Building from Linden Avenue

DMHA

Butler Building Along Linden Avenue

Butterfly Building Covered Patio at Linden Avenue

Hardware Building Along Linden Avenue

805.965.7773
1714 Cliff Drive #103
Santa Barbara, CA 93101
DMHA

Hardware Building Along Linden Avenue

DMHA

Hardware Building Rear Corner at Cactus Lane

805.965.7777
116 Calle Cesar Chavez #103
Santa Barbara, CA 93103
DMHA

Rear of Butterfly Building at Parking Lot

805.966.7777
118 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Butterfly Building at Rear Corner at Cactus Lane

DMHA

Entry Fence and Gate at Linden Avenue

(805) 966-7727
114 Calle Cesar Chavez #103
Santa Barbara, CA 93103
DMHA

Front Stair at Butterfly Building

DMHA

Butterfly Building Lower Covered Patio

DMHA

Main Plaza Looking Towards Rear

Main Plaza from Butterfly Building

805.965.7772
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Main Plaza Looking Towards Street End of Butler Building

805.962.7727
11 N. Calle Cesar Chavez #101
Santa Barbara, CA 93103
DMHA

Main Plaza Covered Seating Area

DMHA

Main Plaza from Rear Seating Area

805.966.7727
516 Cuda Canyon Channel #103
Santa Barbara, CA 93103
DMHA

Butterfly Building Lower Covered Patio

805.965.7777
116 Calle Cesar Chavez #103
Santa Barbara, CA 93103
DMHA

Typical Private Offices at Upper Floor of Butterfly Building

805.560.7772
114 Calle Cesar Chavez #103
Santa Barbara CA 93101
DMHA

Butterfly Building Rear Facade Near Elevator

DMHA

Butler Building Restaurant Space

805.966.7777
116 Calle Cesar Chavez #103
Santa Barbara CA 93103
DMHA

Butler Building Restaurant Space

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Rear Stair at Butterfly Building

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Rear Stair at Butterfly Building

805.965.7727
176 Calle Cesar Chavez #103
Santa Barbara, CA 93103
DMHA

Main Plaza Looking Towards Street End of Butler Building

805.965.7727
114 Calle Cesar Chavez #101
Santa Barbara CA 93103
DMHA

Butler Building Restaurant Space

805.966.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Butler Building Rooftop Bar Patio

DMHA

Butterfly Building 2nd Story from Across Main Plaza

805.965.7777
[illegible]
Santa Barbara, CA 93103
DMHA

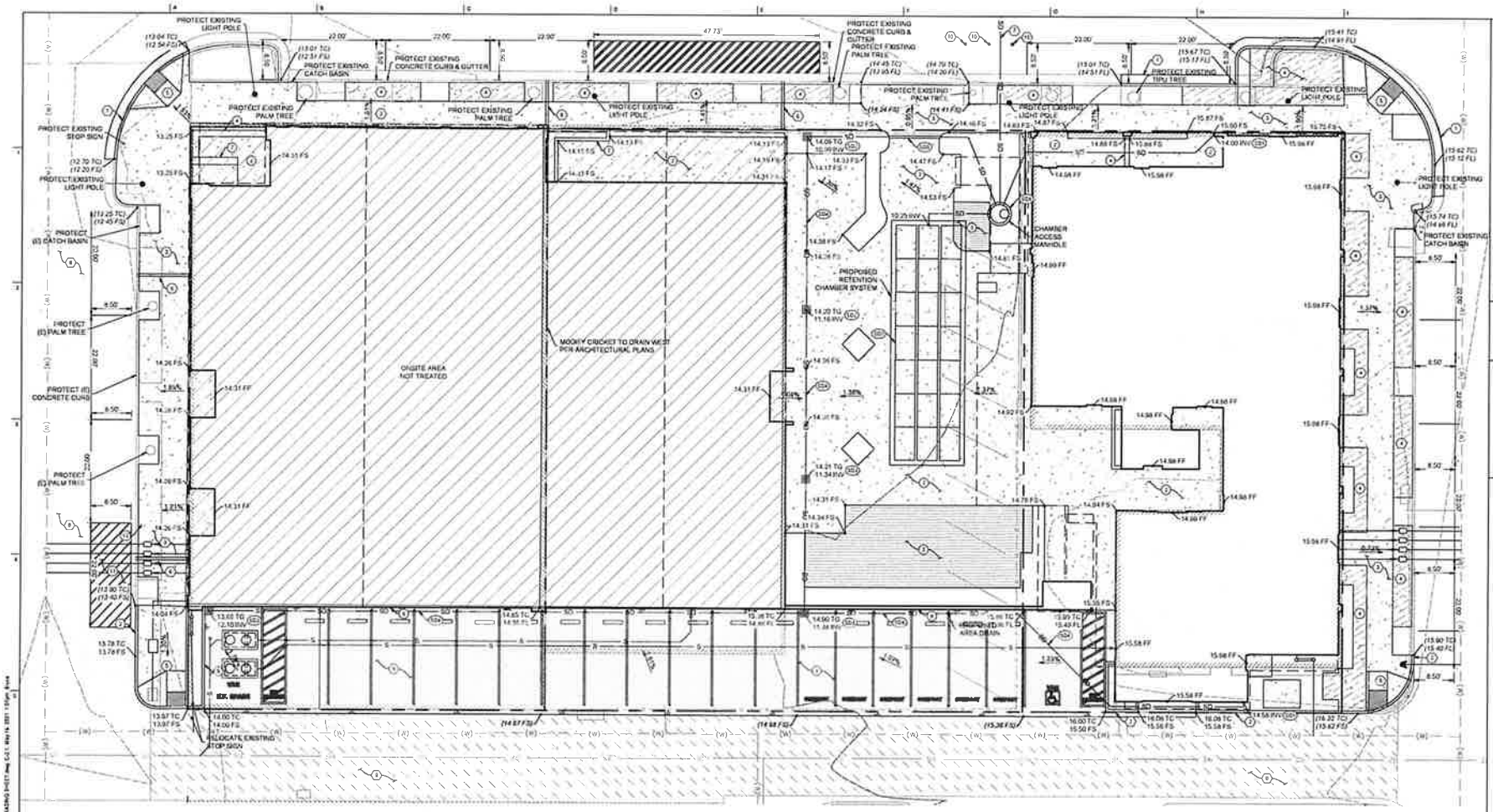
Butterfly Building 2nd Story Private Deck Along Linden Avenue

805.965.7777
11 N. Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Butterfly Building 2nd Story Bar

805.965.7777
114 Calle Cesar Chavez #102
Santa Barbara, CA 93103
DMHA

Butterfly Building 2nd Story From Across Main Plaza



STORMWATER TREATMENT APPROACH

APPROACH TREATS NEW AND REPLACED IMPERVIOUS AREA ONLY.

ALL EXISTING ROOF AREA TO REMAIN TO DRAIN DIRECTLY TO PUBLIC RIGHT OF WAY
1. HARDWARE BUILDING SOUTH ROOF DRAINS TO EXISTING DOWNSPOUTS TO THE SOUTH.
2. HARDWARE BUILDING NORTH ROOF REDIRECTED TO NEW DOWNSPOUT TO THE WEST
3. BUTLER BUILDING SOUTH ROOF REDIRECTED TO NEW DOWNSPOUT TO THE WEST
4. BUTLER BUILDING NORTH ROOF COLLECTED IN GUTTER AND DIRECTED TO THE WEST

ALL PROPOSED ROOF AND HARDSCAPE AREA ON-SITE TO BE COLLECTED IN STORM DRAIN NETWORK AND DIRECTED TO RETENTION.

RETENTION PROVIDED WITH STORMTECH DC-780 CHAMBERS, 3 ROWS WITH 7 CHAMBERS PER ROW.

GENERAL NOTES:

SEE DEMOLITION AND PROTECTION PLAN FOR ADDITIONAL INFORMATION.

ANY LIFTED OR DAMAGED SIDEWALKS, CURBS, AND GUTTERS ALONG THE PROPERTY FRONTAGE OF LINDEN AVENUE BETWEEN 8TH STREET AND 7TH STREET SHALL BE REMOVED AND REPLACED.

RIGHT OF WAY CONSTRUCTION NOTES:

1. CONSTRUCT CONCRETE CURB AND GUTTER PER GREENBOOK STANDARDS
2. CONSTRUCT CONCRETE CURB PER GREENBOOK STANDARDS.
3. CONSTRUCT CONCRETE SIDEWALK PER GREENBOOK STANDARDS.
4. CONSTRUCT CONCRETE SIDEWALK WITH HEAVY BROOM FINISH PER GREENBOOK STANDARDS
5. CONSTRUCT CONCRETE ACCESS RAMP PER GREENBOOK STANDARDS
6. CONSTRUCT CURB OUTLET DRAIN.
7. CONSTRUCT STORM DRAIN CONNECTION TO EXISTING CITY STORM DRAIN
8. PROVIDE SLURRY SEAL AFTER UTILITY INSTALLATION PER GREENBOOK STANDARDS.
9. PROVIDE MICROSURFACING (TYPE II) ON ASPHALT CONCRETE PAVEMENT AFTER UTILITY INSTALLATION PER GREENBOOK STANDARDS.
10. CONSTRUCT PROTECTIVE BOLLARDS FOR BICYCLE PARKING.
11. PAINT GREEN STRIPING IN PARKING STALL.
12. PROVIDE "LOADING AREA ONLY 3 MINUTES MAXIMUM" SIGN

SITE CONSTRUCTION NOTES:

1. CONSTRUCT ASPHALT DRIVEWAY SECTION.
2. CONSTRUCT CONCRETE WALKWAY SECTION.
3. CONSTRUCT DECK AREA.
4. CONSTRUCT CONCRETE STEPS.
5. CONSTRUCT 0-INCH TO 6-INCH CONCRETE CURB TRANSITION.
6. CONSTRUCT 6-INCH CONCRETE CURB.
7. CONSTRUCT CONCRETE SITE WALL.

STORM DRAIN CONSTRUCTION NOTES:

- SD1 INSTALL ROOF DRAIN CONNECTION.
- SD2 INSTALL 6-INCH PEDESTRIAN RATED ATRIUM GRATE DRAIN.
- SD3 INSTALL 12-INCH TRAFFIC RATED FLAT GRATE DRAIN.
- SD4 INSTALL CLASS 100 PVC STORM DRAIN LINE.
- SD5 INSTALL 6-INCH PEDESTRIAN RATED TRENCH DRAIN.
- SD6 INSTALL 48-INCH CONCRETE DISTRIBUTION MANHOLE.
- SD7 INSTALL STORMTECH RETENTION CHAMBER WITH 3 X 7 DC-780 CHAMBERS.

DIGALERT
DIAL TOLL FREE 811 OR (1-800-227-2600) AT LEAST TWO DAYS BEFORE YOU DIG
UNDERGROUND SERVICE ALERT

HORIZONTAL SCALE: 1" = 10'
0 5 10 20

Ashley&Vance ENGINEERING, INC.
210 East Cota Street
Santa Barbara, CA 93101
(805) 687-2095
www.ashleyvance.com
CIVIL • STRUCTURAL

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Engineer of Record

PRELIMINARY PLANS NOT FOR CONSTRUCTION

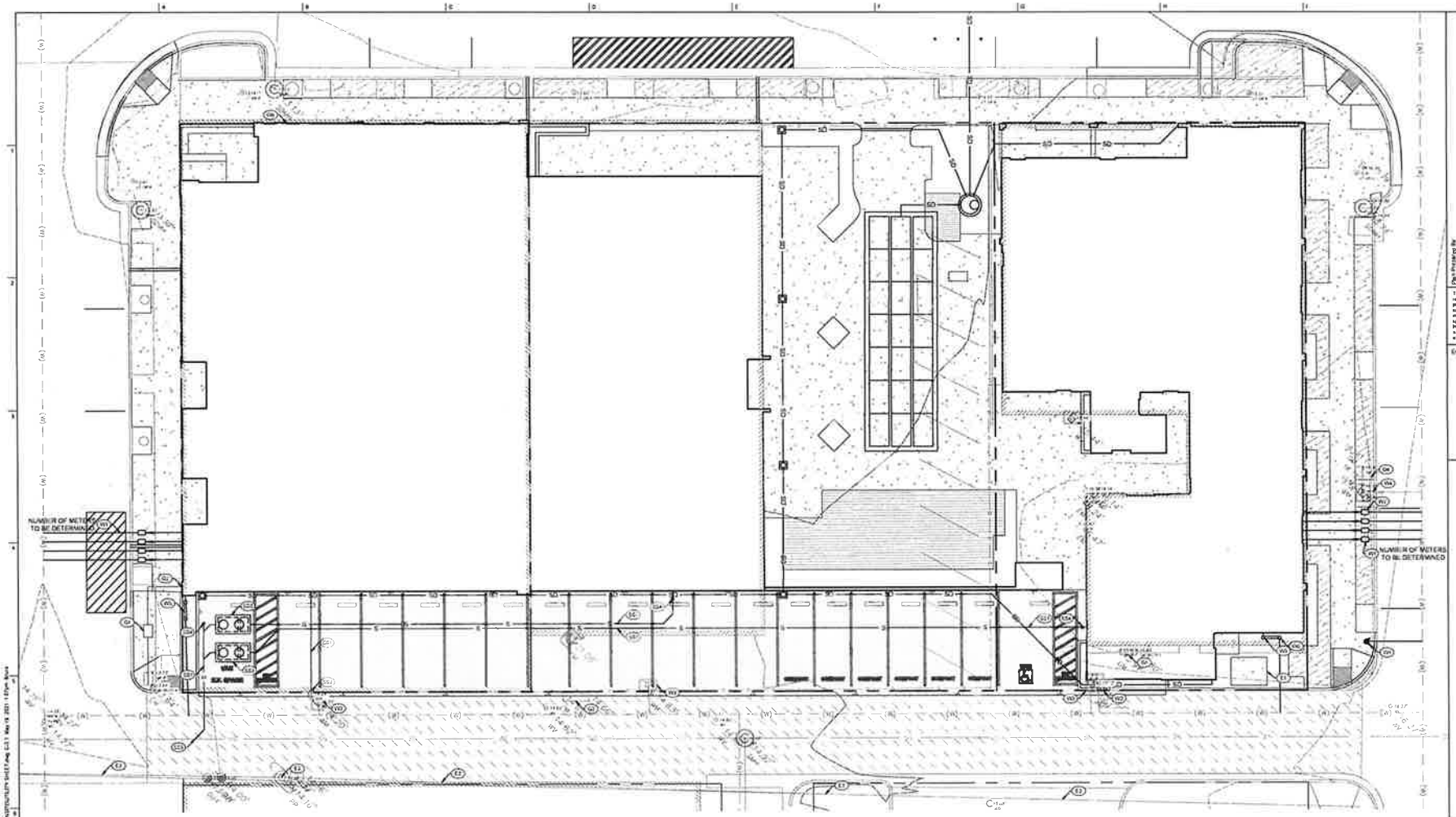
LINDEN ADAPTIVE RE-USE
700 LINDEN AVENUE
CARPINTERIA, CA

Revisions
1 -
2 -
3 -
4
5
6

Project Engineer: BRJ | Ext: 121
Project Manager: JSS
Date: 03.19.2021 | Scale: PER PLAN
AV Job No: 191122 | Sheet Size: 24" x 36"

GRADING AND DRAINAGE PLAN

C-2.1



GENERAL NOTES:

ALL EXISTING UTILITIES SHOWN ARE BASED ON THE BEST KNOWLEDGE AVAILABLE. CONTRACTOR TO POT-HOLE ALL POINTS OF CONNECTION AND VERIFY ALL CLEARANCES. MATERIAL DEPTH AND LOCATION SHALL BE IDENTIFIED BY CONTRACTOR. IF THERE ARE ANY DIFFERENCES FROM PLAN WITH ANY OF THESE ITEMS ENGINEER OF WORK SHALL BE NOTIFIED IMMEDIATELY.

APPLICATION OF FOG SEAL SHALL BE USED ON ALL TRENCH PAVEMENT REPLACEMENTS

A PERMIT FROM THE DISTRICT IS REQUIRED PRIOR TO ANY SEWER CONSTRUCTION WORK. PLEASE ALLOW AT LEAST 48 HOUR ADVANCED NOTICE TO THE DISTRICT FOR INSPECTIONS. THE DISTRICT CAN BE REACHED AT (805) 684-7214 x113

WATER CONSTRUCTION NOTES:

- (W1) INSTALL 1 1/2-INCH DOMESTIC WATER SERVICE WITH 3/4-INCH METER AND 1 1/2-INCH REDUCED PRESSURE PRINCIPLE ASSEMBLY PER CARPINTERIA VALLEY WATER DISTRICT STANDARD DETAIL W-101, W-111, AND W-115
- (W2) INSTALL 1 1/2-INCH LANDSCAPE WATER SERVICE WITH 3/4-INCH METER AND 1 1/2-INCH REDUCED PRESSURE PRINCIPLE ASSEMBLY PER CARPINTERIA VALLEY WATER DISTRICT STANDARD DETAIL W-101, W-111, AND W-115.
- (W3) ABANDON EXISTING WATER METER PER CARPINTERIA VALLEY WATER DISTRICT STANDARD DETAIL W-119.
- (W4) PROTECT EXISTING WATER METER IN PLACE.
- (W5) INSTALL 4-INCH FIRE LINE SERVICE WITH DCDA PER CARPINTERIA VALLEY WATER DISTRICT STANDARD DETAIL W-114.
- (W6) INSTALL 4-INCH FIRE DEPARTMENT CONNECTION
- (W7) INSTALL FIRE HYDRANT ASSEMBLY PER CARPINTERIA VALLEY WATER DISTRICT STANDARD DETAIL W-113

SANITARY SEWER CONSTRUCTION NOTES:

- (SS1) INSTALL 8" SDR35 SANITARY SEWER LATERAL PER CARPINTERIA SEWER DISTRICT PLATES 104, AND 106.
- (SS2) INSTALL CONNECTION TO EXISTING SEWER LATERAL PER CARPINTERIA SEWER DISTRICT PLATE 109.
- (SS3) INSTALL GREASE INTERCEPTOR
- (SS4) INSTALL SEWER CLEANOUT PER CARPINTERIA SEWER DISTRICT PLATE 112.
- (SS5) INSTALL SEWER WYE AND CONNECT LATERAL TO EXISTING MAIN PER CARPINTERIA SEWER DISTRICT PLATE 108.

GAS NOTES:

- (G1) RELOCATE EXISTING GAS METER.
- (G2) RELOCATE GAS LINE CONNECTION TO BUILDING
- (G3) REPLACE GAS METER VAULT WITH TRAFFIC RATED VAULT.
- (G4) PROTECT EXISTING GAS METER IN PLACE.

ELECTRICAL NOTES:

- (E1) PROPOSED ELECTRICAL TRANSFORMER
- (E2) UNDERGROUND EXISTING OVERHEAD ELECTRICAL AND COMMUNICATIONS LINES.
- (E3) REMOVE EXISTING POWER POLE.

DIGALERT
UNDERGROUND SERVICE ALERT

HORIZONTAL SCALE 1" = 10'
10 0 10 20

Ashley & Vance ENGINEERING, INC.
CIVIL • STRUCTURAL
Plans Prepared By
510 East Cole Street
Santa Barbara, CA 93101
(805) 882-0958
www.ashleyvance.com

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Engineer of Record

PLANS NOT APPROVED FOR CONSTRUCTION

LINDEN ADAPTIVE RE-USE
700 LINDEN AVENUE
CARPINTERIA, CA

Revisions	
1	-
2	-
3	-
4	-
5	-

Project Engineer	BRJ	Est.	1/21
Project Manager	AVS		
Date	05.18.2021	Scale	PER PLAN
AV Job No	191122	Sheet Size	24" x 36"

UTILITY PLAN

C-3.1

CONCEPTUAL MASTER PLAN

LINDEN STREET PLAZA

IN CONJUNCTION WITH

ARCHITECTS
DMHA

CIVIL ENGINEERS
Ashley Vance

Robert Andrew Fowler
LANDSCAPE ARCHITECT
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SUBMITTAL #3

Illustrative Site Plan

Sheet PL-1

May 20, 2021
April 15, 2021
November 10, 2020

PLANTING · IRRIGATION · LIGHTING · SITE UTILITIES

PLANTING

UPON COMPLETION AND APPROVAL OF THE PRELIMINARY LANDSCAPE / PLANTING PLAN A FINAL PLANTING PLAN CONSTRUCTION DOCUMENT WILL BE PREPARED INDICATING PROPOSED PLANT QUANTITIES & SIZES. THE FINAL PLANTING DESIGN, AS ALLUDED TO IN THIS PLAN, TO INCORPORATE DROUGHT TOLERANT, WATER WISE & NATIVE PLANTINGS & WILL INCLUDE & COMPLY WITH THE ASSOCIATED & REQUIRED WATER USE CALCULATIONS AS PER THE STATE OF CALIFORNIA WATER CONSERVATION ORDINANCE – AB 1881

IRRIGATION

UPON COMPLETION AND APPROVAL OF THE PRELIMINARY LANDSCAPE / PLAN A FINAL IRRIGATION PLAN CONSTRUCTION DOCUMENT TO SUPPLEMENT THE PLANTING PLAN AND HELP ENSURE THE ESTABLISHMENT OF THE PROPOSED PLANTINGS, WILL BE PREPARED. THE IRRIGATION SYSTEM WILL BE INSTALLED AS A STATE OF THE ART AUTOMATED IRRIGATION SYSTEM INCORPORATING A COMBINATION OF LOW FLOW, LOW ANGLE SPRAY HEADS AND A DRIP IRRIGATION SYSTEM WHEREVER APPROPRIATE. THE VALVING OF THE SYSTEM WILL SEPARATE PLANTINGS WITH DIFFERENT WATER REQUIREMENTS SUCH AS LAWN FROM SHRUB BEDS, NORTH & EAST FACING SLOPES FROM FLAT AREAS AND NATIVE PLANTINGS FROM NON NATIVE PLANTINGS AS WELL AS PROPOSE THE USE OF A WEATHER BASED SMART CONTROLLER AND WILL INCLUDE & COMPLY WITH THE REQUIRED MANDATES AS PER THE STATE OF CALIFORNIA WATER CONSERVATION ORDINANCE – AB 1881

OUTDOOR LIGHTING

DURING PREPARATION OF A FINAL SITE LIGHTING PLAN THE PROJECT LANDSCAPE ARCHITECT WILL COORDINATE WITH THE ELECTRICAL ENGINEERS (IF APPLICABLE) & THE ARCHITECTS DRAWINGS IN AN EFFORT TO COORDINATE THE PROPOSED LOCATIONS OF ARCHITECTURAL WALL SCONCES WITH LIGHT STANDARDS & BOLLARDS AS WELL AS ACCENT LIGHTING & LANDSCAPE ACCENT FEATURES LIGHTING. TO CREATE A SAFE & ENJOYABLE NIGHTIME ENVIRONMENT AS WELL AS CONFORM TO THE LOCAL ORDINANCES AND GUIDELINES AND SHALL BE 'DARK SKY' COMPLIANT AND NOT IMPOSE ON ADJACENT PROPERTIES AND USES.

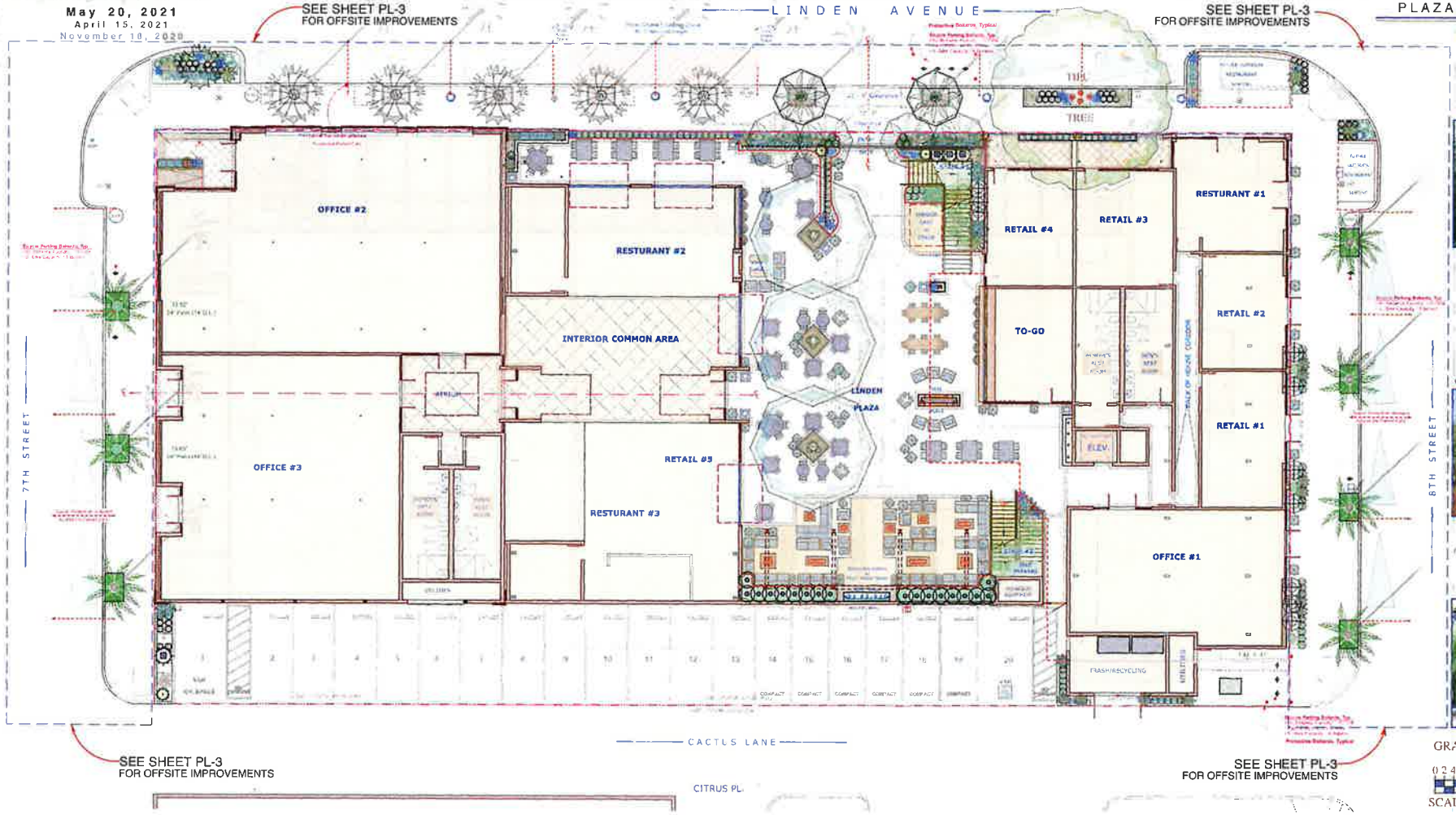
SITE UTILITIES

DURING PREPARATION OF THE FINAL LANDSCAPE – PLANTING & IRRIGATION PLANS THE PROJECT LANDSCAPE ARCHITECT WILL COORDINATE WITH THE CIVIL ENGINEERS DRAWINGS IN EFFORT TO COORDINATE THE PROPOSED LOCATIONS OF TREE & KEY SHRUBS AS MUCH AS POSSIBLE WITH THE VARIOUS SITE UTILITIES SUCH AS: VAULT STANDARDS & BOLLARDS, ELECTRICAL TRANSFORMERS, GAS & ELECTRICAL PANELS, VARIOUS SITE UTILITY BOXES AND FIRE SPRINKLER BACKFLOW PREVENTER & POST INDICATOR VALVES IN AN EFFORT TO BALANCE FUNCTION & ACCESS WITH THOUGHTFUL VISUAL SCREENING.

SITE FURNISHINGS KEY

- (N) COMMUNAL HI-BOY TABLE & CHAIRS - RECLAIMED WOOD
- (N) PROJECT BENCH with BACK
- (N) PROJECT BENCH (Backless)
- (N) OUTDOOR RAISED BAR STOOLS @ Counter
- (N) TRASH RECEPTACLES (Round)
- (N) TRASH RECEPTACLES w/ LID (Recyclable)
- (N) TRASH RECEPTACLES (Square)
- (N) CORTEN STEEL CUBE PLANTERS
- (N) POTTED PLANTINGS
  - Assorted Accent and Succulent Container Plantings
  - In Corten Steel, Terra Cotta, Ceramic or Plastic Containers
  - 18" to 48" Square, Typ. w/ Self - Watering Planters
- (N) METAL BICYCLE BOLLARD (See Plan for Locations)
  - R-7956 (RSA) - Post & Hook Design - 2 Bikes / Bollard Capacity
  - Fixed Embedded Mount - Powder Coated Steel - 4'-6 Bollard
  - Statuary Bronze Finish w/ Iron Armor Enhanced Coating
  - By 'Reliance Foundry' (Also http://www.reliance-foundry.com)

- (N) HI-TOP TABLE & CHAIRS – 4 & 2 - Chairs (Square)
- (N) METAL TABLE & CHAIRS – 4 - Top (Round)
- (N) METAL TABLE & CHAIRS – 2 - Top (Round)
- (N) METAL TABLE & CHAIRS – 6 - Top (Round)
- (N) METAL TABLE & CHAIRS - ADA Accessible (Omit Chair)
- (N) MARKET UMBRELLAS for PROJECT TABLE & CHAIRS
- (N) GAS FIREPIT / COFFEE TABLE COMBO (18" Height)
  - RECTANGULAR - (+ 5' x 28")
  - SQUARE - (+ 2' x 2')
- (N) OUTDOOR LIVING ROOM ENSEMBLE
  - LARGE SOFA - (Varied Lengths - 8' Max.)
  - LOVE SEAT SOFA - (+ 5' x 34" Width)
  - INDIVIDUAL CHAIR - (+ 3' x 34" Width)
  - COFFEE TABLE - (Metal, Stone or Ipe - 4' x 30")
  - SIDE TABLE - (Metal, Stone or Ipe - 20" x 20")



PLAZA SPECIMEN TREES

PLAZA ENTRY ACCENT GROVE TREE
SEAFORTHIA ELEGANS
(KING PALM)

PLAZA CANOPY SHADE TREE
OLEA EUROPAEA 'SWAN HILL'
(FRUITLESS OLIVE)

PLAZA LOUNGE AREA SCREEN TREE
HIMALAYACALAMUS HOOKERIANUS
(BLACK BAMBOO, IN MOST CONTROL VAULT)

GRAPHIC SCALE
(IN FEET)
0 2 4 6 8 10 20
SCALE: 1" = 10' - 0"

W S N E

CONCEPTUAL MASTER PLAN

LINDEN STREET PLAZA

IN CONJUNCTION WITH
ARCHITECTS
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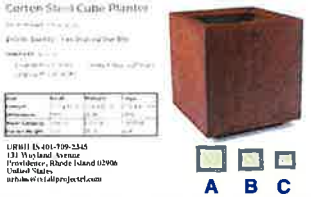
SUBMITTAL #3

Enlarged Plaza Design

Sheet PL-2

May 20, 2021
April 15, 2021
November 18, 2020

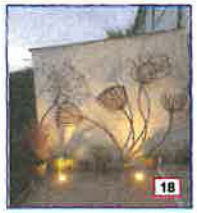
CORTEN STEEL PLANTERS

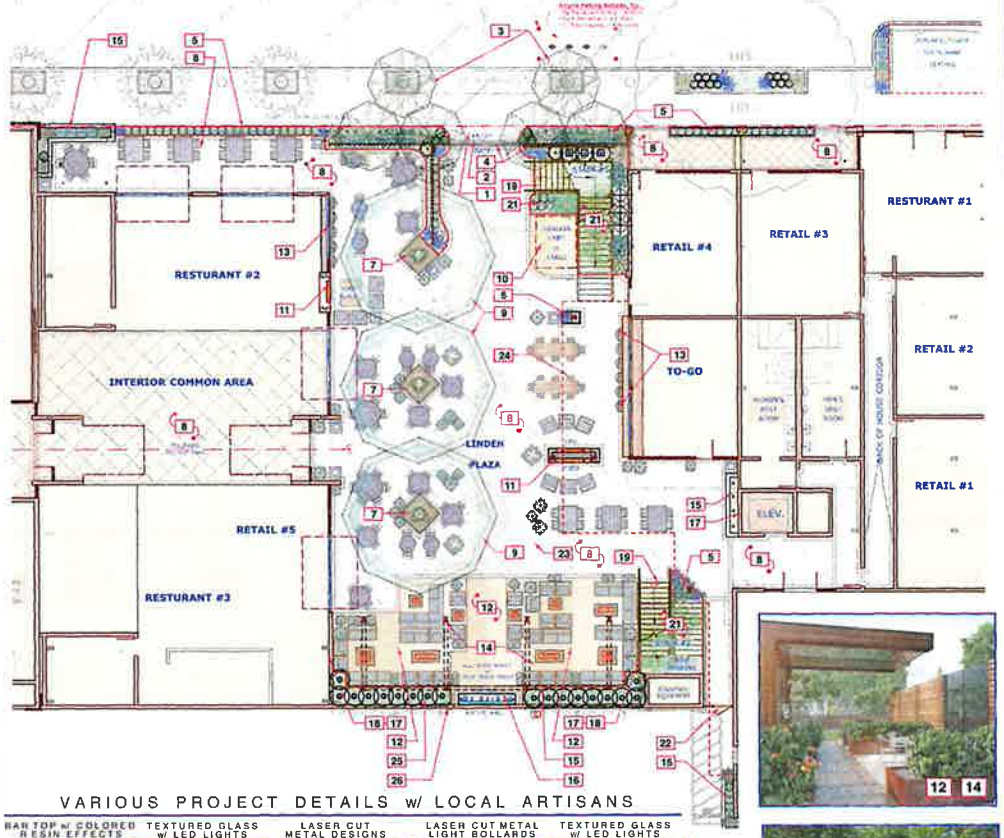


'ECO-DECK' PORCELAIN PAVERS

UNDERSTORY PLANTINGS

PROJECT ACCENT FEATURES





VARIOUS PROJECT DETAILS w/ LOCAL ARTISANS

BAR TOP w/ COLORED RESIN EFFECTS

TEXTURED GLASS w/ LED LIGHTS

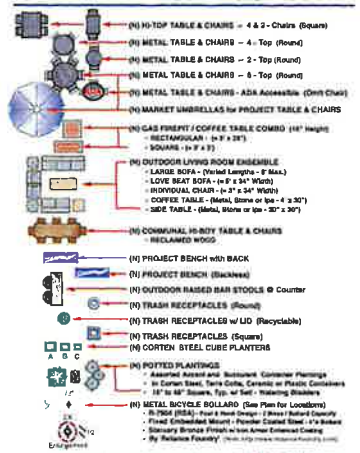
LASER CUT METAL DESIGNS

LASER CUT METAL LIGHT BOLLARDS

TEXTURED GLASS w/ LED LIGHTS

PROJECT IMAGERY

SITE FURNISHINGS KEY



HARDSCAPE LEGEND

1. (N) PLAZA - TRANSITION PAVING FIELD
   - Standard Gray Concrete w/ 'Medium Broom Finish'
   - & w/ E.J / Score Line Pattern as Shown
   - & w/ Structural Profile - As Approved by City of Carpinteria
2. (N) METAL CHANNEL DRAIN
   - w/ Decorative Grate Cover
   - Style to Match Iron Tree Grates
3. (N) PLAZA ENTRY ACCENT PALM GROVE
   - See Overall Illustrative Plan - RAF Sheet PL-1
4. (N) METAL SECURITY GATE & GATE TRACK
   - Style - To Match Metal Fence
   - See Architect's Drawings
5. (N) LOW STYLE EDGE @ RAISED PLANTING AREA as Shown
   - w/ Steel (8" x 1/2") Edge & Rounded 1.5"ø+ Cap, Typ.
   - See Architect's Drawings
6. (N) DECORATIVE METAL SECURITY FENCE
   - See Architect's Drawings
7. (N) IRON TREE GRATE - 4' x 4' - ADA Compliant
   - 'Iron Age Designs' - Argo
   - www.ironagedesigns.com
8. (N) PLAZA - MAIN WALKWAY / SEATING w/ PAVING FIELD #1
   - w/ Outdoor Dining (Varied Sizes) Restaurant / Bar Tables
   - Gray Concrete w/ Medium Sand Finish
   - w/ 4' x 4' (+ Other Sizes) Sawcut Score Pattern @ 45° Angle
   - w/ Smooth Trowel Perimeter Band (8" Width, Typical)
   - Alternate Choice: Decorative 'Eco-Deck' Faux' Stone Pavers
9. (N) SHADE CANOPY TREE on Iron Tree Grate, TYP.
   - See Overall Illustrative Plan - RAF Sheet PL-1
10. (N) VENDOR CART / MUSIC STAGE w/ PAVING FIELD #2
    - w/ Coffee Au-Stream or Selected Vendor Cart (See Imagery)
    - Pinecrest Paver w/ Faux' Ipe Wood Deck Finish
    - See Material Sample Images by 'Eco Deck' (See Imagery)
    - Alternate Choice: Ipe Wood 2" x 6" Deck Boards
11. (N) OUTDOOR FIREPLACE, TYP.
    - w/ Decorative Masonry w. Dutmore Hearth
    - See Architect's Drawings
12. (N) PLAZA - LOUNGE SEATING w/ PAVING FIELD #2
    - w/ Outdoor Living Room & Fireplace Tables (See Imagery)
    - Pinecrest Paver w/ Faux' Ipe Wood Deck Finish
    - See Material Sample Images by 'Eco Deck' (See Imagery)
    - Alternate Choice: Ipe Wood 2" x 6" Deck Boards
13. (N) RAISED BAR STOOL & BAR COUNTERTOP, TYP.
    - See Architect's Drawings
14. (N) METAL SHADE TRELLIS, TYP.
    - w/ Steel - I Beam Posts (See Imagery)
    - See Architect's Drawings
15. (N) TALL STEEL EDGE @ RAISED PLANTING AREA as Shown
    - w/ Steel (18" x 1/2") Edge & Rounded 1.5"ø+ Cap, Typ.
    - Alternate Choice: Masonry Planter - See Arch's. Drawings
16. (N) DECORATIVE GLASS WATER WALL, TYP
    - w/ Colored Accent Lighting (See Imagery)
17. (N) VERTICAL GREEN WALL
    - w/ Colored Accent Lighting (See Imagery)
18. (N) ACCENT ART SCULPTURE'S & FEATURES WALL
    - w/ Colored Accent Lighting (See Imagery)
    - Encourages Local Artist Participation
19. (N) EXTERIOR STAIRWAY TO 2ND LEVEL TERRACE, TYP
    - See Architect's Drawings
20. (N) UPPER VIEW TERRACE / BAR RESTAURANT AREA
    - Features Coastal Mountain Ranges & Ocean View
21. (N) ORNAMENTAL PLANTING AREAS, Typ.
    - Broadcasted w/ Decorative Aggregate or Walk-on Bark
    - Drought Tolerant Ornamental Plantings
    - See Future Planting & Irrigation Plans
22. (N) PLAZA REAR ACCESS w/ SECURITY METAL GATE
    - Secondary Access - Required as per Fire Code
23. (N) UNDERGROUND STORMWATER CHAMBERS
    - See Civil Engineer's Drawings
24. (N) OUTLINE OF 2ND LEVEL TERRACE ABOVE, TYP
25. (N) BAMBOO SCREEN PLANTING, TYP. - SEE RAF Sheet PL-1
26. (N) MASONRY SCREEN WALL, TYP. - SEE ARCH'S DRAWINGS

0 8 12 16

SCALE: 1" = 8' - 0"

W S N E

CONCEPTUAL MASTER PLAN

LINDEN STREET PLAZA

IN CONJUNCTION WITH
ARCHITECTS
DMHA
CIVIL ENGINEERS
Ashley.Vance

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SUBMITTAL #3

Offsite Landscape Plan

Sheet PL-3

May 20, 2021
April 15, 2021
November 18, 2020

PLANTING STYLE IMAGES

(N) / (E) Cocos plumosa (Queen Palm)
- 1 - (N) Queen Palm ~ 2 - (E) Queen Palms
- Along 7th Street Parkway as Shown

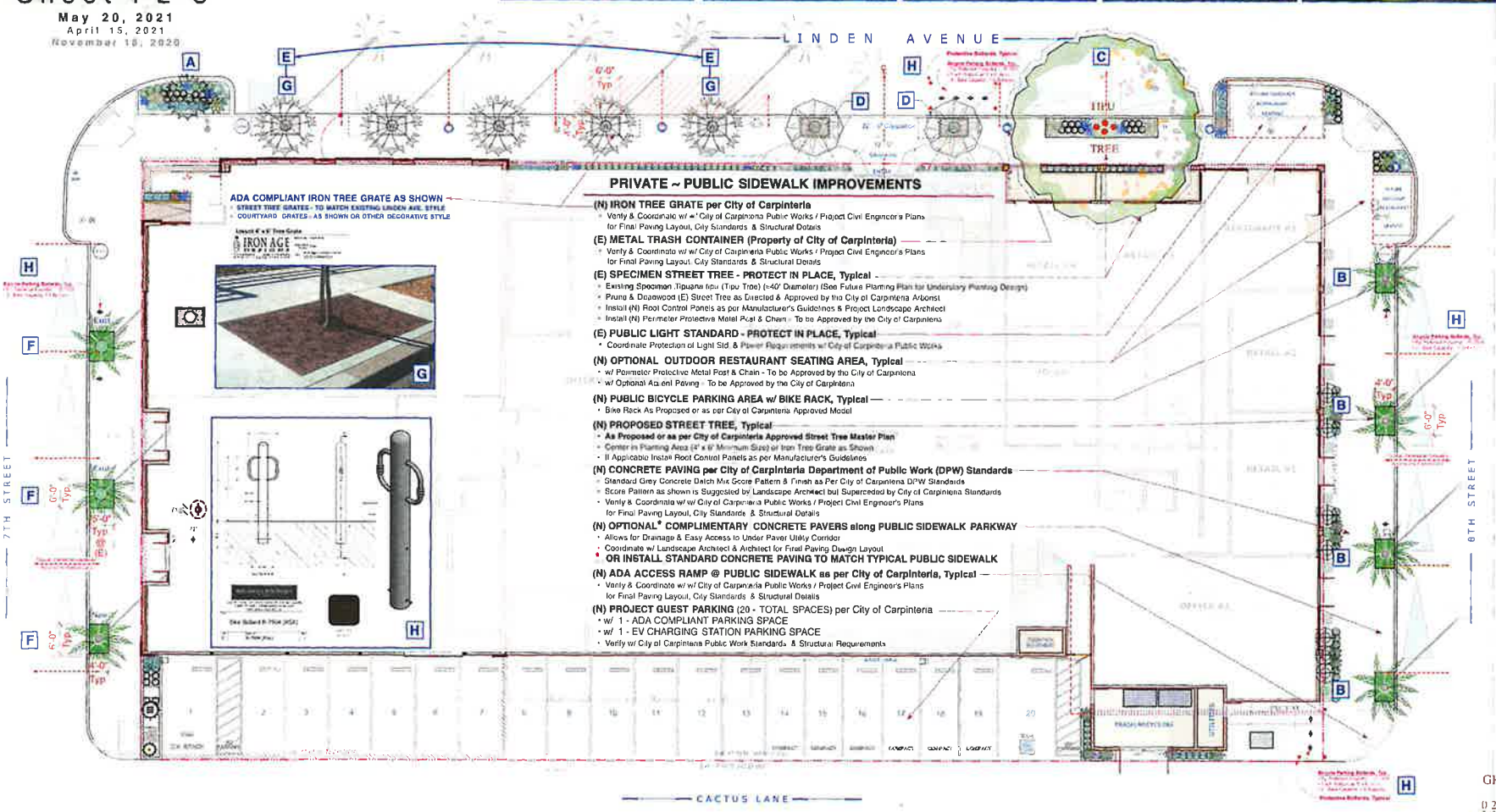
(N) Washingtonia robusta (Mexican Fan Palm)
- 5 @ 15' B.T.H. Matched Specimens
- Set in Tree Grates Along Linden Ave. Parkway

- OPTION #2 - PALM GROVE @ PLAZA ENTRY:
(N) Howea forsteriana (Kentia Palm)
- 6 @ 12' B.T.H. Matched Specimens
- Along Linden Ave. @ Plaza Entry

- OPTION #2 - PALM GROVE @ PLAZA ENTRY:
(N) Seaforthia elegans (King Palm)
- 6 @ 12' B.T.H. Matched Specimens
- Along Linden Ave. @ Plaza Entry

(E) Tipuan tipu (Tipu Tree) (≈40' Diameter)
- Protect in Place - Canopy Prune as per L.A.
- Install Root Control Panels as Directed by L.A.

(N) Cocos plumosa (Queen Palm)
- 4 - Palms (12' B.T.H. - Matched Specimens
- Along 8th Street Parkway as Shown



SPECIMEN TREE OPTIONS:
ACCENT SCULPTURAL SPECIMEN
w/ ASSORTED UNDERSTORY PLANTINGS
(SEE FUTURE FINAL PLANTING PLAN)
@ CORNER OF 7TH ST. & LINDEN AVE.

- OPTION #1
Euphorbia lambii
(Truffula Tree)

- OPTION #2
Aloe balmsii
(Tree Aloe - Cultivar)
(Multi - Trunk)

- OPTION #3
Yucca rostrata
(Beaked Yucca)
(Cluster of 3)

GRAPHIC SCALE
(IN FEET)
0 2 4 6 8 10 20
SCALE: 1" = 10' - 0"

W S N E

Exhibit 1

Attachment C: Recommended Conditions of Approval

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

PLANNING COMMISSION HEARING
PROJECT 21-2090-DP/CDP
700 LINDEN ADAPTIVE REUSE & ADDITION
700 LINDEN AVENUE (APN 003-313-001)
JULY 6, 2021

ATTACHMENT C: CONDITIONS OF APPROVAL (APPLICANT: CHT, LLC)

The Conditions set forth in this permit affect the title and possession of the real property that is the subject of this permit and shall run with the real property or any portion thereof. All the terms, covenants, conditions and restrictions herein imposed shall be binding upon and inure to the benefit of the owner (applicant, developer), his or her heirs, administrators, executors, successors and assigns. Upon any sale, division or lease of real property, all the conditions of this permit shall apply separately to each portion of the real property and the owner (applicant, developer) and/or possessor of any such portion shall succeed to and be bound by the obligations imposed on the owner (applicant, developer) by this permit.

PROJECT DESCRIPTION

1. This Development Plan and Coastal Development Permit is based upon and limited to compliance with the project description, the hearing exhibits (Exhibit 1, Attachment B to the staff report dated July 6, 2021), and conditions of approval set forth below. Any deviations from the project description, exhibits or conditions must be reviewed and approved by the City for conformity with this approval. Deviations may require approved changes to the permit and/or further environmental review. Deviations without the above-described approval will constitute a violation of permit approval.

   The project description is as follows:

   Request for a Development Plan and Coastal Development Permit to complete a commercial adaptive reuse project for the east 700 block of Linden Avenue. Existing buildings would be reconfigured and undergo interior and exterior alterations to create a series of tenant spaces of differing sizes (ranging from 500 square feet to 3,384 square feet), available for a mix of commercial uses (e.g., restaurant, retail, and office). Approximately 2,872 square feet of existing building square footage would be removed to accommodate new onsite parking or building entry areas; 3,880 square feet of new construction is proposed, including a new 3,176 square foot second floor addition. The existing central parking lot would be reconfigured into a 4,261 square foot outdoor central plaza open to the public; an additional 1,785 square foot public rooftop deck area is also proposed. A new 20-space parking area would be provided along the rear of the property, accessed from Cactus Lane. The project includes frontage and street improvements along Eighth Street, Linden Avenue, Seventh Street, and Cactus Lane. The project also includes a request for a Development Plan Modification to: 1.) reduce the required number of parking spaces from 64 spaces down to 48 spaces; and 2.) utilize compact spaces (8'x20') for six of the provided parking spaces onsite.

The grading, development, use, and maintenance of the property, the size, shape, arrangement, and location of structures, parking areas and landscape areas, and the protection and preservation of resources shall conform to the project description above and the hearing exhibits and conditions of approval below. The property and any portions thereof shall be sold, leased or financed in compliance with this project description and the approved hearing exhibits and conditions of approval hereto. All plans (such as Landscape Plans) must be submitted for review and approval and shall be implemented as approved by the City.

PROJECT SPECIFIC CONDITIONS

2. Prior to the preparation of working drawings and final review by the City's Architectural Review Board ("ARB"), the proposed project shall return to the ARB for an in-progress review to demonstrate how the project has been revised and refined in response to the comments included in the ARB's adopted motion for preliminary approval dated April 29, 2021. **Plan Requirements and Timing:** Applicant shall return to the ARB with updated preliminary architectural plans demonstrating the revisions incorporated into the project design prior to submitting working drawings for final ARB review. **Monitoring:** CDD staff shall review in-progress plans and schedule the project for review by the ARB.

3. The design, scale and character of the project architecture shall be compatible and blend harmoniously with vicinity development. **Plan Requirement and Timing:** Following a favorable in-progress review, the applicant shall submit final architectural, landscape and civil plans of the project for final review by the ARB prior to approval of any Building Permit for physical development. **Monitoring:** CDD shall review submitted plans, provide direction to the ARB regarding this condition and site inspect prior to, and during the construction phase for compliance with the approved plans.

4. Any exterior night lighting installed on the project site, including but not limited to building mounted lights, parking lot lighting and plaza lighting, shall be of low intensity, low glare design, minimum height, and shall be hooded to direct light downward onto the subject parcel and prevent spill-over onto adjacent parcels. **Plan Requirements:** The locations and designs of all exterior lighting fixtures shall be depicted on a Lighting Plan to be reviewed and approved by CDD with input from the ARB. **Monitoring:** CDD and ARB shall review a Lighting Plan for compliance with this measure prior to approval of a building permit for the development. CDD shall site inspect prior to occupancy clearance.

5. Interior building lighting shall be limited outside of business hours to that necessary for emergency or security purposes. Interior building lighting shall be outfitted with timers, motion sensors or similar technologies to ensure that the lighting is turned off when not in use. **Plan Requirements and Timing:** Specifications for automatic lighting controls and any interior security/emergency lighting shall be depicted on the plans submitted for Building Permit review, to be reviewed and approved by

CDD prior to Building Permit Issuance. **Monitoring:** CDD shall review the construction plans for compliance with this measure prior to Building Permit issuance and shall inspect the project site prior to occupancy clearance.

6. All materials and colors used in construction and all landscape materials shall be as represented to the Architectural Review Board and any deviation will require approval by CDD, which may include review by the Board.

7. Complete landscape and irrigation plans shall be prepared for all landscape areas on the project site and within the public rights-of-way along the project frontages. The complete landscape and irrigation plans shall be reviewed and approved by CDD with input from the ARB as part of final design review.

8. In compliance with the Water Conservation in Landscaping Act of 2006 (Assembly Bill 1881, Laird)) as amended by the May 29, 2015 Information Bulletin 2015-03 from the Department of Housing and Community Development and Chapter 15.90 of the City's Municipal Code: Water Efficient Landscaping, a Landscape Documentation Package containing the following elements shall be prepared by a design professional: PROJECT INFORMATION; WATER EFFICIENT LANDSCAPE WORKSHEET; SOIL MANAGEMENT REPORT; LANDSCAPE DESIGN PLAN; IRRIGATION DESIGN PLAN; and GRADING DESIGN PLAN. The preparation of a Certificate of Completion containing the following elements shall also be prepared by a design professional: CERTIFICATION OF INSTALLATION (per the approved plan); FINAL SOILS INFORMATION; IRRIGATION SCHEDULING PARAMETERS; MAINTENANCE SCHEDULES; and IRRIGATION AUDIT REPORT. **Plan Requirements and Timing:** Prior to approval of a Building Permit, the applicant shall submit a Landscape Documentation Package to the CDD for review and approval. The CDD shall send a copy of the Documentation Package the Carpinteria Valley Water District. The applicant shall enter into an agreement with the City to install required landscaping and irrigation and maintain required landscaping for the life of the project. Subsequent to installation of the approved Grading, Landscape and Irrigation Plans, the applicant shall submit a Certificate of Completion to CDD for review and approval. The Landscape Documentation Package and Certificate of Completion forms are available at the CDD, and are required to be approved by the CDD prior to Occupancy Clearance. **Monitoring:** CDD shall conduct site visits to ensure installation and maintenance of landscape and irrigation.

9. Applicants shall develop and submit for City review and approval, a comprehensive sign program for the development. **Plan Requirements**: The sign program shall depict the allowed sign types, materials, sizes and locations for signage for all commercial tenant spaces, as well as any proposed identification signage for the development, and shall be consistent with the City's sign regulations as specified in CMC §14.58. **Timing:** The Sign Program shall be submitted to, and approved, by the Community Development Department prior to Occupancy Clearance. CDD may refer the program to the Architectural Review Board for review. **Monitoring:**

CDD staff shall review all tenant signage applications for consistency with the approved sign program.

10. The applicant shall be responsible for maintaining the premises in a clean and orderly condition at all times. This includes, but is not limited to the following:

    a. The parking lot shall be cleaned on a regular basis. Cleaning activities shall include the removal of litter; spot cleaning of oil, fuel and other automotive leaks; vacuum sweeping and pressure washing when necessary;
    b. All trash/recycling shall be properly disposed of in the appropriate receptacles provided on site. The applicant shall regularly inspect the perimeter of the site to ensure that trash is not leaving the premises via wind or runoff;
    c. All structures and improvements on site shall maintain a tidy appearance and be kept in good working order; and
    d. All site landscaping shall be adequately maintained

    Plan Requirements: This requirement shall be included in the approved conditions of approval signed by the applicant prior to approval of any Building Permit for physical development. **Timing:** CDD shall monitor in the field as required. **Monitoring:** CDD staff shall periodically inspect the site to ensure compliance with this condition. If it is found that the site is not being maintained in a manner consistent with this condition, the matter shall be referred to the City's Code Compliance staff for resolution.

11. All mechanical equipment including heating and air conditioning units, and trash receptacle areas, shall be completely screened from surrounding properties and shall be enclosed within a building or parapet. **Plan Requirements**: The locations of all exterior mechanical equipment shall be depicted on a Roof and/or Mechanical Equipment Plan to be reviewed and approved by CDD with input from the ARB. **Monitoring:** CDD and ARB shall review the Roof and/or Mechanical Equipment Plan for compliance with this measure prior to approval of a Building Permit for the development. Building Inspector shall inspect structures upon completion to ensure that mechanical equipment has been installed consistent with the approved Plan.

12. An enclosure for all trash and recycling solid waste bins shall be provided onsite. Said enclosure shall be sufficient in size and capacity to contain all solid waste containers/bins/dumpsters and shall be designed and constructed to screen all solid waste containers from public view. All solid waste containers shall be lidded and/or the enclosure structure shall be roofed. Said enclosure shall be accessible at all times. Enclosure area shall comply with all specifications outlined in CMC 15.09.030. Frequency of trash service shall be scheduled as needed to ensure solid waste generated by the development does not exceed the capacity of the approved trash enclosure. When not being serviced, all solid waste containers/bins/dumpsters

shall remain stored within the trash enclosure at all times. **Plan Requirements:** Enclosure area shall be depicted on plans submitted for Building Permit review and shall include construction specifications/details for screening, access and roof coverage (as applicable). **Timing:** CDD and/or Public Works staff shall verify the enclosure is constructed consistent with Plan requirements prior to Occupancy clearance. **Monitoring:** CDD and Public Works staff shall periodically monitor the site to ensure the enclosure is maintained and functions adequately.

13. The recommendations outlined in the project specific Engineering Geology and Geotechnical Engineering Report prepared by Earth Systems Pacific shall be followed in the construction of the subject building alterations and site improvements, and the applicants shall be required to have the project engineering geologist onsite to observe all excavations prior to placement of compacted soil, gravel backfill, or rebar and concrete. **Plan Requirements/Timing:** Two copies of the Engineering Geology and Geotechnical Engineering Report shall be submitted with the building plans for building permit plan check. Applicable plan sheets (i.e., grading, foundation, etc.) shall be in substantial compliance with the recommendations outlined in the report. The project engineering geologist shall be onsite during excavation, recompaction and foundation preparation work, as applicable. **Monitoring:** Building Inspector shall review and approve building plans and shall site inspect during construction, prior to occupancy clearance.

14. Prior to disturbance of subsurface soils within the existing parking lot that were identified in the Phase II Environmental Site Assessment prepared by Rincon Consultants, dated April 29, 2016, as having presence of various heavy metal concentrations in exceedance of residential/commercial screening levels, applicants shall successfully remove and remediate affected soils in accordance with all guidelines and regulations of the California Department of Toxic Substances Control and the Resource Conservation and Recovery Act. **Plan Requirements/Timing:** Applicant shall provide copies of all pertinent documentation concerning approved work plans, soil monitoring/testing results, reports, and evidence of successful remediation/site closure, prior to initiating construction activities within the affected area(s). **Monitoring:** CDD staff shall acknowledge receipt of all above-listed items. EHS staff and/or City Inspector shall inspect during construction and confirm ongoing compliance with soil handling and testing requirements. In the event additional remediation is found to be necessary by EHS, applicant shall halt work in the area and notify CDD immediately.

15. Total amount of patron seating and seating area for individual tenant spaces shall be in substantial compliance with the conceptual seating plans depicted in the preliminary plans approved by the Planning Commission, inclusive of both interior and exterior seating areas. **Plan Requirements:** Plans submitted for Building Permit review and issuance shall depict the proposed seating plan and comply with the specified seating cap(s). **Timing:** Maximum seating cap(s) shall apply to all future restaurant/bar tenants. **Monitoring:** CDD staff shall ensure final building

plans comply with the specified seating caps prior to Building Permit issuance for individual tenant spaces and shall periodically monitor for ongoing compliance.

16. A minimum of 20 parking spaces (12 standard spaces, 6 "compact" spaces, and 2 van accessible spaces) shall be maintained onsite for the life of the project. Parking spaces shall remain available for the use of customers and visitors only. Employee parking shall be directed to City Parking Lot #3, and shall be written into all tenant lease agreements. In addition, bicycle parking for a minimum of 10 bicycles shall be provided onsite and maintained for the life of the project. Additional bicycle parking shall be provided in the public right-of-way in a manner generally consistent with that depicted on the approved site, civil, and landscape plans, subject to final approval of the design and layout by the Public Works Department. **Plan Requirements:** Parking spaces and bicycle racks shall be shown on the plans submitted for Building Permit and Engineering Permit review. **Timing:** Parking spaces shall be striped and maintained (as needed) and bicycle racks installed prior to Final Occupancy clearance. **Monitoring:** CDD and PW shall periodically inspect the site for ongoing compliance. A copy of the lease agreement terms concerning employee offsite parking shall be provided to CDD prior to Occupancy clearance.

17. Every effort shall be made to utilize the designated loading zone on Linden Avenue for business deliveries, and to schedule deliveries for the morning hours. This requirement shall be written into all tenants' lease agreements and shall be enforced by the applicant/owner or their agent(s). **Plan Requirements and Timing:** This requirement shall be written into all tenant lease agreements, and shall be in effect for the life of the project. **Monitoring:** A copy of the standard lease agreement terms addressing business deliveries shall be provided to the City prior to Occupancy clearance.

18. Prior to issuance of any Building Permits, the applicant shall record, in a form approved by the Community Development Department, an agreement waiving all rights of protest to any future or modified parking district in the downtown pursuant to CMC §14.22.040.

19. Prior to issuance of Certificates of Occupancy for any of the tenant spaces, the applicant shall prepare and submit to CDD a comprehensive parking management plan (Plan) for the project with the intent of reducing project-related parking demands. Measures to be included and implemented through the Plan shall include, but need not be limited to, requiring offsite employee parking through lease agreement terms; permanent provision and maintenance of onsite and offsite bicycle parking areas; offering employee incentive programs for alternative transportation, carpooling, and similar trip reduction measures; utilizing marketing materials to encourage patrons and visitors to utilize alternative transportation methods; and exploring options for use of the Linden Avenue loading zone to support ride share services, valet parking services and/or a new shuttle stop. **Plan Requirements and Timing:** Applicant shall submit a parking management plan, prepared by a qualified transportation engineer, to CDD for

review and approval prior to Occupancy clearance for any of the tenant spaces. **Monitoring:** CDD shall be responsible for the review and approval of the parking management plan. Applicant shall be responsible for submitting an annual report to the City on the efficacy of the parking management plan and any revisions or refinements needed to address ongoing parking demand issues.

20. Applicant shall submit plans and appropriate materials to the City's Traffic Safety Committee depicting all proposed revisions to timed parking restrictions on the project frontages (i.e., loading zones, etc.) and the conversion of Cactus Lane into a one-way alley. The Traffic Safety Committee shall be responsible for reviewing the proposed changes and making a recommendation to the City Council for final action. In the event any of the proposed traffic circulation and public parking improvements that are included as part of the project are not supported by the Traffic Safety Committee and/or City Council, the project shall return to the Planning Commission for a permit revision. The Planning Commission shall have the option of revising or adding project conditions, as warranted, to address the impacts of these changes. **Plan Requirements and Timing:** Applicant shall submit improvement plans to the Public Works Department. Review by the Traffic Safety Committee and approval by the City Council shall occur prior to issuance of an Engineering Permit to begin any improvement work in the City rights-of-way. **Monitoring:** CDD and PW staff shall be responsible for ensuring all necessary approvals have been granted.

21. The applicant shall satisfactorily submit a completed Encroachment Permit application along with all required attachments to the Public Works Department and receive approval of said Encroachment Permit. **Plan Requirements/Timing:** Approval and issuance of an Encroachment Permit shall be granted prior to issuance of any building permits. The submittal of the Encroachment Permit application shall be accompanied by a submittal fee. **Monitoring:** Public Works shall confirm approval and issuance of the Encroachment Permit prior to building permit issuance.

22. The applicant shall agree to hold the City harmless from any and all actions and causes of action arising out of or caused by the encroachment and the applicant agrees that the license shall create no rights in conflict with the public interest. In addition, the permittee shall obtain and maintain for the life of the permit comprehensive general liability insurance to cover liability of the applicant, its agents and lessees in connection with the activities authorized under the Permit in such amount as may be established by the City, with the City and its officers, employees and agents being named as additional insureds under such insurance.

    The City's Encroachment Permit application and Standard Indemnification and Insurance Provisions for Encroachment Permits form outline the specific City requirements for the general liability insurance to accompany the Encroachment Permit. The proof of insurance and completed indemnification form shall be submitted to and approved by the Public Works Department prior to Building Permit issuance.

23. The Encroachment Permit shall be revocable on thirty (30) days prior written notice to applicant from the City Manager or designee, in which event, applicant, at its own expense, shall remove all facilities authorized by the encroachment permit and shall restore the public right-of-way to its condition prior to installation. If, after sufficient notice has been given, the encroachments are not promptly removed, the City may refer the matter to Code Compliance staff for enforcement action which may include, but not be limited to administrative penalties or legal action.

24. The Encroachment Permit shall be a grant of permission only and shall not obligate the applicant to maintain such facilities at the location approved. The Applicant may at any time remove such facilities from the City right-of-way. Upon such removal, the applicant shall restore the public right-of-way to its condition prior to installation. In the case of emergency or urgency, the City may require the immediate removal of all materials located in the City rights-of-way.

25. Issuance of the Encroachment Permit does not, in any way, constitute approval for work not related to this permit as shown on the referenced plan and/or work which requires issuance of a separate permit by other departments or agencies prior to the commencement of such work.

26. The Contractor shall be responsible for protecting all existing improvements and shall replace or repair, at his own expense, any improvements damaged during the course of construction.

27. The City of Carpinteria shall be notified a minimum of 24 hours prior to the start of construction. Any construction performed without approved permits or without prior notification to the City Engineer, may be rejected and is performed at the Contractor's and/or Owner's risk.

28. The Santa Barbara County Sheriffs and the Carpinteria-Summerland Fire Protection District shall be notified 24 hours prior to any construction activities within the public right-of-way, at 805-684-4561 and 805-684-4591, respectively.

29. Contractor shall be responsible for maintaining vehicular and pedestrian traffic in accordance with Section 7-10.1, 7-10.3 and 7-10.4 of the "Standard Specifications for Public Works Construction". All traffic control shall adhere to the provisions of "Caltrans' Traffic Manual," section 5, unless otherwise directed by the City Engineer.

30. City streets and public right-of-way shall be kept clean and clear of dirt, construction material and debris 24 hours per day, seven days per week. Dust control measures shall be in accordance with the Santa Barbara County Air Pollution Control District rules and regulations.

31. Hours of operation for the entirety of the development shall be restricted to no later than 10:00 p.m. Sunday through Thursday and 12:00 a.m. Friday and Saturday. The Community Development Director may, at his/her discretion, modify the

permitted hours of operation. **Plan Requirements:** These restrictions shall be noted on all future Certificates of Occupancy and Business Licenses for future tenants. **Timing:** Hours of operation shall apply to all future restaurant and bar tenants. **Monitoring:** CDD shall periodically monitor and respond to complaints as needed.

32. The use of amplified sound equipment in outdoor areas shall be limited so as to not constitute a public nuisance. **Plan Requirements:** The applicants shall be responsible for complying with the restriction on outdoor amplified sound. **Timing:** The restriction shall apply during all business hours. **Monitoring:** CDD shall periodically inspect to ensure compliance and respond to any filed noise complaints.

DEVELOPMENT PLAN CONDITIONS

33. Prior to issuance of Building Permits for any tenant kitchen improvements, applicants shall obtain approval from Santa Barbara County Environmental Health Services (EHS). **Plan Requirements:** Approval stamps on the final building plans or similar proof of EHS approval shall be obtained and copies provided to CDD for any tenant improvements include food preparation facilities. **Timing:** Proof of EHS approval shall be provided prior to issuance of any Building Permits for kitchen improvements. **Monitoring:** EHS and the City Building Inspector shall be responsible for ensuring all kitchen improvements are constructed per the approved plans.

34. Construction materials and waste such as paint, mortar, concrete slurry, fuels, etc. shall be stored, handled, and disposed of in a manner which minimizes the potential for storm water contamination. **Plan Requirements and Timing:** Bulk storage locations for construction materials and any measures proposed to contain the materials shall be shown on the building and grading plans submitted to the City for review prior to issuance of a Building or Grading Permit. **Monitoring:** CDD and Public Works shall site inspect prior to the commencement and as needed during all grading and construction activities.

35. Sixty-five percent (65%) or more of all construction and demolition debris generated shall be diverted from the landfill, as mandated by Carpinteria Municipal Code. Demolition and/or excess construction materials shall be separated onsite for reuse/recycling or proper disposal (e.g., concrete asphalt). During demolition and grading, separate bins for recycling of construction materials and brush shall be provided onsite. **Plan Requirements:** This requirement shall be printed on demolition plans. Applicant shall submit a Waste Management Plan (WMP) prior to demolition and provide Public Works with a completed WMP, including receipts for recycled materials to demonstrate compliance with the City's Construction and Demolition Program's 65% mandatory diversion rates. **Timing:** Materials shall be recycled as necessary throughout demolition and grading activities. **Monitoring:**

Public Works shall review and approve a completed WMP prior to issuance of a Building Permit.

36. To prevent construction and/or employee trash from blowing offsite, appropriate receptacles shall be provided onsite prior to commencement of grading or construction activities. Waste shall be picked up weekly or more frequently as directed by CDD staff. **Plan Requirements and Timing:** Prior to Building Permit issuance, applicant shall designate and provide to CDD the name and phone number of a contact person to monitor trash/waste and organize a clean-up crew. Trash control shall occur throughout all grading and construction activities. **Monitoring:** CDD shall inspect periodically throughout grading and construction activities.

37. During construction, washing of concrete trucks, paint, equipment or similar activities shall occur only in areas where polluted water and materials can be contained for subsequent removal from the site. Wash water shall not be discharged to the storm drains, street, drainage ditches, creeks or wetlands. The location of the washout area shall be clearly noted at the construction site with signs. **Plan Requirements:** The applicant shall designate a washout area, acceptable to CDD, and this area shall be shown on the grading and building plans. **Timing:** The wash off area shall be designated on all plans prior to issuance of a Grading or Building Permit. The washout area shall be in place and maintained throughout construction. **Monitoring:** CDD shall check plans prior to issuance of a Grading or Building Permit and staff shall site inspect throughout the construction period to ensure proper use and maintenance of the washout area.

38. Best available erosion and sediment control measures shall be implemented during grading and construction. Best available erosion and sediment control measures may include but are not limited to use of sediment basins, gravel bags, silt fences, geo-bags or gravel and geotextile fabric berms, erosion control blankets, coir rolls, jute net and straw bales. Storm drain inlets shall be protected from sediment-laden waters by use of inlet protection devices such as gravel bag barriers, filter fabric fences, block and gravel filters, and excavated inlet sediment traps. Sediment control measures shall be maintained for the duration of the construction period. Construction entrances and exits shall be stabilized using gravel beds, rumble plates, or other measures to prevent sediment from being tracked onto adjacent roadways. Any sediment or other materials tracked off site shall be removed the same day as they are tracked using dry cleaning methods. **Plan Requirements:** An erosion and sediment control plan shall be submitted to and approved by the City prior to issuance of a Grading or Building Permit. The plan shall be designed to address erosion and sediment control during all phases of development of the site. **Timing:** The plan shall be implemented prior to the commencement of construction. **Monitoring:** Public Works shall perform site inspections throughout construction.

39. Dust generated by the development activities shall be kept to a minimum with a goal of retaining dust on the site by following the dust control measures listed

below. During clearing, grading, earth moving, excavation or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.

a. During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this shall include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency shall be required whenever the winds speed exceeds 15 miles per hour. Reclaimed water should be used whenever possible.
b. Minimize amount of disturbed area and reduce on site vehicle speeds to 15 miles per hour or less.
c. If importation, exportation and stockpiling of fill material is involved, soil stockpiled for more than two days shall be covered, kept moist or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped form the point of origin.
d. After clearing, grading, earth moving or excavation is completed, treat the disturbed area by watering, or revegetating, or by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur.

Plan Requirements: All requirements shall be shown on the grading and building plans. **Timing:** Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** CDD shall ensure measures are on plans. Grading and Building Inspectors shall spot check and ensure compliance onsite. APCD inspectors shall respond to nuisance complaints.

40. The contractor or builder shall designate a person or persons to monitor the dust control program and to order increased watering as necessary to prevent transport of dust off-site. Their duties shall include holiday and weekend periods when work may not be in progress. **Plan Requirements:** The name and telephone number of such persons shall be provided to the APCD and the Community Development Department. **Timing:** The dust monitor shall be designated prior to issuance of a Grading or Building Permit. **Monitoring:** CDD shall contact the designated monitor as necessary to ensure compliance with dust control measures.

41. The following Diesel Exhaust Control Measures should be implemented during construction activities:

a. Diesel construction equipment meeting the California Air Resources Board's current emission standards for off-road heavy-duty diesel engines shall be used.
b. The engine size of construction equipment shall be the minimum practical size.
c. The number of construction equipment operation simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.

d. Construction equipment shall be maintained in tune per the manufacturer's specifications.

e. Construction equipment operating onsite shall be equipped with two to four degree engine timing retard or pre-combustion chamber engines.

f. Catalytic converters shall be installed on gasoline-powered equipment, if feasible.

g. Catalytic converters, diesel oxidation catalysts and diesel particulate filters as certified and/or verified by EPA or California shall be installed on equipment operating onsite.

h. Diesel powered equipment should be replaced by electric equipment whenever feasible.

i. State law requires that idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes; auxiliary power units should be used whenever possible.

Plan Requirements: All requirements shall be shown on grading and building plans. **Timing:** Condition shall be adhered to throughout all grading and construction activities. **Monitoring:** CDD shall ensure measures are on plans. Grading and Building Inspectors shall spot check and ensure compliance onsite.

42. In the event archaeological remains are encountered during grading, work shall be stopped immediately or redirected until a CDD-qualified archaeologist and Native American representative are retained by the applicant to evaluate the significance of the find pursuant to Phase 2 investigations of the City Archaeological Guidelines. If remains are found to be significant, they shall be subject to a Phase 2 mitigation program consistent with City Archaeological Guidelines and funded by the applicant. **Plan Requirements/Timing:** This condition shall be printed on all final building and grading plans. **Monitoring:** CDD shall check in the field.

43. Construction activity for site preparation and for future development shall be limited to the hours between 7:00 a.m. and 5:00 p.m., Monday through Friday. No construction shall occur on weekends or State holidays (e.g. Thanksgiving, Labor Day). Construction equipment maintenance shall be limited to the same hours. Non-noise generating construction activities such as interior painting are not subject to these restrictions. **Plan Requirements:** A sign stating these restrictions shall be provided to the applicant and posted onsite. **Timing:** Sign shall be in place prior to the beginning of and throughout all grading and construction activities. Violations may result in suspension of permits. **Monitoring:** Building Inspector shall spot check and respond to complaints.

44. All construction equipment shall be maintained in proper operating condition and fitted with standard noise reduction features (e.g., mufflers). **Timing:** During all construction activities. **Monitoring:** CDD staff shall notify the contractor of this requirement prior to construction and spot check in the field.

45. Stationary construction equipment that generates noise which exceeds 65 dBA at the project boundaries shall be shielded to CDD's satisfaction and shall be located a minimum of *75* feet from occupied residences. **Plan Requirements:** The equipment area with appropriate acoustic shielding shall be designated on building and grading plans. **Timing:** Equipment and shielding shall remain in the designated location throughout construction activities. **Monitoring:** CDD shall perform site inspections to ensure compliance.

46. Prior to issuance of any building permits, applicant shall demonstrate to the satisfaction of the Community Development Department that construction activities will not exceed City noise thresholds or pose a public nuisance for adjoining residential properties. In the event construction activities are shown to exceed applicable noise thresholds, applicant shall be responsible for identifying and implementing additional noise mitigation measures, as needed, to reduce construction levels experienced at nearby residences to less than significant levels. **Plan Requirements and Timing:** Applicant shall provide an acoustical analysis performed by a qualified acoustical consultant evaluating the potential impacts of construction noise and recommending any necessary noise mitigation measures to reduce construction noise to less than significant levels. **Monitoring:** CDD shall be responsible for reviewing and approving the acoustical study prior to issuance of any building or engineering permits, and ensuring that any recommended mitigation measures are in place and complied with during construction.

47. This Development Plan and Coastal Development Permit does not constitute approval for the installation of new and/or repair of existing underground utilities. All modifications to, or installations of new utilities shall be under separate permit(s) from the appropriate utility providers and the Public Works Department for any work within the public right-of-way. Utility provider permission for excavation shall precede issuance of any permits for construction within the public right-of-way.

48. Approval of the Development Plan shall expire two years after approval by the Planning Commission unless prior to the expiration date, substantial physical construction has been completed on the development or a time extension has been applied for by the applicant. The decision-maker with jurisdiction over the project may, upon good cause shown, grant a time extension.

49. If the applicant requests a time extension for this permit, the permit may be revised to include updated language to standard conditions and/or mitigation measures and additional conditions and/or mitigation measures which reflect changed circumstances or additional identified project impacts. Mitigation fees shall be those in effect at the time of issuance of a Building Permit.

50. No permits for development shall be issued except in conformance with the approved Development Plan and Coastal Development Permit. The size, shape, arrangement, use and location of buildings, walkways, parking areas and landscaped areas shall be developed in conformity with the approved Development Plan marked Exhibit 1,

Attachment B, dated July 6, 2021. Substantial conformity shall be determined by the Community Development Department Director.

51. On the date a subsequent Development Plan is approved for this site, any previously approved but unbuilt plans shall become null and void.

52. To allow time for the utility companies to locate and mark their facilities for the contractor, the applicant shall telephone Underground Service Alert (USA) toll free at 1-800-227-2600 a minimum of 48 hours prior to the start of construction. For best response, provide as much notice as possible, up to 10 working days.

53. Existing and proposed easements for all utilities shall be located and described on the engineering plans or the architectural drawings prior to issuance of building permits.

CITY RULES & REGULATIONS/LEGAL REQUIREMENTS

54. Future commercial uses of all tenant spaces shall be consistent with project zoning, including but not limited to, the base zone district requirements and any applicable overlay districts. Issuance of a Carpinteria Business License and Occupancy Clearance shall be obtained for all future tenants to confirm respective uses are consistent with allowed uses under zoning prior to initiating business. Individual uses may be conditioned for hours of operation, noise, or similar measures, as needed, to address potential nuisance issues and land use compatibility.

55. No provision of alcohol service, live entertainment or dancing are permitted as part of this approval. Should the applicant or any future tenant(s) choose to provide any of these services or activities, the proper licenses and approvals must first be obtained from the City of Carpinteria. **Plan Requirements/Timing:** Prior to initiating alcohol service, live entertainment or dancing, applicant and/or tenant shall apply to the City (and/or respective State agency) for all necessary licenses and approvals. **Monitoring:** CDD staff shall ensure all necessary licenses/permits are obtained prior to initiating any of the enumerated ancillary uses.

56. All future food and beverage tenants shall comply with the City's ban on food dispenser containers made entirely or in part from non-recyclable plastic (including but not limited to expanded polystyrene (eps) containers), including the annual self-reporting requirements as outlined in CMC §8.50, and the City's ban on single use plastic and paper bags as outlined in CMC §8.51.

57. Before using any land or structure, or commencing any work pertaining to the erection, moving, alteration, enlarging, or rebuilding of any building, structure, or improvement, the applicant shall obtain a Building Permit. These Permits are required by ordinance and are necessary to ensure implementation of the conditions required by the Planning Commission. Before any Permits will be issued by the Community Development Department, the application must obtain written clearance from all departments having conditions; such clearance shall indicate that the applicant has satisfied all pre-

construction conditions. A form for such clearance is available from Community Development.

58. All applicable conditions of approval and mitigation measures shall be printed in their entirety on applicable pages of construction or building plans submitted to CDD. The approved set of plans shall be retained at the construction site for review by the Building Inspector during the course of construction.

59. Prior to issuance of a Building Permit, the applicant shall provide a signed copy of the Conditions or Approval on a form acceptable to Community Development. Such form may be obtained from the CDD office.

60. Prior to issuance of a Building Permit, the applicant shall pay all applicable CDD permit processing fees in full. Any outstanding plan check or inspection fees incurred during construction shall be paid in full prior to Occupancy clearance.

61. The applicant shall pay the statutory school fees in effect at the time of issuance of Building Permits to the Carpinteria Unified School District. **Plan Requirements and Timing:** The applicant shall submit final square footage calculations and the required fee payment to the School District prior to issuance of Building Permits. **Monitoring:** CDD shall ensure payment is made prior to issuance of a Building Permit.

62. In accordance with Chapter 15.80 of the Carpinteria Municipal Code, the applicant shall pay Development Impact Fees to the City prior to Building Permit issuance. The amount of the fees will be determined at the time permits are issued.

63. Prior to the issuance of any Building Permits, the applicant shall post a landscape security bond of $500.00 and comply with the following requirements:
    a. All landscaping and irrigation plans shall be prepared by a State licensed landscape architect or similar professional as determined appropriate by CDD.
    b. The landscaping shall be maintained in good condition for the life of the project. After landscaping has become established at three years and found to be in good condition, the security will be released.
    c. Landscaping shall be drought resistant, low water species.
    d. Where feasible, locally adapted native plants shall be required.
    e. Prior to Occupancy Clearance, all landscaping and planting shall be installed; and
    f. Specimen trees shall be appropriate to the site and shall be maintained in good condition so as to attain a full and healthy mature appearance.

64. Any change of use in the proposed buildings or structures shall be subject to environmental analysis and appropriate review by the City including Building Code compliance.

65. The conditions of this approval supersede all conflicting notations, specifications, dimensions, and the like which may be shown on submitted plans.

66. Any and all damage or injury to public property resulting from this development, including without limitation, City streets, shall be corrected or result in being repaired and restored to its original or better condition.

67. All requirements of the City of Carpinteria (including but not limited to public improvements as defined in the City of Carpinteria Municipal Code (CMC), Section 15.16.110) and any other applicable requirements of any law or agency of the State and/or any government entity or District shall be met.

68. The standards defined within the City's adopted model Building Codes (UBC; NEC; UMC; UFC; UPC; UHC) relative to the building and occupancy shall apply to this project.

69. Any minor changes may be approved by the City Manager and/or Community Development Director. Any major changes will require the filing of a modification application to be considered by the Planning Commission.

70. No building permits shall be issued for this project prior to meeting all required terms and conditions listed herein. When not specified herein, all conditions shall be satisfied prior to issuance of a building permit or prior to occupancy when allowed by the Community Development Director.

71. If, at any time, the City or Planning Commission determines that there has been, or may be, a violation of the findings or conditions of this Development Plan and Coastal Development Plan, or of the Municipal Code regulations, a public hearing may be held before the Planning Commission to review this permit. At said hearing, the Planning Commission may add additional conditions, or recommend enforcement actions, or revoke the permit entirely, as necessary to ensure compliance with the Municipal Code, and to provide for the health, safety, and general welfare of the City. The applicant shall reimburse the City for all costs associated with gaining compliance with the original conditions of approval.

72. In the event that any Condition of Approval imposing a fee, exaction, dedication or other mitigation measure is challenged by Applicant/Owner/Permittee in an action filed in a court of law or threatened to be filed therein which action is brought within the time period provided by law, this approval shall be suspended pending dismissal of such action, the expiration of the limitation period applicable to such action, or final resolution of such action. If any Condition of Approval is invalidated by a court of law, the entire project shall be reviewed by the City and substitute Conditions of Approval may be imposed.

73. The owner/applicant ("Owner") hereby agrees to defend, indemnify and hold harmless the City, its officers, employees, agents, consultants and independent contractors ("City's Agents") from any claim, action or proceeding ("Claims")

against the City and the City's Agents to attack, review, set aside, void or annul, in whole or in part, the City's approval of the Development Plan and Coastal Development Permit (the "Project"), or any condition attached thereto, or any proceedings, acts or determinations taken, done or made prior to the approval that were part of the approval process. Owner further agrees to indemnify and hold harmless the City and the City's Agents from any award of attorneys' fees or court costs made in connection with any Claim. Owner further agrees to pay any and all City costs, permits, attorneys' fees, engineering fees, license fees and taxes arising out of or concerning the Project, whether incurred prior to or subsequent to the date of approval and that the City's costs shall be reimbursed prior to this approval becoming valid. These commitments of defense and indemnification are material conditions of the approval of the Project. Nothing contained in this condition shall prevent the City or the City's Agents from independently defending any Claim. If the City or the City's Agents decide to independently defend a Claim, the City and the City's Agents shall bear their own attorneys' fees, expenses and costs of that independent defense.

SPECIAL DISTRICT CONDITION LETTERS

74. Compliance with the attached Departmental and District letters is required as follows:

    a. City of Carpinteria Public Works Department dated June 28, 2021
    b. Carpinteria–Summerland Fire Protection District dated March 10, 2021
    c. Carpinteria Sanitary District letter dated March 12, 2021
    d. Carpinteria Valley Water District letter dated May 12, 2021
    e. Santa Barbara County Air Pollution Control District dated March 5, 2021

Written authorization to proceed and consent to conditions of approval by the legal owner of the property shall be provided to the City prior to building permit issuance.

Approved by the Planning Commission on July 6, 2021

I HAVE READ AND UNDERSTOOD, AND I WILL COMPLY
WITH ALL ABOVE STATED CONDITIONS OF THIS PERMIT

_____

Applicant/Property Owner Date

CITY OF CARPINTERIA, CALIFORNIA

Public Works Department
Memorandum

To: Nick Bobroff, Principal Planner
Community Development Department

From: John L. Ilasin, Public Works Director/City Engineer

Date: June 28, 2021

Subject: 700 Linden Avenue, Project No. 21-2090-DP/CDP

The Public Works Department has reviewed the project submittal dated February 19, 2021, and has the following conditions of approval:

CONDITIONS OF APPROVAL

1. An Engineering Permit shall be obtained from the City Engineer for any improvements or other encroachment work within the public right-of-way.

2. All improvements within the public right-of-way shall be completed to the satisfaction of the City Engineer prior to the issuance of a Certificate of Occupancy.

3. Record drawings or as-built plans shall be submitted to the City Engineer at time of final inspection for all work covered by an Engineering Permit. The record drawings or as-built plans shall be the original construction tracings or permanent mylar copies of a quality acceptable by the City Engineer.

4. A Transportation Permit shall be obtained from the City Engineer for operating or moving any vehicle or combination of vehicles or special mobile equipment in any of the acts as listed in Carpinteria Municipal Code Section 12.12.010.

5. Improvements shall include upgrades to curb ramps at the following locations for conformance with current Americans with Disabilities Act (ADA) standards:

   Southeast corner of Linden Avenue and Eighth Street intersection
   Northeast corner of Linden Avenue and Seventh Street intersection
   Southwest corner of Cactus Lane and Eighth Street intersection
   Northwest corner of Cactus Lane and Seventh Street intersection

6. Improvements shall include application of microsurfacing (Type II) on asphalt concrete pavement of Cactus Lane between Eighth Street and Seventh Street

7. Improvements shall include application of fog seal (quick setting asphaltic emulsion) on trench pavement replacements in Eighth Street, Linden Avenue, and/or Seventh Street.

8. Improvements shall include the removal and replacement of any lifted or damaged sidewalks, curbs, and gutters along the property frontage on Linden Avenue between Eighth Street and Seventh Street.

9. Improvements shall include conversion of Cactus Lane into a One-way street with the direction of travel from Eighth Street to Seventh Street. Approval of a One-way street conversion shall be obtained from the City Council.

10. Improvements shall include one (1) passenger car-size (19 feet length) space designated for a Loading Zone (Green, White, or Yellow) on northside Seventh Street between Linden Avenue and Cactus Lane. Approval of a Loading Zone shall be obtained from the City Council.

11. All new and existing utility services shall be installed underground from the closest point of connection or utility pole and completed prior to any paving required for the project. No new utility poles shall be installed.

12. Stormwater control plans shall be in conformance with the County of Santa Barbara Technical Guide for Low Impact Development.

13. A Maintenance Agreement for permanent stormwater quality best management practices shall be submitted to the City Engineer for review and approval. The Maintenance Agreement shall include, at minimum, the following elements: (1) Operations and Maintenance Plan; (2) Legal description and plat of property; (3) Site plan of all permanent stormwater quality best management practices; (4) Property owner's printed name, signature, and date of signing; and (5) Notary public acknowledgement.

14. Construction and demolition debris generated shall be reported in conformance with the Construction and Demolition Debris Recycling Program. Sixty-five percent (65%) or more of all construction and demolition debris shall be diverted from the landfill. The Construction and Demolition Debris Recycling Program forms shall be completed and submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.

15. Construction and demolition debris shall be separated on site into reuse, recycling, or disposal. Separate bins or containers for recycling of construction and demolition debris shall be provided on site.

16. Self-hauled disposal receipts from transfer stations shall be submitted to the City Engineer prior to the issuance of a Certificate of Occupancy.

17. Any self-hauled construction and demolition debris shall be reported in writing to the City Engineer. A contract waste hauler may be allowed for disposal of construction and demolition debris subject to the approval of the City Engineer.

End of Comments

CARPINTERIA~SUMMERLAND FIRE PROTECTION DISTRICT

700, Linden Avenue, , Carpinteria, , CA, 93013, , Rehabilitation and re-use of 5 buildings. Second story addition, yes

Location	34.397006, -119.520361
Status	Planning Completed
Submittal Date:	2021-03-01
Address/Location:	700 Linden Avenue Carpinteria, CA 93013
APN:	003-313-001
Number of stories:	2
Comments:	Rehabilitation and re-use of 5 buildings. Second story addition
Submittal Type:	Planning
Applicant:	DMHA (Michael Stroh)
Address	1 North Calle Cesar Chavez Santa Barbara, CA 93101
Phone Number:	805-259-5564
Email:	mstroh@dmha
Fire Protection Systems Existing or Required	Yes

Planning/Conceptual Design

Date Plan Review Completed:	2021-03-10
Permit Number:	21-2090 DP/CDP
Planner:	Nick Bobroff
Plans Checked By:	Michael LoMonaco
Invoiced	Yes
Items Invoiced:	FPC-P
Invoices Paid	Yes
Invoices Paid:	FPC-P

Project Conditions

All work shall be done per current applicable CFC and CSFPD ordinance and standards.

Access and Identification	A Fire District approved key entry system shall be installed in an accessible location. Building address numbers shall be visible from the street. Numbers shall be a minimum 4" high 1" stroke on a contrasting background. Application for address changes for the building shall be submitted to CSFPD Fire Prevention Bureau

Water Requirements	A current fire flow form shall be submitted to Carpinteria-Summerland Fire Protection District. Contact the Carpinteria Valley Water District or Montecito Water District to schedule having the test performed.
	Fire hydrants capable of supplying the required fire flow for fire protection shall be provided for all buildings or portions of buildings which have been or are hereafter constructed within this project.
	Fire hydrants shall be installed within 250 feet driving distance of all structures. The hydrant(s) shall be of the type approved by the Fire District and acceptable to Carpinteria Valley Water District or Montecito Water District. The fire hydrant and mains supplying the same shall be installed in accordance with the current CFC and CSFPD standards. The minimum gallons per minute at 20 PSI shall be determined by the fire flow requirements in the current CFC.
	Prior to the erection of combustible materials the fire protection water system shall be installed tested and approved by the Fire District to assure compliance with the standards expressed herein.
	Additional hydrants to be installed. One on 8th Street and one on 7th near the intersection of Cactus. Locations to be determined with Carpinteria Valley Water District.
Fire Protection Systems	All new buildings and structures shall be protected by an approved automatic fire sprinkler system.
	Aggregate alterations modifications remodels and/or additions of 500 square feet or more or 50% of existing legal square footage to existing non-residential buildings or structures for which applications for building permits are filed or required to be filed with the County or City shall require the installation of an automatic fire sprinkler system throughout the entire non-residential building or structure.
	Prior to installation plans for the proposed fire sprinkler system shall be designed by a qualified person and submitted to this office for approval.
	A fire alarm or sprinkler monitoring system shall be installed or modified. Prior to installation plans for the system shall be designed by a qualified person and submitted to this office for approval.
	Prior to occupancy all alarm systems that are monitored shall be tested.
	Installation or modification of a hood requires plans to be submitted to CSFPD prior to work. System shall be tested prior to occupancy.
	Prior to occupancy Portable Fire Extinguishers shall be mounted such that the maximum travel distance from any area will meet the standard or be less than 75 feet.
Additional Requirements	Illuminated exit signs and Emergency Exit lighting shall be provided in accordance with the provisions of the California Fire Code.
	Any future changes including further division intensification of use or increase in hazard classification may require additional conditions in order to comply with applicable fire district development standards
	This project has a change of occupancy classification for one or more structure that will require the structure(s) meet the current California Fire code and CSFPD Ordinance and Standards

CARPINTERIA~SUMMERLAND
FIRE PROTECTION DISTRICT

Fees

PURSUANT to Ordinance 599 Chapter 8.26 Section 8.26.030 - Imposition of fire protection mitigation fee of the Carpinteria Municipal Code: The applicant will be required to pay a fee PRIOR TO THE ISSUANCE OF A "CERTIFICATE OF OCCUPANCY"for the purpose of mitigating the increased fire protection needs generated by the development. The amount of the fee is as follows:

G. Retail/Service/Office Use Development. A fee of Three Dollar and Ninety-Four and Eight Tenth Cents ($3.948) per square foot of floor space will be assessed on all new Retail/ Commercial/ Office Uses development.

PURSUANT to CSFPD Ordinance 2019-01 Sec. 2. Imposition of fire protection fees for service: The applicant may be required to pay fees for additional plans reviews and/ or additional field inspections prior to the issuance of a "CERTIFICATE OF OCCUPANCY". The amount of the fee is as follows:

A. Two Hundred Twenty-Four ($224.00) Dollars for Additional Plan Review Fees will be assessed as additional plan reviews are completed.

B. Two Hundred Ten ($210.00) Dollars per hour for Field Inspections will be assessed for additional inspections.

Checks shall be made payable to: Carpinteria-Summerland Fire Protection District (CSFPD) and delivered to Fire District Headquarters at 1140 Eugenia Place, Suit
Money orders and cashiers' checks will be accepted. Credit and debit cards can be used online. The link can be found at Carpfire.org Note: Cash payment will n

Inspector's Signature:

Signed 2021-03-10 11:09:43 PST

CARPINTERIA
Sanitary District

5300 Sixth Street
Carpinteria, CA 93013
Phone (805) 684-7214 • Fax (805) 684-7213

Nick Bobroff
Community Development Department
City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, California 93013

RE: Project No. 21-2090-DP /CDP
700 Linden Avenue (APN: 003-253-008)

Dear Mr. Bobroff:

Thank you for the opportunity to provide comments on the subject project. The Carpinteria Sanitary District (District) has reviewed the plans received on February 19, 2021 to remodel existing buildings and construct a commercial development.

The District recommends that the following conditions be incorporated into the review/approval process to address sewer system improvements:

1. Any sewer improvements shall conform to approved District construction standards for materials and methods.

2. A sewer construction permit is required for any and all work on the sewer laterals serving the proposed project. The permit shall be procured and applicable fees paid prior to issuance of Building Permits. The applicant shall submit a detailed sketch or engineered drawing to the District showing any proposed sewer connections, alterations or additions. During the construction, it is the applicant's and contractor's responsibility to notify the District of any sewer improvements or modifications not noted on the approved plans.

3. Please provide a note on the utility plans to inform the Contractor that a permit from the District is required prior to any sewer construction work. Please allow at least 48 hour advanced notice to the District for inspections. The District can be reached at (805) 684-7214 x113.

4. In addition, for construction of commercial or non-residential structures, the DIF is determined in accordance with District Ordinance No. 16. The fee is based on the actual square footage and projected wastewater characteristics for the type of use (e.g. retail, office, restaurant, etc.). DIF credit is given for the existing buildings. For the proposed project dated February 19, 2021 from the City of Carpinteria, a DIF of **$ 4,972** shall also be paid to the District at the time a permit is issued.

RECEIVED
MAR 12 2021
CITY OF CARPINTERIA

5. District sewer service charges (SSC's) are collected through the County of Santa Barbara property tax rolls on an annual basis. Prior to obtaining a Certificate of Occupancy, the applicant shall pay District applicable SSC's due for the period between building occupancy and the following June 30th. Non-residential SSC's are estimated based on projected water use.

The rates and fees listed above are valid through June 30, 2014. If you have any questions or comments regarding any of the conditions provided, please contact me at (805) 684-7214, ext. 13 or lancel@carpsan.com.

Sincerely,
Carpinteria Sanitary District

Lance Lawhon
Engineering Technician

Carpinteria Valley Water District

1301 Santa Ynez Avenue • Carpinteria, CA 93013
Phone (805) 684-2816

BOARD OF DIRECTORS

Matthew Roberts
President
Case Van Wingerden
Vice President
Polly Holcombe
Shirley L. Johnson
Kenneth Stendell

GENERAL MANAGER

Robert McDonald, P.E. MPA

May 12, 2021

DMHA – Michael Stroh
1 N Calle Cesar Chavez, Suite 102
Santa Barbara, CA 93101

SUBJECT: 700 LINDEN AVENUE, APN 003-313-001, LINDEN AVENUE ADAPTIVE RE-USE PROJECT, INTENT TO SERVE WITH CONDITIONS

To Whom It May Concern,

Please be advised, these parcels are within the jurisdiction of Carpinteria Valley Water District (District) and therefore are entitled to District water service in accordance with District Rules and Regulations. Currently the District is in a Stage I Water Shortage Condition; for more information on Ordinance 19-2, please visit the District's website www.cvwd.net. This letter is good for one year from the date of the letter.

Based on the plans, dated December 10, 2020, the District has the following conditions:

- The project must have a meter for each building use in the development (e.g. office space, restaurants, retail) and the project must be plumbed accordingly and note which meter is servicing the restrooms. Water demand calculations must be provided to the District in order to determine the meter sizes prior to sign off of the building permit. Each meter serving the project must be protected by an appropriately sized reduced pressure principle backflow assembly (RP) per Standard Detail W-115.
- Fire demand calculations must be provided to the District to determine the size and quantity of fire service lines for the project prior to sign off of the building permit. Each fire service line must have an appropriately sized double-check detector assembly (DCDA) installed per Standard Detail W-114.
- The location of all new meters, fire service lines, and backflow devices must be shown on the project's civil plan and landscape plan. Additionally, the abandonment and relocation of the existing and abandoned meters in Cactus Lane must be noted on civil plan to be removed by CVWD as part of the Construction Deposit for the project.
- All new meters are to be clear of sidewalks.
- The property will need a dedicated landscape meter to water the irrigated areas in the plaza and surrounding landscape. The irrigation meter will require an appropriately sized reduced pressure principle backflow assembly (RP) per District Rule 17.
- The owner is responsible for all Capital Cost Recovery Fees and Construction Deposits as outlined in Appendix B and Appendix C of the District's Rules and Regulations. Construction Deposits required at the time of signing the Building Permit.

Carpinteria Valley Water District

1301 Santa Ynez Avenue • Carpinteria, CA 93013
Phone (805) 684-2816

BOARD OF DIRECTORS

Matthew Roberts
President
Case Van Wingerden
Vice President
Polly Holcombe
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Kenneth Stendell

GENERAL MANAGER

Robert McDonald, P.E. MPA

- All backflow assemblies on the water services, fire lines, and irrigation meter must have an initial test performed before sign off and will require annual testing thereafter as a part of the District's Cross-Connection Control Program. All backflow installation costs and testing fees are the responsibility of the owner.
- As a part of the project, the owner is responsible for paying to remove three abandoned water services and each of the meters currently serving the property. Additionally, the owner will be responsible for any infrastructure improvements to the District's distribution system to meet the project's water or fire demands. This could include improvements for fire hydrants flows.

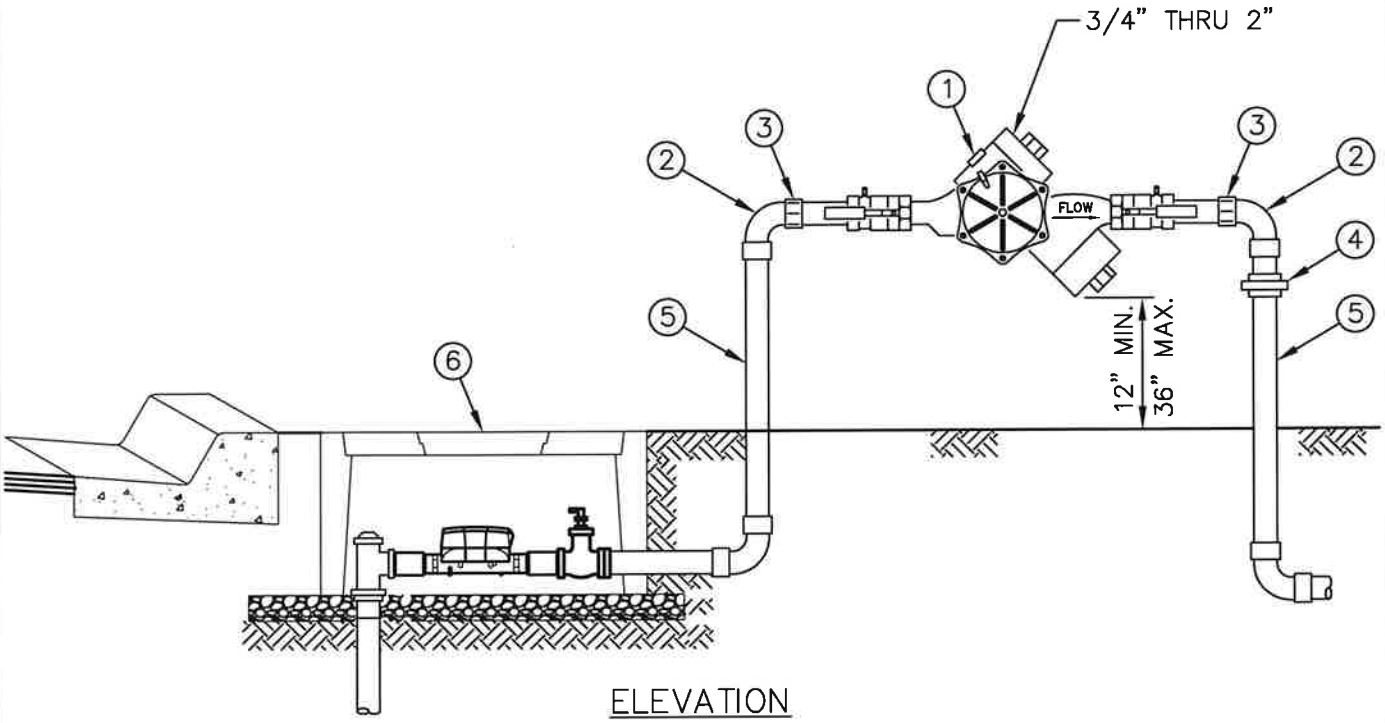
All referenced Standard Details are attached for you for reference. Please note the make and model of the backflow assemblies that the District requires.

Should changes to the plans, including landscaping, irrigation, or water fixtures, occur we require an additional opportunity to review revised plans. If you have any questions, please feel free to contact me at danielle@cvwd.net or 805-684-2816 ext. 121.

Sincerely,
Carpinteria Valley Water District

Danielle Rose
Engineering Analyst

Cc: Brian King, District Engineer; TCM to accounts



ELEVATION

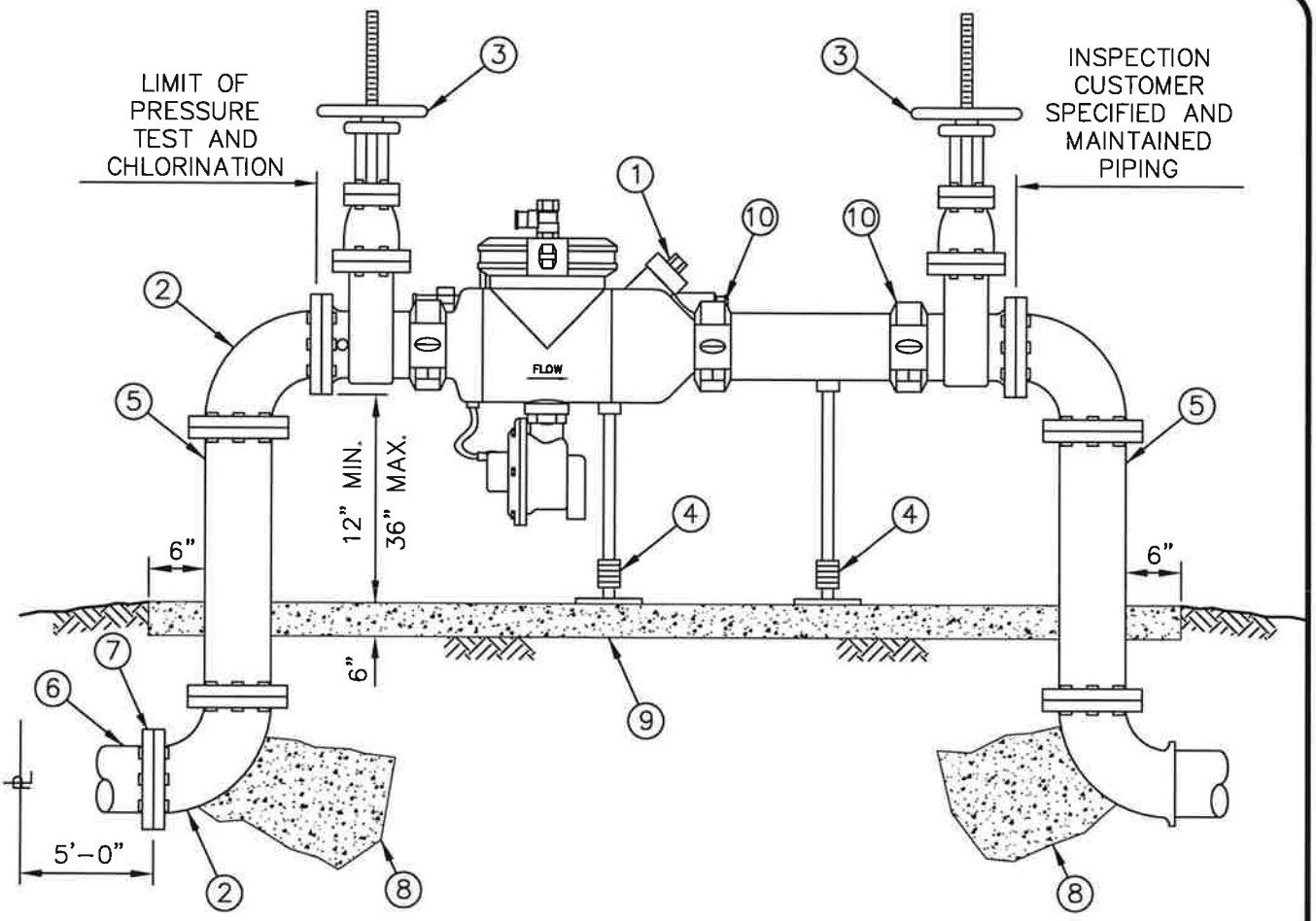
ITEM	DESCRIPTION
1	RP WILKINS 975XL2 – LEAD FREE
2	COPPER 90 DEGREE ELBOW SILVER SOLDER OR FORD ELL PACK JOINT L44–77–NL
3	MIP SOLDER ADAPTOR
4	SOLDER UNION
5	TYPE K COPPER
6	STANDARD SERVICE AND METER INSTALLATION PER W–101, W–102, W–103, OR W–104

GENERAL NOTES:

A. ALL BACKFLOW PREVENTION DEVICES SHALL BE TESTED BY A CERTIFIED TESTER AFTER INSTALLATION, RELOCATION OR REPAIR AND RESULTS SUBMITTED TO CVWD.
B. BACKFLOW MUST HAVE MINIMUM 2 FEET CLEARANCE ON ALL SIDES TO FACILITATE TESTING AND SERVICING.
C. BACKFLOW SHALL BE NO LESS THAN ONE FOOT AND NO MORE THAN FIVE FEET FROM THE WATER METER.
D. PIPEWORK DOWNSTREAM OF THE METER TO THE DEVICE SHALL BE EQUAL OR GREATER DIAMETER THAN THE METER.
E. NO CONNECTION OR OUTLET BETWEEN METER AND DEVICE.

REV.	DATE	BY	CARPINTERIA VALLEY WATER DISTRICT	REDUCED PRESSURE PRINCIPLE ASSEMBLY (2" OR SMALLER)	STANDARD DETAIL NO. W-115
			DRAWN BY: TJB		
			SCALE: NONE DATE: 07/31/18		
			APPROVED BY: DISTRICT ENGINEER		SHT 1 OF 3

P:\Standard Details\2018 STANDARD DETAILS



ITEM	DESCRIPTION
1	RP WILKINS 375AST – LEAD FREE. REPLACEMENT (R = CUSTOM LENGTH SHOWN) RP WILKINS 375ASTR
2	FLANGED D.I. 90° BEND AND REDUCER IF INSTALLING A 3 INCH DEVICE
3	OS&Y RWGV WITH HAND-WHEEL
4	ADJUSTABLE PIPE SUPPORT
5	DUCTILE IRON SPOOL PIECE (FL X FL)
6	4 INCH MINIMUM DIAMETER (OR EQUAL TO DEVICE DIAMETER IF GREATER THAN 4 INCH) C-900 CL200 PVC PIPE PER W-111 AND W-112. HOT-TAP OR TEE PER W-106, W-107, OR W-108
7	FL X FL OR FL X MJ RESTRAINED CONNECTION
8	THRUST RESTRAINT PER W-110
9	CONCRETE PAD, PIPE O.D. ± 2FT X LENGTH OF ASSEMBLY + 1 FT (REINFORCED WITH W.W.F. 1.6 X 1.6)
10	VICTAULIC COUPLING

GENERAL NOTES:

A. ALL BACKFLOW PREVENTION DEVICES SHALL BE TESTED BY A CERTIFIED TESTER AFTER INSTALLATION, RELOCATION OR REPAIR AND RESULTS SUBMITTED TO CVWD.
B. BACKFLOW MUST HAVE MINIMUM 2 FEET CLEARANCE ON ALL SIDES TO FACILITATE TESTING AND SERVICING.
C. BACKFLOW SHALL BE NO LESS THAN ONE FOOT AND NO MORE THAN FIVE FEET FROM THE WATER METER.
D. BACKFLOW ASSEMBLY SHALL BE A MINIMUM OF 36" FROM ANY STRUCTURE, CURB OR SIDEWALK.
E. PRESSURE TEST AND CHLORINATE TO LIMITS SHOWN ABOVE.
F. CVWD TO SUPPLY BYPASS METER.

REV.	DATE	BY

CARPINTERIA VALLEY WATER DISTRICT

DRAWN BY: TJB

SCALE: NONE | DATE: 07/31/18

APPROVED BY:

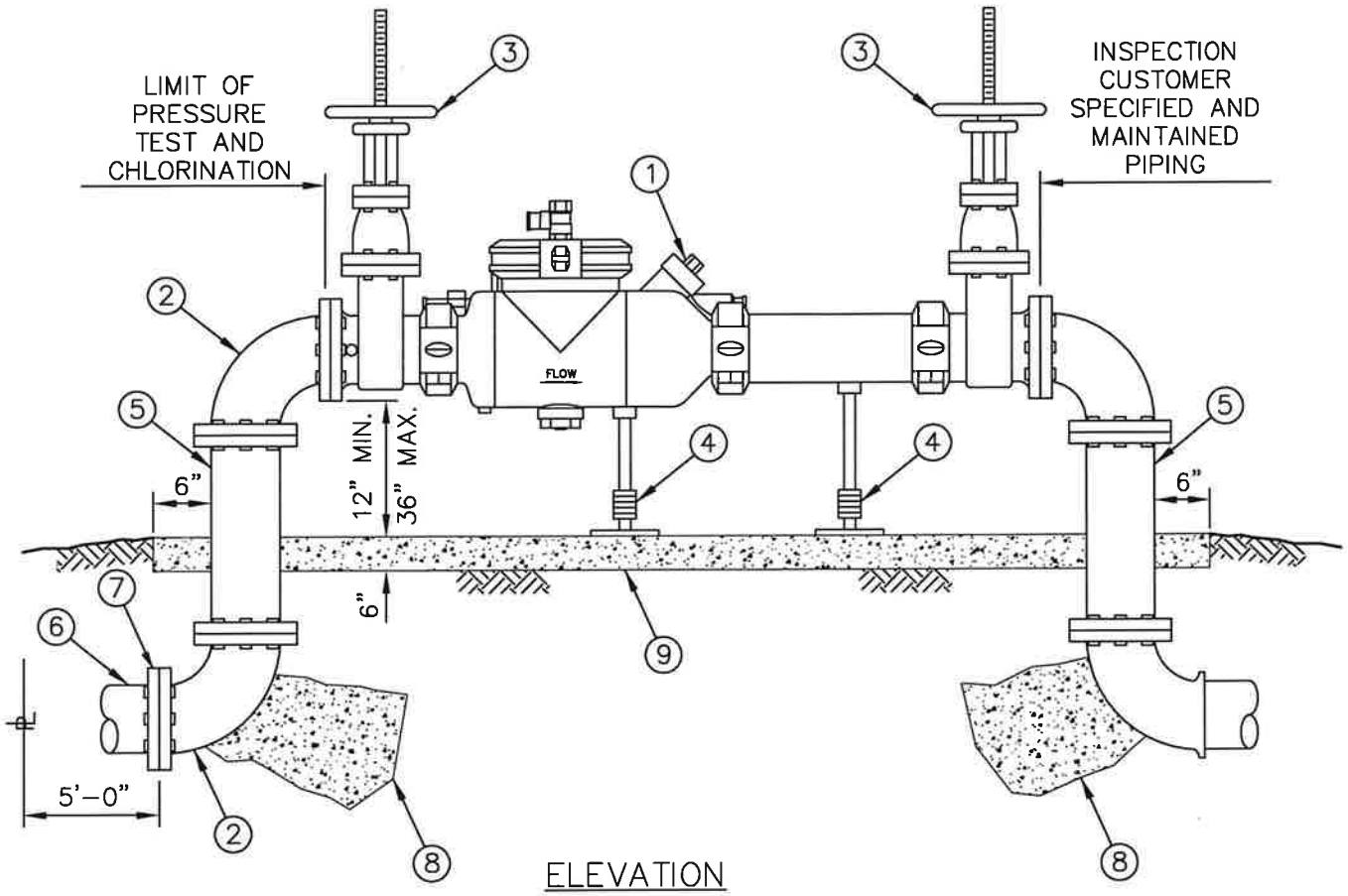
DISTRICT ENGINEER

REDUCED PRESSURE PRINCIPLE ASSEMBLY (3" OR LARGER)

STANDARD DETAIL NO.

W-115

P:\Standard Details\2018 STANDARD DETAILS



ELEVATION

ITEM	DESCRIPTION
1	WILKINS 350ASTDA-LM, WITH OS&Y. REPLACEMENT (R = CUSTOM LENGTH) WILKINS 350ASTDA-R-LM
2	FLANGED D.I. 90° BEND AND REDUCER IF INSTALLING A 3 INCH DEVICE
3	OS&Y RWGV WITH HAND-WHEEL
4	ADJUSTABLE PIPE SUPPORT
5	DUCTILE IRON SPOOL PIECE (FL X FL)
6	4 INCH MINIMUM DIAMETER (OR EQUAL TO DEVICE DIAMETER IF GREATER THAN 4 INCH) C-900 CL200 PVC PIPE PER W-111 AND W-112. HOT-TAP OR TEE PER W-106, W-107, OR W-108
7	FL X FL OR FL X MJ RESTRAINED CONNECTION
8	THRUST RESTRAINT PER W-110
9	CONCRETE PAD, PIPE O.D. ± 2FT X LENGTH OF ASSEMBLY + 1 FT (REINFORCED WITH W.W.F. 1.6 X 1.6)

GENERAL NOTES:

A. ALL BACKFLOW PREVENTION DEVICES SHALL BE TESTED BY A CERTIFIED TESTER AFTER INSTALLATION, RELOCATION OR REPAIR AND RESULTS SUBMITTED TO CVWD.
B. BACKFLOW MUST HAVE MINIMUM 2 FEET CLEARANCE ON ALL SIDES TO FACILITATE TESTING AND SERVICING.
C. BACKFLOW SHALL BE NO LESS THAN ONE FOOT AND NO MORE THAN FIVE FEET FROM THE WATER METER.
D. BACKFLOW ASSEMBLY SHALL BE A MINIMUM OF 36" FROM ANY STRUCTURE, CURB OR SIDEWALK.
E. PRESSURE TEST AND CHLORINATE TO LIMITS SHOWN ABOVE.
F. CVWD TO SUPPLY BYPASS METER.

REV.	DATE	BY

CARPINTERIA VALLEY WATER DISTRICT

DRAWN BY: TJB

SCALE: NONE | DATE: 07/31/18

APPROVED BY:

DISTRICT ENGINEER

DOUBLE CHECK DETECTOR ASSEMBLY (3" OR LARGER)

STANDARD DETAIL NO.

W-114

SHT 2 OF 3

P:\Standard Details\2018 STANDARD DETAILS

apcd air pollution control district
SANTA BARBARA COUNTY

March 5, 2021

Nick Bobroff
City of Carpinteria
Community Development Department
5775 Carpinteria Avenue
Carpinteria, CA 93013

Re: Santa Barbara County Air Pollution Control District Suggested Conditions on 700 Linden Avenue, 21-2090-DP/CDP

Dear Nick Bobroff:

The Santa Barbara County Air Pollution Control District (District) has reviewed the referenced project, which consists of the redevelopment of the 700 block of Linden Avenue into a new mixed-use development containing multiple tenant spaces. The project proposes to reuse, rehabilitate, and remodel the five existing buildings onsite. A new 3,233 square foot (SF) second floor addition and rooftop deck is proposed. Approximately 2,306 SF of the existing hardware store building would be demolished to accommodate a new 20-car surface parking lot. Grading is estimated at less than 50 cubic yards of export. The subject property, a 0.69-acre parcel zoned C-B and identified in the Assessor Parcel Map Book as APN 003-313-001, is located at 700 Linden Avenue in the City of Carpinteria.

The proposed project is subject to the following **regulatory requirements** that should be included as conditions of approval in the applicable land use permit:

1. All portable diesel-fired construction engines rated at 50 brake horsepower or greater must have either statewide Portable Equipment Registration Program (PERP) certificates or District permits prior to grading/building permit issuance. Construction engines with PERP certificates are exempt from the District permit, provided they will be on-site for less than 12 months.

2. The application of architectural coatings, such as paints, primers, and sealers that are applied to buildings or stationary structures, shall comply with District Rule 323.1, *Architectural Coatings* that places limits on the VOC-content of coating products.

3. Natural gas-fired fan-type central furnaces with a rated heat input capacity of less than 175,000 British thermal units per hour (Btu/hr) and water heaters rated below 75,000 Btu/hr must comply with the emission limits and certification requirements of District Rule 352. Please see www.ourair.org/wp-content/uploads/rule352.pdf for more information.

4. The applicant is required to complete and submit an **Asbestos Demolition/Renovation Notification or an EXEMPTION** from Notification for Renovation and Demolition (District Form ENF-28 or District Form ENF-28e), which can be downloaded at www.ourair.org/compliance-forms for each regulated structure to be demolished or renovated. Demolition notifications are required regardless of whether asbestos is present or not. The completed exemption or notification should be presented, mailed, or emailed to the District with a minimum of 10

working days advance notice prior to disturbing asbestos in a renovation or starting work on a demolition. The applicant should visit www.ourair.org/asbestos to determine whether the project triggers asbestos notification requirements or whether the project qualifies for an exemption.

In addition, the District recommends that the following **best practices** be considered for inclusion as conditions of approval:

1. To reduce the potential for violations of District Rule 345 *(Control of Fugitive Dust from Construction and Demolition Activities)*, Rule 302 *(Visible Emissions)*, and Rule 303 *(Nuisance)*, standard dust mitigations (**Attachment A**) are recommended for all construction and/or grading activities. The name and telephone number of an on-site contact person must be provided to the District prior to grading/building permit issuance.

2. The State of California considers particulate matter emitted by diesel engines carcinogenic. Therefore, during project grading, construction, and hauling, construction contracts must specify that contractors shall adhere to the requirements listed in **Attachment B** to reduce emissions of particulate matter (as well as of ozone precursors) from diesel equipment. Recommended measures should be implemented to the maximum extent feasible. Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

3. At a minimum, prior to occupancy, any feasible greenhouse gas reduction measures from the following sector-based list should be applied to the project:
   - Energy use (energy efficiency, low carbon fuels, renewable energy)
   - Water conservation (improved practices and equipment, landscaping)
   - Waste reduction (material re-use/recycling, composting, waste diversion/minimization)
   - Architectural features (green building practices, cool roofs)
   - Electric Vehicle Infrastructure (EV charger installation, installation of pre-wiring for future EV chargers)

If you or the project applicant have any questions regarding these comments, please feel free to contact me at (805) 961-8873 or via email at HoD@sbcapcd.org.

Sincerely,

Desmond Ho

Desmond Ho
Air Quality Specialist
Planning Division

Attachments: Fugitive Dust Control Measures
Diesel Particulate and NO_x Emission Measures

cc: Planning Chron File

air pollution control district
SANTA BARBARA COUNTY

apcd

ATTACHMENT A
FUGITIVE DUST CONTROL MEASURES

These measures are required for all projects involving earthmoving activities regardless of the project size or duration. Projects are expected to manage fugitive dust emissions such that emissions do not exceed APCD's visible emissions limit (APCD Rule 302), create a public nuisance (APCD Rule 303), and are in compliance with the APCD's requirements and standards for visible dust (APCD Rule 345).

- During construction, use water trucks or sprinkler systems to keep all areas of vehicle movement damp enough to prevent dust from leaving the site and from exceeding the APCD's limit of 20% opacity for greater than 3 minutes in any 60 minute period. At a minimum, this should include wetting down such areas in the late morning and after work is completed for the day. Increased watering frequency should be required when sustained wind speed exceeds 15 mph. Reclaimed water should be used whenever possible. However, reclaimed water should not be used in or around crops for human consumption.
- Onsite vehicle speeds shall be no greater than 15 miles per hour when traveling on unpaved surfaces.
- Install and operate a track-out prevention device where vehicles enter and exit unpaved roads onto paved streets. The track-out prevention device can include any device or combination of devices that are effective at preventing track out of dirt such as gravel pads, pipe-grid track-out control devices, rumble strips, or wheel-washing systems.
- If importation, exportation, and stockpiling of fill material is involved, soil stockpiled for more than one day shall be covered, kept moist, or treated with soil binders to prevent dust generation. Trucks transporting fill material to and from the site shall be tarped from the point of origin.
- Minimize the amount of disturbed area. After clearing, grading, earthmoving, or excavation is completed, treat the disturbed area by watering, OR using roll-compaction, OR revegetating, OR by spreading soil binders until the area is paved or otherwise developed so that dust generation will not occur. All roadways, driveways, sidewalks etc. to be paved should be completed as soon as possible.
- Schedule clearing, grading, earthmoving, and excavation activities during periods of low wind speed to the extent feasible. During periods of high winds (>25 mph) clearing, grading, earthmoving, and excavation operations shall be minimized to prevent fugitive dust created by onsite operations from becoming a nuisance or hazard.
- The contractor or builder shall designate a person or persons to monitor and document the dust control program requirements to ensure any fugitive dust emissions do not result in a nuisance and to enhance the implementation of the mitigation measures as necessary to prevent transport of dust offsite. Their duties shall include holiday and weekend periods when work may not be in progress. The name and telephone number of such persons shall be provided to the Air Pollution Control District prior to grading/building permit issuance and/or map clearance.

PLAN REQUIREMENTS: All requirements shall be shown on grading and building plans and/or as a separate information sheet listing the conditions of approval to be recorded with the map. **Timing**: Requirements shall be shown on plans prior to grading/building permit issuance and/or recorded with the map during map recordation. Conditions shall be adhered to throughout all grading and construction periods.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

air pollution control district
SANTA BARBARA COUNTY

DIESEL PARTICULATE AND NO_x EMISSION REDUCTION MEASURES

Particulate emissions from diesel exhaust are classified as carcinogenic by the state of California. The following is a list of regulatory requirements and control strategies that should be implemented to the maximum extent feasible.

The following measures are required by state law:

- All portable diesel-powered construction equipment greater than 50 brake horsepower (bhp) shall be registered with the state's portable equipment registration program OR shall obtain an APCD permit.
- Fleet owners of diesel-powered mobile construction equipment greater than 25 hp are subject to the California Air Resource Board (CARB) In-Use Off-Road Diesel-Fueled Fleets Regulation (Title 13, California Code of Regulations (CCR), §2449), the purpose of which is to reduce oxides of nitrogen (NOx), diesel particulate matter (DPM), and other criteria pollutant emissions from in-use off-road diesel-fueled vehicles. Off-road heavy-duty trucks shall comply with the State Off-Road Regulation. For more information, see www.arb.ca.gov/msprog/ordiesel/ordiesel.htm.
- Fleet owners of diesel-fueled heavy-duty trucks and buses are subject to CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation (Title 13, CCR, §2025), the purpose of which is to reduce DPM, NOx and other criteria pollutants from in-use (on-road) diesel-fueled vehicles. For more information, see www.arb.ca.gov/msprog/onrdiesel/onrdiesel.htm.
- All commercial off-road and on-road diesel vehicles are subject, respectively, to Title 13, CCR, §2449(d)(3) and §2485, limiting engine idling time. Off-road vehicles subject to the State Off-Road Regulation are limited to idling no more than five minutes. Idling of heavy-duty diesel trucks during loading and unloading shall be limited to five minutes, unless the truck engine meets the optional low-NOx idling emission standard, the truck is labeled with a clean-idle sticker, and it is not operating within 100 feet of a restricted area.

The following measures are recommended:

- Diesel equipment meeting the CARB Tier 3 or higher emission standards for off-road heavy-duty diesel engines should be used to the maximum extent feasible.
- On-road heavy-duty equipment with model year 2010 engines or newer should be used to the maximum extent feasible.
- Diesel powered equipment should be replaced by electric equipment whenever feasible. Electric auxiliary power units should be used to the maximum extent feasible.
- Equipment/vehicles using alternative fuels, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane or biodiesel, should be used on-site where feasible.
- Catalytic converters shall be installed on gasoline-powered equipment, if feasible.
- All construction equipment shall be maintained in tune per the manufacturer's specifications.
- The engine size of construction equipment shall be the minimum practical size.
- The number of construction equipment operating simultaneously shall be minimized through efficient management practices to ensure that the smallest practical number is operating at any one time.
- Construction worker trips should be minimized by requiring carpooling and by providing for lunch onsite.
- Construction truck trips should be scheduled during non-peak hours to reduce peak hour emissions whenever feasible.
- Proposed truck routes should minimize to the extent feasible impacts to residential communities and sensitive receptors.
- Construction staging areas should be located away from sensitive receptors such that exhaust and other construction emissions do not enter the fresh air intakes to buildings, air conditioners, and windows.

PLAN REQUIREMENTS AND TIMING: Prior to grading/building permit issuance and/or map recordation, all requirements shall be shown as conditions of approval on grading/building plans, and/or on a separate sheet to be recorded with the map. Conditions shall be adhered to throughout all grading and construction periods. The contractor shall retain the Certificate of Compliance for CARB's In-Use Regulation for Off-Road Diesel Vehicles onsite and have it available for inspection.

MONITORING: The Lead Agency shall ensure measures are on project plans and/or recorded with maps. The Lead Agency staff shall ensure compliance onsite. APCD inspectors will respond to nuisance complaints.

Exhibit 2

Story Pole Photographs

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

Across Linden Ave at Eighth St

Across Linden Ave at Seventh St

Project Frontage on Linden Ave

Project Frontage on Eighth St

Eighth St at Cactus Ln

Project Frontage on Cactus Ln

Cactus Ln (left) & Eighth St (right)

Across Eighth St

Linden Ave, North of Eighth St

Exhibit 3

Project Narrative Prepared by Applicant

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

15 April, 2021

Steve Goggia
Community Development Director
City of Carpinteria
4180 Via Real
Carpinteria, CA 93013
805.755.4414
steveg@ci.carpinteria.ca.us

RE: 700 Linden Avenue – Adaptive Reuse Development

Dear Mr. Goggia,

Thank you very much for spending time over the past 18 months with the ownership and design team reviewing plans for the proposed 700 Linden adaptive reuse project. We feel that the site as proposed has great potential and that this adaptive re-use development will have great benefit to the community and visitors to Carpinteria.

Existing Site

The CB zoned 0.69 acre site fronts the eastern side of Linden Avenue between Seventh and Eighth Streets, and the rear of the property fronts Cactus Lane. The site has a total of (5) existing buildings, totaling 19,956sf:
Hardware Building – 700 Linden (old hardware store): 9,176sf
Butler Building (connected to the Hardware Building): 5,542sf
Building A – 794 Linden (Beach Liquor): 1,847sf
Building B – 5025 8th Street (Beach Medical Clinic): 1,354sf
Building C – 768 Linden (Travelling Pants and Carp Fruit Company): 2,034sf

The Hardware and Butler Buildings were for many years combined as Austin's Hardware Store, which closed in 2000. Since that time, the buildings have been rented out for occasional large gatherings and charity events. There is an existing parking lot that goes all the way through from Linden to Cactus Lane on the north side of the Butler Building.

Buildings A, B, and C were built in three phases along Linden and Eighth Streets. Buildings A and C have always been retail, while Building B has generally been an office use through their histories. We refer to Buildings A/B/C as a single structure called the 'Butterfly Building'.

Proposed Project

The project proposes to re-use each of the buildings in ways that would better serve the community. We are focused on attaining local and unique tenants, which aim to create a vibrant and destination type space. A central plaza would be created between the existing Butler Building and the Butterfly Building that would allow those buildings to open up to that central gathering space. The plaza would incorporate outdoor seating for multiple activities, all available to the public during business hours as well as being available for community uses such as festivals, markets, and outdoor concerts/movies. Uses for each of the existing buildings would then be designed to serve and be open to this gathering space. The rear of the plaza will have both a significant water feature and a

heavily landscaped green wall and trellis structure. As a result there will be permanently shaded seating available on the site, while both the wall and the water feature will aid in minimizing any acoustical issues with adjacent neighbors across Cactus Lane.

The Hardware Building will be for visitor serving commercial office use, likely split into two tenants. We are currently looking at the creation of co-working space within one of these lease areas that would be open both for long term and short-term rentals. The building will be stripped of its arched façade and opened up to both Linden and Seventh Streets. The new façade will be smaller scale brick tile to minimize the overall bulk of the building. Window boxes along Linden will encourage visitors to peer in. Along Seventh Street, the façade will be given (3) new storefronts, punched into the currently blank wall. We intend to work with local arts community to have a mural along this wall, changing the design at appropriate intervals. The rear wall along Cactus Lane will be given new punched windows to further open up the building to morning light.

The Butler Building would primarily be used for restaurant use, including opening a covered patio under the existing roof along Linden Avenue. Interior seating and additional retail space would augment the restaurant use. Large folding garage doors would allow for the structure to open directly to the central plaza. The building will retain its original primary steel structure, which will be exposed and highlighted. The building will be given a new skin of metal paneling, giving a nod to some of the other older industrial buildings in the area.

The openness within the Butler Building would lead into a newly carved atrium space within the Hardware Building, which would serve as the location for common public restrooms. New skylights above will highlight this passage from the Plaza area.

The Butterfly Building would serve primarily as retail and restaurant uses, small in scale and adding to the local variety of cuisine and retail shops. The existing 1960's plaster chevron shaped facades will be maintained, and the structure will be opened up to the street with additional storefront type entries. A common restroom core will be built within the backside of the building, which would allow for access from all the retail and restaurant tenants, as well as the Central Plaza. A new roof deck will be placed on top of the building, open for public use. This deck will be augmented with a new second story structure of 3,176sf, with private offices for lease, along with a rooftop bar. The deck will be served by stairways at the front and rear of the Plaza and a new elevator within the building. The architecture of the new second floor plays off the existing plaster chevron facades below, creating a new butterfly shaped roof.

The buildings are Type V-B construction, and each would require an upgrade to include fire sprinklers and alarm systems per the code and city minimum requirements. There will be numerous egress points from both the buildings and the central plaza, which would have gates and be able to be locked off for security. Accessibility would be provided as required for all portions of the project.

We will be upgrading primary utilities to the structures as needed. Most of the existing curb and gutter will be able to remain in place with minor repairs along Linden, Seventh, and Eighth Streets. Cactus Lane would need a fully new curb and gutter system along the western side.

Additional new work within the public Right of Way shall consist of new utilities and services, new curb ramps and detectable warnings, repair and some replacement of sidewalk, new street trees and planters, re-striping of street parking and designated loading zone, bicycle parking, proposed restaurant seating along Linden and Eighth Streets, and new awnings and window boxes along Linden, 7th and 8th streets.

All loading and unloading for tenants will be completed within the designated loading area along Linden Avenue, which will be regulated by lease. During other hours this area serves as a valet and ride-share drop-off.

Waste shall be delivered by tenants to a central enclosure along Cactus Lane, with daily pick-up service.

Parking

Parking for the site would be accomplished by demolishing approximately 2,044sf off the eastern side of the Hardware and Butler Buildings along Cactus Lane. This would allow us to create a continuous row of off-street parking totaling 20 spaces. In addition, the site has been allocated 28 spaces at the existing Amtrak city parking lot.

Per the general parking requirements contained in Chapter 14.54 of City of Carpinteria Municipal Code, within the CB zone, this project requires 64 parking spaces based on land use.

Within this application, we have provided a parking study by ATE, dated 20 November, 2020 which demonstrates a need for (48) parking spaces during peak daytime hours and (38) parking spaces during peak evening hours. This report utilizes a 50% average parking demand, which differs from the 85% methodology utilized by the City of Carpinteria's parking consultant, Walker Consultants, and their overall downtown parking study, which was published in draft form for public comment on October 30, 2020. The Walker Study demonstrates a need for (64) parking spaces during peak daytime hours and (45) parking spaces during peak evening hours.

Our project proposes (20) new on-site parking spaces, along with an (28) City allocated spaces at Lot 3.

Therefore, we request a parking modification based on the following factors:

1. The Walker Study demonstrates that the overall downtown area has enough existing parking even with the construction of our project, the Surfliner Inn, and Amtrak service increases to satisfy the public need and 85% peak threshold without building any new parking. The City's long term plan is to build additional public parking near the train station.

2. Both studies demonstrate that we meet the needs for evening peak parking demand, with only the Walker study suggesting that we do not meet the demand during peak daytime hours.

3. We are providing a dedicated rideshare loading zone, which given our tenant mix, would encourage travel to the site by means other than a private vehicle. We intend to work with the Seaside Shuttle to also stop at this location as a portion of its route.

4. We will require by lease agreement that tenant parking be done at the allocated Lot 3 spaces, which keeps on-site and nearby street and public parking open for customers.

5. We have (15) existing parking spaces along the three major streets we front. While these are public spaces, they will aid in augmenting parking for this development.

6. We are providing more bicycle parking than is required, which fits within the existing mix of transportation types within downtown Carpinteria.

7. (6) of our proposed parking spaces are compact (8ft wide). This is 30% of our total (20), which is consistent with the ratio of compact spaces allowed in nearby jurisdictions.

Per Section 14.22.040 of the City of Carpinteria Municipal Code regarding parking modifications, the following findings must be made by the City in order to grant the modification:

1.In addition to the general parking requirements contained in Chapter 14.54, in the CB zone where the existing development on property does not allow for the provision of the required number of on-site parking spaces, the planning commission may, as provided in Section 14.22.020, review a development plan application requesting a modification to the required number of on-site parking spaces as specified in Chapter 14.54. In order for a modification to a development plan to be approved, the planning commission shall find:
a. 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; **Because the existing site is fully developed, we are demolishing portions of the existing buildings to create new parking.**
b. The modification shall not have an adverse impact on the community and on existing businesses; **We are allocating a portion of our site for public seating and uses, a benefit to the community.**
c. That the proposed use is as provided in Section 14.22.030; **The uses proposed in this project are consistent with the approved uses within the CB zone.**
d. That all other appropriate standards, requirements, and limitation of this chapter are complied with. **The project is consistent with all other zoning requirements.**

2.The planning commission shall be authorized to modify with or without conditions the required number of on-site parking spaces specified in Chapter 14.54 upon the findings as set forth in subsection 1 of this section and in setting the conditions of such modification shall consider the following criteria:
a. Credit for parking allotted to the existing or prior use;
b. The number and availability of on-street parking spaces immediately fronting the property and in the immediate area;
c. Provision of a public benefit (e.g., local employment, tax base, and/or retail uses of a community priority);
d. Cumulative effect of parking modifications or concentration;
e. The parking standards as specified in Chapter 14.54;
f. Recording of an agreement by the property owner to waive all rights of protest to a future parking district.

3.In determining whether to grant the modification, prior to making the findings thereon, the planning commission shall hold at least one public hearing thereon pursuant to Carpinteria Municipal Code Section 14.76.010

Summary

We appreciate the opportunity to submit this project and solicit input from the many departments that will be required to approve the project. We believe the project will be a great asset to the downtown community and look forward to working with the City further on the development of the design.

Best Regards,

Terry Huggins and Matt LaBrie

Exhibit 4

Meeting Minutes from July 15, 2019
Joint ARB-PC-CC Special Concept Review Meeting

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

City of Carpinteria
City Council, Planning Commission, and
Architectural Review Board
Minutes
Joint Meeting
Council Chamber
Monday, July 15, 2019

CALL TO ORDER

Mayor Nomura called the meeting to order at 5:30 p.m.

ROLL CALL

Councilmembers present:

Councilmember Gregg A. Carty
Councilmember Roy Lee
Councilmember Fred Shaw
Vice Mayor Al Clark
Mayor Wade Nomura

Planning Commissioners present:

Vice Chair Jane Benefield
Commissioner John Callender
Commissioner Glenn LaFevers
Commissioner John Moyer

Chair David Allen was absent.

Architectural Review Board present:

Vice Chair J. Bradley Stein
Board Member Richard Johnson
Board Member Grant Cox
Board Member Jim Reginato

Chair Dylan Chappel was absent.

Staff members present:
Dave Durflinger, City Manager
Fidela Garcia, City Clerk

Steve Goggia, Community Development Director
Nick Bobroff, Senior Planner
James Carovano, Senior Deputy

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Nomura.

The City Council, Planning Commission, and Architectural Review Board will meet for the following matters:

1. Conceptual review of a commercial adaptive reuse development on a 0.69-acre lot located in the City's Downtown Core at 700 Linden Avenue, Project No. 18-1939-CON.

Recommendation: Receive public comment and provide conceptual review and comments on the subject adaptive reuse development proposal

Commissioner Moyer recused himself from this item because a firm where he was previously employed provided work on the project. He stepped down from the dais and exited the Council Chamber at 5:34 p.m.

Steve Goggia, Community Development Director, presented the staff report and a PowerPoint presentation.

Vice Chair Benefield inquired regarding the maximum amount of parking required. Mr. Goggia stated that the maximum could potentially be 60 parking spaces, although it was not a firm number at this time.

Ryan Mills, representing DMHA Architecture, Project Designer, continued the PowerPoint presentation and reviewed the proposed project.

Matt LeBrie, CHC, LLC, co-owner and applicant, stated that he believed this project would improve the connectivity to the beach area, bring more visitors to the area, enhance local businesses, and preserve the history of the area.

Vice Chair Benefield inquired regarding the term "coworking business". Mr. LeBrie responded that a coworking business would provide an opportunity for visitors and local residents to have access to meeting rooms, etc., to fulfill their business needs.

Joyce Donaldson, representing the Carpinteria Valley Chamber of Commerce, stated that the Chamber supports the rejuvenation of the downtown area and the balance of office, restaurant, and retail tenant mix that would bring new life on Linden Avenue. She also stated that the conceptual drawings have a balanced mix of uses and renovates

the existing buildings. She also stated that the single level would be very appealing and less of a visual impact. She also spoke in support of the proposed central plaza, which would encourage shopping and dining, and in support of the coworking business space.

Gail Marshall spoke in support of adaptive reuse and repurposing as long as it keeps in character with Carpinteria. She expressed concern that the historic water usage and wastewater treatment be preserved.

Terry Banks, representing herself and Hickey Brothers Land Company, noted that her family previously owned the property, and she spoke in support of the proposed project. She stated that she believed the project would rejuvenate and enhance the area, it would not be large in scale, it would attract people to the area and provide walk-in traffic to the 700 block of Linden Avenue, and would provide an outdoor gathering place for the community.

Chris Pritchett stated that he, his family, and friends hope to occupy the back corner of the proposed project to run a non-profit youth entrepreneur outreach program to make a variety of products, which could be sold locally. He noted that mentors would teach the youth business and craft making skills.

David Daalquist stated that he occupies a building directly above the proposed project. He expressed concern with the proposed parking configuration due to the narrow alley. He suggested that angled parking might be a better solution. He also spoke in support of the proposed project.

Councilmember Shaw spoke in support of angled parking on Cactus Lane and suggested a one-way street from Eighth Street to Seventh Street.

Architectural Review Board Member Stein spoke in support of the proposed project and in support of the suggested angled parking and one-way street. He expressed concern with the amount of parking spaces

Vice Chair Benefield spoke in support of a one-way street and angled parking. She also spoke in support of the project and expressed concern with parking.

Commissioner Callender spoke in support of the proposed project, seeking alternatives to driving vehicles, providing adequate parking, and promoting walking or bicycling. He also spoke in favor of adaptive reuse and repurposing the historic buildings.

Commissioner LaFevers stated that the proposed project would allow for flexibility and does not introduce new bulk and scale. He stated that it would meet the zoning and land use criteria. He noted that public parking would be available on all four sides of the proposed project.

Architectural Review Board Member Cox spoke in support of the proposed project.

Architectural Review Board Member Johnson spoke in support of the proposed project. He suggested there be more modulation facing Eighth Street and Seventh Street, and encouraged the use of a roof top deck for dining purposes.

Architectural Review Board Member Reginato inquired regarding the three parking spots at the medical center on Cactus Lane. Mr. LeBrie responded that the parking spaces belong to the Eighth Street apartments. Architectural Review Board Member Reginato spoke in support of the proposed project. He expressed concern with the size of the signage and with the amount of parking, and stated that the parking would likely be taken by the business employees.

Councilmember Lee spoke in support of the proposed project.

Councilmember Carty acknowledged the applicant for the bringing forth the conceptual plan and spoke in support of the proposed project. He expressed concern with parking and suggested that the City promote walking to the downtown area. He also suggested incorporating a bicycle parking area.

Councilmember Shaw inquired regarding security measures at the Central Plaza. Mr. LeBrie responded that they would come up with solutions to secure the Central Plaza, including having a caretaker to replenish restroom supplies.

Vice Mayor Clark expressed appreciation to the developer for bringing this project forward.

Mayor Nomura recommended the applicant continue with modular wall design for the interior of the project. He also expressed support for a rooftop dining area.

Mr. Goggia noted that the Architectural Review Board previously made comments regarding the large gate along Seventh and Eighth Street and consideration would be needed to address parking issues.

Mayor Nomura requested that security measures in the Central Plaza be made discreet.

The City Council, Planning Commission, and Architectural Review Board recessed at 6:45 p.m. and reconvened at 6:48 p.m.

Planning Commissioner Moyer returned to the Council Chamber and took his seat at the dais at 6:48 p.m.

Exhibit 5

February 27, 2020 ARB Meeting Minutes

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

- Provide a sample for the translucent glass fence panel material;
- ARB support for the granting of a Sign Modification to allow the Arts Council to utilize banners with dimensions up to a maximum of 2' x 4' max. Modification criteria 1, 4 and 5 were selected as applicable.

VOTE: 3-0-1 (Cox recused)

5) Applicant: Michael Stroh, DMHA Architects for CHT, LLC
Project: 18-1939-CON
Planner: Nick Bobroff
Project Location: 700 Linden Avenue
Zoning: Central Business (CB)

Request of Michael Stroh, DMHA Architects, agent/architect for CHT, LLC, to consider Project 18-1939-CON for conceptual review of a proposal for an adaptive reuse project that would remodel and reconfigure the existing buildings on the property to create a multi-tenant retail, restaurant, and office development with a central outdoor plaza. The concept includes a new second floor addition comprised of 2,421 square feet of office suites, a 512 square foot bar, and a 2,500 square foot rooftop deck. A 20-space surface parking lot is proposed for the rear of the property, accessed from Cactus Lane. The property is a 0.69 acre parcel zoned Central Business (CB) and shown as APN 003-313-001, addressed as 700 Linden Avenue.

Staff presented the revised concept, describing the changes made to the project since the previous joint ARB-PC-CC concept review of the project. Staff also described the revised calculations for required parking and discussed some of the ongoing efforts to address parking for the project.

Ryan Mills, DMHA Architects, presented updated conceptual plans and renderings for the project. He walked the Board through the conceptual design of the key elements of the project and described the vision for the site.

Public Comment:
Nan Panizzon, 5095 Eighth Street, said she was glad to see the proposed second floor addition located toward the Eighth Street end of the property as it would have less impact on views from her property. She was ambivalent toward retaining the existing chevrons and introducing the new second floor butterfly roof, noting the same style of roof had been controversial for use on the Dentler Residence farther east on Eighth Street. She generally supported the idea of a small rooftop bar. She was very concerned about potential traffic and parking impacts along Citrus Place, the narrow alley that runs behind her property, noting it can already be difficult to navigate the alley or turn onto Cactus Lane.

Vernon McCaslin said he liked the idea of making Cactus Lane a one-way alley to reduce access/maneuvering challenges.

Boardmember Discussion:
Boardmember Stein commented that the design and construction of the rear courtyard wall to function as a sound wall will be critical for residential neighbors to the east. Ensuring sufficient parking for the proposed project and the rest of the downtown will also be critical.

Boardmember Rodriguez commented that back-of-house operations need careful study, including trash service/access, grease traps access/servicing, deliveries, etc. He commented that any of these trucks would be large enough to potentially temporarily block traffic on Cactus Lane. He commented that some of the back-of-house operations could easily take up another parking space. He liked the open corners of the project at Eighth St/Linden Ave and Seventh St/Linden Ave. He suggested maybe a second trash enclosure could be incorporated into the Seventh St/Cactus Lane corner of the site/building. With respect to the design, he commented that he liked the mix of styles and shapes, the preservation of the chevrons and introduction of the butterfly roof and the open air concept of the courtyard and adjoining spaces. He thought that designing for ABC-compliant outdoor patio spaces was smart. He also liked the layout and orientation of the rooftop bar to take advantage of evening views. He agreed parking would be critical and was not in favor of granting any reductions. He described the project overall as beautiful and as upscale coastal.

Boardmember Reginato agreed that, overall, it was a great design that he liked quite a lot. He agreed with Boardmember Rodriguez that loading, trash, etc. need to be addressed. He preferred the smaller sign for the development as shown in the current concept plans. He was okay with the introduction of uses to a new second floor element, but felt that the activity areas of the development should be focused on the ground floor and move more passive uses to the second floor.

Boardmember Cox thought that overall the concept looked fantastic. He noted he might prefer the second floor uses to be located toward the Seventh St side of the building. He commented that there have been a number of bicycle or pedestrian-related vehicle accidents recently and that careful study should be completed concerning the introduction of additional large truck deliveries into the downtown during morning commute/school hours. Overall he was excited for the project noting that the community is looking forward to it.

Boardmember Stein felt that the design fits the community very well; he described it as being "very Carpinteria." He noted that while he did not support the Dentler residence project, he felt that the proposed butterfly roof works in this context. He liked the bar orientation and location. Overall, he felt that the scale and perspective of the project was right. He finished by acknowledging that parking is important but that he was confident it can be addressed.

ACTION: Receive public comment and provide conceptual feedback to applicant.

VOTE: N/A

OTHER BUSINESS: None

CONSENT CALENDAR:

1) Action Minutes of the Architectural Review Board meeting held January 30, 2020

ACTION: Motion by Boardmember Stein, seconded by Boardmember Reginato, to approve the Minutes as submitted.

VOTE: 3-0-1 (Rodriguez recused)

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL:

Exhibit 6

April 29, 2021 ARB Meeting Minutes & Public Comment Letter

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria California 93013

ARCHITECTURAL REVIEW BOARD
Meeting Date: April 29, 2021

ACTION MINUTES

The virtual meeting was called to order on Zoom Meeting at 5:30 p.m. by Jason Rodriguez, Vice Chair.

ROLL CALL

Boardmembers present: Brad Stein, Chair
Jim Reginato
Jason Rodriguez, Vice Chair
Richard Johnson

Boardmembers absent: Amy Blakemore

OTHERS PRESENT: 4 members of the public were in attendance.

PUBLIC COMMENT: None

PROJECT REVIEW

1) Applicant: Michael Stroh, DMHA Architects for CHT, LLC
Project: 21-2090-DP/CDP
Planner: Nick Bobroff
Project Location: 700 Linden Avenue
Zoning: Central Business (CB) with Visitor-serving Commercial (V) Overlay

Request of Michael Stroh, DMHA Architects, agent/architect for CHT, LLC, to consider Project 21-2090-DP/CDP for preliminary review of a proposal for an adaptive reuse project that would remodel and reconfigure the existing buildings on the property to create a multi-tenant retail, restaurant, and office development with a central outdoor plaza. The project includes a new second floor addition comprised of 2,443 square feet of office suites, a 614 square foot bar, and 2,887 square feet of rooftop deck/patio areas. A 20-space surface parking lot is proposed for the rear of the property, accessed from Cactus Lane. As part of the project, the applicant is requesting approval of a Parking Modification to reduce the required number of parking spaces for the project from 64 down to 48 spaces; the project also seeks approval of an Encroachment Permit to allow for minor architectural projections into the City rights-of-way along Linden Avenue, Eighth Street and Seventh Street. The project also includes new streetscape and frontage improvements along Linden Avenue, Eighth Street, Seventh Street, and Cactus Lane. The property is a 0.69 acre parcel zoned Central Business (CB) with a Visitor-serving Commercial (V) Overlay and shown as APN 003-313-001, addressed as 700 Linden Avenue.

Staff provided an overview of the proposed project and past conceptual reviews, and described the changes and refinements to the project since the last ARB review. Staff asked the ARB for feedback on specific issue areas, including but not limited to, frontage designs and architectural encroachments, right-of-way improvements, size/bulk/scale considerations, and colors and materials, including lighting. Staff explained that overall, the project represents a refinement of what was previously presented to the ARB at a conceptual level.

Michael Stroh and Ryan Mills from DMHA provided a detailed presentation of the proposed project, including a video animation and a number of perspective renderings taken from different vantages in and around the project.

Public Comment:
A letter was submitted by Marty and Nan Panizzon. The letter is summarized below; a copy of the letter is on file with the Community Development Department:

- Parking/Vehicle Access Concerns
  - Noted heavy use of Citrus Place by residents, employees and children and narrow alley width, and concern over increased vehicle traffic;
  - Noted narrow width of Cactus Lane and difficulty in providing entry/exit access to project parking and accommodating two-way vehicle traffic;
  - Cited safety and traffic concerns for exiting Cactus Ln onto Eight St and Seventh St;
  - Asked City to consider signage/restrictions to control movement of traffic, such as making Cactus Ln a one-way street or limiting Citrus Pl to local traffic only.
- View Impacts from Landscaping on Cactus Lane/Seventh St Intersection
  - Expressed concern over loss of their private view of the Santa Ynez Mountains from their residence at 5095 Eighth St.
  - Would prefer that any new landscaping in this area be limited to heights that do not exceed that of the adjacent building, particularly along Cactus Ln.
  - Prefers to see spaced out plantings of trees rather than a dense cluster.

Boardmember Discussion:
Boardmember Johnson asked if the elevation change throughout the block had been accounted for in the design. The applicants confirmed that, yes, the elevation change throughout the block has been factored into the design and is reflected in the ramps and landings used to access some of the spaces. He also asked about an ADA-accessible ramp for the new loading zone along Linden. The applicant team responded they are still working on a solution to this with the Public Works Department.

Boardmember Rodriguez asked if the intent is to have the furniture be part of the development or part of individual tenant spaces. He also asked about how grease interceptors will be handled for the multiple restaurant spaces. The applicant team clarified that the intent is for the common plaza area furniture to be a permanent part of the development. Private patio spaces for restaurants will have their own furniture. There will be one grease interceptor for each building, to be shared amongst that building's tenants.

Boardmember Stein asked about the location of the bollards around the proposed bike corrals. The applicant explained it was still being finalized with Public Works, but the intent was to have the bollards project out no further than the adjacent striping for on-street parking spaces. He asked how truck deliveries would be handled for businesses within the development. The applicant team explained that the intent is to use the Linden Ave loading zone during the quiet morning hours and that this would be written into individual tenants' leases. Trash service for the shared trash facilities is intended to occur once per day in order to be quick and efficient and not require a large trash enclosure.

Boardmember Reginato asked if clear cedar is being proposed for the wood siding on the butterfly building; he suggested ipe' or garrapa may be a more durable alternative. The applicant confirmed that for the time being, clear cedar is the design intent.

Boardmember Johnson noted that he liked the revamping of the existing buildings' architecture. He commented that project signage will be important, both for individual tenants as well as any kind of identification/branding for the development as a whole. He liked the proposed materials, but cautioned to not go too rough or distressed in terms of treatments/finishes. He liked the outdoor central plaza and rooftop deck, but cautioned that these areas could be cool in the late afternoon when the breeze picks up and need some kind of feature to help shield the wind. He suggested the side street elevations (i.e., Seventh Street and Eighth Street) could benefit from additional landscaping along the building frontages.

Boardmember Reginato appreciated the applicant team's efforts to date on this project and remarked that they had done a marvelous job. He noted that he is really excited about the project, and that overall, he really likes the proposed architecture and landscaping. He commented that the central plaza relates very well to Linden Avenue and pedestrians. He suggested that lighting on the "Hardware" building should more closely mimic the style and appearance of the Linden Avenue streetlights; he was, however, okay with the more contemporary fixture proposed for the "Butterfly" building given its more contemporary architectural style. He noted a discrepancy amongst the drawings for how the last chevron is terminated on the east end of the Eighth Street frontage at Cactus Lane. He suggested this detail be restudied to be given a more logical termination. He reminded the applicants that when the project returns for final, the Board will want to clearly see details and proposed materials/finishes for all elements of the project. He also thought the 2nd floor butterfly roof could benefit from being broken up or stepped to break up the building mass, particularly along the Eighth Street frontage. He felt that the gas fireplaces proposed for the courtyard are relying on outdated technology and suggested the applicants consider faux fireplaces with electric heaters instead. Finally, he did not feel that a rooftop bar was consistent with Linden Avenue's "small beach town" image, noting that bars are often noisy and can pose nuisance problems for neighbors. He suggested that rooftop uses should be more passive in nature.

Boardmember Rodriguez described it as a great project and commended the applicants on a very good job. He felt that this project has raised the bar for future downtown projects and will help to restore vibrancy to the City's downtown. He thought the architecture and character fit the downtown very well. Building size, bulk and scale were also appropriate, including the new second floor addition. He likes the proposed colors and materials, but did not care for the "star" details on the "Hardware" building. He thought providing a space for a mural was a great idea. In response to questions raised by staff, he explained that he was comfortable with the proposed building setbacks and right-of-way encroachments. He also thought the landscaping was well done and had been added in throughout the project. With respect to right-of-way improvements, his feeling was that all proposed improvements (e.g., tree grates, bike racks, paving treatments, etc.) should match those used on the rest of Linden Avenue. Concerning parking, he felt that providing onsite parking off the Cactus Lane alley was not optimal given the narrow dimensions of the alley. He thought less parking should be provided back here and instead the rear of the lot could be optimized for easier back-of-house operations such as access to the trash enclosure and grease interceptors. He noted that servicing the grease interceptors in particular is loud, messy, and time-consuming, and needs quite a bit of room for the trucks and equipment. He was also in support of options to control traffic on Cactus Lane through use of signage, one-way traffic or similar measures. He did not feel that use of the proposed Linden Ave loading zone for business deliveries was optimal, and again thought the rear area off Cactus Lane should be reconfigured for these type of back-of-house functions. Finally, he thought "Retail space #5" located inside of the "Butler" building was not likely to be an attractive

locations and though this space might be better served as a storage room/maintenance room for the development, or reconfigured to provide another access point from the rear parking area into the development.

Boardmember Stein liked the project and commented that is likely to become the new center of the downtown. He thought the architecture was fabulous, describing it as inviting, comfortable and classy. In response to staff's questions, he noted that he was fine with the proposed setbacks, right-of-way encroachments, and landscaping. He agreed with the other Boardmembers that right-of-way improvements should match those used on the rest of the Linden Avenue. He likes the design of the "Butterfly" building and through the new second floor addition was well-executed and fits the site nicely. He did not anticipate that the project would create any view impacts. He thought providing areas for sidewalk seating for the restaurants was a great idea. He did, however, express some reservations with the rooftop bar from a noise/nuisance and safety perspective. He said parking is still a concern for him and that he fears that overflow parking could end up in surrounding residential areas. He agreed with Boardmember Rodriguez that back-of-house operations and coordination with use of the onsite parking area would need careful consideration. He asked that the project return to the ARB following Planning Commission action for an in-progress review prior to developing final working drawings.

ACTION: Motion by Boardmember Johnson seconded by Boardmember Reginato to recommend preliminary approval to the Planning Commission with their comments attached.

VOTE: 4-0

OTHER BUSINESS: None

CONSENT CALENDAR:

1) Action Minutes of the Architectural Review Board Meeting on April 15, 2021.

   ACTION: Motion by Boardmember Rodriguez, seconded by Boardmember Reginato, to recommend approval of the April 15, 2021 ARB Meeting Minutes as submitted.

   VOTE: 3-0-1 (Stein abstain)

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF: None

ADJOURNMENT

Chair Stein adjourned the meeting at 8:04 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, May 13, 2021.

All Boardmembers present indicated they would be in attendance.

_____

Chair, Architectural Review Board

4-29-21

To: City of Carpinteria
Architectural Review Board
Meeting 4-29-21, 1:30 p.m.

RECEIVED
APR 2 8 202
COMMUNITY DEVELOPMENT
DEPARTMENT

Re: Agenda Item 1
Project 21-2090-DP/CDP

Via: Nick Bobroff

Two items for your further consideration:

1. Parking / Vehicle Access
   a. Citrus Lane
      - Currently about 28 private parking spaces on both sides of Citrus used frequently daily + needing to back onto Citrus.
      - Use of Citrus by children in 2 apartment buildings, parking onto Citrus as their traditional play area.
      - Citrus Lane existing parking spaces uncomfortably close to entry/exit points from Maple St. + Cactus Lane.
   b. Cactus Lane
      - Tight area to provide for parking entering + exiting + 2-way travel.
      - Entrance/exit to/from 7th + 8th Street need caution as do close to Linden as cross street, + amount of traffic on 7th & 8th + Linden could create backed-up congestion.
   c. Consider:
      - Signs/arrows for designating flow of traffic.

(Cont.)

- Making Cactus 1-way seems best for avoiding congestion & mis-haps.
- And, prohibiting/limiting entering/exiting of Cactus Lane with signage would help.

2. Height of landscaping trees on Cactus to retain our views of Santa Barbara from 5095 8th St.
   - Ideally, would limit height to that of the existing one-story building that currently exists starting at the corner of 7th & Cactus & continuing the length of this one-story building along Cactus — towards 8th St.
   - Sporadic planting of trees — no clustering would also help.

Thank you for your consideration & expertise. Hope you can read this — not sure I can.

Marty - Dan Ganiszon
5095 8th St.
Carpinteria
(805) 684-3452

Exhibit 7

CEQA Notice of Exemption

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

Print Form

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044

County Clerk
County of: Santa Barbara
105 E Anapamu St
Santa Barbara, CA 93101

From: (Public Agency): City of Carpinteria
5775 Carpinteria Avenue
Carpinteria, CA 93013
(Address)

Project Title: 700 Linden Adaptive Reuse & Redevelopment Project; 21-2090-DP/CDP

Project Applicant: Michael Stroh, DMHA Architects for CHT, LLC

Project Location - Specific:

700 Linden Avenue, Carpinteria, CA 93013; APN 003-313-001

Project Location - City: Carpinteria Project Location - County: Santa Barbara

Description of Nature, Purpose and Beneficiaries of Project:

Interior & exterior remodel & conversion of existing commercial buildings into new multi-tenant retail, dining, & office development with new 2nd floor addition, 20-space surface parking lot, & outdoor central plaza.

Name of Public Agency Approving Project: City of Carpinteria

Name of Person or Agency Carrying Out Project: CHT, LLC

Exempt Status: **(check one):**

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☒ Categorical Exemption. State type and section number: 15301, 15302, 15303, 15305, 15332
- ☐ Statutory Exemptions. State code number: _____

Reasons why project is exempt:

Project involves alterations to, and conversion of, existing structures located in an urbanized part of the City. No sensitive habitats or cultural resources are known to occur onsite. Project is served by existing utilities and infrastructure.

Lead Agency Contact Person: Nick Bobroff, Principal Planner Area Code/Telephone/Extension: 805-755-4407

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: 07/06/2021 Title: Principal Planner

☒ Signed by Lead Agency ☐ Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: _____

Exhibit 8

ATE Parking Study

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

ASSOCIATED TRANSPORTATION ENGINEERS
100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

April 15, 2021 19077L06

Michael Stroh
DMHA
1 North Calle Cesar Chavez, #102
Santa Barbara, CA 93103

UPDATED PARKING STUDY FOR THE 700 LINDEN AVENUE PROJECT – CITY OF CARPINTERIA

Associated Transportation Engineers (ATE) has prepared the following updated parking study for the 700 Linden Avenue Project (the "Project") proposed in the City of Carpinteria. The study reviews the Project's Zoning Ordinance parking requirements, quantifies the parking demands associated with the Project, and evaluates the adequacy of the proposed parking supply. The study updates the original study completed by ATE to include the new Project statistics and incorporate the parking data presented in the Downtown Carpinteria Parking Study prepared by Walker Consultants.

PROJECT DESCRIPTION

The Project site is located at 700 Linden Avenue in the City's downtown area. Figure 1 (attached) shows the location of the Project site in the City. The Project includes redevelopment of the existing commercial site to include a mix of office, retail and restaurant uses. The Project is proposing to provide 48 parking spaces, including 20 spaces on-site and 28 spaces in City parking lot #3. Figures 2 and 3 illustrate the Project site plan and Table 1 summarizes the Project statistics.

Table 1
700 Linden Avenue Project Statistics

Land-Use	Area (Gross SF)
Office	9,889 SF
Retail Commercial	2,537 SF
Accessory Uses (c)	3,094 SF
Restaurant & Seating Area (e)	3,895 SF
Roof Deck Bar	614 SF
Parking Provided	48 Spaces

PARKING ANALYSIS

Zoning Ordinance Parking Requirements

The City of Carpinteria Zoning Ordinance parking requirements were calculated for the Project based on the rates established for the Central Business (CB) Zone. It is noted that the Zoning Ordinance parking requirements are based on gross square feet. Table 2 presents cActhe City of Carpinteria Zoning Ordinance parking requirements for the Project.

Table 2
700 Linden Avenue Project - Zoning Ordinance Parking Requirements

Land-Use	Project Size	Seating Area	Zoning Ordinance Rate[a]	Zoning Ordinance Requirement
Office	9,889 SF	NA	1 Space/500 SF	19.78 Spaces
Retail Commercial	2,537 SF	NA	1 Spaces/500 SF	5.07 Spaces
Accessory Uses(c)	3,094 SF	NA	1 Spaces/500 SF	6.19 Spaces
Restaurant (e)	3,895 SF	2,736	1 Space/500 SF + 1 Space/50 SF Seat	29.68 Spaces
Roof-Deck Bar	614 SF	252 SF	1 Space/500 SF + 1 Space/50 SF Seat	3.24 Spaces
	TOTAL Requirement			**64 Spaces**
Parking Provided				**48 Spaces**

(a) Based on CB Zone
(b) Includes Restrooms, Circulation, Common Areas

The data presented in Table 2 indicate that the City Zoning Ordinance parking requirement for the Project is 64 parking spaces. The 48 parking spaces provided would not satisfy the City's requirements. The City's Zoning Ordinance allows for the reduction in the number of required parking spaces when it can be demonstrated that shared parking is available for two or more land uses that have compatible peak parking demand characteristics. Therefore, a shared parking analysis was completed to determine the peak parking demands for the Project considering the mixed-use attributes of the proposed land uses.

Shared Parking Analysis

A shared parking model was developed to determine the peak parking demands for the Project. The concept of shared parking recognizes that a single space may serve several different uses at different times during the day. The shared parking model was developed using Project proposed hours of operation, parking demand rates and time-of-day factors contained in the Institute of Transportation Engineers (ITE) Parking Generation Manual[1] for the individual Project components, as reviewed below.

Office. Parking demands for the office space were calculated using the average (50th percentile) rate presented in the ITE report for General Office Building (Land Use Code #710). The ITE rate accounts for the parking demands generated by both office visitors and employees. The office space would generally be open Monday – Friday from 9 AM to 5 PM.

Retail. Parking demands for the retail portion of the Makers Market were calculated using the average (50th percentile) Friday rates presented in the ITE report for Shopping Centers (Land Use Code #820). These rates include the parking demands generated by both customers and employees.

Restaurants. Parking demands for the restaurants were calculated using the average (50th percentile) rates presented in the ITE report for Fast Casual Restaurants (Land Use Code #930) and High-Turnover Sit-Down Restaurants (Land Use Code #932). The analysis assumed that 50% of the restaurant space would be allocated to each restaurant type in order to be consistent with the assumptions presented in the Downtown Carpinteria Parking Study. The ITE rates include the parking demands generated by both restaurant patrons and employees.

Roof-Deck Bar. Parking demands for the restaurant were calculated using the rate presented in the ITE report for Quality Restaurants (Land Use Code #931). The ITE rate includes the parking demands generated by both restaurant patrons and employees.

---

[1] Parking Generation, Institute of Transportation Engineers, 5th Edition, January 2019.

The base ITE parking demand rates were adjusted to account for the mixed-use interaction between the retail tenant space, the office space and the restaurant tenant space and to account for the Project's location in the downtown central business district. Data presented in the Downtown Carpinteria Parking Study indicated that 30% of the retail and restaurant customers would be expected to drive to the site given the downtown location. The study also assumed that 79% of the office employees would drive to the site. These adjustment factors were used in the shared parking analysis in order to provide consistency with the Downtown Carpinteria Parking Study.

Table 3 presents the peak shared parking demand forecasts developed for the Project during the peak periods based on the rates and adjustment factors discussed above. A spreadsheet showing the detailed shared parking calculations is attached.

Table 3
700 Linden Avenue Project - Peak Shared Parking Demands

Land Use	Daytime Period (8:00 AM – 5:00 PM)		Evening Period (6:00 PM – 12:00 AM)	
	Peak Time	Parking Demand	Peak Time	Parking Demand
Office	12:00 P.M.	16 Spaces	6:00 PM	4 Spaces
Retail Commercial	12:00 P.M.	5 Spaces	6:00 PM	4 Spaces
Restaurant	12:00 P.M.	27 Spaces	6:00 PM	25 Spaces
Roof-Deck Bar	12:00 P.M.	0 Space	6:00 PM	4 Spaces
Total Parking Demand:	**48 Spaces**		**37 spaces**	
Parking Provided:	**48 Spaces**		**48 spaces**	

The data presented in Table 3 shows that the Project is forecast to generate a peak shared parking demand of 48 spaces during the daytime and 37 spaces during the evening assuming full occupancy of all the tenant space. The proposed parking supply of 48 spaces would therefore accommodate the peak demand forecasts for the mixed-use Project.

COMPARISON TO DOWNTOWN CARPINTERIA PARKING STUDY

The Downtown Carpinteria Parking Study completed by Walker Consultants ("Walker Study") also provides an estimate of the parking demands for the 700 Linden Avenue Project. The Walker Study estimated that the Project would generate a peak weekday parking demand of 64 spaces, which is higher than the 48 spaces estimated in this study ("ATE Study").

The difference in the two parking demand forecasts are related to the base parking rates used in the analysis. The Walker Study used the 85th percentile parking demand rates and time of day factors presented in the Urban Land Institute (ULI) Shared Parking report (3d Edition, 2020). The ATE Study used the average (50th percentile) parking demand rates and the time of day factors presented in the ITE Parking Generation Manual (5th Edition, 2019). The ITE report was updated in 2019 to add 19 new land use classifications and data from more than 1,700 new study sites. Further, given the significant amount of new data added, the ITE database was also refined to remove all data collected prior to the year 1980. As stated in the report, it "contains the best available data on the subject of parking demand related to land use."

Using the 85th percentile rates produces parking demands that will rarely be exceeded and can result in construction of excess parking in areas where average demands are experienced. The Walker Report states: *"The 85th percentile is a significant and high threshold to meet in terms of supplying parking capacity in that it provides an parking supply that will not be needed by a majority of developments"*. Given the rising cost of parking, the current environmental focus on reducing vehicle miles travelled (VMT) and vehicle emissions rather than congestion, and the emergence of car sharing technologies, many jurisdictions are basing parking demands on average rates rather than 85th percentile rates. In fact, the new ITE Parking Generation Manual states that the 85th percentile rate *"is not intended to recommend a policy about the level of parking that should be supplied. It is provided solely as a qualitative reference for the analyst"*.

Table 1 provides a comparison of the average ITE rates and the 85th percentile ULI rates.

Table 1
ITE and ULI Parking Rate Comparison

Land Use	ITE Average Rate	ULI 85th Rate(a)	% Difference
Office	2.39/KSF	3.8/KSF	+59%
Retail Commercial	2.61/KSF	3.6/KSF	+38%
Sit-Down Restaurant	9.44/KSF	15.5/KSF	+64%
Fast Casual Restaurant	9.93/KSF	14.4/KSF	+45%
Rooftop Bar	14.84/KSF	16.5/KSF	+11%
(a) Combined Visitor & Employee rate			

As shown in Table 1, the ULI 85th percentile rates are 11% to 64% higher that the ITE average rates, which explains why the Walker Study parking demand estimates (64 spaces) are 33% higher than the ATE Study parking demand estimates (48 spaces).

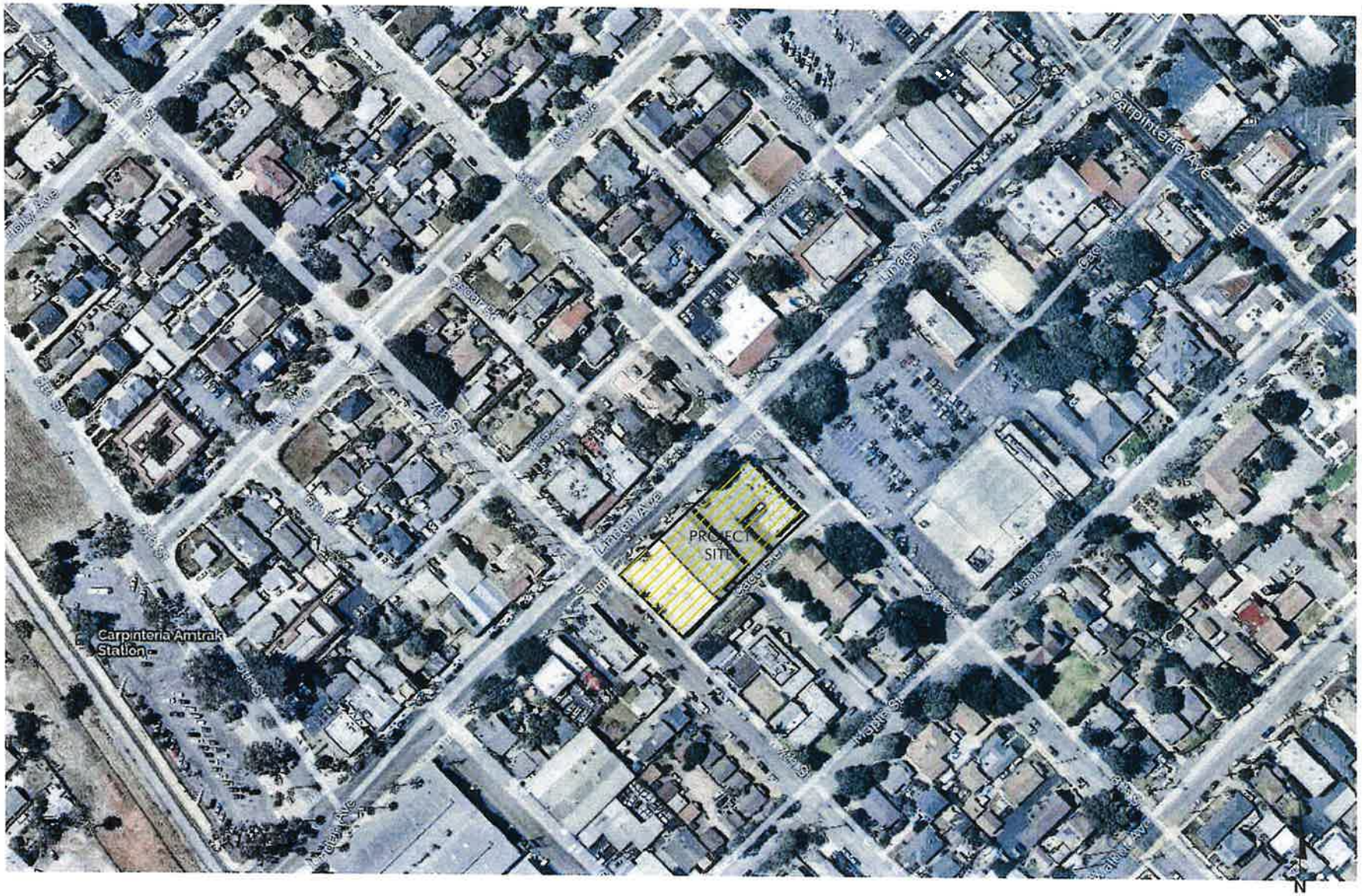
This concludes ATE's updated parking study for the 700 Linden Avenue Project.

Associated Transportation Engineers

By: Scott A. Schell
Principal Transportation Planner

SAS/DFN

Attachments



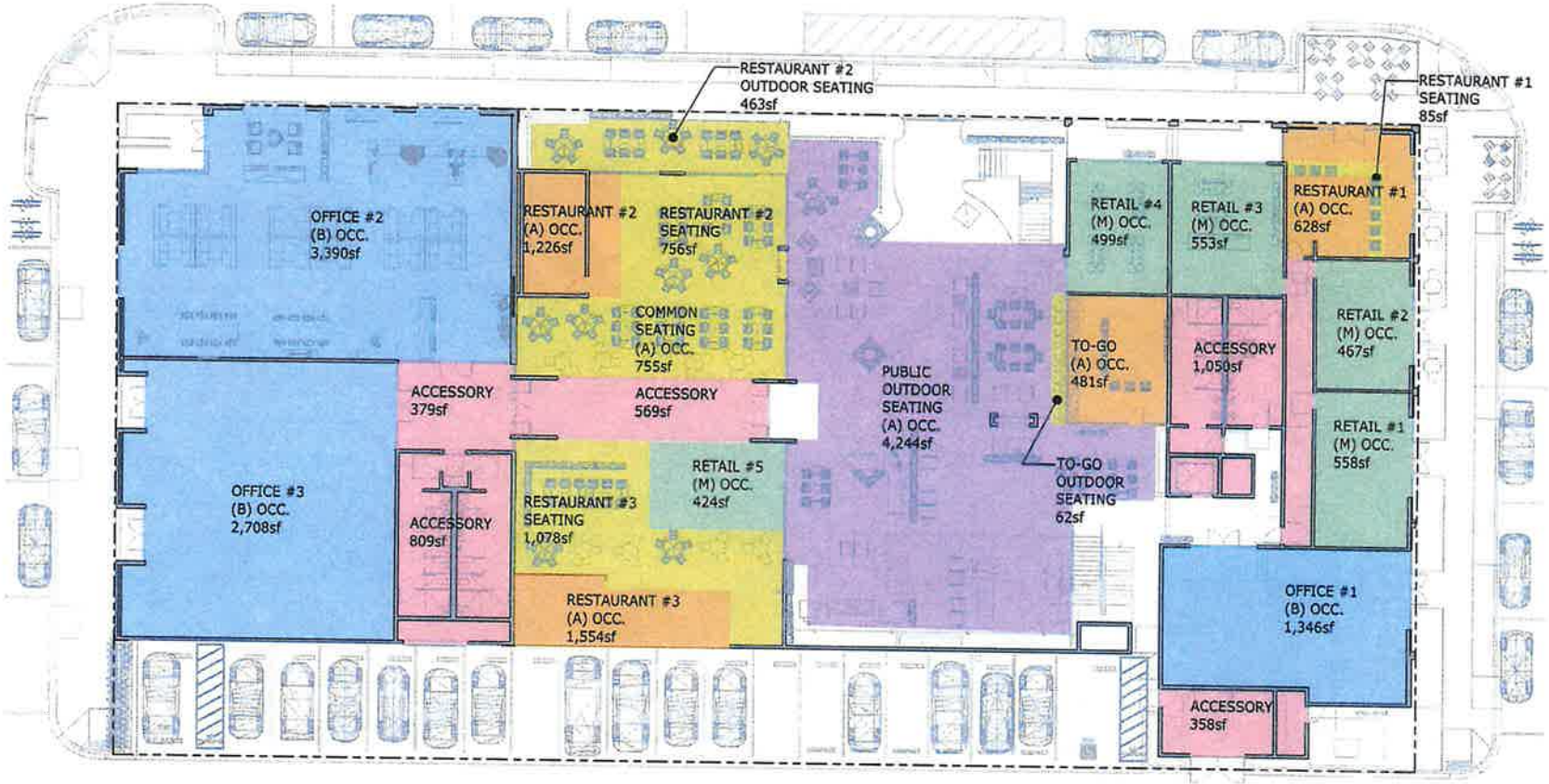
NOT TO SCALE

ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT SITE LOCATION

FIGURE 1

JH - ATE#19077

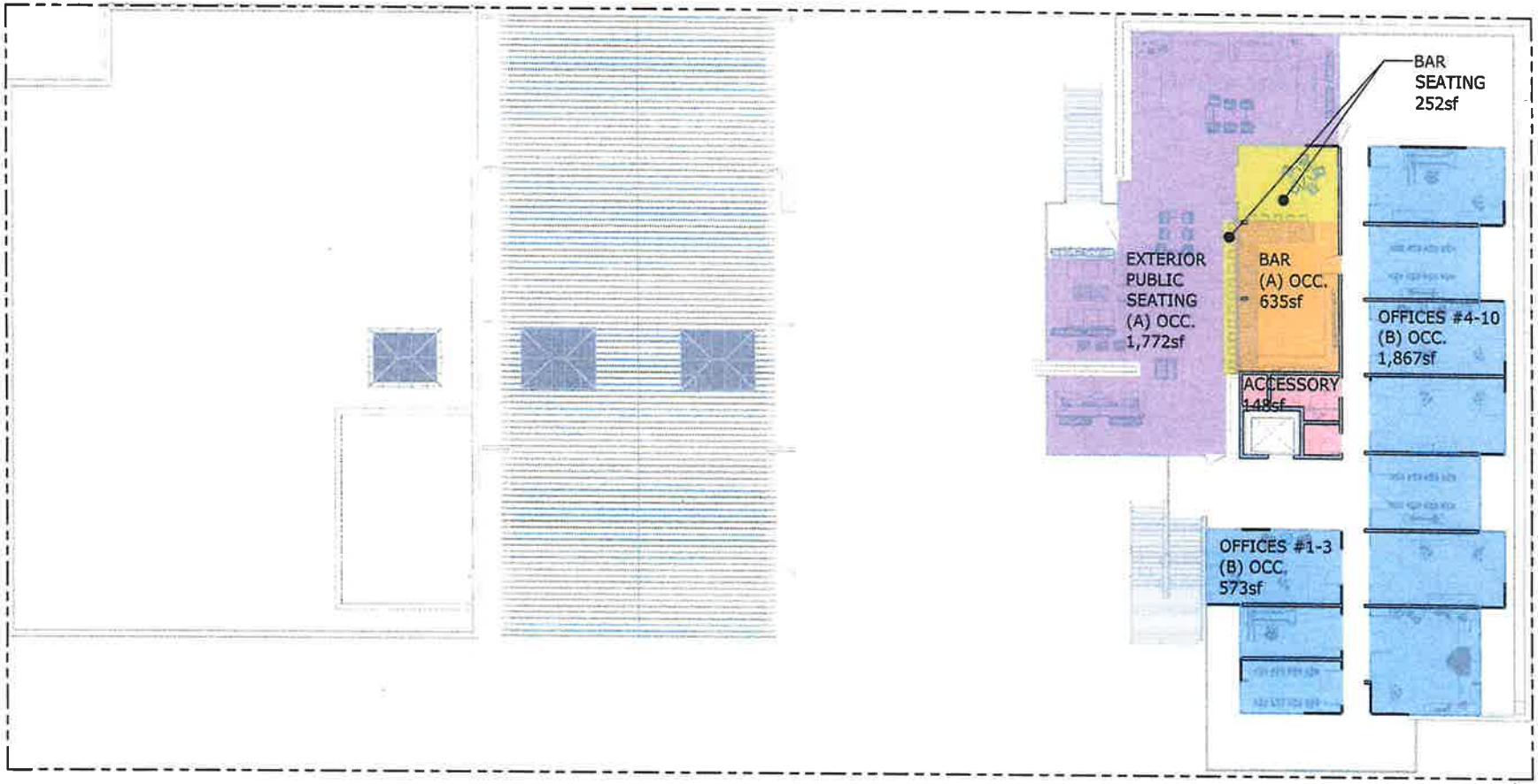


Associated
Transportation
Engineers

PROJECT SITE PLAN GROUND LEVEL

FIGURE 2

JH - ATE#19077



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ENGINEERS

PROJECT SITE PLAN SECOND LEVEL

FIGURE 3

JH - ATE#19077

700 LINDEN AVENUE PROJECT (#19077)
SHARED PARKING CALCULATIONS - ITE DEMAND RATES/ULI TIME-OF-DAY FACTORS (30% INTERNAL CAPTURE & CBD FACTOR PER WALKER STUDY)

WEEKDAY PARKING DEMAND ANALYSIS

Land Use	Size	Units	Parking Rate	Factor(e)	Peak Demand
Retail Commercial (a)	2.537	KSF	2.61	30%	5
Restaurant Fast Casual(b)	1.948	KSF	9.93	30%	14
Restaurant Sit Down(c)	1.947	KSF	9.94	30%	14
Roof-Deck Bar(c)	0.614	KSF	14.84	30%	6
Office (d)	9.889	KSF	2.39	21%	19

(a) ITE rate for Shopping Center (#820) - Friday Non-December
(b) ITE rate for Fast Casual Restaurant (#930)
(c) ITE rate for High-Turnover (Sit Down) Restaurant (#932)
(c) ITE rate for Quality Restaurant (#931) - Weekday
(d) ITE rate for General Office Building (#710) - Weekday
(e) Factors obtained from Downtown Carpinteria Parking Study Prepared by Walker Consultants

Time of Day	Retail Commercial (a)		Restaurant(b)		Restaurant(c)		Lounge & Roof-Top(c)		Office (d)		Total Shared Parking
Peak Demand	*Hourly %*	*5*	*Hourly %*	*14*	*Hourly %*	*14*	*Hourly %*	*6*	*Hourly %*	*19*	
6:00 a.m.	0%	0	2%	0	0%	0	0%	0	0%	0	0
7:00 a.m.	0%	0	2%	0	0%	0	0%	0	13%	2	2
8:00 a.m.	32%	2	5%	1	0%	0	0%	0	48%	9	12
9:00 a.m.	50%	3	14%	2	0%	0	5%	0	88%	17	22
10:00 a.m.	67%	3	17%	2	26%	4	5%	0	100%	19	28
11:00 a.m.	80%	4	18%	3	43%	6	5%	0	100%	19	32
12:00 Noon	100%	5	100%	14	95%	13	5%	0	85%	16	48
1:00 p.m.	98%	5	75%	11	95%	13	10%	1	84%	16	46
2:00 p.m.	90%	5	45%	6	49%	7	10%	1	93%	18	37
3:00 p.m.	78%	4	31%	4	39%	5	10%	1	94%	18	32
4:00 p.m.	81%	4	23%	3	37%	5	20%	1	85%	16	29
5:00 p.m.	86%	4	49%	7	62%	9	45%	3	56%	11	34
6:00 p.m.	84%	4	77%	11	99%	14	70%	4	20%	4	37
7:00 p.m.	79%	4	69%	10	100%	14	100%	6	11%	2	36
8:00 p.m.	70%	4	28%	4	83%	12	100%	6	0%	0	26
9:00 p.m.	42%	2	20%	3	51%	7	100%	6	0%	0	18
10:00 p.m.	15%	1	11%	2	28%	4	100%	6	0%	0	13
11:00 p.m.	0%	0	0%	0	0%	0	100%	6	0%	0	6
12:00 a.m.	0%	0	0%	0	0%	0	100%	6	0%	0	6

(a) ITE ITE time-of-day factors for Shopping Center (#820) Friday Non December
(b) ITE time-of-day factors for Fast Casual Restaurant (#930) Weekday
(c) ITE time-of-day factors for High-Turnover (Sit Down) Restaurant (#930) Weekday
(c) ULI time-of-day factors for Nightclub - Weekday

Exhibit 9

45dB Acoustics Acoustical Analysis

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

45dB Acoustics
CONSULTANTS IN SOUND AND VIBRATION

David Lord, PhD dl@45dB.com
Sarah Taubitz, MSME st@45dB.com

California | Colorado
www.45dB.com

May 15, 2020
45dB Project #20030

Acoustics Analysis:	**Requested by:**	**Owner and Client:**
Adaptive Commercial Reuse 700 Linden Ave. Carpinteria, CA 93013	**DMHA Architecture + Interior Design** Michael Stroh, Principal Architect mike@dmhaa.com 1N Calle Caesar Chavez Ste 102 San Luis Obispo, CA 93103	CHT, LLC 265 Lytton Ave. Ste 265 Palo Alto, CA 94301

1 Executive Summary

45dB Acoustics, LLC ("**45dB**") has described and acoustically modeled amplified music concert sound levels for concerts at the above address. Existing local traffic noise is anticipated to be the principal existing noise source for the project and surroundings.

The worst-case (i.e., highest noise levels) associated with the project are anticipated to be a dual amplified speaker musical performance located at the Cactus Lane end of the plaza, creating sound levels of approximately 78 to 90 dBA within the plaza. This is a conservatively high assumed level for such a setting. A 12-foot high noise barrier wall is included and assumed to be present. This noise barrier wall could be of any solid construction, including but not limited to a CMU or solid masonry wall, possibly constructed on top of a berm or curb, with the option of using transparent laminated glass at the top to create the full 12-foot height.

Sound levels of a much lower value due to parking and pedestrians throughout the plaza are also included in this modeling, although these other noise sources associated with the new project are of much lower level than an amplified music concert.

At the nearest sensitive receiver location across Cactus Lane, increase in hourly daytime noise levels (LAeq in dBA) are not expected to exceed 4 dBA. It is therefore concluded that this project will fully comply with the City's Noise Element and Ordinance.

for 45dB Acoustics, LLC

Sarah Taubitz, MSME

David Lord, Ph.D.

This report (including any enclosures and attachments) has been prepared for the exclusive use and benefit of the addressee(s) and solely for the purpose for which it is provided. No part of this report shall be reproduced, distributed or communicated to any third party without written permission. We do not accept any liability if this report is used for an alternative purpose from which it is intended, nor to any third party.

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2 Introduction

This report describes the acoustical analysis in support of the application for adaptive commercial reuse for the subject property. For this report, we have modeled the existing acoustic environment, where traffic noise is the predominant ambient noise source. We then address and model noise sources related to the proposed project to evaluate any significant contributions the project would add, with regard to the City of Carpinteria's Noise Element and Noise Ordinance.

The following factors are considered:

- The topographical relationship of amplified noise sources and the nearby potential sensitive receptors
- Identification of noise sources and their characteristics, and evaluation of predicted sound levels at select locations
- Factors affecting sound level prediction at the nearest sensitive receiver property line, noise attenuation measures to be applied (if any), and analysis of the noise propagation considering the physical layout of the built environment
- Information on fundamentals of noise and vibration to aid in interpreting the report (Appendix)

The property at 700 Linden Avenue between 7th and 8th Streets in Carpinteria, CA is located approximately 1,650 feet away from Highway 101 (Figure 1). Terrain is approximately flat here with negligible variation in elevation. Traffic noise from Highway 101 is not a significant noise contributor at this distance; local traffic noise on Linden Avenue, Cactus Lane, and 7th and 8th Streets are the predominant traffic noise sources for this location. Nearby multifamily residential use is located across Cactus Lane; however due to the project's site plan, the nearest and potentially most affected receiver location will be the townhome at the south corner of Cactus Lane and 8th Street, at 5049 8th Street. If the project is compatible with this residence, then it will *a priori* be compatible with all other potential residential and receivers.

The current single-story commercial/retail buildings would be partially demolished and reused to create a new mixed-use block of offices, restaurants, retail spaces and amenities (Figure 2 and Figure 3). The second floor is to have offices and a rooftop bar and deck.

Figure 1: Site map

Figure 2: 1st floor plan

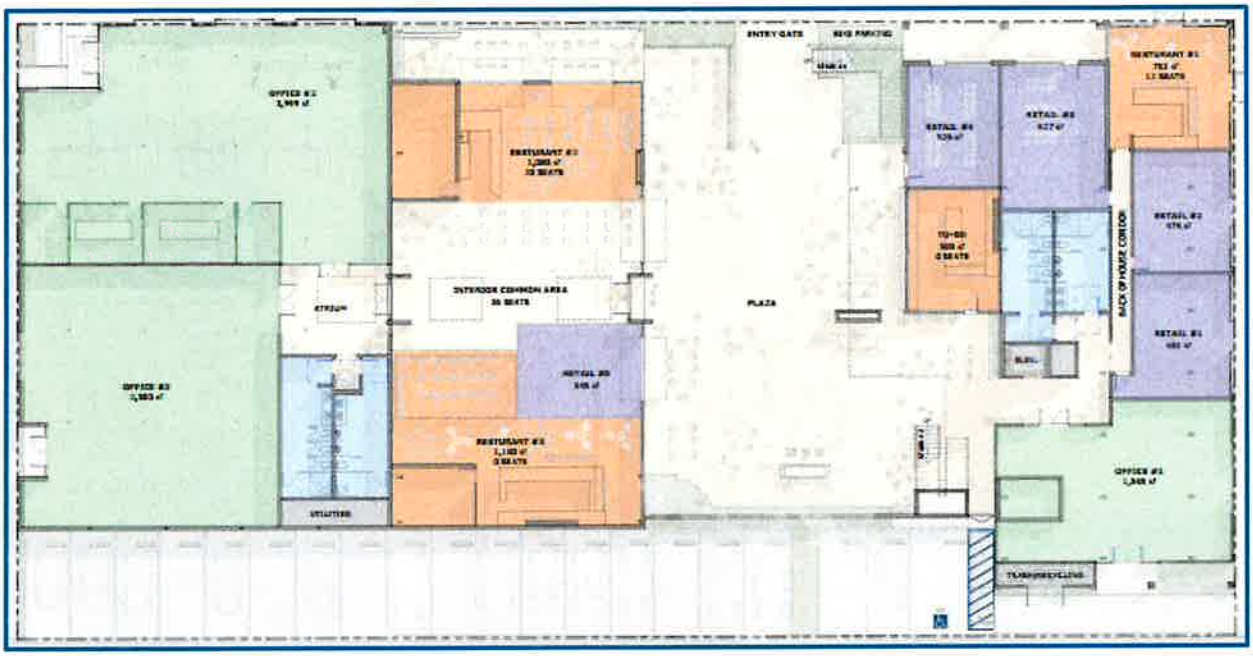
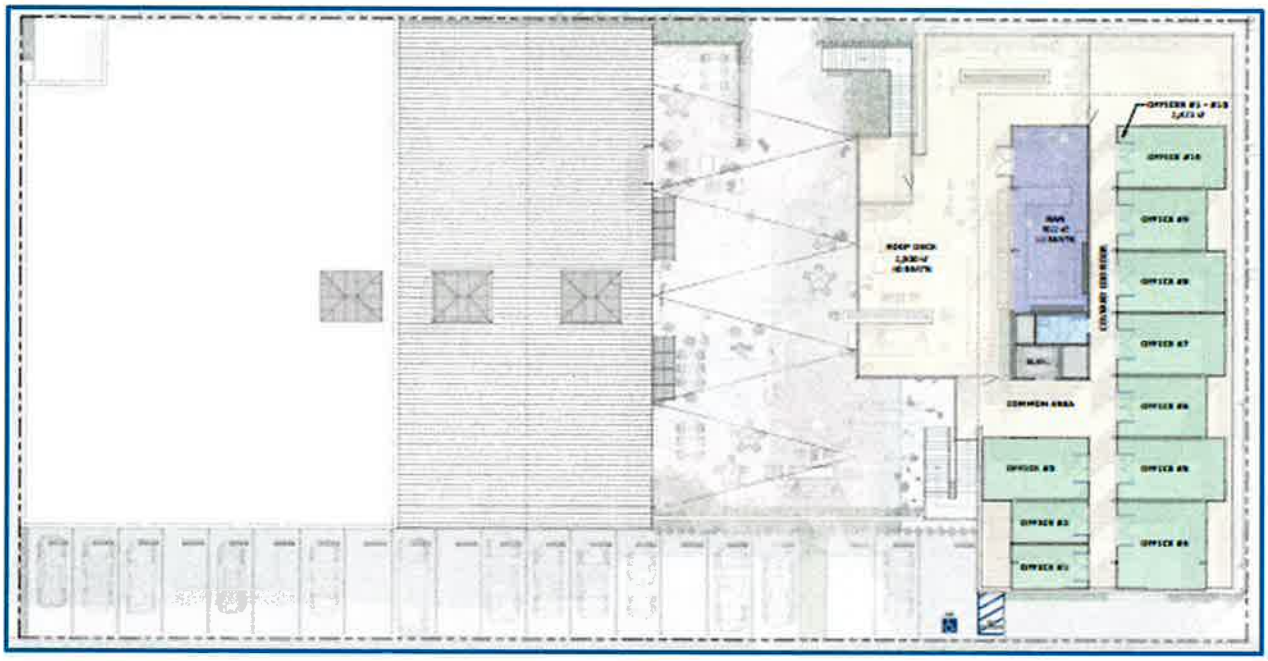


Figure 3: 2nd floor plan



3 Regulatory Setting

The City of Carpinteria's Noise Element provides the overarching regulations for noise for new and adaptive re-use projects. Normally Acceptable noise levels for this commercial use are up to 70dBA CNEL (Table 1). Although the General Plan has predicted future general sound level contours, those contours are of low-resolution, do not take into account ground attenuation, terrain, or the built environment. Contours created by **45dB** using the noise propagation SoundPLAN® provides high-resolution, high-accuracy results that provide better information for decision makers. (See Appendix section 5.3 for more information).

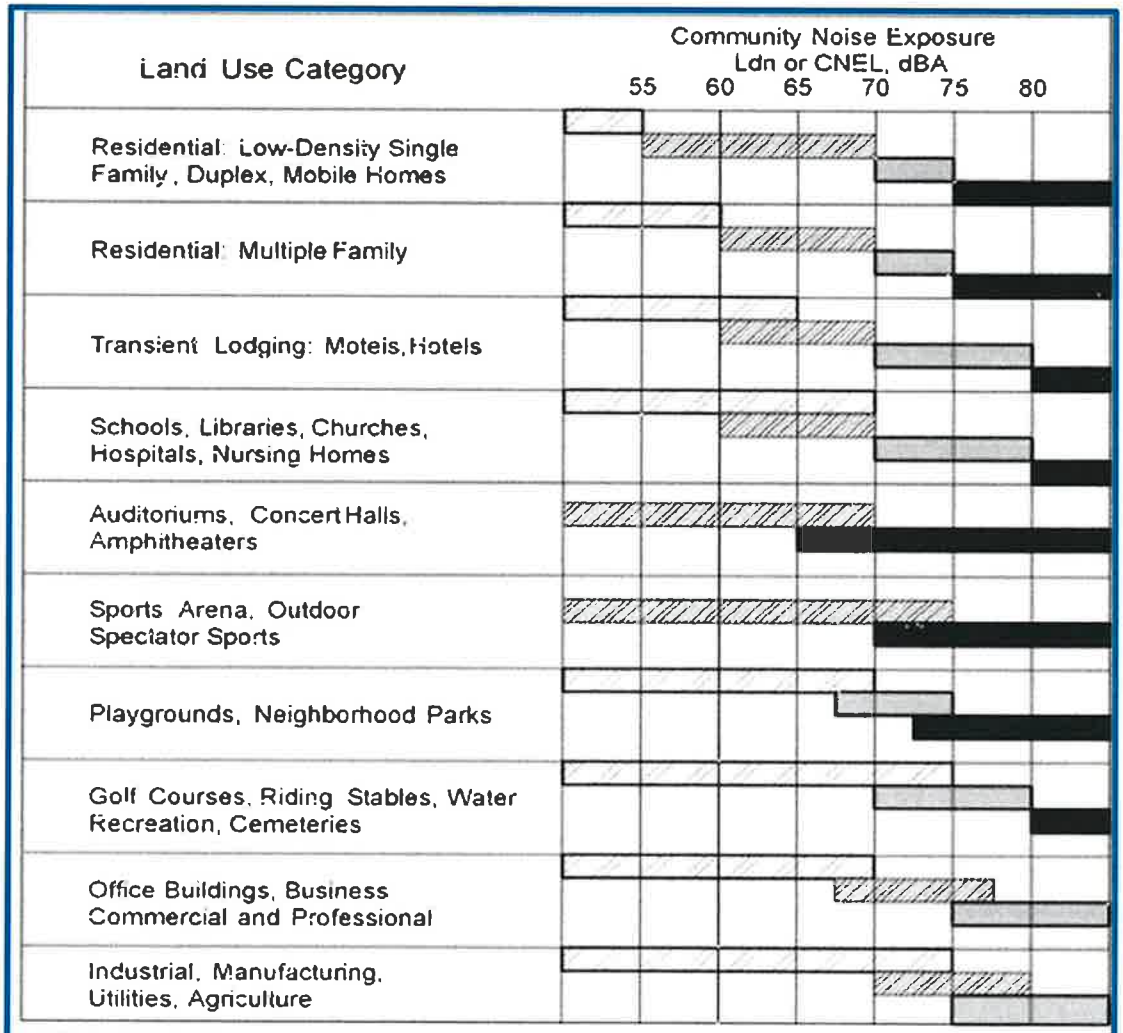
The main additional sound sources of this commercial re-use project, i.e., pedestrians, an amplified music performance, and restaurant/bar patrons fit within the category of "Nuisance Noise". The Noise Element's Objective N-5 states that the "City will address nuisance noise on a case-by-case basis" and "will require that construction activities adjacent to sensitive noise receptors be limited as necessary to prevent adverse impacts."

The Noise Element also references the noise ordinance "in order to be more effective in controlling noise from stationary and nuisance noise sources, including construction activity." Section 14.20.110 of the Municipal Code, states that, for the Commercial Planned Development District:

> ***"The noise level emanating from any commercial use or operation shall not exceed five (5) decibels above the ambient level of the area.***

The above is therefore the principal criteria against which to evaluate the project. We therefore model noise levels both with and without the worst-case noise levels of the project—which are an amplified music performance near the existing residences across Cactus Lane—and determine the increase in ambient levels.

Table 1: Noise Element Acceptable Noise Levels by Land Use Category (reprinted)

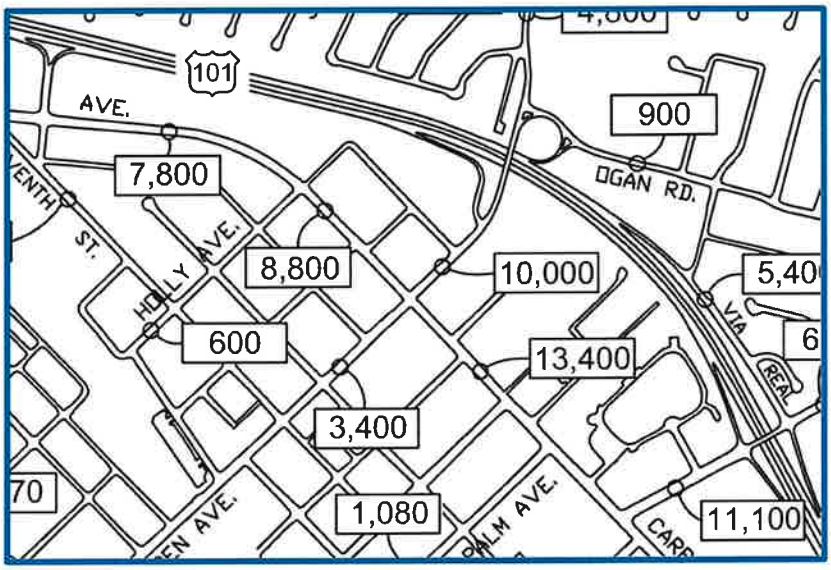


4 Predicted Sound Levels and Evaluation

Levels for any proposed noise source should be compared against the existing noise environment without the noise source present. For this area, the local streets the principal noise source. The available City of Carpinteria's Traffic Counts from 2007-2008 (Reference 3) for Linden Avenue as shown in Figure 4 were adjusted conservatively upward to 5,000 ADT. Traffic counts for 7th St, 8th Street, and Cactus Lane were estimated at 2,000 ADT, 2,500 ADT, and 250 ADT, respectively.

SoundPLAN® noise propagation modeling software, with the Federal Highway Administration's Traffic Noise Model (TNM) calculation standard implemented, utilizes average daily traffic counts directly input into the program, which are then distributed into day, evening, and nighttime noise levels. The CNEL sound levels are also calculated.

Figure 4: Highway 101 traffic counts



Daytime noise contours are evaluated because the new noise resulting from the commercial re-use project is anticipated to be during daytime hours (until 10pm).

Resulting hourly daytime "Leq,d" sound level contours of the road traffic in the area are shown in plan view in Figure 5. Blue dots indicate receiver points at the neighboring residence's property line, near the building and also the patio/yard. In Figure 6, a vertical cross section "slice" of sound contours is shown through the project's center plaza, and over through the residential back yard across Cactus Lane.

Figure 7 and Figure 8 show the same images, but with the worst-case amplified music performance situation. As the concert operating hours end at 10 pm, these are daytime sound levels. A 3D view of the same situation is also provided for additional perspective (Figure 9), showing the noise barrier wall in blue. An amplified music performance for a setting such as this

is assumed to include two speakers mounted on tripods at a 1.5-meter height, at the Cactus Lane end of the plaza. Speakers creating sound levels within the plaza area of up to 90 dBA just in front of the speakers, which is quite loud for this type of setting. Music would fill the entire plaza area and be clearly audible throughout.

The noise barrier wall is very effective at reducing the sound from these speakers at the residence across Cactus Lane. Even with such a high sound level being created within the confines of the project, presuming there is a 12-foot wall in place across the entire span of the project's commercial buildings, the noise levels will not increase more than 5dB during daytime hourly equivalent levels. See Table 2 for a summary of levels and the resulting change in sound levels due to the project.

Sound levels of a much lower value due to parking and pedestrians throughout the plaza are also included in this modeling, although these other noise sources associated with the new project are of much lower level than an amplified music concert.

It is concluded that the proposed project will fully comply with the City's Noise Element and Ordinance. It should be noted that the music may be audible at locations off the project property. Audibility is not a component or criterion for approval within the Noise Element or Ordinance.

Table 2: Receiver point sound levels without and with project

Receiver point location	***Daytime Hourly levels WITHOUT CONCERT "LAeq" (dBA)***	***Daytime Hourly levels WITH CONCERT "LAeq" (dBA)***	***Difference in Hourly level (dB)***
5049 8th Street, NE elevation	55	57	3
5049 8th Street, Patio	51	55	4

Figure 5: Sound level contours for traffic only, hourly daytime "Ld"

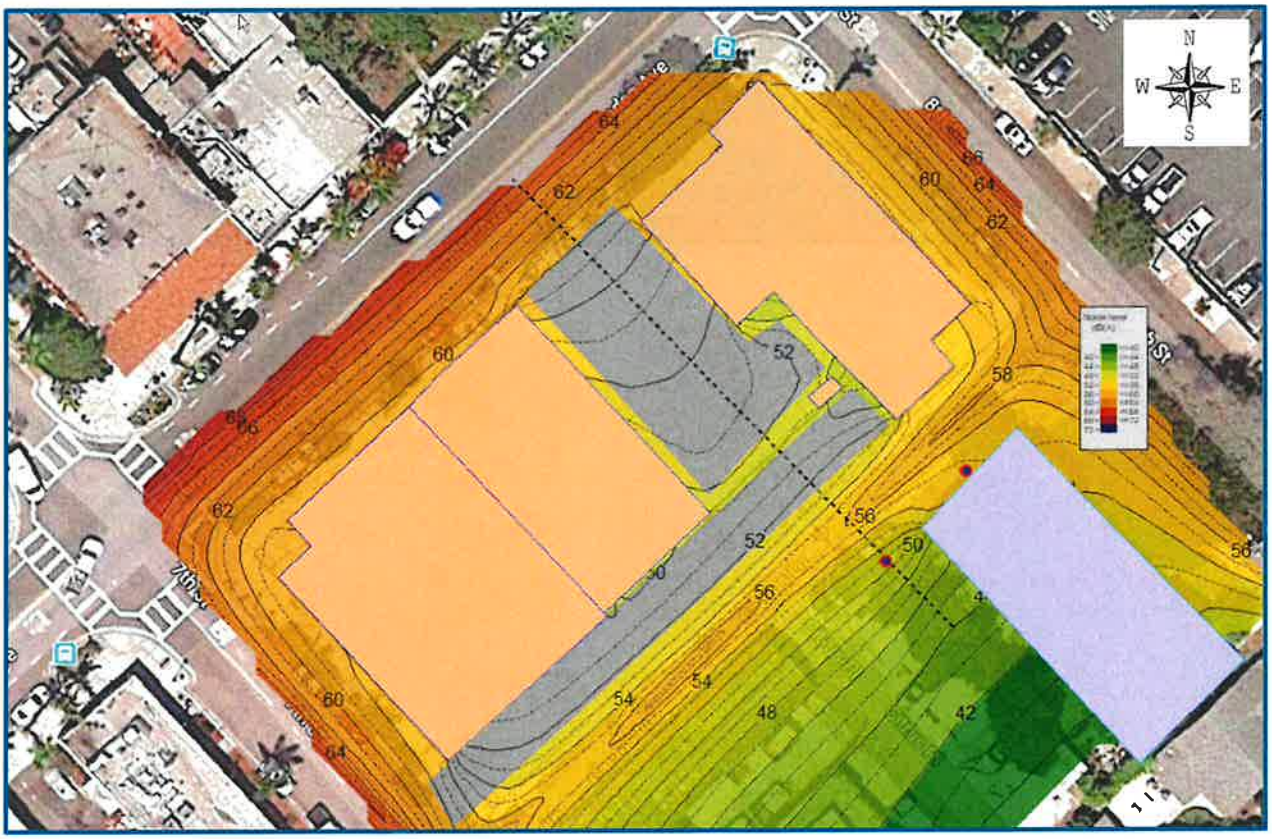


Figure 6: Vertical cross section through plaza, existing sound level contours

Figure 7: Sound level contours with plaza concert, hourly daytime "Ld"

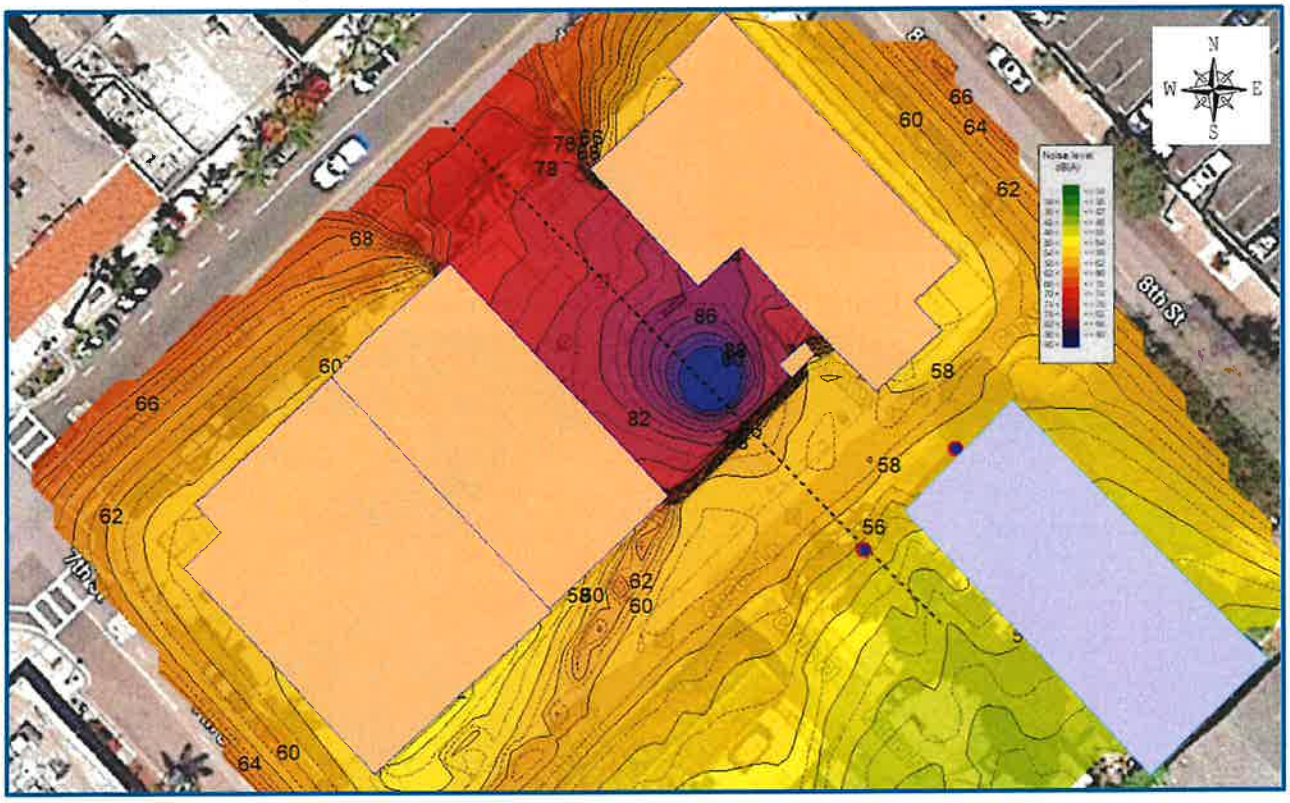
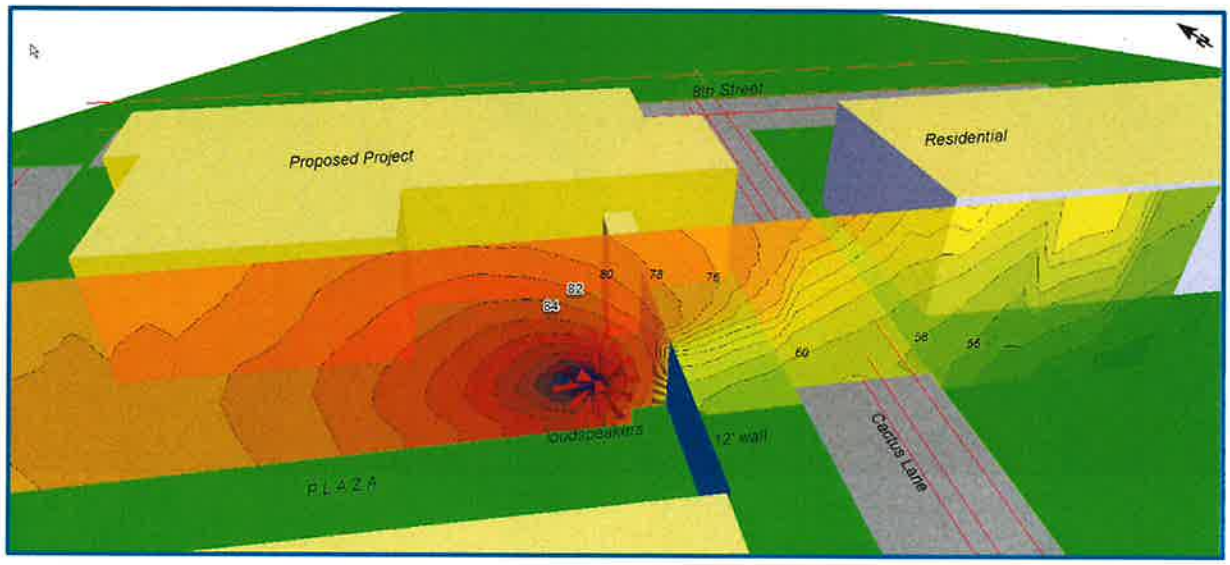


Figure 8: Vertical cross section sound level contours with plaza concert

Figure 9: 3D view of vertical cross section contours



5 Appendix

5.1 Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 to 140 dBA.

Table 3: Examples of sound pressure levels

0dB SPL - The threshold of hearing. This is the quietest sound that a child or young adult with good hearing can detect at 1kHz. It is not silence/
10 - 20dB SPL Very Faint A gentle breeze through the trees.
20 - 30dB SPL - A soft whisper (at 1 metrr).
30 - 40dB SPL - A quiet auditorium.
40 - 60db SPL - Background music in a cafe, bar or restaurant.
60 - 70dB SPL - Typical conversation levels (from the listener's position).
70 - 80dB SPL - The cabin of an aircraft during normal cruise conditions.
80 - 90dB SPL - Typical wedding or dinner-dance band (typical audience position).
90 - 100dB SPL - Loud orchestra (playing *fff*, as it would sound in the front row of the audience).
100 - 110dB SPL - Typical disco.
110 - 115dB SPL - A loud rock band (front rows of audience).
115 - 130dB SPL - Threshold of pain. Often given as 120 dB SPL, this varies with frequency, and from person to person.
140dB SPL - Jet engine from 3 meters.

Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. Because of the physical characteristics of noise transmission and of noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 4 below presents the subjective effect of changes in sound pressure levels.

Table 4: Sound Level Change Relative Loudness/Acoustic Energy Loss

0 dBA	Reference 0%
-3 dBA	Barely Perceptible Change 50%
-5 dBA	Readily Perceptible Change 67%
-10 dBA	Half as Loud 90%
-20 dBA	1/4 as Loud 99%
-30 dBA	1/8 as Loud 99.9%

Source: Highway Traffic Noise Analysis and Abatement Policy and Guidance, U.S. Department of Transportation, Federal Highway Administration, Office of Environment and Planning, Noise and Air Quality Branch, June 1995.

Sound levels are generated from a source and their decibel level decreases as the distance from that source increases. Sound dissipates exponentially with distance from the noise source. This phenomenon is known as spreading loss. Generally, sound levels from a point source will decrease by 6 dBA for each doubling of distance. Sound levels for a highway line source vary differently with distance because sound pressure waves propagate along the line and overlap at the point of measurement. A closely spaced, continuous line of vehicles along a roadway becomes a line source and produces a 3 dBA decrease in sound level for each doubling of distance. However, experimental evidence has shown that where sound from a highway propagates close to "soft" ground (e.g., plowed farmland, grass, crops, etc.), a more suitable drop-off rate to use is not 3.0 dBA but rather 4.5 dBA per distance doubling (FHWA 2010).

When sound is measured for distinct time intervals, the statistical distribution of the overall sound level during that period can be obtained. The Leq is the most common parameter associated with such measurements. The Leq metric is a single-number noise descriptor that represents the average sound level over a given period of time. For example, the L50 noise level is the level that is exceeded 50 percent of the time. This level is also the level that is exceeded 30 minutes in an hour. Similarly, the L02, L08 and L25 values are the noise levels that are exceeded 2, 8, and 25 percent of the time or 1, 5, and 15 minutes per hour. Other values typically noted during a noise survey are the Lmin and Lmax. These values represent the minimum and maximum root-mean-square noise levels obtained over the measurement period.

Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet-time noise levels in a 24-hour noise descriptor called the CNEL or Ldn. This increment is incorporated in the calculation of CNEL or Ldn, described earlier.

5.2 Terminology/Glossary

A-Weighted Sound Level (dBA)
The sound pressure level in decibels as measured on a sound level meter using the internationally standardized A-weighting filter or as computed from sound spectral data to which A-weighting adjustments have been made. A-weighting de-emphasizes the low and very high frequency components of the sound in a manner similar to the response of the average human ear. A-weighted sound levels correlate well with subjective reactions of people to noise and are universally used for community noise evaluations.

Air-borne Sound
Sound that travels through the air, differentiated from structure-borne sound.

Ambient Sound Level
The prevailing general sound level existing at a location or in a space, which usually consists of a composite of sounds from many sources near and far. The ambient level is typically defined by the Leq level.

Background Sound Level
The underlying, ever-present lower level noise that remains in the absence of intrusive or intermittent sounds. Distant sources, such as Traffic, typically make up the background. The background level is generally defined by the L90 percentile noise level.

Community Noise Equivalent Level (CNEL)
The Leq of the A-weighted noise level over a 24-hour period with a 5-dB penalty applied to noise levels between 7 p.m. and 10 p.m. and a 10-dB penalty applied to noise levels between 10 p.m. and 7 a.m. CNEL is similar to Ldn.

Day-Night Sound Level (Ldn)
The Leq of the A-weighted noise level over a 24-hour period with a 10-dB penalty applied to noise levels between 10 p.m. and 7 a.m. Ldn is similar to CNEL.

Decibel (dB)
The decibel is a measure on a logarithmic scale of the magnitude of a particular quantity (such as sound pressure, sound power, sound intensity) with respect to a reference quantity.

DBA or dB(A)
A-weighted sound level. The ear does not respond equally to all frequencies, and is less sensitive at low and high frequencies than it is at medium or speech range frequencies. Thus, to obtain a single number representing the sound level of a noise containing a wide range of frequencies in a manner representative of the ear's response, it is necessary to reduce the effects of the low and high frequencies with respect to the medium frequencies. The resultant sound level is said to be A-weighted, and the units are dBA. The A-weighted sound level is also called the noise level.

Energy Equivalent Level (Leq)
Because sound levels can vary markedly in intensity over a short period of time, some method for describing either the average character of the sound or the statistical behavior of the variations must be utilized. Most commonly, one describes ambient sounds in terms of an average level that has the same acoustical energy as the summation of all the time-varying events. This energy-equivalent sound/noise descriptor is called Leq. In this report, an hourly period is used.

Field Sound Transmission Class (FSTC)
A single number rating similar to STC, except that the transmission loss values used to derive the FSTC are measured in the field. All sound transmitted from the source room to the receiving room is assumed to be through the separating wall or floor-ceiling assembly.

Noise reduction (NR)
Noise reduction is the difference between outdoor sound level and indoor sound level. It is not identical to Sound Transmission Class.

Outdoor-Indoor Transmission Class (OITC)
A single number classification, specified by the American Society for Testing and Materials (ASTM E 1332 issued 1994), that establishes the A-weighted sound level reduction provided by building facade components (walls, doors, windows, and combinations thereof), based upon a reference sound spectrum that is an average of typical air, road, and rail transportation sources. The OITC is the preferred rating when exterior façade components are exposed to a noise environment dominated by transportation sources. Once built, as much as a 5-point reduction in Apparent Outside-Inside Transmission Class (OITC) from the original, as-designed OITC may be expected.

Percentile Sound Level, Ln
The noise level exceeded during *n* percent of the measurement period, where *n* is a number between 0 and 100 (e.g., L10 or L90)

Sound Transmission Class (STC)
STC is a single number rating, specified by the American Society for Testing and Materials, which can be used to measure the sound insulation properties for comparing the sound transmission capability, in decibels, of interior building partitions for noise sources such as speech, radio, and television. It is used extensively for rating sound insulation characteristics of building materials and products.

Structure-Borne Sound
Sound propagating through building structure. Rapidly fluctuating elastic waves in gypsum board, joists, studs, etc.

Sound Power Level
Sound power level is the acoustic energy emitted by a source which produces a ***sound pressure level*** at some distance. While the sound power level of a source is fixed, the sound pressure level depends upon the distance from the source and the acoustic characteristics of the area in which it is located.

Sound Exposure Level (SEL)
SEL is the sound exposure level, defined as a single number rating indicating the total energy of a discrete noise-generating event (e.g., an aircraft flyover) compressed into a 1-second time duration. This level is handy as a consistent rating method that may be combined with other SEL and Leq readings to provide a complete noise scenario for measurements and predictions. However, care must be taken in the use of these values since they may be misleading because their numeric value is higher than any sound level which existed during the measurement period.

Subjective Loudness Level
In addition to precision measurement of sound level changes, there is a subjective characteristic which describes how most people respond to sound:

- A change in sound level of 3 dBA is *barely perceptible* by most listeners.
- A change in level of 6 dBA is *clearly perceptible*.
- A change of 10 dBA is perceived by most people as being *twice* (or *half*) as loud.

5.3 SoundPLAN Acoustics Software

SoundPLAN®, the software used for this acoustic analysis, is an acoustic ray-tracing program dedicated to the prediction of noise in the environment. Noise emitted by various sources propagates and disperses over a given terrain in accordance with the laws of physics. Worldwide, governments and engineering associations have created algorithms to calculate acoustical phenomena to standardize the assessment of physical scenarios. Accuracy has been validated in independent published studies to be + / - 2.7 dBA with an 85% confidence level for a wide range of scenarios and calculation standards.

The software calculates sound attenuation of environmental noise, even over complex terrain, uneven ground conditions, and with complex obstacles. The modeling software calculates the sound field in accordance with ISO 9613-2 *"Acoustics - Attenuation of sound during propagation outdoors, Part 2: General Method of Calculation.*" This standard states that "this part of ISO 9613 specifies an engineering method for calculating the attenuation of sound during propagation outdoors, in order to predict the levels of environmental noise at a distance from a variety of sources. The method predicts the equivalent continuous A-weighted sound pressure

level under meteorological conditions favorable to propagation from sources of known sound emissions. These conditions are for downwind propagation under a well-developed moderate ground-based temperature inversion, such as commonly occurs at night." Accuracy of this calculation standard is stated to be +/- 1dB at source-receiver distances of less than 1000m and noise source heights of less than 10m.

5.4 Characteristics of Sound

When an object vibrates, it radiates part of its energy as acoustical pressure in the form of a sound wave. Sound can be described in terms of amplitude (loudness), frequency (pitch), or duration (time). The human hearing system is not equally sensitive to sound at all frequencies. Therefore, to approximate this human, frequency-dependent response, the A-weighted filter system is used to adjust measured sound levels. The normal range of human hearing extends from approximately 0 to 140 dBA. Unlike linear units such as inches or pounds, decibels are measured on a logarithmic scale, representing points on a sharply rising curve. Some common noise levels of various sources are shown in Table 5. Note that this table does not take into account the duration of the sound, which is an important consideration.

Table 5: How Loud are Things? (sound pressure level at the listener's ear, https://chchearing.org/noise/common-environmental-noise-levels/)

- 50 refrigerator
- 50 – 60 electric toothbrush
- 50 – 75 washing machine
- 50 – 75 air conditioner
- 50 – 80 electric shaver
- 55 coffee percolator
- 55 – 70 dishwasher
- 60 sewing machine
- 60 – 85 vacuum cleaner
- 60 – 95 hair dryer
- 65 – 80 alarm clock
- 70 TV audio
- 70 – 80 coffee grinder
- 70 – 95 garbage disposal
- 75 – 85 flush toilet
- 80 pop-up toaster
- 80 doorbell
- 80 ringing telephone
- 80 whistling kettle
- 80 – 90 food mixer or processor
- 80 – 90 blender
- 80 – 95 garbage disposal
- 110 baby crying
- 110 squeaky toy held close to the ear
- 135 noisy squeeze toys
- 40 quiet office, library
- 50 large office
- 65 – 95 power lawn mower
- 80 manual machine tools
- 85 handsaw
- 90 tractor
- 90 – 115 subway
- 95 electric drill
- 100 factory machinery
- 100 woodworking class
- 105 snow blower
- 110 power saw
- 110 leafblower
- 120 chain saw, hammer on nail
- 120 pneumatic drills, heavy machine
- 120 jet plane (at ramp)
- 120 ambulance siren
- 125 chain saw
- 130 jackhammer, power drill
- 130 air raid
- 130 percussion section at symphony
- 140 airplane taking off
- 150 jet engine taking off
- 150 artillery fire at 500 feet
- 180 rocket launching from pad
- 40 quiet residential area
- 70 freeway traffic
- 85 heavy traffic, noisy restaurant
- 90 truck, shouted conversation
- 95 – 110 motorcycle
- 100 snowmobile
- 100 school dance, boom box
- 110 disco
- 110 busy video arcade
- 110 symphony concert
- 110 car horn
- 110 -120 rock concert
- 112 personal cassette player on high
- 117 football game (stadium)
- 120 band concert
- 125 auto stereo (factory installed)
- 130 stock car races
- 143 bicycle horn
- 150 firecracker
- 156 capgun
- 157 balloon pop
- 162 fireworks (at 3 feet)
- 163 rifle
- 166 handgun
- 170 shotgun

Because of the physical characteristics of noise transmission and of noise perception, the relative loudness of sound does not closely match the actual amounts of sound energy. Table 4 below presents the subjective effect of changes in sound pressure levels.

Table 6: Sound Level Change Relative Loudness/Acoustic Energy Loss

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Because community receptors are more sensitive to unwanted noise intrusion during the evening and at night, State law requires that, for planning purposes, an artificial dB increment be added to quiet-time noise levels in a 24-hour noise descriptor called the CNEL or Ldn. This increment is incorporated in the calculation of CNEL or Ldn, described earlier.

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May 14, 2021
45dB Project 20030

Acoustics Analysis:	**Requested by:**	**Owner and Client:**
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In our acoustical analysis report dated May 15, 2020, the potential impact of noise from the music performance area in the plaza was evaluated, and noise levels created within the plaza were determined to be as high as 78-90 dBA and the increase in hourly daytime noise levels (LAeq in dBA) at the nearest sensitive receiver location across Cactus Lane were not expected to exceed 4 dBA with the 12-foot-high noise barrier wall at the end of the plaza.

Due to concerns about additional noise from the roof deck bar, the client has provided new drawings with a 9-foot-high glass wall partition at the south corner of the 2nd floor outdoor bar area, as shown below in Figure 1 with the proposed wall location indicated in red. A rendering of the roof deck bar and the glass wall is also shown in Figure 2.

45dB Acoustics has reviewed the drawings provided by the Client and concluded that the nearest sensitive receiver location would not experience any additional increase in hourly daytime noise levels due to additional noise from the 2nd floor bar based on the following assumptions:

- Exterior speakers are not placed at any height above the 9-foot wall and are not positioned where they would emit sound directly over the wall. Best practice would be to aim speakers downward toward the patrons and not toward Cactus Avenue,
- Sound levels from the speakers (and patrons/bar activity) within the outdoor bar area do not exceed 70-75 dBA at 10 feet, i.e. patrons within the rooftop bar are still able to converse relatively easily. These levels would not contribute to the levels at residential properties across Cactus Lane.
- The glass wall partition does not have any operable windows or openings that would easily transmit sound directly through the wall.

Please contact me with any questions.

for 45dB Acoustics, LLC:

Sarah Taubitz, Member INCE-USA

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Figure 1: 2nd Floor Roof Deck Bar Plan with Proposed 9-Foot Wall

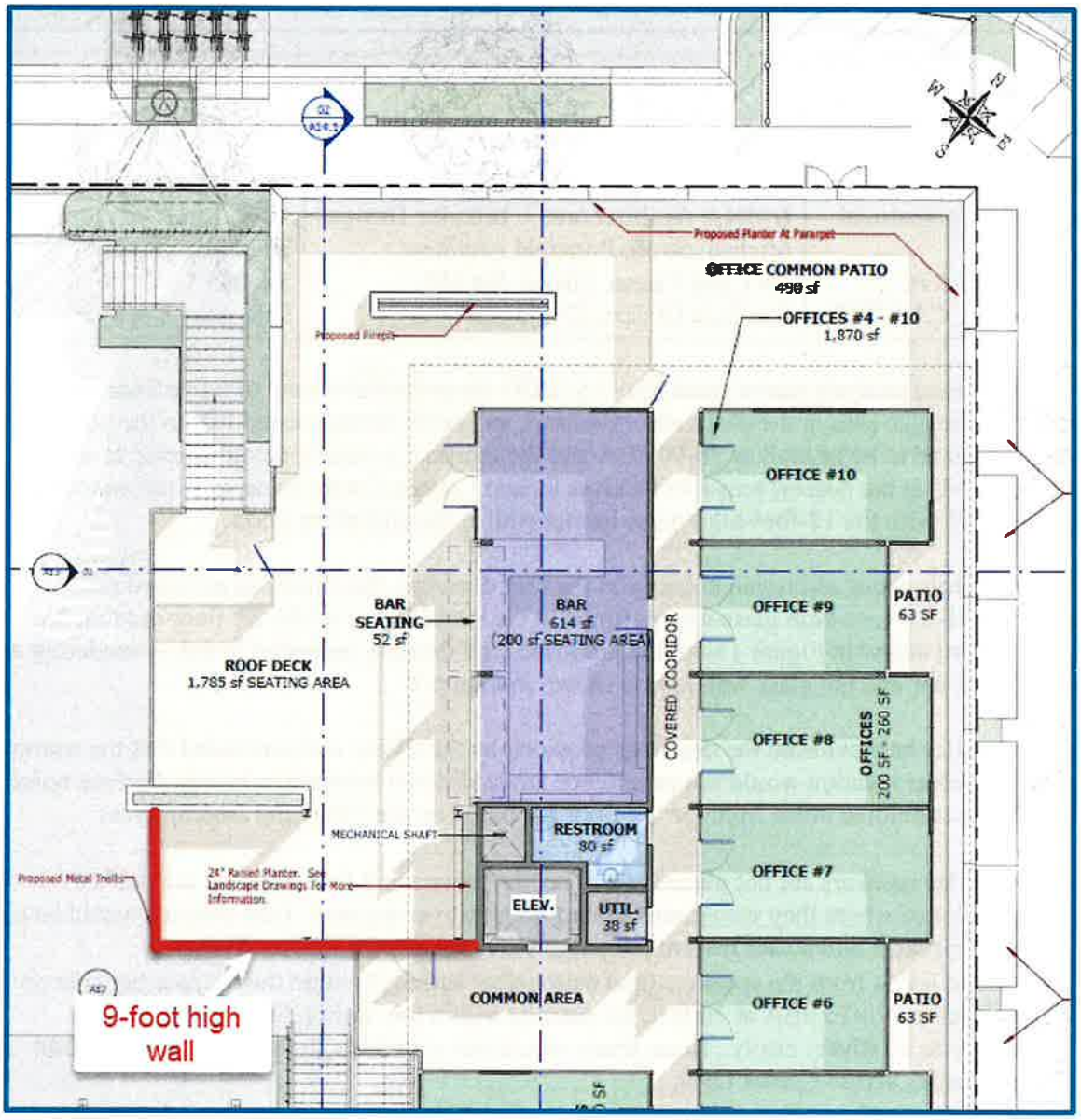

Figure 2: Rendering of 2nd Floor Roof Deck Bar with Glass Wall

Exhibit 10

Public Comment Letters

700 Linden Avenue
Adaptive Reuse & Redevelopment Project

PC Hearing, July 6, 2021

SANTA BARBARA
SOUTH COAST
CHAMBER OF COMMERCE
FROM GOLETA TO CARPINTERIA

805.967.2500
www.SBSCChamber.com
Mailing Address: 5662 Calle Real #204, Goleta, CA 93117
Visitor Center: 120 State Street, St F, Santa Barbara, CA 93101

June 30, 2021

RE: 700 Linden Adaptive Reuse Project

To: Carpinteria Planning Commission

The Santa Barbara South Coast Chamber of Commerce, from Goleta to Carpinteria, has reviewed the 700 Linden Adaptive Use Project at our recent Carpinteria Business Committee and found the project to be consistent with the Chambers Policy Platform.

The Chamber is in favor of the rejuvenation of this prime area in downtown Carpinteria which would stimulate vitality in the downtown core. A balance of Office, Restaurant, and Retail Tenant Mix would help breathe new life on Linden and end years of dormancy and empty buildings in this prime area.

The creative use of the existing property would be a comfortable and thoughtful destination point for residents. Designed with local community members in mind, the 700 Block would become a year-round activity hub. The project would invigorate both resident and tourism activity, bringing increased income to our retail and restaurant industries and greater tax revenue to the City of Carpinteria.

The proposed Central Plaza, along with the roof deck, would satisfy the need for additional gathering space for community events, creating additional options to meet up with friends, family, and colleagues. It would also further encourage shopping and dining opportunities while creating a positive and energetic vibe in the downtown area.

With respect to downtown parking, our experience is that many diners and shoppers typically park along Linden Avenue, Carpinteria Avenue, or in one of the nearby public parking lots which is near downtown. We agree that the project has enough parking and will be an invigorating and important project for downtown.

Please feel free to contact me with any questions.

Sincerely,

Joyce Donaldson
COO & Carpinteria Liaison
Santa Barbara South Coast Chamber of Commerce, from Goleta to Carpinteria

CITY OF CARPINTERIA
5775 Carpinteria Avenue
Carpinteria California 93013

ARCHITECTURAL REVIEW BOARD
Meeting Date: May 27, 2021

ACTION MINUTES

The virtual meeting was called to order on Zoom Meeting at 5:29 p.m. by Jason Rodriguez, Vice-Chair.

ROLL CALL

Boardmembers present: Amy Blakemore
Jim Reginato
Jason Rodriguez, Vice Chair
Richard Johnson

Boardmembers absent: Brad Stein, Chair

OTHERS PRESENT: 4 members of the public were in attendance.

PUBLIC COMMENT: None

PROJECT REVIEW

1) Applicant: John Schuck and John Mullen, Franciscan Developments, Inc
Project: Faith Lutheran Lot Split & New Residences, 16-1849-CUPR/TM/CDP
Planner: Syndi Souter
Project Location: 1335 Vallecito Place
Zoning: Single-Family Residential (7-R-1)

Request of John Schuck and John Mullen, Franciscan Developments, Inc., agents for Faith Lutheran Church, to consider Project 16-1849-CUPR/TM/CDP for final review of a proposal to subdivide the existing Faith Lutheran Church property into seven (7) separate lots and to construct five (5) new residences and a private road. The Church and existing parsonage will remain on two of the new lots, and five new lots would be created, ranging from 0.17 acres to 0.26 acres (net) each. Residences proposed on the newly created lots would be one- and two-story structures ranging from 2,486 to 2,951 square feet in size. The existing 2,721 square-foot parsonage is proposed to become an affordable unit on a .22-acre (net) lot (Lot 1). A bio-retention pond and parking lot expansion-reconfiguration are proposed on the 62,166 square-foot Church lot (Lot 7). The property is a 2.7-acre parcel zoned Single Family Residential (7-R-1) and shown as APN 003-142-032, addressed as 1335 Vallecito Place.

Staff provided a brief overview of the project, a summary of the Board's previous comments and a description of how the applicant updated the plans to respond to those comments. Overall, staff was satisfied with the project and was recommending final approval.

John Mullen and John Schuck, applicants, explained that they tried to maintain and enhance the charming character of the original design while refining the designs and updating certain features. In response to comments from the Board about the church's gravel parking area, they noted that this area is intended to function as an "overflow" parking lot that would be infrequently used and that the use of gravel for this area was a cost-savings measure for the church. However, in response to the ARB comments, they noted that using chip seal instead was likely a reasonable compromise and agreed to present it to the church.

Roland Fournier, architect, provided background on how he responded to the ARB comments. He noted that in some cases, he studied the ARB comments (for example, adding mullions to the windows), but opted for a cleaner, more contemporary take on the building architecture.

Martha Degasis, landscape architect, described the proposed hardscape and landscape plans for the Board and answered questions about the proposed planting plans.

Public Comment: None

Boardmember Discussion:
Boardmember Blakemore suggested chip seal could be a cost effective alternative to gravel for the new church parking area. She also suggested that the rear lot lines of lots 4 and 5 would benefit from additional screening landscaping. Otherwise, she supported the project as presented and was satisfied with the proposed landscape plans. She complimented the landscape architect on the tree choices and shared that the project will be a nice addition to the town.

Boardmember Johnson stated that he had no comments and that it was a fine project. He questioned the need for air conditioning for the units. He thought the 10' plate heights on the single-story homes were a little excessive and the same interior effect could have been accomplished with lower plate heights and volume ceilings, but he noted the 10' plate heights help the single-story homes better relate to the two-story homes in the development.

Boardmember Reginato complimented the project as being very nice and charming. He thought the Lot 3 home would benefit from the addition of mullions to the windows to add some more interest and variety amongst the units. He agreed that the gravel parking lot is likely to create maintenance issues and recommended an alternative stabilized material be considered such as chip seal or decomposed granite. He reiterated that he likes the landscaping and the project.

Boardmember Rodriguez agreed with the other Boardmembers about the need to replace the gravel material with another more suitable and better looking material. Otherwise, he commented that the project is charming and looks great.

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Johnson to recommend final approval to the Community Development Director with the following comments:

- Add lights to the windows of the Lot 3 residence;
- Use chip seal on the rear church parking lot expansion in lieu of gravel; and
- If possible, add additional landscape screening at the rears of Lots 4 and 5.

VOTE: 4-0

OTHER BUSINESS: None

CONSENT CALENDAR:

2) Action Minutes of the Architectural Review Board Meeting of May 13, 2021

ACTION: Motion by Boardmember Reginato, seconded by Boardmember Blakemore to approve the May 13, 2021 ARB Meeting Minutes as presented.

VOTE: 4-0

MATTERS REFERRED BY THE PLANNING COMMISSION/CITY COUNCIL: None

MATTERS PRESENTED BY BOARDMEMBERS/STAFF:

1) Robitaille's/Corktree Cellar Paint Colors: Staff presented a proposed new paint scheme for the building that would utilize a single light gray shade (PPG paint "silver charm") for the entire building. The Board noted that they were not in favor of a monochromatic paint scheme for the entire building and felt that, at minimum, the contrasting white accent areas need to be maintained. They recommended the applicant return with a new paint scheme proposal for further study.
2) Hernandez Residences Remodel, 4950 A/B and 4954 Fifth Street: Staff presented plans for a cosmetic non-structural remodel and site clean-up of the three detached residences on the subject property. Staff explained that the alterations would not be as extensive as those undertaken on the neighboring property, but that the intent was to update the appearance of the property and improve livability. Overall, the Board was in support of the proposed enhancements, but offered the following suggestions:
    - Consider additional options for reducing the amount of paving onsite such as creating a "Hollywood" driveway down the main drive aisle and incorporating new planter areas around the houses wherever possible. The applicant could also consider an alternative higher quality paving material (such as pavers) or a concrete stain to improve aesthetics.
    - The addition of a couple of fruit trees (or similar) to the front yards would add charm to the frontage.
    - The driveway gate should be removed or, if it is to remain, then it should be updated to match the style and appearance of the front yard fencing.
    - The Board was in favor of undergrounding overhead utilities to the units.

ADJOURNMENT

Vice-Chair Rodriguez adjourned the meeting at 6:55 p.m. to the next regularly scheduled meeting to be held at 5:30 pm on Thursday, June 17, 2021. Boardmember Blakemore noted she would be absent; all other Boardmembers indicated they expect to be present.

_____
Chair, Architectural Review Board

ATTEST:

_____
Secretary, Architectural Review Board

JULY

SUN	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SAT
	ZM: Zoom Meeting LR: Lobby Meeting Room SR: Side Conference Room CC: Council Chamber CC-TV: Council Chamber Televised CM: Council Meeting Room	 7/19 Manny Gonzalez 7/23 Matt Roberts 7/29 Alexiss Martinez 7/15 Rosendo Rispuro		1 **9am** Parks Staff Mtng. BR **2pm** All CDD Staff Mtng. SR **2:30pm** Code Comp Mtng. LR **3:30pm** Inter Dep. Coord. CC **5:30pm** ARB CC	2	3
4 	5 **CITY HALL CLOSED IN OBSERVANCE OF INDEPENDENCE DAY** 	6 **10am** Supervisors Meeting ZM **2:30pm** CDD Staff Meeting CM **5:30pm** Planning Commission CC-TV	7 **2pm** PW Staff Meeting CC **5:00pm** Fire District CC-TV	8 **9am** Parks Staff Mtng. SR **2:30pm** Code Comp Mtng. LR **3:30pm** Inter Dep. Coord. CC **5:30** Tree Advisory Board CC	9	10 **9am** Carp Beautiful **9am-1pm** ABOP
11	12 **5:30pm** City Council CC-TV	13 **10am** Supervisors Meeting ZM **2:30pm** CDD Staff Meeting CM **5:30pm** School District CC-TV	14	15 **9am** Parks Staff Mtng. SR **10:30am** IDAG Meeting BR **2:30pm** Code Comp Mtng. LR **3:30pm** Inter Dep. Coord. CC **5:30pm** ARB CC	16	17
18	19 **5:30pm** Surf Liner Inn Mtng. CC-TV	20 **10am** Supervisors Meeting ZM **2:30pm** CDD Staff Meeting CM	21 **2pm** PW Staff Meeting CC **5:30pm** Traffic Safety Com. CC	21	23	24 **9am-1pm** ABOP
25	26 **5:30pm** City Council CC-TV	27 **10am** Supervisors Meeting ZM **2:30pm** CDD Staff Meeting CM	28 **2pm** PW Staff Meeting CC **5:30pm** Water District CC-TV	29 **9am** Parks Staff Mtng. SR **2:30pm** Code Comp Mtng. LR **3:30pm** Inter Dep. Coord. CC **5:30pm** ARB CC	30	

City of Carpinteria
Planning Activity Summary

June 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 07/1/2021

Project #	Owner / Applicant	Address	Street	Project Description	Activity	Planner	Status	Code Violation
21-2112	City of Carpinteria		City wide	Downtown Design Overlay Program	In progress.	Rita	1	
21-2111	City of Carpinteria		City wide	Density Bonus Program	In progress.	Rita	1	
21-2108-ARB	William and Theresa Wood	4916-4950	Carpinteria Avenue	Exterior improvements, staircase replacement, new driveway gate,	Submitted 5/5/2021. Incomplete 6/4/2021	Marysol	2	
21-2107-CUP/CDP/ARB	City of Carpinteria/S&S Seeds	6155	Carpinteria Avenue	Coastal Vista Trail Segement	Submitted 4/28/2021. Incomplete 5/27/2021.	Syndi	2	
21-2106-DP/CDP/ARB	Siegel Residence Addition	4755	Fourth Street	Second story addition to SFD	Submitted 4/28/2021. Incomplete 5/28/2021.	Syndi	2	
21-2104-SIGN	Juice N Things LLC	4991	Carpinteria Ave	New signs (2) non-illuminated	Submitted 4/20/2021. Incomplete 5/5/2021. Resubmitted, under review.	Marysol	2	
21-2101-SIGN	Nhan Nguyen, Lavish Nails	991	Linden Ave	1 non-illuminated wall sign	Submitted 4/9/2021. Incomplete 5/5/2021. Resubmitted, under review.	Marysol	2	
21-2099-CUP	Family Baptist Church	5026	Foothill Road	New portable classrooms for elementary school	Submitted 3/15/2021. Incomplete 4/13/2021. Resubmitted 5/26/2021. Incomplete 6/24/2021. Prelim ARB 6/17/2021, continued to 7/1/2021 with comments.	Marysol	2	
21-2097-DP/CDP	Kimberly and Gregory Garcia	4921	Sandyland Road	Exterior remode, new siding, windows, relandscaping, new fence	Submitted 3/9/2021. Incomplete 3/30/2021. Resubmitted 5/17/2021. Complete 6/15/2021. Schedule for ARB 7/1/2021.	Marysol	2	
21-2094-DPR/CDP	Carpinteria Valley Historical Society	956	Maple Avenue	Construct new storage shed	Submitted 3/2/2021. Incomplete 4/1/21. Resubmitted 6/4/21.	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	
21-2083-DP/CDP/ARB	Jerry & Lisa Zins	4905	Eighth Street	New 3-unit condominium building	Submitted 1/13/2021. Incomplete 2/12/2021. Owners have decided to do condos instead of apts.	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	
20-2057-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. Incomplete 4/21/2021.	Syndi	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. Resubmitted 5/17/21.	Nick	2	
21-2113-CON	Thom Vernon	502	Maple Ave	Concept for 6 new units plus 1 ADU	Submitted 5/27/2021. Under review.	Syndi	3	
21-2103-CON	Saticoy Development, LLC, Tim Finnigan	4213	Carpinteria Avenue	Concept review for 3 new residential units	Submitted 4/14/21. Schedule for ARB concept review.	Nick	3	
21-2100-FENCE	Bruce Fincher	4759	Sandyland Rd	Rolling driveway security gate	Submitted 4/5/2021. Incomplete 4/29/2021. Complete 6/2/2021. Prelim ARB 6/17/2021. Under review with Public Works.	Marysol	3	
21-2085-ARB/CDP	Forrest Carter	5251	Sixth Street	6' fence & gates	Submitted 2/4/21. Incomplete 2/25/21. Resubmitted 6/8/21. Complete 6/9/21. To Prelim ARB 7/1/21.	Nick	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 6/10/2021.	Steve	3	

18-1942-DP/CDP	Carp Unified School Dist	5201	Eighth Street	Replace portables with Modulars	Submitted 10/15/2018. Incomplete 11/14/18. Resubmitted 3/6/19, Complete 4/4/19. Waiting for requested materials for ARB.	Steve	3	
21-2110-TUP	St. Joseph Church	1532	Linden Ave	Annual Festival	Submitted 5/24/2021. Complete 6/21/2021. Approved 6/22/2021.	Marysol	4	
21-2115-TUP	Sanctuary Beach/Klentner	4285	Carpinteria Ave	TUP for construction office trailer	Submitted 6/21/2021. Application complete 6/24/2021. Under review.	Syndi	4	
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. Complete 4/16/2021.	Syndi	4	
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. Approval letters postponed to 11/2021 due to new baby.	Syndi	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	
20-2036-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	
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. Resubmitted 4/15/21. Prelim ARB approval 4/29/21. Resubmittal 5/21/21. Complete 6/11/21. Scheduled for PC 7/6/21.	Nick	5	
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. Prelim at ARB 4/15/2021. Director approval 6/1/2021. Appeal filed 6/11/2021.	Syndi	5	

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 Scoting 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. DEIR commented period ended 4/26/21. Tentatively scheduled for PC 8/2/21.	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	
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. Planning Commission 6/7/2021. Approved.	Marysol	6	yes
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 this summer when meetings go live due to public interest.	Dan / Steve	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. Tentativley scheduled for Final ARB on 7/1/2021.	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. Tentativley scheduled for Final ARB on 7/1/2021.	Syndi	9	
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. Director approval 5/5/2021. No appeals filed. Tentativly scheduled for Final ARB on 7/29/2021.	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. Awating revised drawings. Final Parcel Map submitted for review 2/1/21.	Nick	9	

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	City of Carpinteria		Carpinteria Ave Bridge	Replace Carpinteria Ave Bridge over Carpinteria Creek	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.	Nick	10	
07-1407-ARB	6380 Via Real, LLC	6380	Via Real	Revised new office complex	Revised Final ARB 10/17/2019.	Syndi	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	
21-2114-FENCE	Hallie & Philip Greene	5217	Vallecito Court	New 8' tall fence	Submitted 6/15/2021. Approved 6/21/2021. BP in plan check.	Syndi	12	
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. Complete 4/1/2021. Prelim & final at ARB 4/15/2021. Director approval 5/4/2021. In 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. Awaiting recordation of NTPO.	Nick	12	
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. LLA docs to City Surveyor for recording 4/5/2021.	Syndi	12	
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. Final ARB 5/13/2021. Building Permit Plan Check.	Marysol	12	
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. Final ARB on 5/13/2021. In plan check.	Syndi	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	

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. Final ARB on 5/27/2021. In plan check.	Steve / Syndi	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	
21-2109-SIGN	ARCO AM/PM Gas Station	1116	Casitas Pass Road	re-face price sign	Submitted 5/6/2021. Approved 5/19/2021. Building Permit issued.	Marysol	13	

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 with new ownership.	Steve; Nick	13	
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. Director approved 6/1/21. BP issued 6/23/21.	Nick	13	
19-2029-DPR/CDP	Carpinteria Arts Center	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. BP issued.	Marysol	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	
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 issued 6/24/21.	Nick	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	
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 issued. Under construction.	Marysol	14	
21-2105-SIGN	Jason Lesh, The Good Plow	5205	Carpinteria Ave	Sign reface	Submitted 4/26/2021. Approved 5/10/2021.	Marysol	14	
21-2093-SIGN	Ben Mascari	879	Linden Ave	New sign	Submitted 2/26/2021. Approved 3/8/2021.	Marysol	14	

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	
20-2056-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. Under construction.	Syndi	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. Under construction.	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	
19-1989-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	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 Recordation5.26/20. BP issued 7/23/2020. Under Construction.	Steve	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	
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. Pending final Building Permit revision.	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. Minor revision.	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. ARB matters by staff 4/29/20021.	Marysol	14	Yes
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	
19-1976-DPR	Justin Marsh/G6 Hospitality	5550	Carpinteria Avenue	Repair and replace landscaping & irrigation	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.	Marysol	x	Yes
				Last updated	7/1/2021 16:30			

BUILDING PERMIT REPORT

06/01/2021 - 06/30/2021

Permit #	Permit Date	Parcel #	Site Address	Owner Name	Project Description	Valuation	Status	Issued Date	Code Compliance Violation	Fire Permit Required
13371	6/30/2021	003-212-030	4285 Carpinteria Avenue	NORMANS F L NURSERY COMPANY	Temporary power pole for job trailer	425	In Review Planning			
13370	6/29/2021	001-470-014	6371 Lagunitas Court	PESAPANE, DOMINGO MICHAEL	New AC condenser in rear yard	9,168	Pending Pickup	6/29/2021		
13369	6/25/2021	004-011-034	1481 Sterling Avenue	SANCHEZ, PAUL & MICHELLE 2018 FAMILY TRUST 8/10/18	391 sf of additions to front & rear of SFD, 383 sf interior remodel, new 33 sf front porch, exterior alterations, new roof	130,000	In Review Building	6/25/2021		
13368	6/25/2021	001-272-006	5437 Shemara Street	ECKERT & HUBENY 2018 LIVING TRUST	Instal 1 Enphase Encharge 10, 1 Enphase Ensemble Switch, and a 4.8kW PV solar system with 12 Enphase IQ7A microinverter.	39,653	In Review Building	6/25/2021		
13367	6/23/2021	004-102-CA1	4692 Carpinteria Ave. Bldg #5	Village Garden's Home Owner Association	Re-roof like-for-like asphalt shingles (Solaris Landmark). Flat areas were re-roofed 5 years ago. Re-roofing shingle areas only- 39 squares.	20,000	Issued	6/23/2021		

13366	6/23/2021	004-102-CA1	4692 Carpinteria Ave. Bldg #4	Village Garden's Home Owner Association	Re-roof like-for-like asphalt shingles (Solaris Landmark). Flat areas were re-roofed 5 years ago. Re-roofing shingle areas only- 30 squares.	20,000	Issued	6/23/2021		
13365	6/23/2021	004-102-CA1	4692 Carpinteria Ave. Bldg #3	Village Garden's Home Owner Association	Re-roof like-for-like asphalt shingles (Solaris Landmark). Flat areas were re-roofed 5 years ago. Re-roofing shingle areas only- 60 squares.	35,000	Issued	6/23/2021		
13364	6/23/2021	004-102-CA1	4692 Carpinteria Ave. Bldg #2	Village Garden's Home Owner Association	Re-roof like-for-like asphalt shingles (Solaris Landmark). Flat areas were re-roofed 5 years ago. Re-roofing shingle areas only- 42 squares.	20,000	Issued	6/23/2021		
13363	6/23/2021	003-890-019 - 023	4946 Sawyer Avenue	Spectrum Property Mng	40 Gallon water change-out in same location - outside closet	1,848	Issued	6/23/2021		
13362	6/21/2021	003-142-026	5217 Vallecito Court	GREENE, PHILIP A & HALLIE P TRUST 10/12/18	new 100'-long 8'-tall wooden fence along rear PL	3,500	Pending Pickup	6/21/2021		
13361	6/18/2021	003-552-028	1312 Post Ave	LENT, AARON N	Installation flush roof mounted solar PV. Panels 29. kW 9425.	20,735	In Review Building			

13360	6/16/2021	001-070-063	5406 Carpinteria Avenue (Casitas Plaza Shopping Center)	ROIC CASITAS PLAZA, LLC	Tenant Improvement to an existing vacant retail space. New food retail shop with walk in cooler, prep area and storage.	40,000	In Review Planning			Yes
13359	6/18/2021	001-300-009	5452 Cameo Road	DUNHAM/ELIADES TRUST 9/22/00	Re-roof. Tear off and install Landmark tl 40 year. 35 squares.	15,000	In Review Building	6/18/2021		
13358	6/17/2021	003-331-002	5353 Eighth Street	MATHERS FAMILY TRUST 5/27/17	upgrade 100 amp panel to 200 amps, same location	2,500	Pending Pickup	6/17/2021		
13357	6/17/2021	001-370-003	6063 Jacaranda Way, Unit C	RUBULIS, INARA	Retrofit 4 windows and 1 patio door, same size and location.	5,447	Final Processing	6/29/2021		
13356	6/15/2021	004-102-CA1	4692 Carpinteria Ave, Building #1	Village Garden's Home Owner Association	Re-roof like for like asphalt composition shingle, color. Flat areas have been re-roofed, 5 years ago. J.R Roofing Company will not be re-roofing flat areas. 39 squares	20,000	Issued	6/16/2021		
13355	6/15/2021	003-542-012	1346 Sterling Avenue	MATHER, IAN	A 386 sq. ft. sunroom addition to the rear of the home	50,000	In Review Planning			
13354	6/15/2021	004-004-022	4996 Foothill Road	LEO & TIA FAMILY TRUST	Interior Remodel, re-stucco and re-roof main house and secondary residence.	80,000	In Review Building		Yes	

13352	6/11/2021	003-434-001	4708 4th Street	CULVER, DENNIS	Remove existing roof and Install Asphalt shingles. 12 squares. Replace back and side yard 6' fence and front yard 3' fence with 3" spacing.	50,000				
13351	6/11/2021	004-036-024	4558 Carpinteria Avenue	CARPINTORIA MOTOR INN, INC	Modification of existing AT&T wireless facility, remove and replace antennas and radio equipmentin cupola, remove and replace radio, processing and power equipment in the ground shelter.	30,000				
13350	6/11/2021	003-291-007	845 Arbol Verde	PEREZ REVOCABLE LIVING TRUST 3/19/14	Install Solar roof mount, 10 modules, 3.5 KW, comp shingle roof, existing 100 amp main service panel.	7,000	In Review Building			
13349	6/11/2021	003-153-014	4994 Carpinteria Avenue	SANTA CRUZ ISLAND FOUNDATION	Install 14.9KW roof mounted solar PV system.	43,384	In Review Building			
13348	6/11/2021	003-890-040	4816 Sawyer Avenue	WALKER, JEFFREY	Installation of 13 windows and 2 doors.	20,940	Issued			
13347	6/11/2021	004-007-039	5113 Cambridge Lane	SOUZA KURT T/STEPHANIE A	Tear off existing composition and install Certainteed Landmark 30 year composition. 27 squares.	15,085	Pending Pickup	6/11/2021		

13346	6/4/2021	003-192-005	1147 Vallecito Road	MARTINEZ, MANUEL FRANK & PAMELA ANN REVOCABLE LIVING TRUST	Remodel and addition to an existing 2,715 gross sf two story home, with an attached 675 gross sf garage. The addition to the ground floor is 652 sf. The addition to the second floor is 290 sf and the garage will get 86 sf smaller. Minor landscape alteration.	650,000	In Review Planning			
13345	6/1/2021		1000 Bega Way		Installation of a new onsite transformer, switchgear and walkway on the east exterior side of the Phase II Building. A new distribution pane is added to the interior	0	In Review Planning			
13344	6/1/2021		1000 Bega Way		Install new trash compactor and bundler unit in existing trash enclosure. No changes to the trash enclsoure walls, gates, etc. All work is exterior- no change to buildings.	0	In Review Planning			

13343	6/1/2021	003-890-059	4862 Sawyer Avenue	PAPAZACHARIOUDAKIS, PENELOPE REVOCABLE LIVING TRUST 12/28/18	Remove existing furnace in upstairs hallway closet and replace it with Bryant 80% effic. 2-ton 45,000 BTU	3,250	In Review Building			

Total Records: 29

7/1/2021