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Since 1978

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UPDATED TRAFFIC AND PARKING STUDY FOR THE SURFLINER INN PROJECT - CITY OF CARPINTERIA

Associated Transportation Engineers (ATE) has prepared the following updated traffic and parking study for the proposed Surfliner Inn Project (the "Project") in the City of Carpinteria. The study evaluates the Project's parking demands, reviews the existing and future supply parking demands in the Downtown Carpinteria area, and evaluates the traffic operations for the new Lot 4. The updated study addresses the comments provided by City staff on the ATE traffic and parking studies dated October 13, 2023, February 12, 2024, and May 6, 2024.

PROJECT DESCRIPTION

The Project is proposing to construct a 37-room (36 rooms and 1 managers unit) boutique hotel on the eastern portion of the City's Public Parking Lot 3 located adjacent on the west side of Linden Avenue north of the Union Pacific Railroad (UPRR) tracks. The hotel facility would include a 2,252 SF cafe, a 245 SF visitor center, a 1,150 SF rooftop bar area, and a 1,695 SF bar event space on the rooftop. The Project site plan is illustrated in Figure 1 (attached). Table 1 presents the statistics for the Project.

Parking Lot 3 currently contains 113 spaces. With the construction of the Project, the total parking supply in Lot 3 would be reduced to 46 spaces. The net loss of parking in Lot 3 resulting from the Project would be 67 spaces. The Project is also proposing to construct a new City parking lot (Lot 4) south of the UPRR tracks, which would contain 93 spaces as shown in Figure 1. The total number of parking spaces provided in both Lots 3 and 4 would be 139 spaces, which would provide an additional 26 spaces than what is currently available in Lot 3.

Table 1
Surfliner Inn Project Statistics

Land Use	Size
Hotel	36 Rooms 1 Managers Unit
Cafe (a)	2,252 SF (b)
Rooftop Bar	1,150 SF (b)
Visitor Center	245 SF
Bar Event Space	1,695 SF (b)
Parking Lot 3 (c)	46 Spaces
Parking Lot 4	93 Spaces
Total	139 Spaces

- (a) Includes both indoor and outdoor square footage proposed.
- (b) Square footage consists of usable space which does not include accessible aisles.
- (c) New supply in reconfigured Lot 3.

SURFLINER INN SHARED PARKING DEMAND ANALYSIS

Walker Consultants, commissioned by the City of Carpinteria, completed the Downtown Carpinteria Parking Study (“Walker Study”) in 2020.¹ The Walker Study contains a parking demand analysis for the Surfliner Inn Project based on data presented the Urban Land Institute (ULI) Shared Parking Report (3rd edition).² The Walker Study applied several different factors to develop the parking demand estimates pursuant to the ULI methodologies. The ULI analysis included driving ratio adjustments based on the Project’s proximity to the rail as well as the general walkability of downtown. “Non-captive” ratios were also applied to account for the likelihood that a portion of cafe, visitor center, and rooftop bar patronage would be hotel guests. The Walker Study calculations are attached for reference.

ATE updated the Walker Study calculations based on the current Project land use statistics shown in Table 1. As requested by City staff, the new parking demand estimates were developed based on the same methodology as the Walker Study. Table 2 shows the updated weekday and weekend parking demand estimates for the current Project based on the ULI rates. It is noted that the visitor center does not generate parking demand due to the relatively small size. It is noted by City staff that on-street parking on 5th Street can be used for the visitor center. City staff also indicated that a 24-foot minimum green zone space could be utilized for the visitor center.

¹ Downtown Carpinteria Parking Study, Walker Consultants, October 30, 2020.
² Shared Parking, Urban Land Institute, 3rd Edition, 2020.

**Table 2
Surfliner Inn Peak Shared Parking Demand - ULI**

Land Use	Weekday (7:00 PM)	Weekend (7:00 PM)
Hotel	19 Spaces	22 Spaces
Manager’s Unit	1 Space	1 Space
Cafe	15 Spaces	15 Spaces
Rooftop Bar	5 Spaces	5 Spaces
Visitor Center	0 Spaces	0 Spaces
Bar Event Space	16 Spaces	11 Spaces
Total Shared Parking Demand	56 Spaces	54 Spaces

The data presented in Table 2 show that the peak shared parking demands forecasts for the Project are 56 spaces on the weekdays and 54 spaces on the weekends using ULI rates.

FUTURE PARKING DEMANDS – LOTS 3 AND 4

The Walker Study analyzed all 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. The study also contained a focused evaluation on the existing and future parking demands forecast for Lots 3 and 4. The Walker Study provided a summary of existing parking conditions, documented weekday and weekend occupancy rates, and analyzed the future parking demands related to three proposed downtown projects. The following section reviews and updates this analysis.

Parking Supply – Lots 3 and 4

As noted previously, the parking supply in Lot 3 will be reduced from 113 spaces to 46 spaces. The Project proposes to construct Lot 4 with 93 spaces just south of the UPRR tracks. Lot 4 would be accessed from the existing driveway on Linden Avenue and would extend west from Linden Avenue to Elm Avenue. A total of 139 parking spaces would be provided between Lots 3 and 4.

Existing Conditions – Lot 3

The Walker Study conducted weekday and weekend parking occupancy surveys within the downtown parking lots (including Lot 3) and surface streets. The surveys found that Lot 3 had a peak occupancy of 55 spaces (49% occupied) on weekdays and 67 spaces (59%) on weekends.

Additional parking surveys were conducted in Lot 3 by the applicant team to confirm the Walker Study data (survey data attached). The additional parking data indicates that the Walker Study results generally represent peak weekday and weekend conditions within Lot 3.

Future Conditions

There are two additional development projects currently proposed in the downtown area in addition to the Surfliner Inn Project that could affect parking in Lots 3 and 4. The 700 Linden Project is an approved mixed-use retail, office, and restaurant development located on the east side of Linden Avenue between 7th Street and 8th Street. The 700 Linden Project would provide 20 parking spaces onsite and will be allocated up to 28 spaces in Lots 3 and 4. The other development is the expanded rail service at the existing Carpinteria Amtrak Station. The rail service expansion includes the construction of a second track and platform at the existing station that would increase service from five to seven trains in each direction. The expanded rail service is expected to increase parking occupancy in Lots 3 and 4 by up to 7 spaces on weekdays and up to 9 spaces on weekends.

Tables 3 and 4 show the Future weekday and weekend parking demand estimates for Lots 3 and 4, respectively. The tables assume development of the Surfliner Inn and the two additional downtown projects (parking calculations attached).

**Table 3
Future Weekday Parking Demands – Lot 3 and 4**

Parking Demand Component	Time									
	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Existing Lot 3	55	55	55	55	39	39	28	28	31	31
Surfliner Inn	47	49	49	49	43	42	49	56	56	53
700 Linden	12	28	26	17	12	9	14	17	16	6
Amtrak	7	7	7	7	5	5	4	4	4	4
Total	121	139	137	128	99	95	95	105	107	94
Parking Supply	139	139	139	139	139	139	139	139	139	139
Extra Spaces	18	0	2	11	40	44	44	34	32	45

**Table 4
Future Weekend Parking Demands – Lot 3 and 4**

Parking Demand Component	Time									
	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
Existing Lot 3	48	48	50	50	67	67	54	54	49	49
Surfliner Inn	46	47	47	48	42	41	46	54	54	52
700 Linden	4	12	15	14	7	2	6	12	9	8
Amtrak	6	6	6	6	9	9	7	7	6	6
Total	104	113	118	118	125	119	113	127	118	115
Parking Supply	139	139	139	139	139	139	139	139	139	139
Extra Spaces	35	26	21	21	14	20	26	12	21	24

The data presented in Tables 3 and 4 show that the future weekday parking demand in Lots 3 and 4 is 139 spaces and the future weekend parking demand forecast is 127 spaces. The 139 spaces provided would satisfy these parking demand and provide no extra spaces on the weekdays and 12 extra spaces on the weekends.

It is noted that the Walker Study indicated that the downtown area would experience an overall utilization of 84% during the peak weekday parking demands at noon, assuming that no new spaces were constructed by the City. This indicates that the existing downtown parking supply could support the three proposed projects, as peak utilization is below the targeted threshold of 85%. The Walker Study also indicated that parking management strategies could be implemented to reduce parking constraints and alleviate impacts on residential areas resulting from higher parking demand if needed.

PARKING PHASING

As noted previously, Lot 3 currently contains 113 spaces and experiences peak parking demands of 55 spaces on weekdays and 67 spaces on weekends. To ensure that adequate parking is provided during the construction phase of the Project Lot 3, Lot 4 will be constructed prior to the commencement of Project construction to provide an additional 93 spaces. The parking supply would therefore be adequate throughout the construction and operational phases of the Project.

TRAFFIC OPERATIONS

Traffic counts were conducted at the existing Lot 3 to determine peak hour flows in and out of the lot. The peak one-hour volumes observed at the lot were divided by the number of spaces provided to determine a traffic generation rate per space. The study found that the existing Lot 3 generates 0.18 trips per space during the peak hour (11:30 AM – 12:30 PM). Based on this rate, the new Lot 4 with 93 spaces would generate approximately 15 peak hour trips. It is anticipated that most traffic accessing Lot 4 would be oriented to and from the downtown area north of the UPRR tracks, with very little traffic oriented to the south. Most of the traffic flows at the driveway would therefore be right-turns in and left-turns out. Given the current level of traffic on Linden Avenue south of the UPRR tracks (approximately 300 peak hour trips), the Lot 4 driveway would operate in the level of service (LOS) A range, with very little delay and queuing for vehicles entering and exiting the parking lot driveway.

It is noted that there is a UPRR rail crossing gate arm located north of the Linden Avenue driveway. There is sufficient storage space for two vehicles between the stop bar at the rail crossing arm and the driveway for Lot 4. This storage area would be sufficient given the level of traffic that would be generated by Lot 4.

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
<i>Total Guests/Customers</i>										50
<i>Total Employees</i>										8
Total										58
<i>Shared Parking Reduction</i>										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
<i>Total Guests/Customers</i>										48
<i>Total Employees</i>										10
Total										58
Shared Parking Reduction										52%

Source: Walker Consultants, 2020

Carpinteria Parking Lot No. 3
Occupancy Counts

Existing / Proposed Spaces:	113	138
Café per reg:	15 -18	
Hotel per reg (1/key + 1/emp):	45	
Net New Spaces:		-38

Date	Time	Public				Blum	Total Occupied (%)		% w/o Blum	Open Spaces
		AM	PM	HC	EV					
Monday, October 14, 2019	12PM	35	-	-	1	7	42	37.2%	31.0%	71
	6:30PM	-	18	-	-	11	29	25.7%	15.9%	84
Tuesday, October 15, 2019	8:40AM	32	-	-	-	8	40	35.4%	28.3%	73
	12PM	-	42	-	1	8	50	44.2%	37.2%	63
Wednesday, October 16, 2019	8:25AM	35	-	-	-	8	43	38.1%	31.0%	70
	12PM	-	47	1	1	8	55	48.7%	41.6%	58
	5PM	-	31	2	2	9	40	35.4%	27.4%	73
Thursday, October 17, 2019	8:40AM	37	-	1	1	8	45	39.8%	32.7%	68
	12:25PM	-	43	2	-	8	51	45.1%	38.1%	62
	5PM	-	16	1	-	9	25	22.1%	14.2%	88
Friday, October 18, 2019	8AM	37	-	1	1	9	46	40.7%	32.7%	67
	12PM	-	50	1	1	10	60	53.1%	44.2%	53
	5PM	-	35	1	-	10	45	39.8%	31.0%	68
Saturday, October 19, 2019	8AM	23	-	-	-	10	33	29.2%	20.4%	80
	12PM	-	38	1	1	15	53	46.9%	33.6%	60
	5PM	-	23	-	-	10	33	29.2%	20.4%	80
Sunday, October 20, 2019	8AM	19	-	-	1	11	30	26.5%	16.8%	83
	2PM	-	44	-	-	11	55	48.7%	38.9%	58
	5PM	-	21	-	-	10	31	27.4%	18.6%	82
Monday, October 21, 2019	8AM	32	-	-	1	7	39	34.5%	28.3%	74
	12PM	-	42	-	-	7	49	43.4%	37.2%	64
	6PM	-	21	-	2	10	31	27.4%	18.6%	82
Tuesday, October 22, 2019	8AM	29	-	-	-	9	38	33.6%	25.7%	75
	12PM	-	46	-	-	7	53	46.9%	40.7%	60
	5PM	-	21	-	-	10	31	27.4%	18.6%	82
Wednesday, October 23, 2019	8AM	32	-	-	-	7	39	34.5%	28.3%	74
	12PM	-	31	-	-	7	38	33.6%	27.4%	75
	5PM	-	57	3	2	9	66	58.4%	50.4%	47
Thursday, October 24, 2019 <i>(Rotry Club event in garden)</i>	8AM	34	-	-	-	12	46	40.7%	30.1%	67
	12PM	-	51	1	-	4	55	48.7%	45.1%	58
	5:30PM	-	26	-	1	6	32	28.3%	23.0%	81
Friday, October 25, 2019	8AM	28	-	-	1	4	32	28.3%	24.8%	81
	12PM	-	33	-	-	3	36	31.9%	29.2%	77
	5PM	-	38	1	-	2	40	35.4%	33.6%	73
Saturday, October 26, 2019	8AM	18	-	-	1	2	20	17.7%	15.9%	93
	12PM	-	30	-	-	2	32	28.3%	0.0%	81
	5PM	-	24	-	-	2	26	23.0%	21.2%	87
Sunday, October 27, 2019	8AM	21	-	-	1	2	23	20.4%	18.6%	90
	1PM	-	27	-	-	2	29	25.7%	23.9%	84
	5PM	-	17	-	-	2	19	16.8%	15.0%	94
	Avg AM/%	29	26.0%				AVG#:	36		
	Avg PM/%	34	29.7%				AVG%:	31.8%		

1st Week - Oct 14th -20th	Avg AM/%	31	27.4%
	Avg PM/%	34	30.1%

Daily	AVG#:	42
Daily	AVG%:	37.5%

2nd Week - Oct 21st -27th	Avg AM/%	34	30.0%
	Avg PM/%	38	33.9%

Daily	AVG#:	37
Daily	AVG%:	32.6%

**SURFLINER INN PROJECT (#21059) - WEEKDAY PEAK PARKING DEMAND FORECASTS WITH FUTURE PROJECTS
SHARED PARKING CALCULATIONS - ULI DEMAND RATES/TIME-OF-DAY FACTORS**

WEEKDAY PARKING DEMAND CALCULATIONS BY USE

Land Use	Size	Units	Parking Rate	Alt Trans Factor (l)	Internal Factor (l)	Peak Demand
Bar Event Space (a)	1,695	SF	20.97	68%	60%	15
Bar Event Space Employees (b)	1,695	SF	1.55	79%	100%	2
Café (c)	2,252	SF	12.40	70%	70%	14
Café Employees (d)	2,252	SF	2.00	79%	100%	4
Rooftop Bar (e)	1,150	SF	15.25	63%	70%	8
Rooftop Bar Employees (f)	1,150	SF	1.25	79%	100%	1
Visitor Center (g)	245	SF	2.90	70%	70%	0
Visitor Center Employees (h)	245	SF	0.70	79%	100%	0
Hotel (i)	36	Rooms	1.00	59%	100%	21
Hotel Employees (j)	36	Rooms	0.15	79%	100%	4
Manager's Unit (k)	1	Room	1.00	100%	100%	1

70

- (a) ULI Parking Ratio for Meeting/Banquet Space - Weekday Visitors.
- (b) ULI Parking Ratio for Meeting/Banquet Space - Weekday Employees.
- (c) ULI Parking Ratio for Fast Casual/Fast Food - Weekday Visitors.
- (d) ULI Parking Ratio for Fast Casual/Fast Food - Weekday Employees.
- (e) ULI Parking Ratio for Bar/Lounge - Weekday Visitors.
- (f) ULI Parking Ratio for Bar/Lounge - Weekday Employees.
- (g) ULI Parking Ratio for Retail - Weekday Visitors.
- (h) ULI Parking Ratio for Retail - Weekday Employees.
- (i) ULI Parking Ratio for Hotel Leisure - Weekday Visitors. Includes manager unit.
- (j) ULI Parking Ratio for Hotel Leisure - Weekday Employees. Includes manager unit.
- (k) Assumes 1 Space Reserved for Manager's Unit.
- (l) Factors obtained from Downtown Carpinteria Parking Study prepared by Walker Consultants.

HOURLY PARKING DEMANDS BY USE

Time of Day	Bar Event Space		Bar Event Space Employees		Café		Café Employees		Rooftop Bar		Rooftop Bar Employees		Visitor Center		Visitor Center Employees		Hotel		Hotel Employees		Manager's Unit		Project Subtotal
	Hourly % (a)	15	Hourly % (b)	2	Hourly % (c)	14	Hourly % (d)	4	Hourly % (e)	8	Hourly % (f)	1	Hourly % (g)	0	Hourly % (h)	0	Hourly % (i)	21	Hourly % (j)	4	Hourly % (m)	1	
6:00 a.m.	0%	0	10%	0	5%	1	20%	1	0%	0	0%	0	1%	0	10%	0	95%	20	10%	0	100%	1	23
7:00 a.m.	0%	0	10%	0	10%	1	20%	1	0%	0	0%	0	5%	0	15%	0	95%	20	30%	1	100%	1	24
8:00 a.m.	30%	5	60%	1	20%	3	30%	1	0%	0	0%	0	15%	0	25%	0	90%	19	100%	4	100%	1	34
9:00 a.m.	60%	9	100%	2	30%	4	40%	2	0%	0	5%	0	35%	0	45%	0	80%	17	100%	4	100%	1	39
10:00 a.m.	60%	9	100%	2	55%	8	75%	3	0%	0	5%	0	60%	0	75%	0	70%	15	100%	4	100%	1	42
11:00 a.m.	60%	9	100%	2	85%	12	100%	4	0%	0	5%	0	75%	0	95%	0	70%	15	100%	4	100%	1	47
12:00 Noon	65%	10	100%	2	100%	14	100%	4	0%	0	5%	0	100%	0	100%	0	65%	14	100%	4	100%	1	49
1:00 p.m.	65%	10	100%	2	100%	14	100%	4	0%	0	10%	0	100%	0	100%	0	65%	14	100%	4	100%	1	49
2:00 p.m.	65%	10	100%	2	90%	13	95%	4	0%	0	10%	0	95%	0	100%	0	70%	15	100%	4	100%	1	49
3:00 p.m.	65%	10	100%	2	60%	8	70%	3	0%	0	10%	0	85%	0	100%	0	70%	15	100%	4	100%	1	43
4:00 p.m.	65%	10	100%	2	55%	8	60%	2	0%	0	5%	0	20%	0	100%	0	75%	16	70%	3	100%	1	42
5:00 p.m.	100%	15	100%	2	60%	8	70%	3	0%	0	45%	0	85%	0	100%	0	80%	17	70%	3	100%	1	49
6:00 p.m.	100%	15	60%	1	85%	12	90%	4	25%	2	70%	1	90%	0	100%	0	85%	18	40%	2	100%	1	56
7:00 p.m.	100%	15	40%	1	80%	11	90%	4	50%	4	100%	1	80%	0	100%	0	85%	18	20%	1	100%	1	56
8:00 p.m.	100%	15	40%	1	50%	7	60%	2	75%	6	100%	1	65%	0	90%	0	90%	19	20%	1	100%	1	53
9:00 p.m.	100%	15	20%	0	30%	4	40%	2	100%	8	100%	1	45%	0	60%	0	95%	20	20%	1	100%	1	52
10:00 p.m.	50%	8	0%	0	20%	3	30%	1	100%	8	100%	1	15%	0	40%	0	95%	20	20%	1	100%	1	43
11:00 p.m.	0%	0	0%	0	10%	1	20%	1	75%	6	90%	1	5%	0	20%	0	100%	21	10%	0	100%	1	31
12:00 a.m.	0%	0	0%	0	5%	1	20%	1	50%	4	60%	1	0%	0	0%	0	100%	21	5%	0	100%	1	29

FUTURE PROJECTS

Existing Demand	Amtrak (k)	700 Linden (l)	Total Shared Parking Demand	Parking Supply	Extra Spaces
		0	23	139	116
		0	24	139	115
		0	34	139	105
		2	41	139	98
		8	50	139	89
		12	121	139	18
55	7	28	139	139	0
55	7	26	137	139	2
55	7	17	128	139	11
39	5	12	99	139	40
39	5	9	95	139	44
28	4	14	95	139	44
28	4	17	105	139	34
31	4	16	107	139	32
		6	94	139	45
31	4	0	52	139	87
		0	43	139	96
		0	31	139	108
		0	29	139	110

- (a) ULI time-of-day factors for Meeting/banquet (<100 sq ft/key) - Weekday Visitors.
- (b) ULI time-of-day factors for Meeting/banquet (<100 sq ft/key) - Weekday Employees.
- (c) ULI time-of-day factors for Fast Casual/Fast Food - Weekday Visitors.
- (d) ULI time-of-day factors for Fast Casual/Fast Food - Weekday Employees.
- (e) ULI time-of-day factors for Bar/Lounge - Weekday Visitors.
- (f) ULI time-of-day factors for Bar/Lounge - Weekday Employees.
- (g) ULI time-of-day factors for Retail typical - Weekday Visitors.
- (h) ULI time-of-day factors for Retail - Weekday Employees.
- (i) ULI time-of-day factors for Leisure Hotel - Weekday Guests.
- (j) ULI time-of-day factors for Leisure Hotel - Weekday Employees.
- (k) Factors obtained from Downtown Carpinteria Parking Study prepared by Walker Consultants.
- (l) Parking demand estimates from Parking Study, ATE, April 15, 2021.
- (m) Assumes 1 Space Reserved for Manager's Unit.

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SHARED PARKING CALCULATIONS - ULI DEMAND RATES/TIME-OF-DAY FACTORS**

WEEKEND PARKING DEMAND CALCULATIONS BY USE

Land Use	Size	Units	Parking Rate	Alt Trans Factor (l)	Internal Factor (l)	Peak Demand
Bar Event Space (a)	1,695	SF	10.97	68%	70%	9
Bar Event Space Employees (b)	1,695	SF	1.55	79%	100%	2
Café (c)	2,252	SF	12.70	70%	70%	14
Café Employees (d)	2,252	SF	2.00	79%	100%	4
Rooftop Bar (e)	1,150	SF	17.50	54%	70%	8
Rooftop Bar Employees (f)	1,150	SF	1.50	79%	100%	1
Visitor Center (g)	245	SF	3.20	70%	70%	0
Visitor Center Employees (h)	245	SF	0.80	79%	100%	0
Hotel (i)	36	Rooms	1.00	69%	100%	25
Hotel Employees (j)	36	Rooms	0.15	79%	100%	4
Manager's Unit (k)	1	Room	1.00	100%	100%	1

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- (a) ULI Parking Ratio for Meeting/Banquet Space - Weekend Visitors.
- (b) ULI Parking Ratio for Meeting/Banquet Space - Weekend Employees.
- (c) ULI Parking Ratio for Fast Casual/Fast Food - Weekend Visitors.
- (d) ULI Parking Ratio for Fast Casual/Fast Food - Weekend Employees.
- (e) ULI Parking Ratio for Bar/Lounge - Weekend Visitors.
- (f) ULI Parking Ratio for Bar/Lounge - Weekend Employees.
- (g) ULI Parking Ratio for Retail - Weekend Visitors.
- (h) ULI Parking Ratio for Retail - Weekend Employees.
- (i) ULI Parking Ratio for Hotel Leisure - Weekend Visitors. Includes manager unit.
- (j) ULI Parking Ratio for Hotel Leisure - Weekend Employees. Includes manager unit.
- (k) Assumes 1 Space Reserved for Manager's Unit.
- (l) Factors obtained from Downtown Carpinteria Parking Study prepared by Walker Consultants.

HOURLY PARKING DEMANDS BY USE

Time of Day	Bar Event Space		Bar Event Space Employees		Café		Café Employees		Rooftop Bar		Rooftop Bar Employees		Visitor Center		Visitor Center Employees		Hotel		Hotel Employees		Manager's Unit		Project Subtotal
	Hourly % (a)	9	Hourly % (b)	2	Hourly % (c)	14	Hourly % (d)	4	Hourly % (e)	8	Hourly % (f)	1	Hourly % (g)	0	Hourly % (h)	0	Hourly % (i)	25	Hourly % (j)	4	Hourly % (m)	1	
6:00 a.m.	0%	0	10%	0	5%	1	15%	1	0%	0	0%	0	1%	0	10%	0	95%	24	10%	0	100%	1	27
7:00 a.m.	0%	0	10%	0	10%	1	20%	1	0%	0	0%	0	5%	0	15%	0	95%	24	30%	1	100%	1	28
8:00 a.m.	30%	3	60%	1	20%	3	30%	1	0%	0	0%	0	30%	0	40%	0	90%	23	100%	4	100%	1	36
9:00 a.m.	60%	5	100%	2	30%	4	40%	2	0%	0	5%	0	50%	0	75%	0	80%	20	100%	4	100%	1	38
10:00 a.m.	60%	5	100%	2	55%	8	75%	3	0%	0	5%	0	70%	0	85%	0	70%	18	100%	4	100%	1	41
11:00 a.m.	60%	5	100%	2	85%	12	100%	4	0%	0	5%	0	90%	0	95%	0	70%	18	100%	4	100%	1	46
12:00 Noon	65%	6	100%	2	100%	14	100%	4	0%	0	5%	0	95%	0	100%	0	65%	16	100%	4	100%	1	47
1:00 p.m.	65%	6	100%	2	100%	14	100%	4	0%	0	10%	0	100%	0	100%	0	65%	16	100%	4	100%	1	47
2:00 p.m.	65%	6	100%	2	90%	13	95%	4	0%	0	10%	0	100%	0	100%	0	70%	18	100%	4	100%	1	48
3:00 p.m.	65%	6	100%	2	60%	8	70%	3	0%	0	10%	0	95%	0	100%	0	70%	18	100%	4	100%	1	42
4:00 p.m.	65%	6	100%	2	55%	8	60%	2	0%	0	20%	0	90%	0	100%	0	75%	19	70%	3	100%	1	41
5:00 p.m.	100%	9	100%	2	60%	8	70%	3	0%	0	45%	0	80%	0	95%	0	80%	20	70%	3	100%	1	46
6:00 p.m.	100%	9	100%	2	85%	12	90%	4	25%	2	70%	1	75%	0	85%	0	85%	21	40%	2	100%	1	54
7:00 p.m.	100%	9	100%	2	80%	11	90%	4	50%	4	100%	1	70%	0	80%	0	85%	21	20%	1	100%	1	54
8:00 p.m.	100%	9	100%	2	50%	7	60%	2	75%	6	100%	1	65%	0	75%	0	90%	23	20%	1	100%	1	52
9:00 p.m.	100%	9	100%	2	30%	4	40%	2	100%	8	100%	1	50%	0	65%	0	95%	24	20%	1	100%	1	52
10:00 p.m.	50%	5	60%	1	20%	3	30%	1	100%	8	100%	1	30%	0	45%	0	95%	24	20%	1	100%	1	45
11:00 p.m.	0%	0	10%	0	10%	1	20%	1	100%	8	100%	1	10%	0	15%	0	100%	25	10%	0	100%	1	37
12:00 a.m.	0%	0	10%	0	5%	1	20%	1	100%	8	100%	1	0%	0	0%	0	100%	25	5%	0	100%	1	37

FUTURE PROJECTS

Existing Demand	Amtrak (k)	700 Linden (l)	Total Shared Parking Demand	Parking Supply	Extra Spaces
		0	27	139	112
		0	28	139	111
		0	36	139	103
		0	38	139	101
		1	42	139	97
48	6	4	104	139	35
48	6	12	113	139	26
50	6	15	118	139	21
50	6	14	118	139	21
67	9	7	125	139	14
67	9	2	119	139	20
54	7	6	113	139	26
54	7	12	127	139	12
49	6	9	118	139	21
49	6	8	115	139	24
		3	55	139	84
		0	45	139	94
		0	37	139	102
		0	37	139	102

- (a) ULI time-of-day factors for Meeting/banquet (<100 sq ft/key) - Weekend Visitors.
- (b) ULI time-of-day factors for Meeting/banquet (<100 sq ft/key) - Weekend Employees.
- (c) ULI time-of-day factors for Fast Casual/Fast Food - Weekend Visitors.
- (d) ULI time-of-day factors for Fast Casual/Fast Food - Weekend Employees.
- (e) ULI time-of-day factors for Bar/Lounge - Weekend Visitors.
- (f) ULI time-of-day factors for Bar/Lounge - Weekend Employees.
- (g) ULI time-of-day factors for Retail typical - Weekend Visitors.
- (h) ULI time-of-day factors for Retail - Weekend Employees.
- (i) ULI time-of-day factors for Leisure Hotel - Weekend Guests.
- (j) ULI time-of-day factors for Leisure Hotel - Weekend Employees.
- (k) Factors obtained from Downtown Carpinteria Parking Study prepared by Walker Consultants.
- (l) Parking demand estimates from Parking Study, ATE, April 15, 2021.
- (m) Assumes 1 Space Reserved for Manager's Unit.