To the members of the:
CITY COUNCIL
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City of Carlsbad
Memo ID# 2023021

Council Memorandum

February 16, 2023

To: Honorable Mayor Blackburn and Members of the City Council
From: Jeff Murphy, Community Development Director
Via: Geoff Patnoe, Assistant City Manager GP
Re: **2022 Parking Survey Results, Updates to the Village & Barrio Master Plan & Parking Plan, and Right of Way Use Permit Fee Update (District - 1)**

This memorandum provides the results of the annual 2022 Parking Survey conducted in the Village & Barrio Master Plan (VBMP) and nearby beach area, a proposed update to the VBMP and Village, Barrio & Adjacent Beach Parking Management Plan to evaluate potential areas to improve parking availability in the downtown area and proposed update to the right of way use permit fee.

Background
In 2017, the city finished the Carlsbad Village, Barrio, and Beach Area Parking Management Plan (Parking Plan). The Parking Plan includes several goals, objectives, and opportunities that promote more efficient use of existing parking and support future parking needs and mobility options.

The Parking Plan also includes a requirement to complete a parking survey on an annual basis to evaluate the current parking situation in the VBMP and beach areas. The results of the 2021 Parking Survey were provided to City Council via Council Memorandum in November 2021. This Council Memorandum includes the 2022 Parking Survey results conducted last year (Attachment A).

Relatedly, the City Council authorized on September 27, 2022, that $150,000 in funds from carryforward of unspent expenditures be allocated for the purpose of updating the city's parking in-lieu fee (Attachment B). The VBMP allows, under certain circumstances, applicants to pay a fee to the city in-lieu of providing required parking. Collected fees are then used by the city to improve parking availability in the VBMP area.

However, due to the passing of Assembly Bill 2097 (AB 2097), which greatly limits the city's ability to require parking near the city's two train stations (Attachment C), updating the in-lieu fee largely becomes moot. As such, staff is looking to repurpose the funds to update the VBMP and Parking Plan to identify new opportunities and strategies to increase parking availability, in light of AB 2097. Staff is also looking to use the funds to update fees not affected by AB 2097, such as the fee imposed on curb cafés and a potential new fee that can be charged to sidewalk dining.

Community Services Branch
Community Development Department
1635 Faraday Avenue | Carlsbad, CA 92008 | 442-339-4600 t

Discussion

2022 Parking Survey Results

In August 2022, the city's parking consultant, CR Associates. conducted field work to examine parking in the area outlined in the Parking Plan. The 2022 Parking Survey was conducted during a summer weekday (Thursday, August 18, 2022) and a weekend (Saturday, August 20, 2022), consistent with the requirement in the Parking Plan. The 2022 Parking Survey (Attachment A) identified additional parking demand within the study area[1] during the weekday midday and evening period as compared to last year. These were in the Village Center district area and areas immediately adjacent to the beaches. While there are still parking spaces available in portions of the study area, the core business district, and areas immediately adjacent to the beaches, continue to have times of the day where there is greater than 85% capacity.

Based on this information, efforts to increase the number parking spaces or increase utilization through turnover, such as reducing prohibited parking areas and enforcing two-hour parking limits, in the core business district would help the parking system be more efficient. The consultant also recommended proceeding with review of current on-street spaces and restriping as needed to provide additional parking and to update the VBMP and Parking Plan to provide additional short- and long-term parking management options.

Update to the VBMP, Parking Plan, and Right of Way Use Permit Fees

As summarized in a recent Council Memorandum (Attachment C), AB 2097 is expected to have profound impacts on the future availability and accessibility to parking in the VBMP area. Because this is a new law, only in effect since January 2023, the extent of the impacts is unknown. Despite AB 2097, certain recommended actions in the Parking Plan are still relevant, such as evaluating existing on-street parking inventory to remove red paint/unused curb cuts and restripe parking areas to add more parking stalls. Longer term changes could be to establish a parking management district, provide shuttle services, and/or create additional parking using public/private partnerships.

However, with the passing of AB 2097 staff proposes to use the $150,000 in carryover funds earmarked to update the parking in-lieu fee (Attachment B) to contract with an engineering firm with expertise in parking management and parking solutions to update the VBMP and Parking Plan. The purpose of the update would be to identify best practices for options for parking management and parking program implementation, given the limitations and restrictions imposed by AB 2097.

In addition, the consultant selected will be tasked with developing recommendations to update the annual right of way use permit fee that is currently charged to restaurants that use public street parking for a curb café. Relatedly, the consultant will also provide recommendations on a

[1] There are an estimated 5,446 public parking spaces and 1,514 private parking spaces in the study area, for a total of 6,981 spaces. There is a total of 70 spaces lost due to temporary outdoor activations. There was no noticeable change in the number of parking spaces comparing 2021 to 2022.

similar new fee that could be charged to restaurants who utilize city sidewalks for sidewalk dining.

Next Steps

In March/April, staff will initiate a Request for Proposal (RFP) to solicit bids for the 2023 Parking Survey, update to the VBMP and Parking Plan, and update to the right of way use permit fee charged for curb café and creating a new fee for sidewalk café right-of-way use permits. It is anticipated that the $150,000 budget allocation will be sufficient to cover the costs associated with this effort. The budget reallocation and the contract will be brought forward for City Council consideration and decision following the RFP process.

Attachments: A. 2022 Parking Study
B. Resolution No. 2022-029
C. Council Memorandum dated December 8, 2022

cc: Scott Chadwick, City Manager
Cindie McMahon, City Attorney
Ron Kemp, Senior Assistant City Attorney
Paz Gomez, Deputy City Manager
Tom Frank, Transportation Director
Zach Korach, Finance Director
David Graham, Chief Innovation Officer
Matt Sanford, Economic Development Manager
Eric Lardy, City Planner
Scott Donnell, Senior Planner
Laureen Ryan, Senior Management Analyst
Shelley Glennon, Associate Planner

Attachment A

DOWNTOWN CARLSBAD PARKING STUDY

FINAL

DECEMBER 2022

Prepared For

City of Carlsbad
1200 Carlsbad Village Dr,
Carlsbad, CA 92008

Prepared By

CR Associates
3900 Fifth Avenue, Suite 310
San Diego, CA 92103

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1.0 Introduction

This study is a 2022 update of the 2021 parking data and serves to provide updated recommendations from the City of Carlsbad's (City) Downtown Parking Management Plan, which encompasses Carlsbad Village (Village), Carlsbad Barrio (Barrio), and the adjacent coastal areas in the northwestern part of the city. The initial report was authored in 2016 by Kimley-Horn and subsequent parking surveys were conducted in 2017, 2019, and 2021. As a part of the monitoring process, it has been updated several times in the years that followed with more recent parking data, most recently in 2021.

Following the introduction, which describes the study area, presents the inventory of parking supply, and describes data collections methods, the report follows with chapters analyzing the weekday and weekend parking occupancy conditions, and concludes with parking management recommendations.

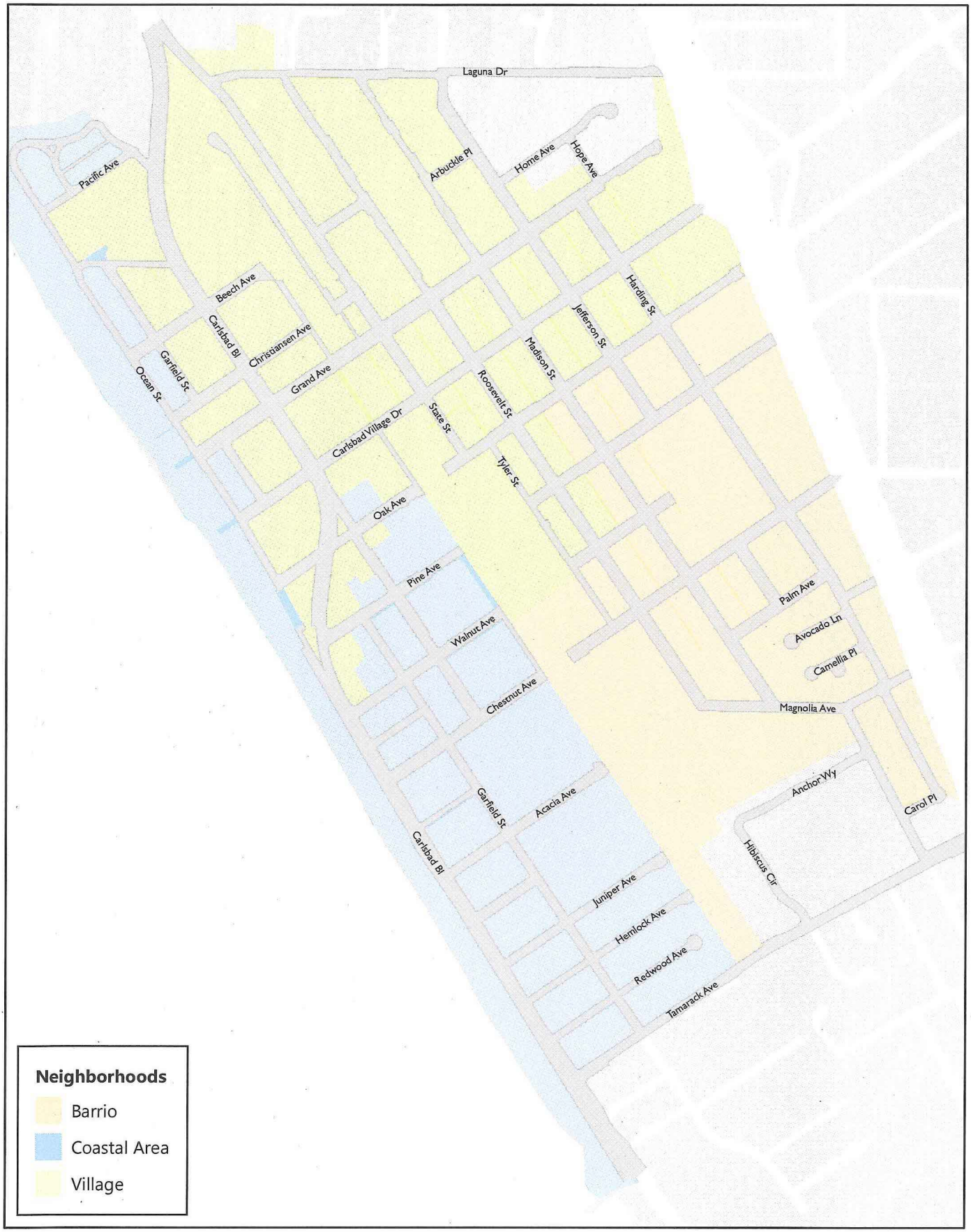
1.1 Project Study Area

Figure 1.1 shows the geographic extent of the Parking Management Plan study area, which includes the Village, Barrio, and adjacent coastal areas (Coastal Area). The extents of the study area are generally confined between Laguna Drive and Tamarack Drive, from north to south, and the coast and Interstate 5, from west to east. On-street public parking, and off-street public and private parking supply within this area were inventoried and parking occupancies were collected and analyzed. This study area encompasses a larger territory than the Village and Barrio Master Plan area.

1.2 Parking Inventory and Data Collection Methods

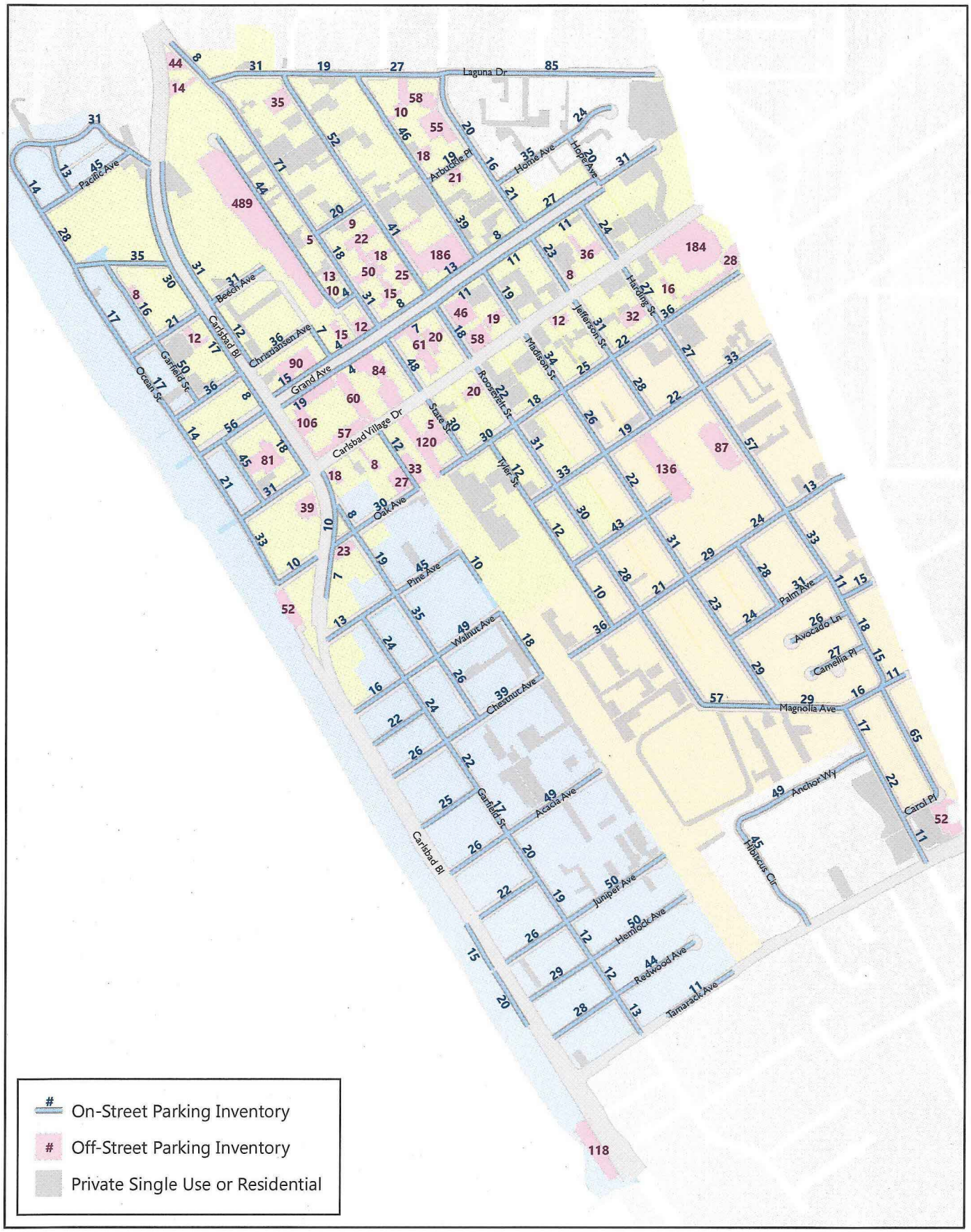
Parking was inventoried by a combination of aerial imagery review and field data collection. Where parking was delineated with markings (in parking lots and some on-street locations), technicians inventoried the parking supply through aerial imagery review with confirmation in the field. In locations where on-street parking was not marked, technicians in the field measured and documented the segments of curb where parking is allowed, accounting for areas where parking is not permitted such as along curb cuts and other restricted areas. To estimate supply where it was unmarked, a length of 20' per parking space was assumed for on-street parallel parking. The curb lengths measured in the field were divided by 20, rounding the remainder to the nearest whole parking space. On-street parking supply was summarized to the block level, with a few exceptions where extra short blocks were consolidated to adjacent blocks. Parking supply along four lane roadways such as Carlsbad Boulevard and sections of Grand Avenue were summarized by block on each side of the street.

Figure 1.2 shows the quantity of on-street and off-street parking (public and shared-use private) within the study area summarized per block or parking lot. Private residential parking and off-street parking from properties with a single occupant (single use) are also displayed on the map but are not inventoried because they are reserved exclusively for the users of the associated property and thus do not contribute to the overall shared parking supply of the study area. Many of these private lots also restricted access. Occupancy counts, presented later in the report, were only collected for public parking and shared-use private parking. **Table 1.1** summarizes the total parking supply within the study area. Within the study area, there are an estimated 5,446 public parking spaces, approximately 86% of the public supply is on-street. There were also 1,514 private off-street parking spaces inventoried in the study area.



Downtown Carlsbad Parking Study

Figure 1.1
Parking Management Plan Study Area



Downtown Carlsbad Parking Study

Figure 1.2
Parking Inventory

Parking Inventory Within the Study Area

Parking Type	Total
On-Street Parking	4,122
Off-Street Public Parking	783
NCTD Transit Parking	541
Total Public Spaces	5,446
Private Parking	1,514
Total Spaces	**6,981**

1.3 Change in Parking Supply Due to Outdoor Curb Cafes

During the COVID-19 pandemic, among other responses by the City, there were three actions taken in relation to the Proclamation of Local Emergency that addressed modifications and suspensions of Land Development Standards due to the ongoing public health emergency. One such action was City Council resolution 2020-167 empowering the Director of Emergency Services to temporarily suspend or modify certain land development standards related to the establishment of outdoor uses (Curb/Sidewalk cafés and advertisements) to mitigate the economic effects of the COVID-19 pandemic state of emergency on local businesses. The resolution stated that the authorization will remain in effect through the duration of the local COVID-19 pandemic emergency. The California Coastal Commission approved these modifications by the City's request on August 11, 2020 for areas within the Coastal Zone as long as the City of Carlsbad's Local Declaration of Emergency and Resolution No. 2020-167 are in effect.

Allowing these structures was a relief measure for businesses to help offset the substantial loss of indoor commercial space imposed by COVID-19 related public health restrictions, which made operations for many businesses untenable. The conversion of sections of on-street parking to curb cafes was largely tolerated because the structures helped the businesses and the demand for public parking in commercial areas was generally much lower due to decreased business activity during the pandemic. **Table 1.3** documents the quantity of parking supply removed from circulation to accommodate the curb cafes. Seventy (70) parking spaces are being used to accommodate the structures, 25 of which are taking up public parking.

Parking Spaces used as Outdoor Structures

Parking Type	Total
On-Street Parking	18
Off-Street Public Parking	7
Private Parking	45
Total Spaces	**70**

1.4 Parking Occupancy Data Collection Methods

Parking occupancy in the study area was collected on one weekday (Thursday, August 18, 2022) and one weekend day (Saturday, August 20, 2022) during three time periods: morning (6am to 9am), midday (10am to 1pm) and evening (6pm to 9pm), similar to the 2021 study. Technicians collected parking occupancy in the field by driving the study area with video equipment mounted to a vehicle. The video was reviewed, processed through an automatic license plate recognition program, and convert to occupancy counts for each unit of on-street parking. Off-street parking occupancy were manually collected during the data collection process.

2.0 Weekday Parking Occupancy

Parking occupancy – the percentage of parking supply being used at a given time, was analyzed in two ways: occupancy by supply and destination-based occupancy. Occupancy by supply is the conventional way of conceptualizing parking demand, where the occupancy percentage is attributed to the source of parking (either the block or parking lot). While supply-based occupancy is adequate for understanding the demand of a particular parking source, it is a limited way of describing parking conditions in urban settings because public parking is scattered into many small sources throughout the studied area and is shared by numerous destinations which compete for the same supply.

Destination-based occupancy is an improved way of conceptualizing parking demand in urban settings where many destinations are close together and compete for public parking supply that is provided by many small sources of parking. The conceptualization adjusts for the varied size and spatial distribution of parking supplies in the study area that is not well captured by supply-based occupancy and recognizes that most visitors are unable to park directly in front of their destination and may have to walk a short distance. Also, it is common in walkable urban settings like Downtown Carlsbad for visitors to 'chain' trips – parking once in a centralized area and visiting multiple destinations within walking distance, thus making destination-based occupancy a suitable performance measure to assess parking conditions. Encouraging trip chaining (often called 'Park Once') is a parking demand management strategy employed in many urban settings.

To calculate destination-based occupancy, parking occupancy data collected and initially presented by block and parking lot is post-processed and accessibility-based measures are then used to estimate the parking occupancy within 1/8 of a mile network distance of each parcel in the study area by weighting the parking occupancy of the catchment area of the destination. An eighth of a mile (660') approximates two block lengths of short city blocks.

To facilitate comparisons, both ways of presenting the occupancy data on the forthcoming exhibits use the same four occupancy category ranges and color symbols: greater than 85% occupancy (red), 70.1% to 85% (orange), 50.1% to 70% (yellow) and 50% or less (green). Eighty-five percent occupancy is considered within parking industry practice to be the threshold for when parking is being utilized most efficiently, with the number striking a balance between maximizing usage and having some spare capacity. Places symbolized in red are above that optimal threshold and may be considered to have burdensome parking conditions.

The sections below describe weekday parking conditions initially by supply and then by destination, for the morning, midday, and evening time intervals.

2.1 Occupancy by Supply

Morning (6am to 9am)

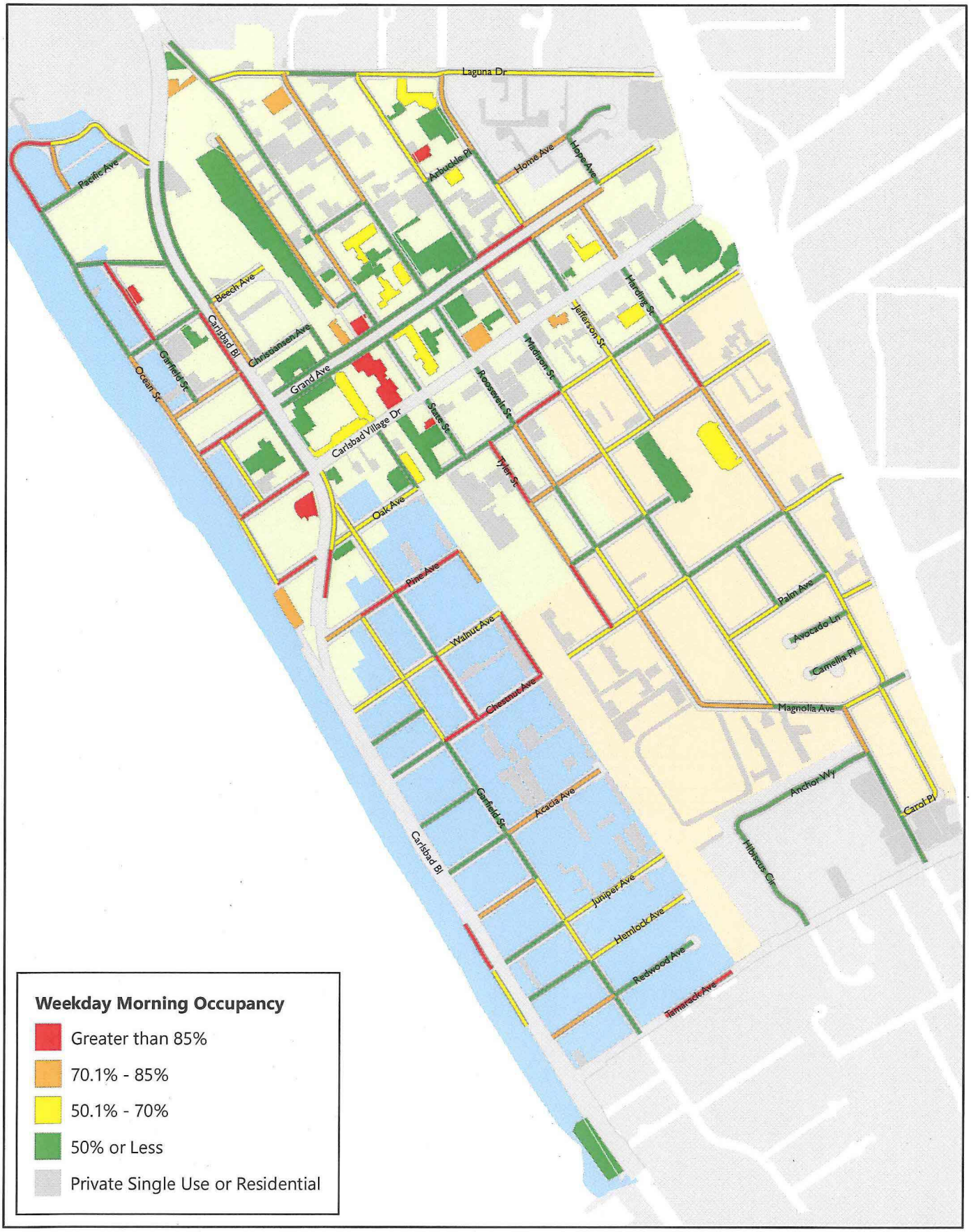
Figure 2.1 displays weekday parking occupancy for the morning period between 6am and 9am. As shown, occupancy is well below capacity in most parts of the study area. Most off-street parking, including all private off-street parking was below half capacity. This was to be expected during the morning period as many businesses are not operating during this time. **Table 2.1** summarizes public parking occupancy by the three neighborhoods during weekday morning.

Weekday Morning Public Parking Occupancy by Neighborhood

Area	Parking Type	Weekday Morning (2022)	Weekday Morning (2021)
Barrio	On-Street Parking	57.1%	53.0%
	Off-Street Public Parking	41.3%	11.7%
	Total Public Parking	**54.1%**	**45.1%**
Coastal Area	On-Street Parking	61.7%	55.9%
	Off-Street Public Parking	38.8%	32.9%
	Total Public Parking	**58.9%**	**53.0%**
Village	On-Street Parking	53.2%	43.4%
	Off-Street Public Parking	59.4%	37.3%
	Total Public Parking	**54.1%**	**42.0%**
Village (Other Parking Sources)	Off-Street NCTD Parking	44.0%	25.5%
	Off-Street Private Parking	39.7%	11.2%

While neighborhood-wide parking occupancies were generally around half, some scattered locations reached occupancies above 70%, with a few exceeding 85%. Those locations were primarily in residential parts of the study area along the coast and in the Barrio. Three public parking lots (all of them west of the LOSSAN rail corridor) also reached above 85% occupancy, including: 3093 Ocean Street, 2630-2698 Garfield Street, and Village Faire east lot. Comparatively higher parking utilization at this time was expected to occur in residential dominated areas and this was generally confirmed by the occupancies observed during this period. Residential parking demand peaks at night and overnight, and this collection period overlaps with the morning commute peak period, which is when residential parking demand initially begins to decrease.

Compared to 2021, an overall increase in parking demand was observed throughout the study area, with the most significant increased observed among off-street NCTD Parking, Off-Street private parking, and Off-Street Public Parking, respectively.



Downtown Carlsbad Parking Study

Figure 2.1
Weekday Parking Occupancy
Morning (6am - 9am)

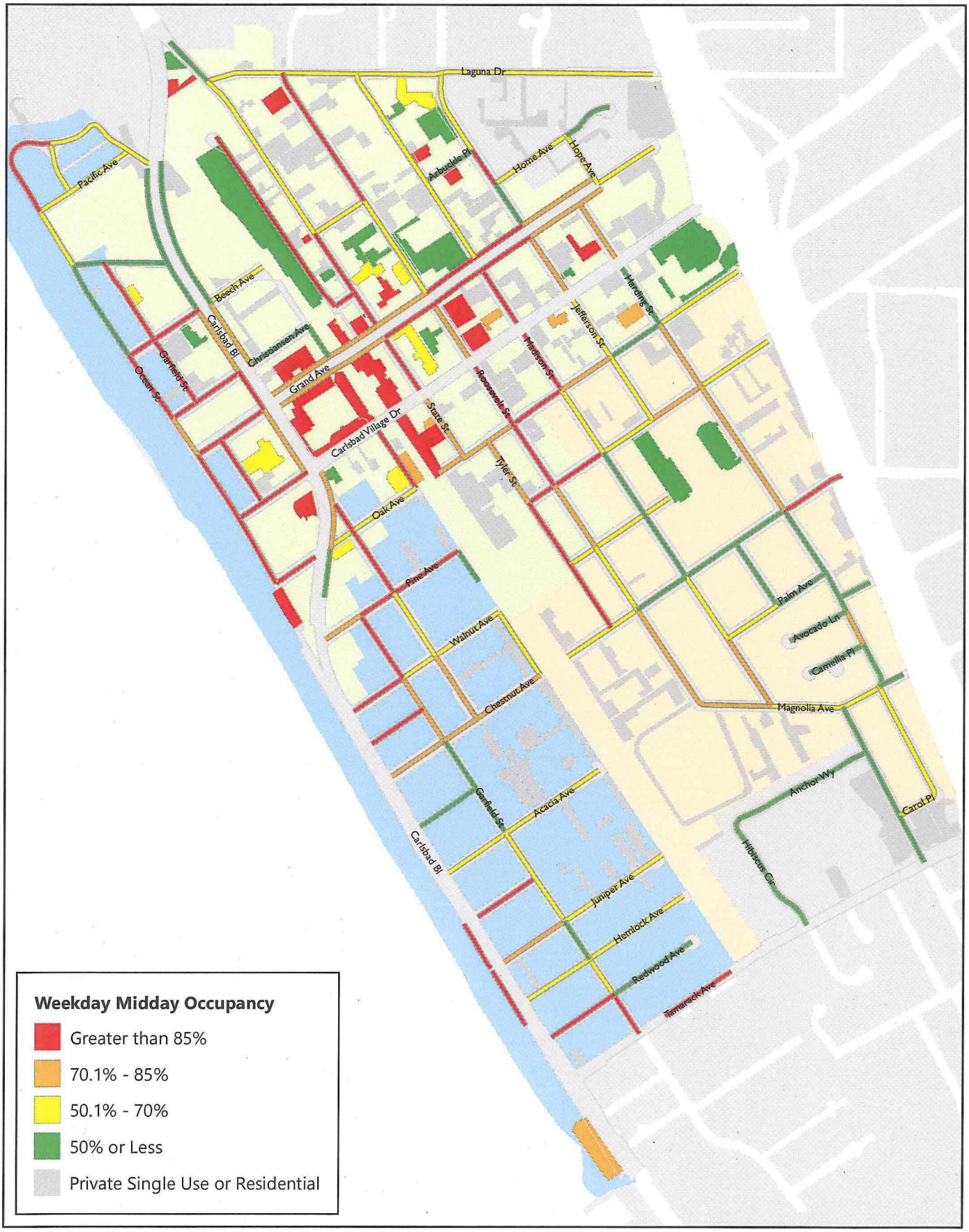
Midday (10am to 1pm)

Figure 2.2 displays weekday parking occupancy for the midday period between 10am and 1pm. Occupancy during midday surges in the Coastal Area and many sections of the Village from the morning period, with an increasing number of on-street and off-street parking sources reaching greater than 85% occupancy. At the same time occupancies decrease in the residential dominated areas in the southern half of the study area. **Table 2.2** summarizes public parking occupancy by the three neighborhoods during weekday midday.

Weekday Midday Public Parking Occupancy by Neighborhood

Area	Parking Type	Weekday Midday (2022)	Weekday Midday (2021)
Barrio	On-Street Parking	55.8%	51.0%
	Off-Street Public Parking	35.0%	32.3%
	Total Public Parking	**51.8%**	**47.4%**
Coastal Area	On-Street Parking	72.1%	69.7%
	Off-Street Public Parking	87.1%	100%
	Total Public Parking	**74.0%**	**73.5%**
Village	On-Street Parking	76.2%	69.4%
	Off-Street Public Parking	88.6%	75.4%
	Total Public Parking	**78.2%**	**70.7%**
Village (Other Parking Sources)	Off-Street NCTD Parking	55.1%	34.9%
	Off-Street Private Parking	57.7%	32.4%

Commercial parking, which is confined mostly to the Village, begins to peak during business hours which overlap entirely with the midday period. Off-street private parking occupancy is three times higher during weekday midday than weekday morning. Public parking occupancies (excluding NCTD parking) throughout the Village exceeds 70% during the midday. Occupancies are even higher in the Coastal Area, while the on-street parking experience a slight increase when compared to 2021, there was a slight reduction in the off-street parking demand at the public lot located at 3951-3999 Carlsbad Blvd. Many on-street parking locations in the northwest portion of the study area (west of the LOSSAN rail corridor and north of Chestnut Avenue) also reach occupancies higher than 85%.



Downtown Carlsbad Parking Study

Figure 2.2
Weekday Parking Occupancy
Midday (10am - 1pm)

Evening (6pm to 9pm)

Table 2.3 summarizes weekday evening (6pm to 9pm) occupancies by neighborhood along with the occupancies of the earlier periods to facilitate comparison. As shown, neighborhood-wide occupancies increase from midday to evening in the Barrio (51% to 69%) and Coastal Area (74% to 79%), with a slight reduction in the Village (78% to 73%), despite off-street parking occupancies rising to 92% from 88% in the midday.

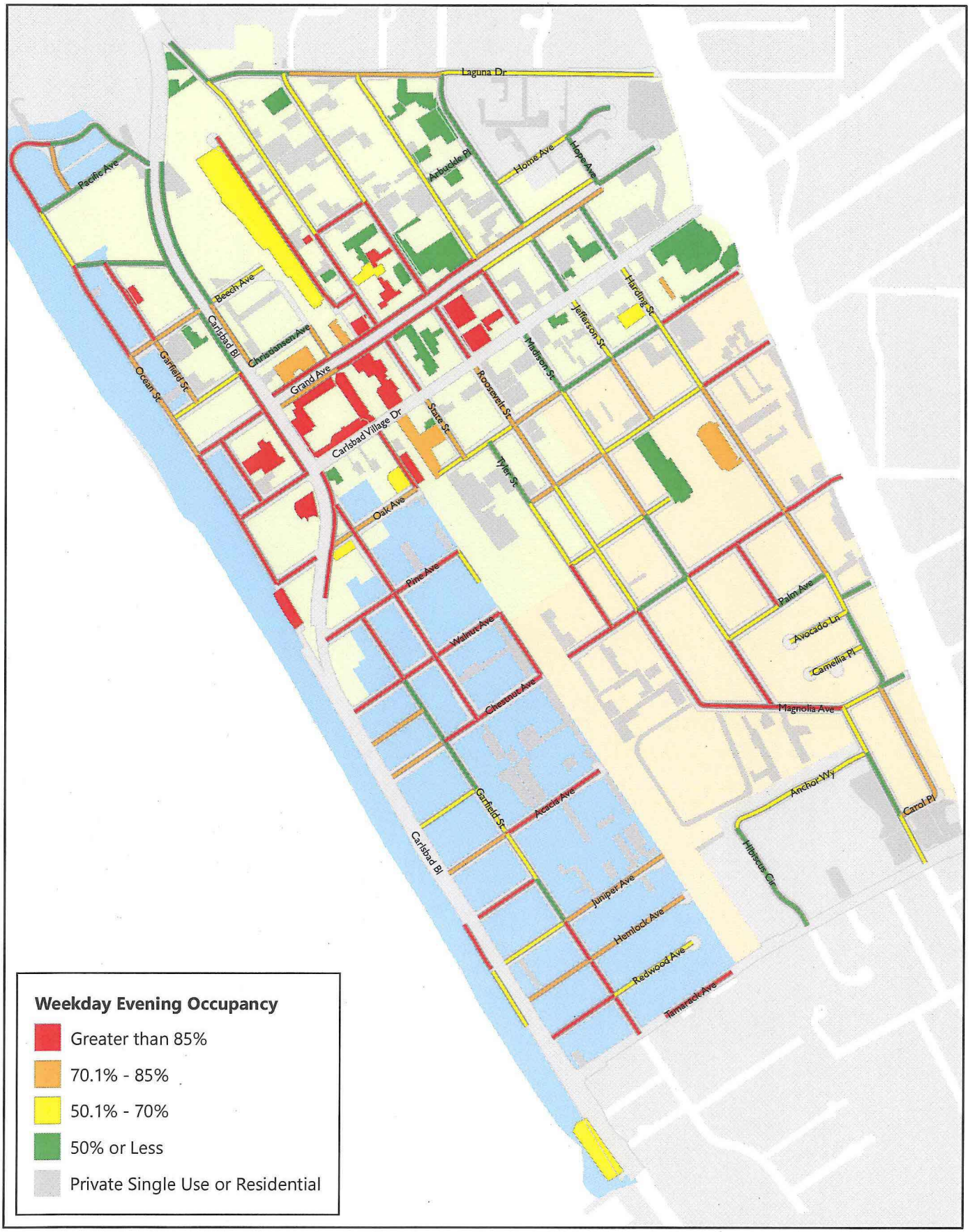
Weekday Public Parking Occupancy by Neighborhood (All Periods)

Area	Parking Type	Weekday Morning		Weekday Midday		Weekday Evening	
		2022	2021	2022	2021	2022	2021
Barrio	On-Street Parking	57.1%	53.0%	55.8%	51.0%	73.5%	66.9%
	Off-Street Public Parking	41.3%	11.7%	35.0%	32.3%	53.8%	26.5%
	Total Public Parking	**54.1%**	**45.1%**	**51.8%**	**47.4%**	**69.8%**	**59.2%**
Coastal Area	On-Street Parking	61.7%	55.9%	72.1%	69.7%	81.0%	77.9%
	Off-Street Public Parking	38.8%	32.9%	87.1%	100%	68.2%	95.9%
	Total Public Parking	**58.9%**	**53.0%**	**74.0%**	**73.5%**	**79.4%**	**80.1%**
Village	On-Street Parking	53.2%	43.4%	76.2%	69.4%	69.4%	62.2%
	Off-Street Public Parking	59.4%	37.3%	88.6%	75.4%	91.9%	93.4%
	Total Public Parking	**54.1%**	**42.0%**	**78.2%**	**70.7%**	**73.0%**	**69.4%**
Village (Other Parking Sources)	Off-Street NCTD Parking	44.0%	25.5%	55.1%	34.9%	63.4%	32.2%
	Off-Street Private Parking	39.7%	11.2%	57.7%	32.4%	45.1%	26.3%

Figure 2.3 shows weekday parking occupancy for the evening period. The exhibit confirms the sharp increase in off-street public parking demand in the Village, as numerous lots in the core of the Village are displayed at above 85% capacity.

While commercial-based parking demand tends to decline during this period, there are exceptions for some businesses like dining and drinking establishments, where the evening represents their peak demand period. The Coastal Area's parking supply continues to be in high demand, as many on-street block occupancies are above 85% and the occupancies of its two off-street parking lots remain well above 85%. This period also captures increasing parking demand in the residential areas to the east and south of the study area. This is consistent with the peak temporal patterns of residential generated parking demand. Residential parking demand begins to peak in the evening and continues overnight. Except for the Coastal Area, where residential densities are higher and its supply co-mingles with beach visitors, the other residential portions of the study area can absorb the increased parking demand without strain.

Compared to 2021, both the Barrio and Village area experienced a slight increase in parking demand, whereas parking demand remain relatively stable in the Coastal area.



Downtown Carlsbad Parking Study

Figure 2.3
Weekday Parking Occupancy
Evening (6pm - 9pm)

2.2 Destination-Based Occupancy

Within urban settings such as the Village and Barrio, reliance on on-street parking and numerous small-supply parking lots scattered in various locations is typical. When an area's collective parking supply is composed of fragmented and scattered sources, it can often be difficult to conceptualize how many parking spaces are within a close walking distance of specific destinations. To overcome that limitation, an analysis approach was used for this report which summarizes the parking supply for each parcel (destination) within a 1/8 of a mile distance. An eighth of a mile approximates one long-sided block length or two short-sided block lengths in a typical street grid.

Since parking demand is typically not evenly distributed throughout a neighborhood, this analysis will also more effectively reveal hotspots within neighborhoods otherwise not captured by the neighborhood-wide summarized occupancies. For example, within the Coastal Area which had a weekday morning occupancy neighborhood-wide of 53%, there are numerous destinations within the neighborhood where the occupancy conditions experienced were much higher, in the 70% to 85% range.

Figure 2.4 summarizes public parking supply to within 1/8 of a mile of every destination within the study area. The destination-based occupancy analysis and accompanying exhibits excludes NCTD parking and private parking occupancies despite being displayed in the preceding supply-based occupancy exhibits, because those sources are not available for the general use public parking and thus their inclusion does not contribute to an accurate representation of visitor public parking availability.

Morning (6am to 9am)

Figure 2.5 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the morning period. During this period, nearly all destinations within the study area were below 85% occupancy.

The Village area has very few businesses operating during this period, which largely explains the general abundance of parking and lower demand for parking (70% or less). The parts of the study area where occupancy is the highest (primarily in the 'optimal' 70% to 85% range) were in the coastal areas with higher residential densities. Commercial and single-family residential concentrated areas were generally unburdened during this period.

Midday (10am to 1pm)

Figure 2.6 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the midday period. Parking occupancies exceed 85% during this period within some parts of the Coastal Area, primarily along Ocean Street and portions of Carlsbad Boulevard. Approximately half of the destinations in the Village along Carlsbad Village Drive, Grand Avenue, and Oak Avenue also reach above 85%, a significant increase in demand when compared to 2021. Much of the Village commercial core is at 85% or greater occupancy during this time. Parking demand in primarily residential portions the study area to the south and east range between 50% and 70%.

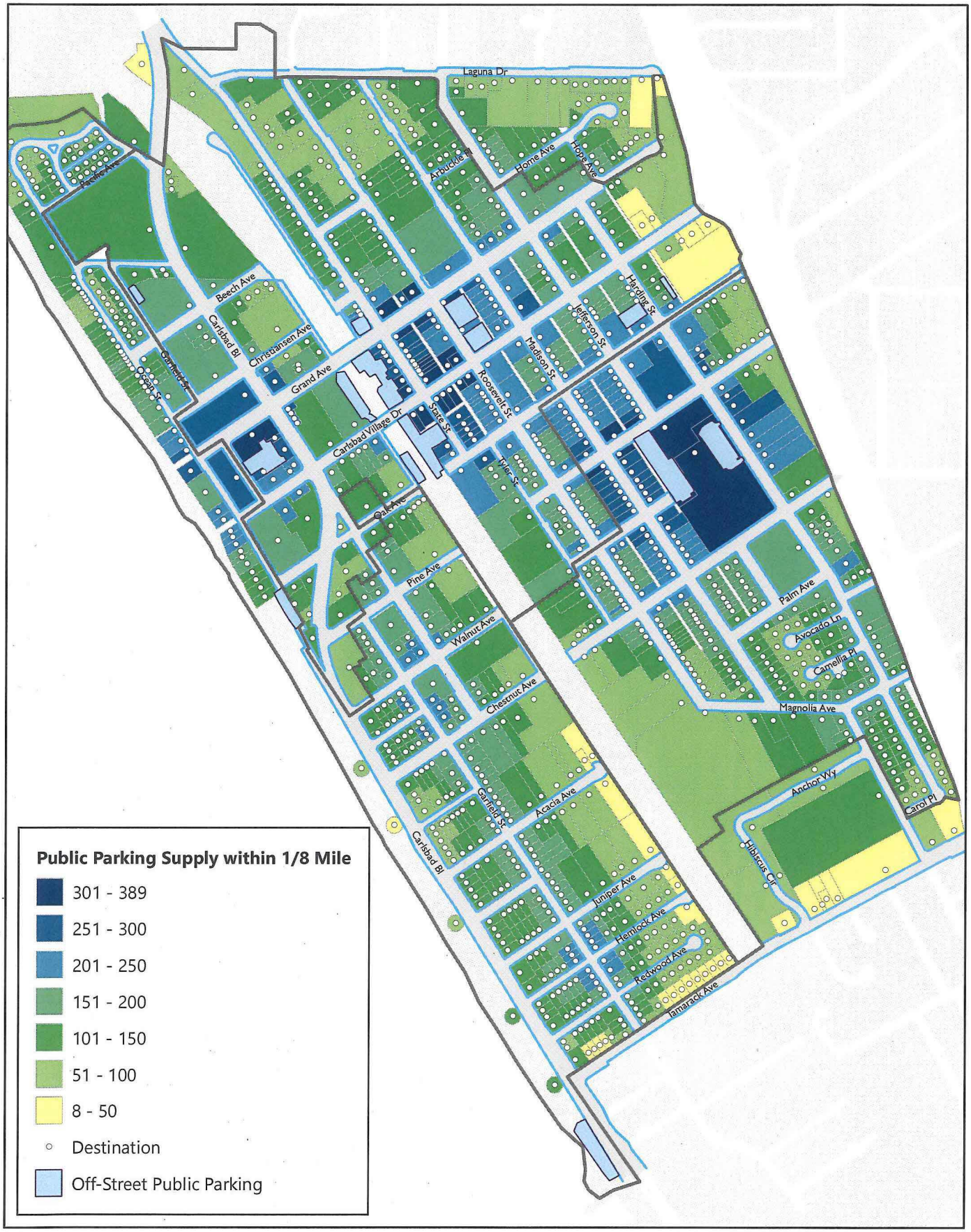
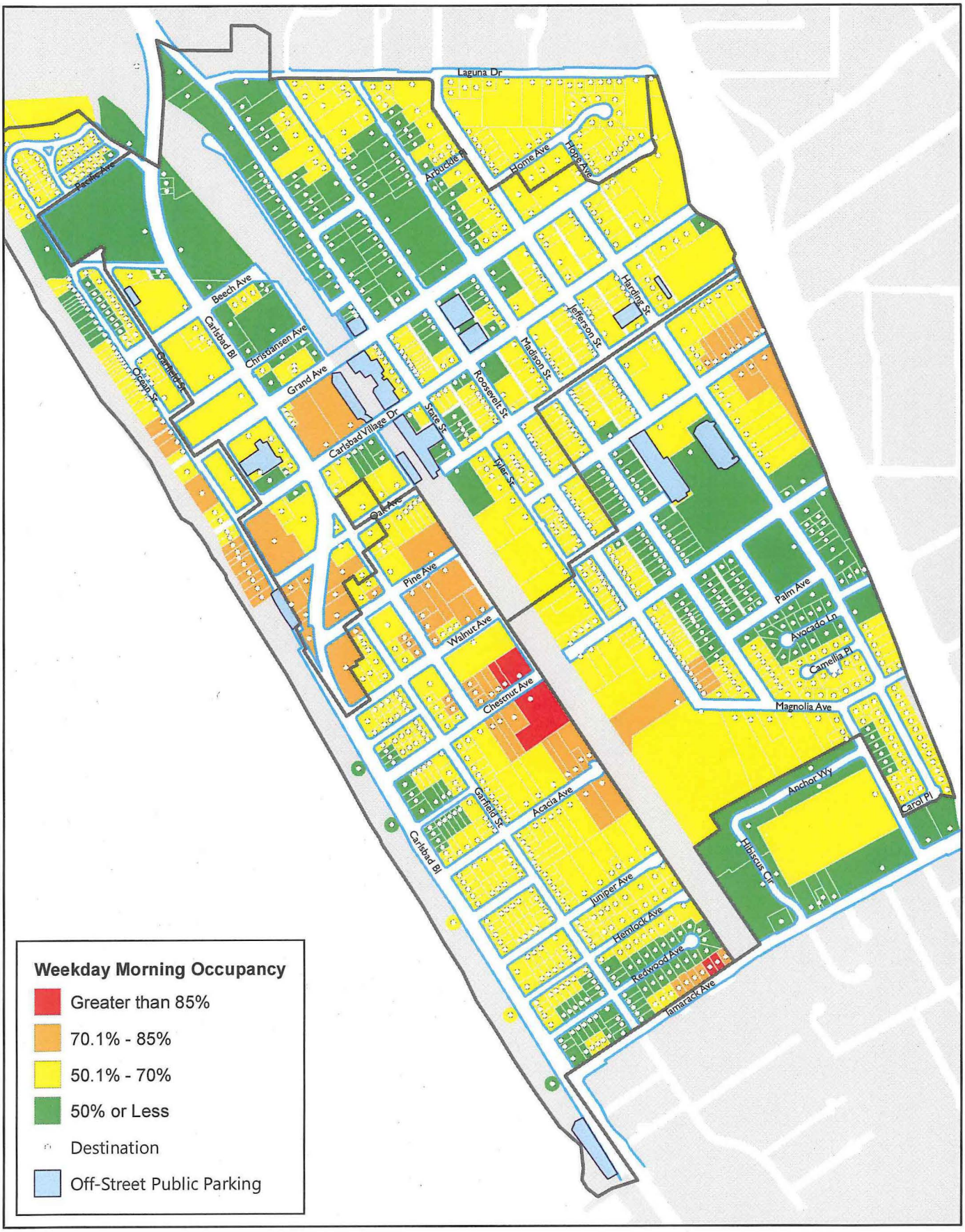


Figure 2.4
Public Parking Supply within 1/8 Mile from Destinations (Excluding NCTD Parking)



Downtown Carlsbad Parking Study

Figure 2.5
Weekday Parking Occupancy by Destination
Morning (6am - 9am)

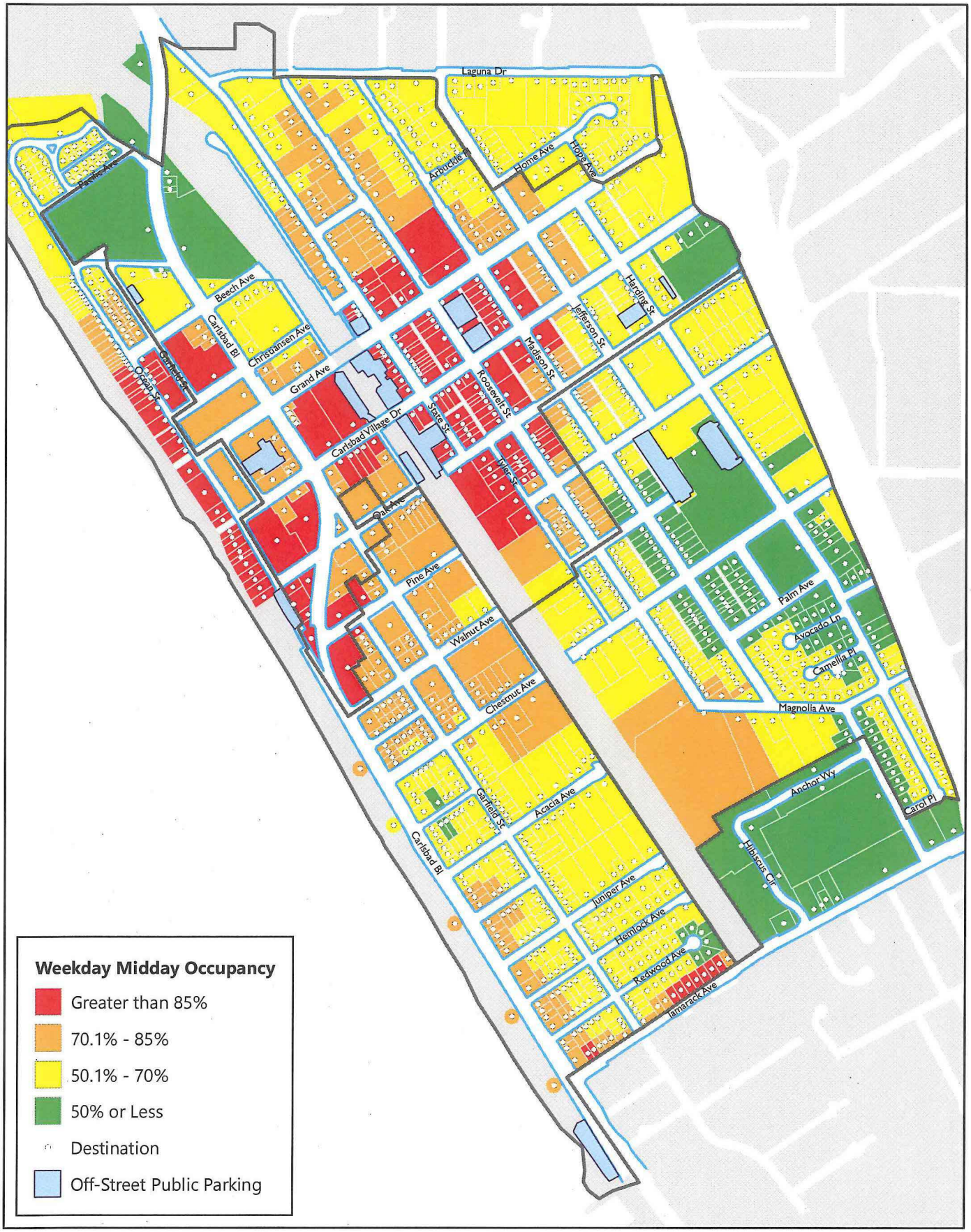


Figure 2.6
Weekday Parking Occupancy by Destination
Midday (10am - 1pm)

Evening (6pm to 9pm)

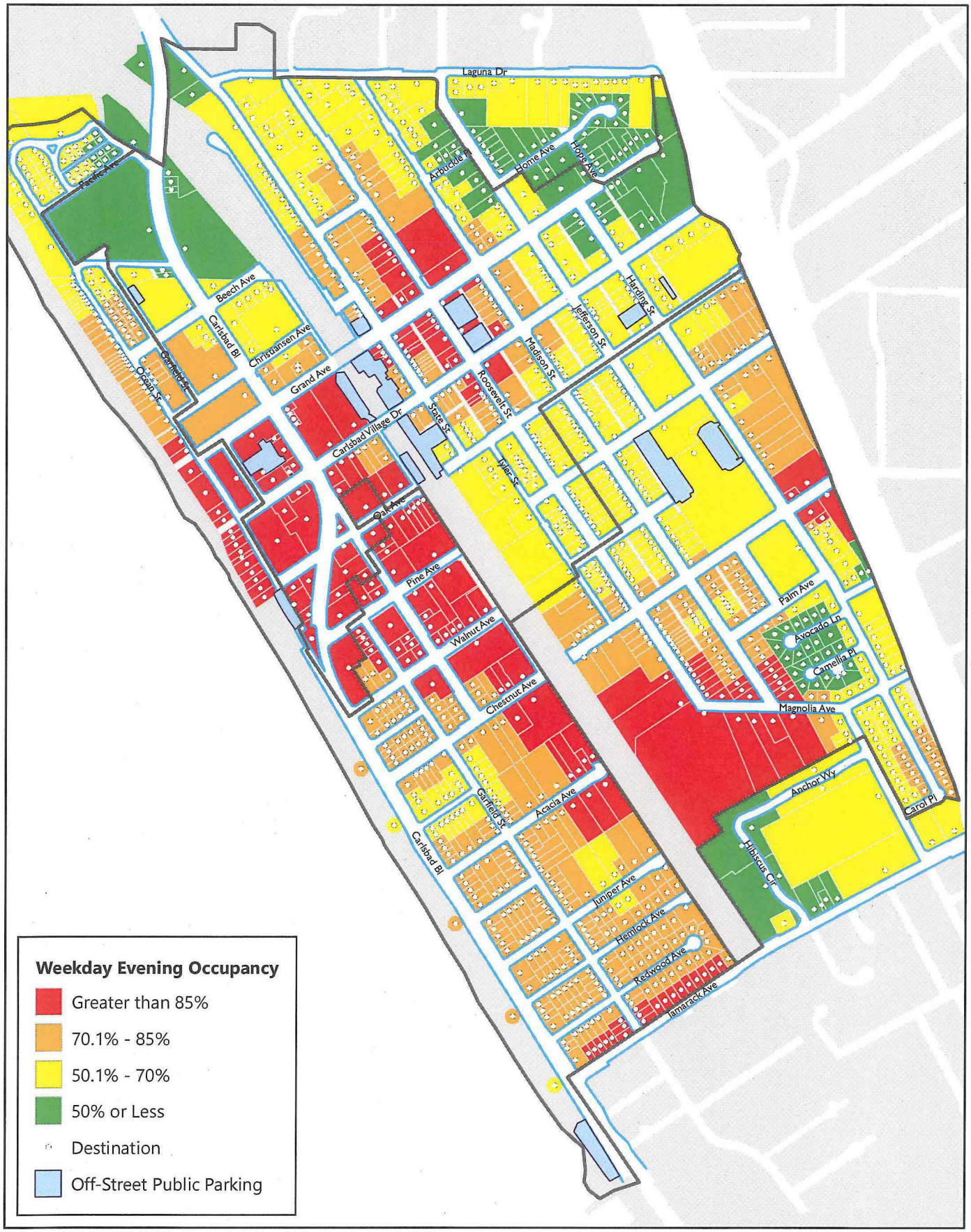
Figure 2.7 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the evening period. Parking demand during this period peaks the highest of the three weekday periods observed. Parking occupancy is greater than 70% throughout much of the Coastal Area, with greater than 85% occupancy conditions clustered between Grand Avenue and Walnut Avenue. Parking occupancy increases in the Barrio neighborhood-wide by 18% from midday to evening. As shown, some areas within the Barrio (around the Magnolia Avenue-Roosevelt Street junction) reach greater than 85% occupancy conditions.

Of the three periods analyzed, the evening period is unique in that captures both residential generated parking demand and commercial generated parking demand (in the evening, commercial-related parking demand is primarily generated from dining and drinking establishments and typically not from retail). The demand converging from these two sources is most likely to impact areas where residential land uses are adjacent to commercial land uses, such as in the Village core and the adjacent surrounding blocks.

When compared to 2021, the Village neighborhood experiences the greatest increase in parking demand, with a slight increase in the Barrio neighborhood. These increases follow the same trend observed in the neighborhood-wide data.

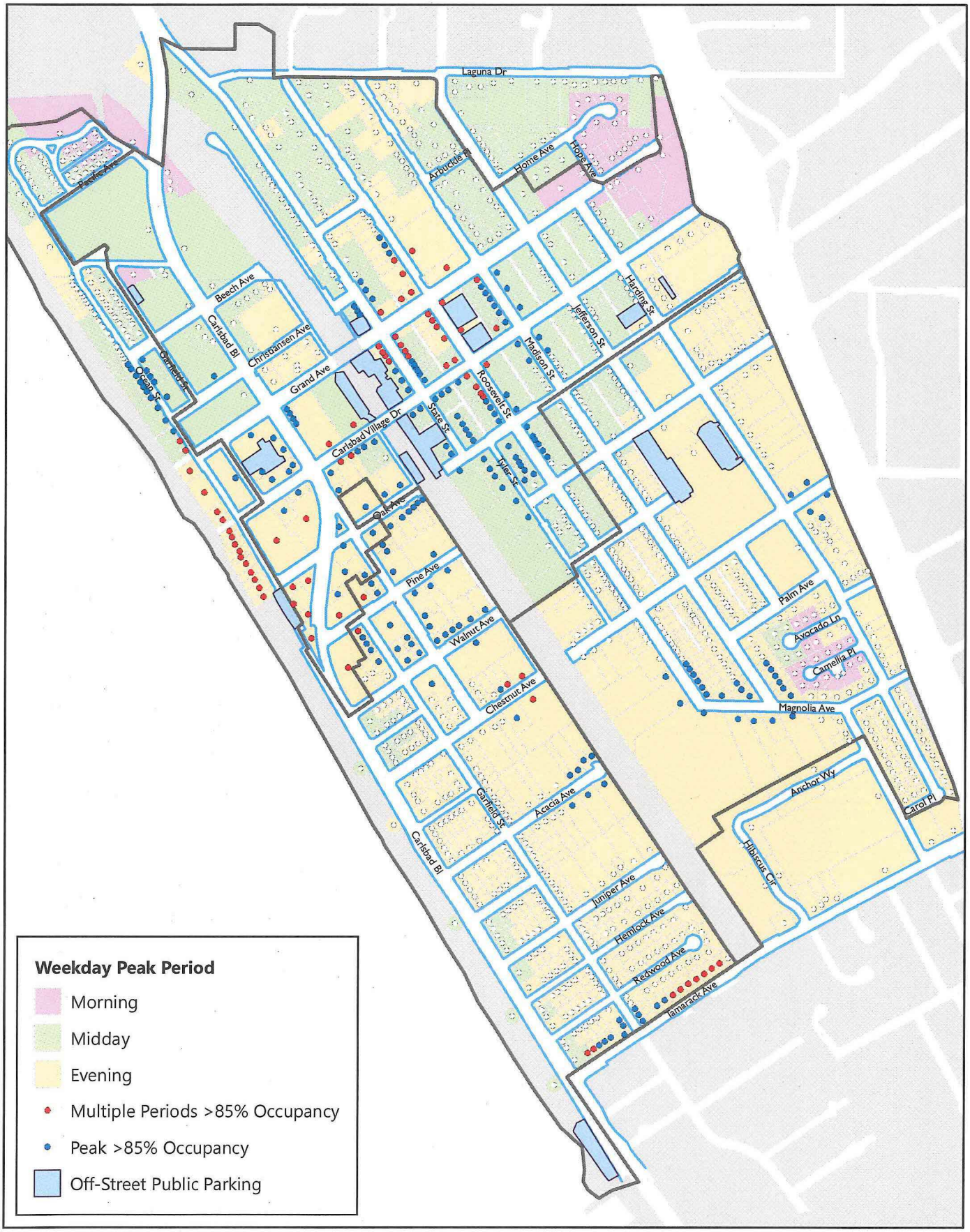
Temporal Peak by Destination

Figure 2.8 shows the peak parking period of each destination based on its parking occupancy within 1/8 mile during the weekday three time periods. As shown, the evening period is the peak throughout most of the study area. In the northern reaches of the study area, and within the northern extent of the Barrio (between Carlsbad Village Drive and Chestnut Avenue, the peak period is midday. While the Coastal Area peaks in the evening, occupancies are above 85% for many destinations within that subarea during both the midday and evening. Destinations within the Village core, which also peaks in the evening, multiple destinations reach reaches 85% occupancy or greater under multiple periods (mostly midday and evening).



Downtown Carlsbad Parking Study

Figure 2.7
Weekend Parking Occupancy by Destination
Evening (6pm - 9pm)



Downtown Carlsbad Parking Study

Figure 2.8
Weekday Peak Period

3.0 Weekend Parking Occupancy

3.1 Occupancy by Supply

Morning (6am to 9am)

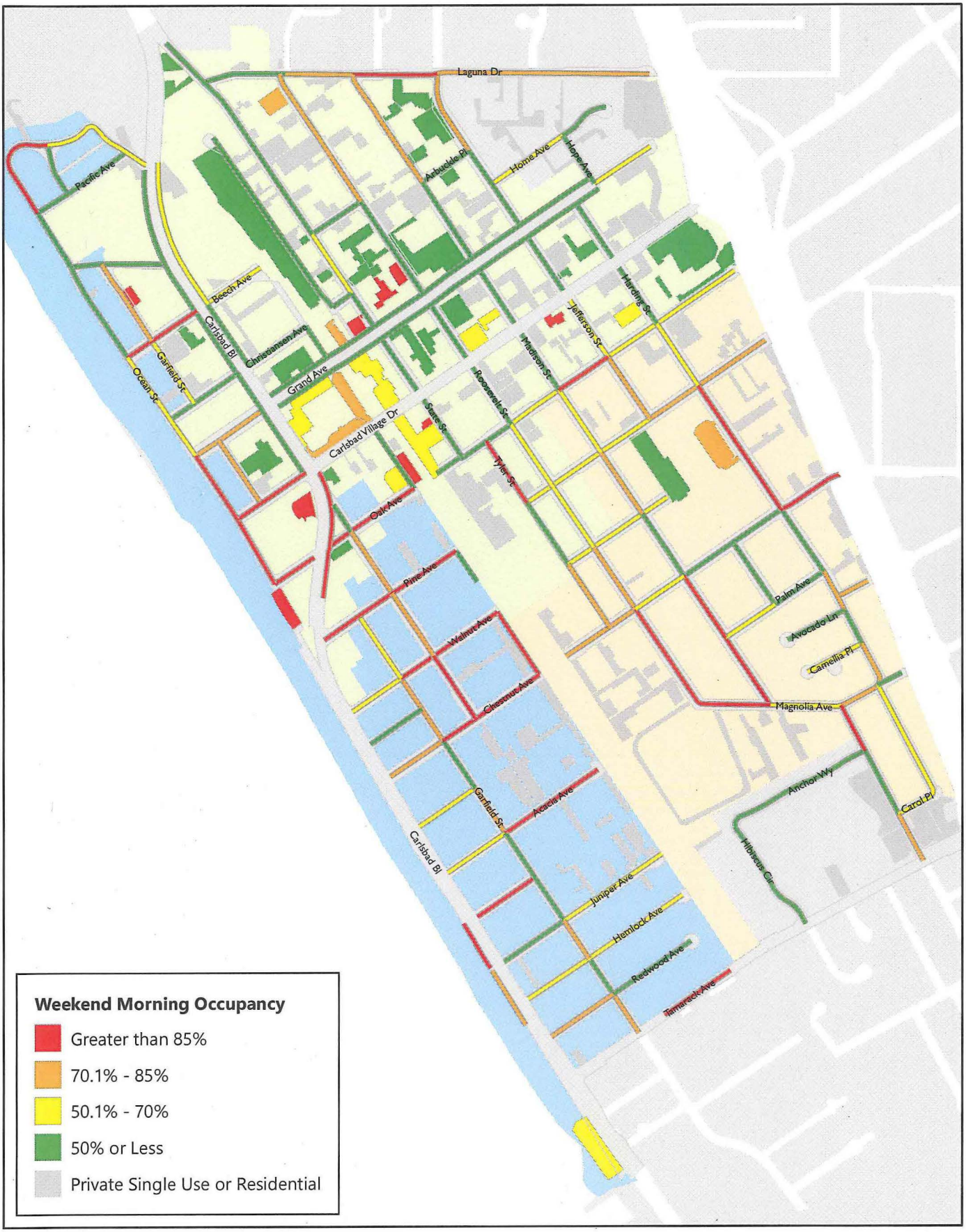
Table 3.1 summarizes public parking occupancy by neighborhood for the weekend morning period. Morning occupancies neighborhood-wide in the Barrio and Coastal Area are between 62% to 67% percent, slightly higher than their weekday morning occupancies. Village parking occupancy, at 46%, is 8% lower than its weekday morning neighborhood-wide occupancy.

Weekend Morning Public Parking Occupancy by Neighborhood

Area	Parking Type	Weekend Morning (2022)	Weekend Morning (2021)
Barrio	On-Street Parking	66.9%	61.9%
	Off-Street Public Parking	42.6%	10.3%
	Total Public Parking	**62.3%**	**52.0%**
Coastal Area	On-Street Parking	67.4%	60.5%
	Off-Street Public Parking	71.2%	33.5%
	Total Public Parking	**67.8%**	**57.1%**
Village	On-Street Parking	44.1%	33.1%
	Off-Street Public Parking	59.7%	14.9%
	Total Public Parking	**46.6%**	**28.9%**
Village (Other Parking Sources)	Off-Street NCTD Parking	44.4%	13.5%
	Off-Street Private Parking	34.5%	11.2%

Figure 3.1 shows the weekend parking occupancy for the morning period. Occupancies are generally below half throughout the study area. There are a few scattered blocks with higher occupancies within the Barrio and Coastal Area. Residential parking demand peaks at night and overnight and is low turnover, on weekends fewer people work so residual demand from overnight is expected to linger deeper into the weekend morning collection period. The 3093 Ocean Street parking lot does exceed 85% occupancy during this period, reflective of beach-related parking demand.
The significant decline in weekend morning parking demand within the Village during this time is expected, as it is off-peak for most retail establishments.

Even though all of the neighborhood experiences an increase in parking demand when compared to 2021 data, none of neighborhood-wide parking demand exceed 85%.



Downtown Carlsbad Parking Study

Figure 3.1
Weekend Parking Occupancy
Morning (6am - 9am)

Midday (10am to 1pm)

Table 3.2 summarizes public parking occupancy by neighborhood for the weekend midday period. Parking demand sharply increases in the Village and Coastal Area, with the latter exceed 85% threshold levels neighborhood-wide.

Weekend Midday Public Parking Occupancy by Neighborhood

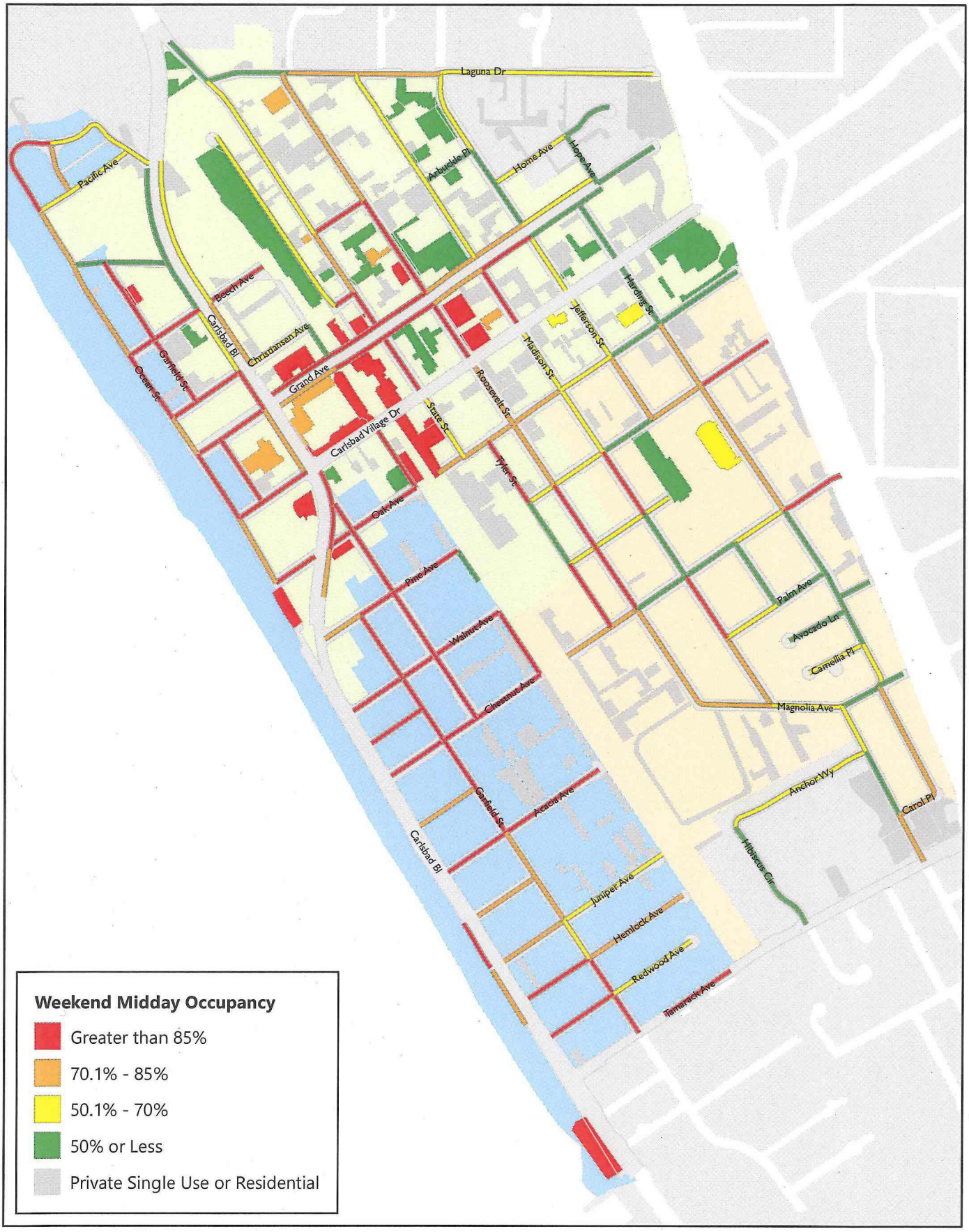
Area	Parking Type	Weekend Midday (2022)	Weekend Midday (2021)
Barrio	On-Street Parking	63.7%	58.5%
	Off-Street Public Parking	30.0%	25.1%
	Total Public Parking	**57.2%**	**52.1%**
Coastal	On-Street Parking	86.2%	82.6%
	Off-Street Public Parking	98.8%	81.2%
	Total Public Parking	**87.7%**	**82.5%**
Village	On-Street Parking	70.3%	65.7%
	Off-Street Public Parking	94.3%	73.5%
	Total Public Parking	**74.1%**	**67.5%**
Village (Other Parking Sources)	Off-Street NCTD Parking	59.7%	28.4%
	Off-Street Private Parking	**49.5%**	28.2%

The increase in parking demand within the Village and Coastal Area is evident in **Figure 3.2**, which shows most on-street parking blocks west of the LOSSAN rail corridor in either the greater than 85% (red) category or 70.1% to 85% (orange) categories. The Village core area includes several off-street parking lots reaching above 85% occupancy.

While parking demand during the weekend midday in the Village core experience a slight dip when compared to the weekday period (78% to 74%), the midday parking occupancies throughout the Coastal Area is noticeably higher on the weekend (74% to 88%). Parking demand throughout the Barrio experience a slight increase when compared to the weekday period.

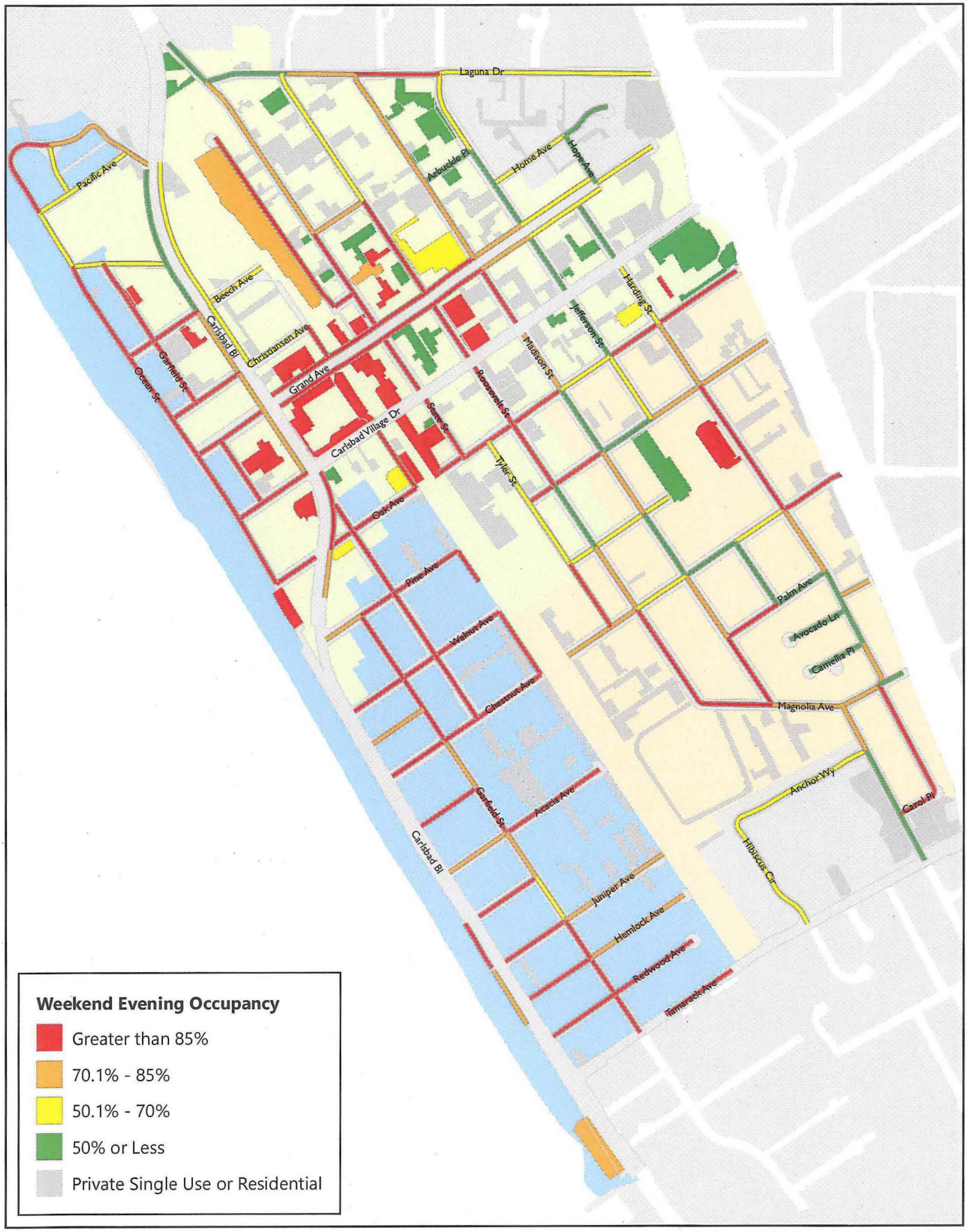
Evening (6pm to 9pm)

Figure 3.3 displays weekend parking occupancy for the evening period between 6pm and 9pm. During this period, parking occupancy is high throughout the Coastal Area and Village. Off-street parking facilities in both neighborhoods are at or near capacity. In the Village, NCTD-specific parking facilities, including the occupancy of the nearly 500-space Carlsbad Village Station parking facility, are above 80%, and almost double the utilization of their weekday peak. These parking lots, generally reserved for NCTD commuters, absorb some of the parking demand in the Village during the weekend evenings.



Downtown Carlsbad Parking Study

Figure 3.2
Weekend Parking Occupancy
Midday (10am - 1pm)



Downtown Carlsbad Parking Study

Figure 3.3
Weekend Parking Occupancy
Evening (6pm - 9pm)

Table 3.3 summarizes weekend evening (6pm to 9pm) occupancies by neighborhood along with the occupancies of the earlier periods to facilitate comparison. As shown, neighborhood-wide occupancies in the Coastal Area surpass the 85% threshold. Village occupancies also peak, reaching over three-quarters neighborhood-wide with the cumulative occupancy of the off-street public parking at over 90%. The noticeable spike in utilization of NCTD parking helps to manage the overall peak parking demand in the Village.

Weekend Public Parking Occupancy by Neighborhood (All Periods)

Area	Parking Type	Weekend Morning		Weekend Midday		Weekend Evening	
		2022	2021	2022	2021	2022	2021
Barrio	On-Street Parking	66.9%	61.9%	63.7%	58.5%	69.9%	64.8%
	Off-Street Public Parking	42.6%	10.3%	30.0%	25.1%	43.5%	13.0%
	Total Public Parking	**62.3%**	**52.0%**	**57.2%**	**52.1%**	**64.9%**	**54.9%**
Coastal Area	On-Street Parking	67.4%	60.5%	86.2%	82.6%	91.9%	84.9%
	Off-Street Public Parking	71.2%	33.5%	98.8%	81.2%	81.2%	100%
	Total Public Parking	**67.8%**	**57.1%**	**87.7%**	**82.5%**	**90.5%**	**86.8%**
Village	On-Street Parking	44.1%	33.1%	70.3%	65.7%	80.0%	70.7%
	Off-Street Public Parking	59.7%	14.9%	94.3%	73.5%	97.7%	93.0%
	Total Public Parking	**46.6%**	**28.9%**	**74.1%**	**67.5%**	**82.8%**	**75.8%**
Village (Other Sources)	Off-Street NCTD Parking	44.4%	13.5%	59.7%	28.4%	86.0%	64.6%
	Off-Street Private Parking	34.5%	11.2%	49.5%	28.2%	48.8%	27.4%

For the Coastal Area and Village, the neighborhood-wide weekend peaks were each higher in magnitude than their weekday peaks (11% increase for the Coastal Area and 5% increase for the Village). The Barrio's neighborhood wide parking demand remains consistent over all three weekend periods nor does not fluctuate very much from its weekday occupancies.

Compared to 2021, all three neighborhood experiences an increase in parking demand on the weekend, with the most significant increase in NCTD Parking lot, likely due to an increase in transit usage.

3.2 Destination-Based Occupancy

Morning (6am to 9am)

Figure 3.4 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the morning period. As shown, the parking demand summarized by neighborhood is not distributed evenly geographically. Within the Barrio and Coastal Area, where neighborhood-wide occupancy was slightly over half, a cluster of destinations around Roosevelt Street/Magnolia Avenue Oak Avenue, and Chestnut Avenue, in each neighborhood respectively, where occupancy conditions are greater than 85%, and other clusters where occupancy conditions are between 70% and 85%.

Midday (10am to 1pm)

Figure 3.5 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the midday period. Within much of the Coastal Area, occupancy conditions are greater than 85%. The Village core also shows high occupancies, clustered around Roosevelt Street and Grand Avenue. While the Barrio's neighborhood-wide occupancy remains less than 60%, occupancies along the properties fronting the LOSSAN rail corridor are between 70% and 85%.

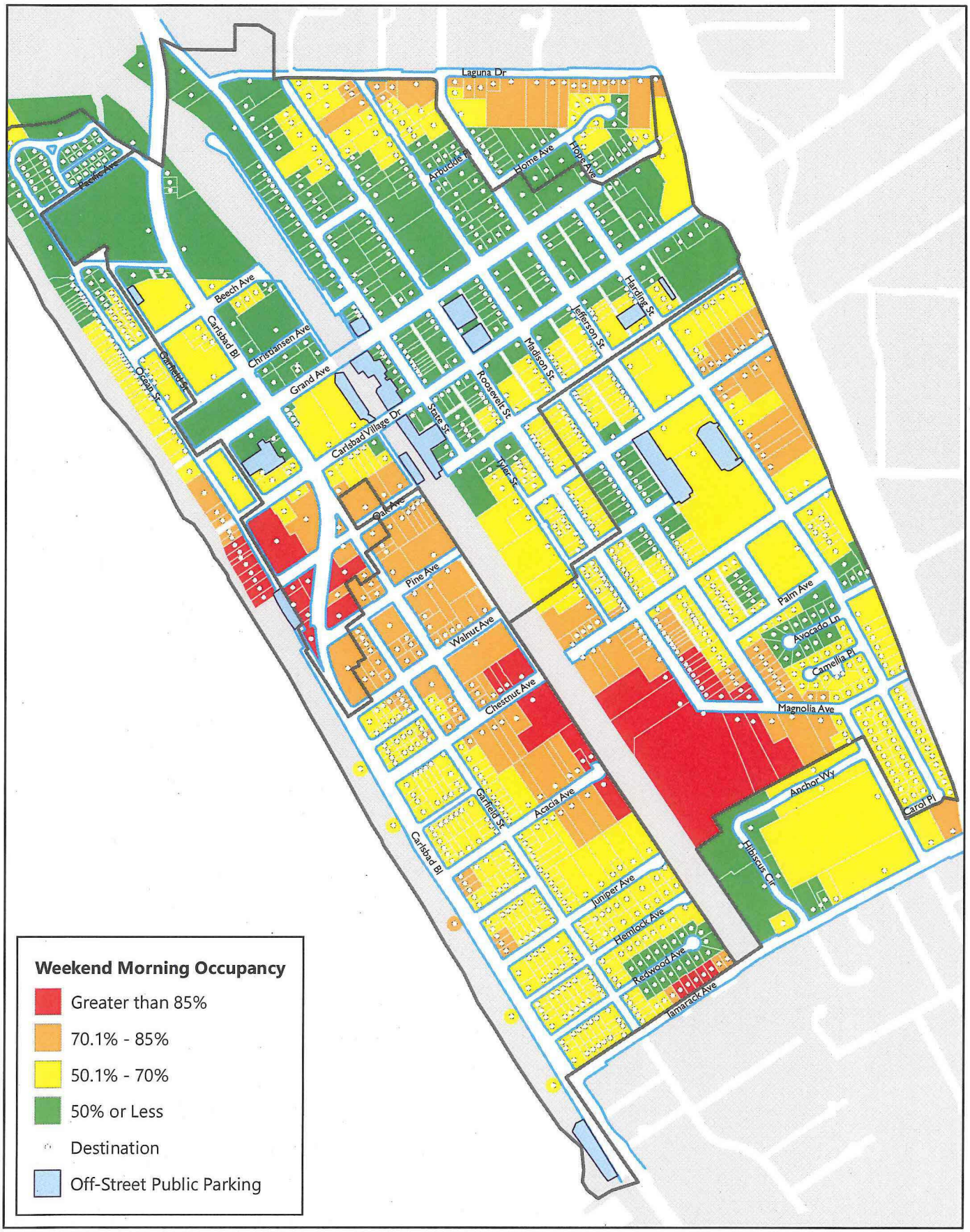
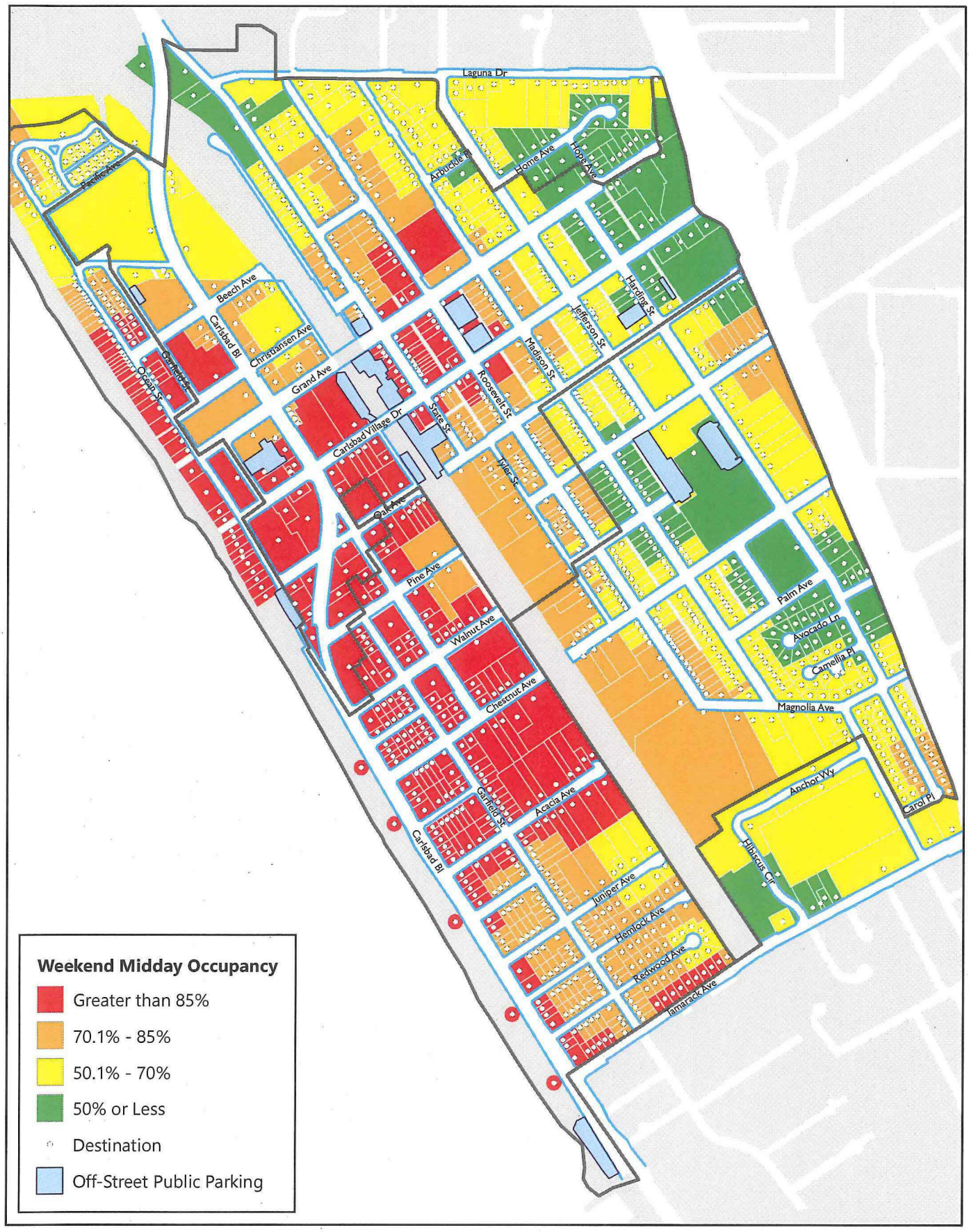


Figure 3.4
Weekend Parking Occupancy by Destination
Morning (6am - 9am)



Downtown Carlsbad Parking Study

Figure 3.5
Weekend Parking Occupancy by Destination
Midday (10am - 1pm)

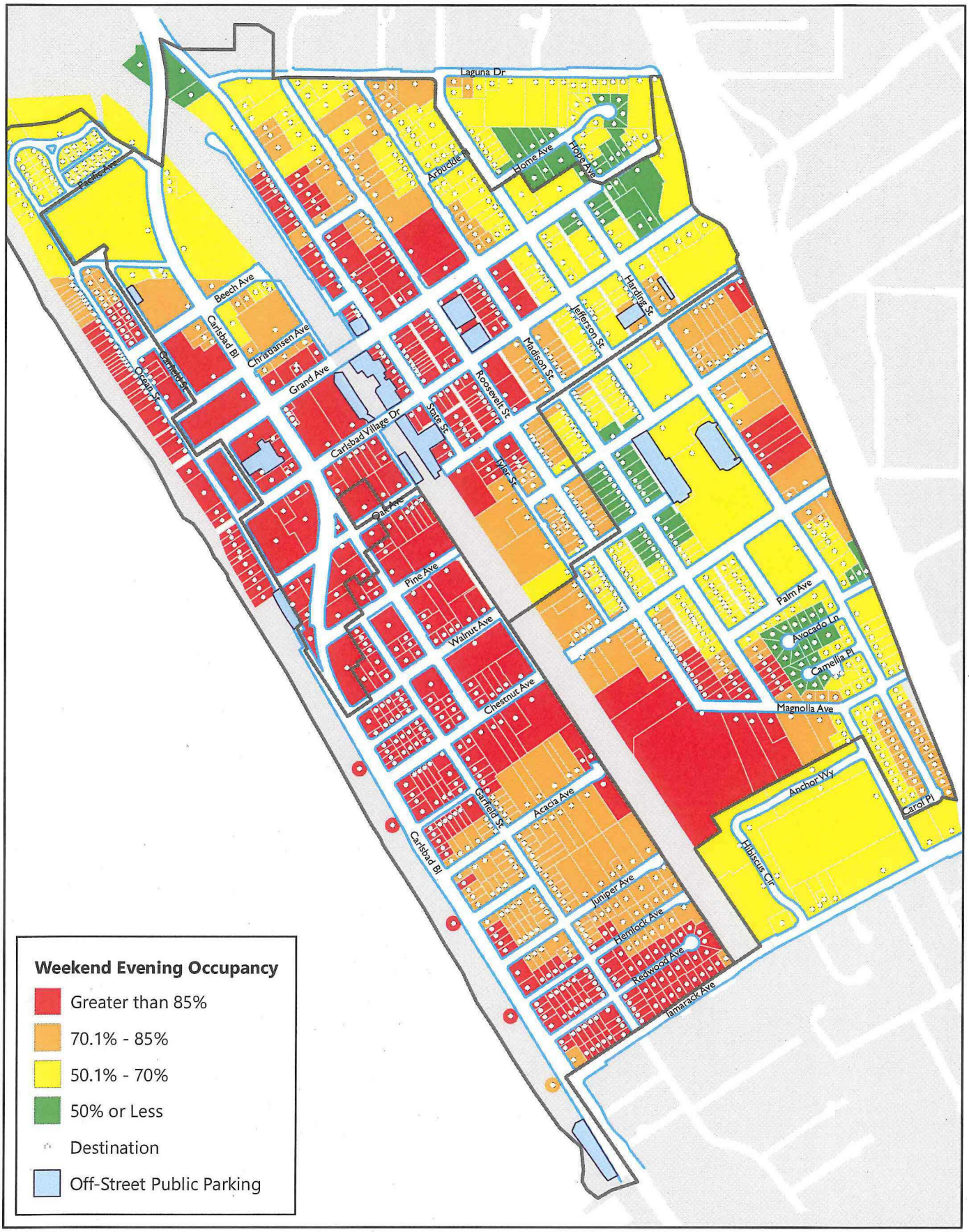
Evening (6pm to 9pm)

Figure 3.6 shows the parking occupancy within a 1/8 mile of each destination inside the study area during the evening period. During this period, which is the overall peak for the Coastal Area (above the 85% threshold neighborhood-wide), most of the destinations west of the LOSSAN rail corridor between Beech Avenue and Chestnut Avenue experience occupancy conditions above 85%. The Village's cluster of 85% occupancy or greater from weekend midday increases in coverage in the weekend evening, and the greater than 85% cluster within the Barrio at Roosevelt Street and Magnolia Avenue, present during the weekend morning period, reemerges during the weekend evening period.

Overall, both the Coastal and Village neighborhoods experience an increase when compared to the data presented in the 2021 report. While the neighborhood-wide parking demand does increase for the Barrio neighborhood, the increase does not results in a significant increase in parking demand at the parcel level, outside of six parcels on the eastern edge.

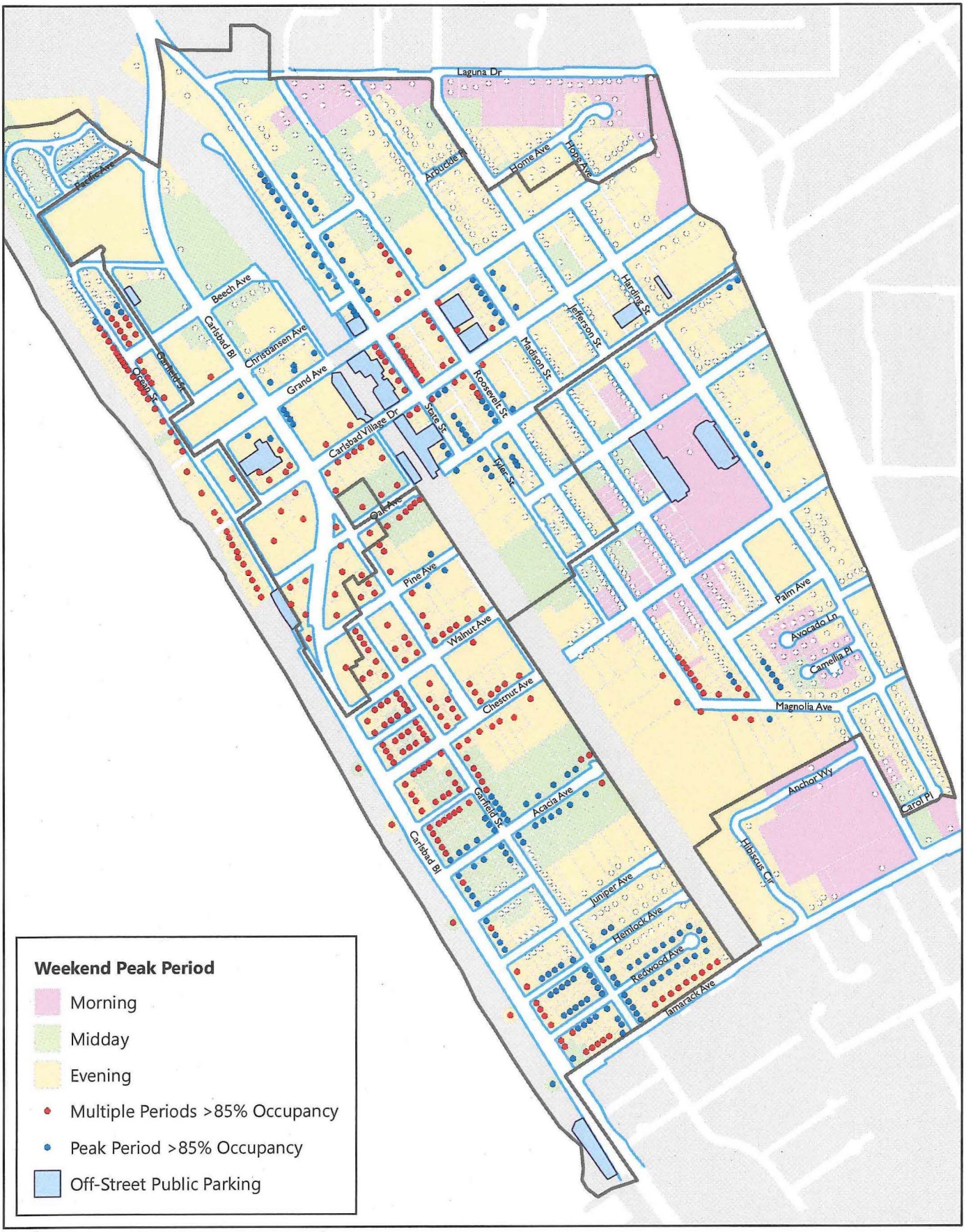
Temporal Peak by Destination

Figure 3.7 shows the peak parking period of each destination based on its parking occupancy within 1/8 mile during the weekend three time periods. As shown, the evening period is the peak within large portions of three neighborhoods analyzed as was the case during the weekday. While the previous section pointed out the magnitudes peak demand is higher on the weekend, compared to weekday, the exhibit reveals more destinations within the study area experience 85% conditions on the weekend compared to weekday, and more destinations experience multiple observation periods where parking occupancy was above the 85% threshold.



Downtown Carlsbad Parking Study

Figure 3.6
Weekend Parking Occupancy by Destination
Evening (6pm - 9pm)



Downtown Carlsbad Parking Study

Figure 3.7
Weekend Peak Period

4.0 Summary and Parking Management Recommendations

This section summarizes key findings and provides recommendations to manage parking demand into the short term (two-year horizon) and long term (five-year horizon) timeframes.

4.1 Key Findings

Findings from the report and review of other documents including the current parking in-lieu fee program, relevant finances, and parking lease agreements are provided below are as follows:

1. Weekday parking demand throughout the Village and Coastal Area ramps up beginning in the midday with peaks generally occurring in the evening period in most parts of the study area. The highest parking demand is west of the LOSSAN rail corridor, in particular between Beech Avenue and Walnut Avenue, where parking occupancies are greater than 85% for multiple periods. Within the Village, the destinations along State Street and Roosevelt Street (between Beech Avenue and Oak Avenue) also experience greater than 85% demand during the weekday evening period.
2. Weekend parking demand follows similar temporal demand pattern as weekday, though at higher intensities. Most of the Coastal Area and Village west of the LOSSAN rail corridor experiences very high parking occupancies (greater than 85%) through both the midday and evening periods. Destinations within the Village core area around State Street, Roosevelt Street, Grand Avenue, Carlsbad Village Drive, and Oak Avenue also have very high occupancies through the weekend midday and evening periods.
3. Overall, the 2022 parking demand are higher than the 2021 parking demand, including an increase in parking demand observed at the NCTD parking lot. The increase in parking demand resulted in a significant number of parcels within the Coastal and Village core area with parking demand at 85% or greater.
4. Some low turnover was observed in high demand locations within non-residential portions of the Village and Coastal Area. In some instances, vehicles were parked for five or more hours. Low turnover results in fewer total visitors being able to access the destinations within the study area.
5. The parking spaces along Garfield Street, between Grand Avenue and Carlsbad Village Drive are public parking spaces, though are ambiguously marked. Clear signage should be provided, indicating that these spaces are available to the general public.
6. Parking fees are one-time fees, therefore there is a structural deficit in the funding expended per year versus collected. The interest earned from the parking in-lieu fee program only covers 50% of the cost of renting parking spaces from North County Transit District.
7. Parking citation revenue, which comprised about 50% of annual parking-related revenue, are currently being deposited into the general fund.
8. Revenues from the current parking in-lieu fee program are insufficient to be sustainable in covering the costs of parking management in the long term. Additional funding or parking revenue sources should be identified.
9. Existing temporary expansion of outdoor uses are not significantly impacting the parking supply, however, following the cessation of pandemic authorizations curb cafes and outdoor activation that results in a loss of off-street parking would need to pay the applicable fees and obtain permanent authorization.

4.2 Parking Recommendations

The earlier iterations of the Parking Management Plan included recommendations that could be implemented to increase the supply and better manage the utilization of parking in the study area.

Those recommendations were reviewed and refined as appropriate based on findings of this report, understanding of parking management best practices, and the financial status of the City's parking program. These findings should also be revisited with each subsequent update of this report.

Near-term recommendations (within two years):

1. Consider restriping Grand Avenue, between State Street and Jefferson Street to convert parallel parking locations to angled parking to gain additional on-street parking spaces. Depending on the preferred width of the re-striped parking spaces (existing angled parking spaces along State Street range from 10' to 14' along the curb) approximately between 12 and 25 parking spaces could be gained through the restriping. This recommendation would also necessitate the reduction of Grand Avenue to one travel lane per direction.
    a. Restriping existing angled parking spaces along Grand Avenue east of State Street to 10' could create a gain of approximately another 16 parking spaces. In total, 41 parking spaces could be gained along Grand Avenue between State Street and Hope Avenue if all existing and potential angled parking was restriped to the 10' width along the curb.
2. Direct staff to research the costs and options for metered parking installation and the establishment of a Parking Management District, and the costs of increasing parking enforcement. Metered parking is strongly recommended in areas with high commercial activity, such as the area in the Village bounded by Beech Avenue, Jefferson Street, and Pine Avenue, which may be impacted by low parking turnover behavior from nearby beach and residential generated parking. The installation of metered parking is not contingent upon the formation of the Parking Management District.
3. Direct staff to solicit request for proposals to comprehensively update the Parking Management Plan. The intention is not to develop a completely new plan but to update the existing plan to reflect current conditions and changes in state law. This update should include feasible and implementable short-term and long-term parking mitigation measures and an update to the current parking in-lieu fee program.
4. Update the parking in-lieu fee program to ensure sustainable finances. The update should also take potentially consider factoring in the cost to construct a parking structure if monitoring determines one should be necessary in the future.

Long-Term (2-plus years):

1. If a Parking Management District is established, it is anticipated increases in parking revenues from metered parking and an updated in-lieu fee program. Consider establishing an employee parking permit program and designated employee parking areas with the anticipated increase in parking revenues. This parking supply can be leased from NCTD, especially during night and weekend when there is lower transit parking demand and high restaurant and retail employee parking demand. This program would also ensure that employees do not park in more desirable parking areas closer to businesses for an extended period.
2. Consider providing local neighborhood shuttle services within the Parking Management District. The shuttle services would be funded by fees collected from the parking meters and citations. The shuttle services would also provide connectivity between employee parking area and their respectively location of employment.
3. If sufficient funding is available and demand in the Village and Coastal Area warrants it, consider constructing a parking structure. The City-owned parking lot at 3045 State Street parking lot is one potential location that could serve demand in both areas. Automated parking structures are typically safer, can be constructed on a smaller footprint and require less staffing than a traditional parking structure.

RESOLUTION NO. 2022-229

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CARLSBAD, CALIFORNIA, APPROVING FISCAL YEAR 2021-22 BUDGET CARRYFORWARD REQUESTS AND APPROPRIATION OF FUNDS TO FISCAL YEAR 2022-23 AND AUTHORIZING CAPITAL OUTLAY PURCHASES

WHEREAS, the City Council of the City of Carlsbad, California established City Council Policy No. 87 – General Fund Surplus Policy for the appropriation of surplus funds resulting from General Fund actual revenues exceeding total actual expenditures, plus any unspent and unencumbered expenditures budgeted for a given fiscal year; and

WHEREAS, at the close of fiscal year 2021-22, the city's unaudited General Fund reserve balance is 62% and has exceeded its General Fund Reserve Policy target of 40%; and

WHEREAS, at the close of fiscal year 2021-22, the remaining unaudited unspent and unencumbered expenditures budget for the General Fund is $14.7 million of which $5.9 million has been carried forward as a result of previous City Council resolutions, resulting in an available surplus of $8.8 million; and

WHEREAS, in accordance with City Council Policy No. 87, the City Manager has approved individual items of less than $100,000 that total $690,160 in General Fund carryforward requests and $1,275,102 in carryforward requests for other non-General Fund funds; and

WHEREAS, City Council Policy No. 87 requires City Council approval for the carryforward of any unspent and unencumbered budget for a particular item equal to or greater than $100,000; and

WHEREAS, department carryforward requests submitted for City Council approval that total $1,174,750 in General Fund carryforward requests and $120,000 in carryforward requests for other non-General Fund funds are listed in Attachment A to this resolution.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Carlsbad, California, as follows:

1. That the above recitations are true and correct.
2. That the budget carryforward requests shown in Attachment A to this resolution are approved for carryforward from fiscal year 2021-22 to fiscal year 2022-23.
3. That the City Manager, or designee, is authorized to purchase the capital outlay items as shown in Attachment A.

4. That the City Manager, or designee, is authorized to purchase the self-contained breathing apparatuses described in Attachment A for an amount up to $1,000,000.

5. That the Deputy City Manager, Administrative Services, is authorized to appropriate carryforward budgets to the funds in the amounts shown in Attachment A.

PASSED, APPROVED AND ADOPTED at a Regular Meeting of the City Council of the City of Carlsbad on the 27th day of September, 2022, by the following vote, to wit:

AYES: Blackburn, Bhat-Patel, Acosta, Norby.

NAYS: Hall.

ABSENT: None.

MATT HALL, Mayor

for FAVIOLA MEDINA, City Clerk Services Manager
(SEAL)

CITY OF CARLSBAD FY 2021-22 TO FY 2022-23
CARRYFORWARD BUDGET REQUESTS FOR CITY COUNCIL CONSIDERATION
(ITEMS EQUAL TO OR GREATER THAN $100,000)

DEPARTMENT	FUND	DESCRIPTION	REQUEST TYPE	AMOUNT
Community Development	General Fund	Parking In-Lieu Program Fee Update	Other	150,000
Fire	General Fund	Replace Self-Contained Breathing Apparatus prior to expiration	Capital Outlay	850,000
Police	General Fund	License Plate Reader installation	Professional Services	174,750
Environmental Sustainability	Non General Fund	Contract for Compliance Evaluation	Professional Services	120,000
		General Fund Total		1,174,750
		Non-General Fund Total		120,000
		GRAND TOTAL		**$ 1,294,750**

Attachment A

To the members of the:
CITY COUNCIL
Date 12/8/22 CA ✓ CC ✓
CM ✓ ACM ✓ DCM (3) ✓

Attachment C

City of Carlsbad

Memo ID# 2022119

Council Memorandum

December 8, 2022

To: Honorable Mayor Hall and Members of the City Council
From: Gary Barberio, Deputy City Manager, Community Services
Jeff Murphy, Community Development Director
Via: Geoff Patnoe, Assistant City Manager GP
Re: **Assembly Bill 2097 – State Parking Requirements (Districts 1 & 3)**

This memorandum provides an overview of the restrictions imposed by Assembly Bill (AB) 2097 on the city's ability to impose minimum parking standards on new development projects.

Background

On September 28, 2022, in response to the state housing crisis, Governor Newsom signed several legislative bills that focused on increasing housing production in California. As with prior state legislative changes, many of the bills adopted limit or restrict local land use authority to make the local housing approval processes more administrative (by-right), with fewer local restrictions and limitations. However, one bill in particular, AB 2097 (Friedman), stands out from the rest as possibly the most impactive to the city's land use authority.

Discussion

Most cities, including Carlsbad, have historically required that new residential and commercial development provide onsite parking spaces to sufficiently accommodate occupants and customers and reduce impacts to neighboring land uses. The commonly applied parking standard is formula based, where the minimum number of required parking spaces is dependent upon the size and type of use being built. For example, Carlsbad requires one parking space for every 100 square feet of restaurant space, two parking spaces for each apartment unit with two or more bedrooms, and so on.

Based largely on a body of academic research regarding the potential impacts minimum parking ratios have on car ownership, vehicle miles traveled, and use of public transit, the state legislature passed AB 2097, which added Government Code §65863.2, that effectively eliminates parking requirements in new residential and commercial developments when located within a half-mile of a major transit stop. For Carlsbad, the half-mile radius is measured from two qualifying stops: the Carlsbad Village Station (District 1) and the Poinsettia Station (District 3).

According to the Assembly Floor Analysis[1] on AB 2097, the study found that in buildings with no on-site parking, only 38% of households owned a car, but in buildings with at least one parking space per unit, the study found that more than 81% of households owned automobiles. As such, by eliminating

[1] The Assembly Floor Analysis (AFA) Unit is a part of the CA State Assembly Chief Clerk's Office, who is responsible for providing the public and Assembly Members with analyses, prepared by committee staff, of every bill and amendment on the Floor.

parking minimums, the state legislature believes that fewer households will rely on the automobile for transportation. Ultimately, the state legislature's intent with the passage of AB 2097, which is effective January 1, 2023, is that it will help drive down construction costs (making units more affordable), increase public transit ridership, and promote walkable and bikeable communities so people can get around without a car, which will reduce the greenhouse gas emissions responsible for climate change.

The bill provides for limited exceptions for when parking can be required for new development and includes provisions that allow the city to continue to apply minimum parking standards for electric vehicle charging stations as well as required parking spaces accessible to persons with disabilities, irrespective of distance from a major transit stop. To help staff and the public better understand the purpose of AB 2097 and the allowances under the new state law, an Informational Bulletin has been drafted (Attachment A). Maps of the properties affected by AB 2097, which will eventually be accessible via hyperlinks in the bulletin, have also been developed (Attachment B and C).

Next Steps

After the first of the year, the bulletin will be added to the Community Development Department Informational Bulletin Library, which is available online and accessible to the public[2]. The bulletin includes several hyperlinks to various reference documents, including the new state parking law and the new state building code. Since those codes are not effective until January 1, 2023, posting the informational bulletin sooner is not practical.

Staff will continue to monitor any additional guidance provided from regulatory agencies (such as the California Coastal Commission or Governor's Office of Planning and Research) and update as appropriate.

Attachment: A. Informational Bulletin – AB 2097 Parking Requirements
B. Half-mile radius from Carlsbad Village Station
C. Half-mile radius from Poinsettia Station

cc: Scott Chadwick, City Manager
Cindie McMahon, City Attorney
Ron Kemp, Assistant City Attorney
Jamie Wood, Environmental Sustainability Director
Tom Frank, Transportation Director
Jason Haber, Intergovernmental Affairs Director
Mike Strong, Assistant Community Development Director
Sarah Lemons, Senior Program Manager
Nathan Schmidt, Transportation Planning and Mobility Manager
Katie Hentrich, Climate Action Plan Administrator
Jason Geldert, Engineering Manager
Eric Lardy, City Planner

[2] https://www.carlsbadca.gov/departments/community-development/departmental-information-bulletins

Attachment A

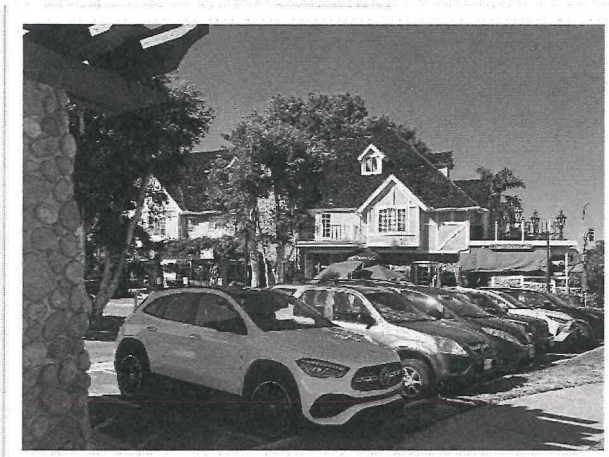
City of Carlsbad

Informational Bulletin

IB-131

AB 2097
PARKING REQUIREMENTS

This bulletin provides an overview of the restrictions imposed by the state legislature under AB 2097 on the city's ability to require minimum parking standards on certain private development projects.



Documents Referenced

AB 2097 State Parking Requirements; §65863.2
Carlsbad Village Station Eligible Parcels; Map
Poinsettia Station Eligible Parcels; Map
Carlsbad Housing (Element) Plan; IB-137
2021-2029 Housing Element; Plan
Carlsbad Parking Standards; §21.44
EV Charging Station Requirements; §18.21.040
EV Charging Permit Streamlining; IB-165
State Density Bonus Law; IB-112
Supportive Housing Defined; §21.04.355.1
Transitional Housing Defined; §21.04.362

BACKGROUND

Most cities, including Carlsbad, have historically required that new residential and commercial development provide onsite parking spaces to sufficiently accommodate occupants and customers and reduce impacts to neighboring land uses. The commonly applied parking standard is formula based, where the minimum number of required parking spaces is dependent upon the size and type of use being built. For example, Carlsbad requires one parking space for every 100 square feet of restaurant space, two parking spaces for each apartment unit with two or more bedrooms, and so on.

Based largely on a body of academic research regarding the potential impacts minimum parking ratios have on car ownership, vehicle miles traveled, and use of public transit, the state legislature passed AB 2097, which added Government Code §65863.2, that effectively eliminates parking requirements in new residential and commercial developments when located within a half-mile of a major transit stop.

According to the Assembly Floor Analysis on AB 2097, the study found that in buildings with no on-site parking, only 38% of households owned a car, but in buildings with at least one parking space per unit, the study found that more than 81% of households owned automobiles. As such, by eliminating parking minimums in new development, the state legislature believes that fewer households will rely on the automobile for transportation.

Developers could still voluntarily provide onsite parking (and many likely will), but the number of parking spaces provided will be based on builder preference and market demand, not by city-established minimum parking standards.

The state legislature's intent with this action, which is effective January 1, 2023, is that it will help drive down construction costs (making units more affordable), reduce vehicle traffic, increase public transit ridership, and promote walkable and bikeable communities so people can get around without a car, which will reduce the greenhouse gas emissions responsible for climate change.

NEW STATE LIMITS ON PARKING

AREAS AFFECTED

Pursuant to Government Code §65863.2(a), a city cannot impose or enforce any minimum automobile parking requirements on a residential, commercial, or other development project (except for hotels, motels, short-term rentals, or other transient lodging --- city parking standards still apply to those) if the project is located within one-half mile of public transit. The state defines public transit as a "major transit stop," containing any one of the following:

- Fixed rail station
- Bus rapid transit stop
- Intersection of two or more major bus routes were buses stop every 15 minutes or less during peak commute periods
- high-quality transit corridor included in a regional transportation plan

The city does not have any high-quality transit corridors per SANDAG's 2021 Regional Transportation Plan. And North County Transit District's Breeze bus system, does not meet the bus stop requirements and therefore does not qualify.

Currently, there are only two locations in the city that meet the definition of public transit --- Carlsbad Village Station and Poinsettia Station. Maps have been provided showing those parcels that are subject to §65863.2. See "Documents Referenced" above.

In cases where only a portion of the project site is located within one-half mile of a major transit stop, the following standards must be met in order to be eligible.

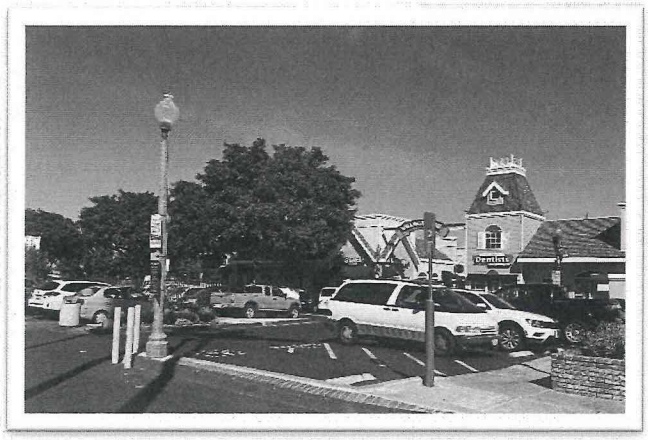
- At least 75% of the total project site is located within one-half mile of a major transit stop; and
- At least 90% of the proposed residential units, or 100 units or more, whichever is less, are located one-half mile of a major transit stop.

Projects failing to meet these requirements do not qualify for the allowances under §65863.2 and must meet current city parking standards.

EV CHARGING & ADA PARKING

Irrespective of proximity to public transit, state law allows the city to continue to apply minimum parking standards for electric vehicle (EV) charging stations as well as required parking spaces accessible to persons with disabilities (ADA).

- For EV stations, the required number of EV parking spaces is provided in Table 5.106.5.3.1 of Carlsbad Municipal Code §18.21.040. The parking requirement is based on the total number of actual parking spaces that would have otherwise applied to the development if the state code section did not exist. Refer to IB-165 for an overview of the city's streamlining provisions and alternative standards for EV charging stations.
- For ADA parking, the city applies the standards set forth in Chapter 1109A (multifamily) and Chapter 11B (commercial) of Title 24, Volume 1 of the 2023 CA Building Code. Like EV spaces, the total number of ADA spaces is based on the total number of actual parking spaces that would have otherwise applied to the development.



EXEMPTIONS

The city may apply its minimum parking standards if it makes written findings that failure to impose parking standards will result in one of the following to occur.

- Hinders the city's ability to meet its share of low- and very low-income housing. Refer to IB-137 for more on the city's Housing Element and affordable housing requirements.
- Hinders the city's ability to meet any special housing needs for elderly or persons with disability. Refer to the city's 2021-2029 Housing Element for more information.
- The proposed "housing development project" will negatively impact existing residential or commercial parking that is located within one-half mile of the project. The state defines a housing development project as either:
  - A 100% residential development; or
  - Mixed-use development where at least two-thirds of the project is designed for residential use; or
  - Project includes transitional housing or supportive housing.

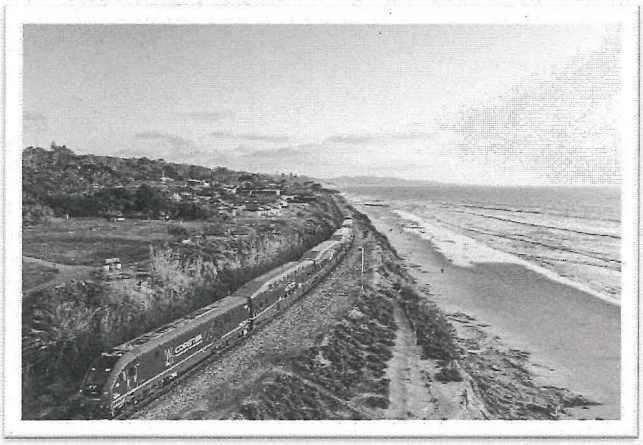
The city exemption determination must be supported by a preponderance of the evidence in the record showing that not imposing or enforcing minimum parking standards would have a substantially negative impact on the above

referenced development. The exemption finding must be made by the city within 30 days following receipt of a completed application.

EXCEPTIONS TO THE EXEMPTIONS

Government Code §65863.2(c) provides a list of specific project types that are not subject to the above exemption provisions. In other words, the city cannot impose minimum parking standards on the following housing development projects, irrespective of whether the above discussed exemption findings can be made.

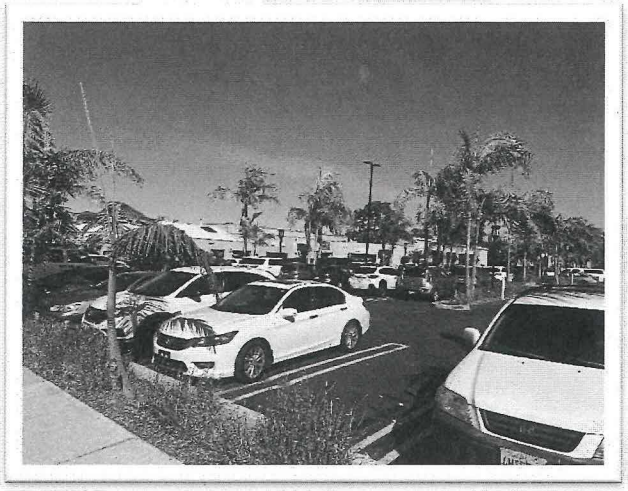
- The housing development project contains fewer than 20 housing units.
- The housing development project dedicates a minimum of 20% of the total housing units to very low-, low-, or moderate-income households, students, elderly, or persons with disabilities.
- The housing development project is subject to parking reductions based on the provisions of any other applicable law. As an example, the proposed development is a density bonus project, which offers reduced parking standards for development projects. Please refer to IB-112 for more on density bonus law.



PARKING SPACES PROVIDED VOLUNTARILY

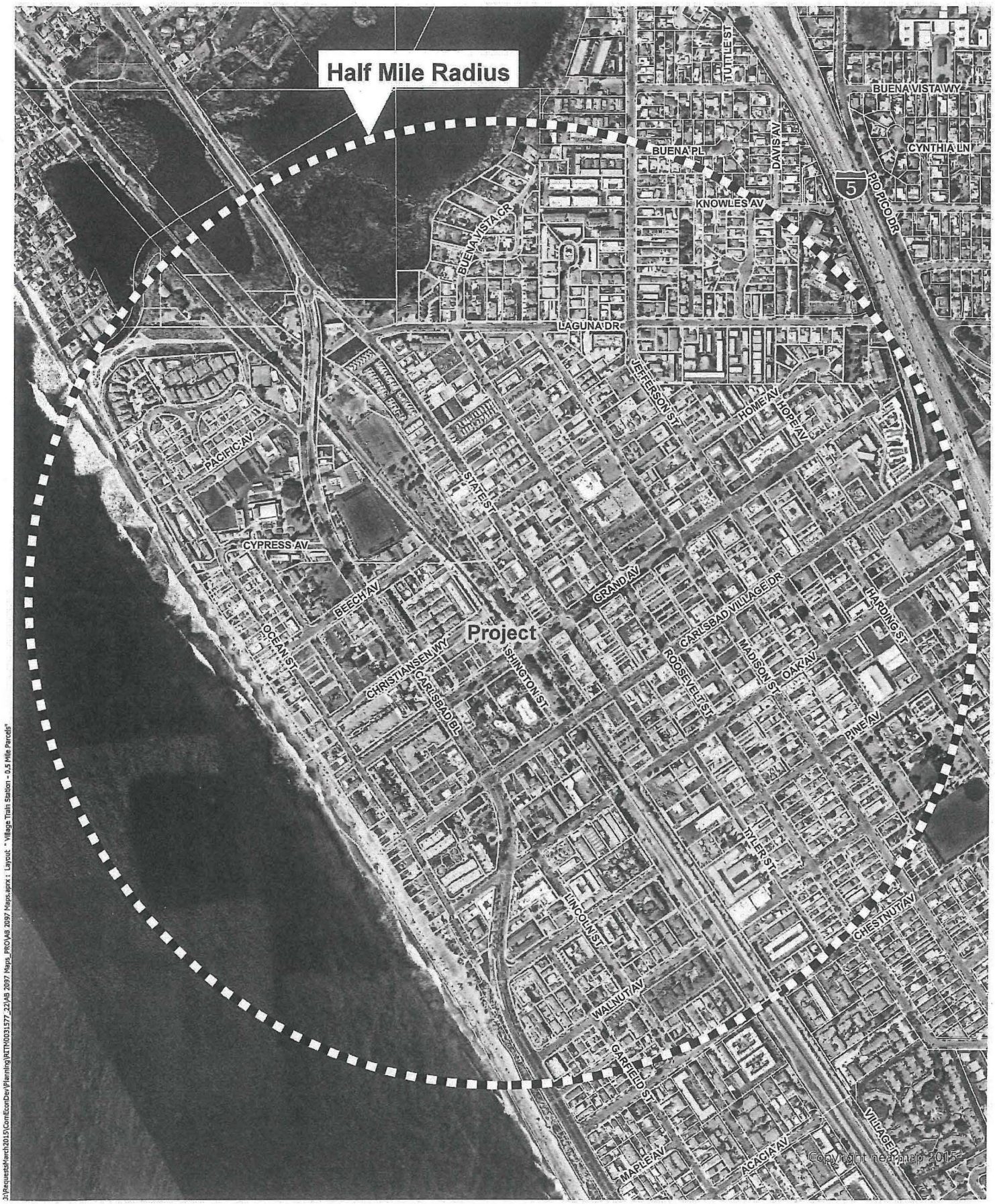
When a project voluntarily provides parking, the city is limited to only imposing the following parking requirements:

- The city may require that the voluntary parking spaces meet minimum location and design standards.
- If a project voluntarily provides parking spaces, the city can require that the spaces be available to the public.
- If a project voluntarily provides parking spaces, the city can require that a parking fee be charged to residents or customers for use. Conversely, the city cannot require that the voluntarily provided parking spaces be offered to the residents or customers free of charge.



YOUR OPTIONS FOR SERVICE

Questions pertaining to this state law, please contact the Planning Division at 442-339-2600 or via email at Planning@CarlsbadCA.gov.



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AB 2097

Carlsbad Village Train Station

All Parcels Within Half Mile Radius

Attachment B

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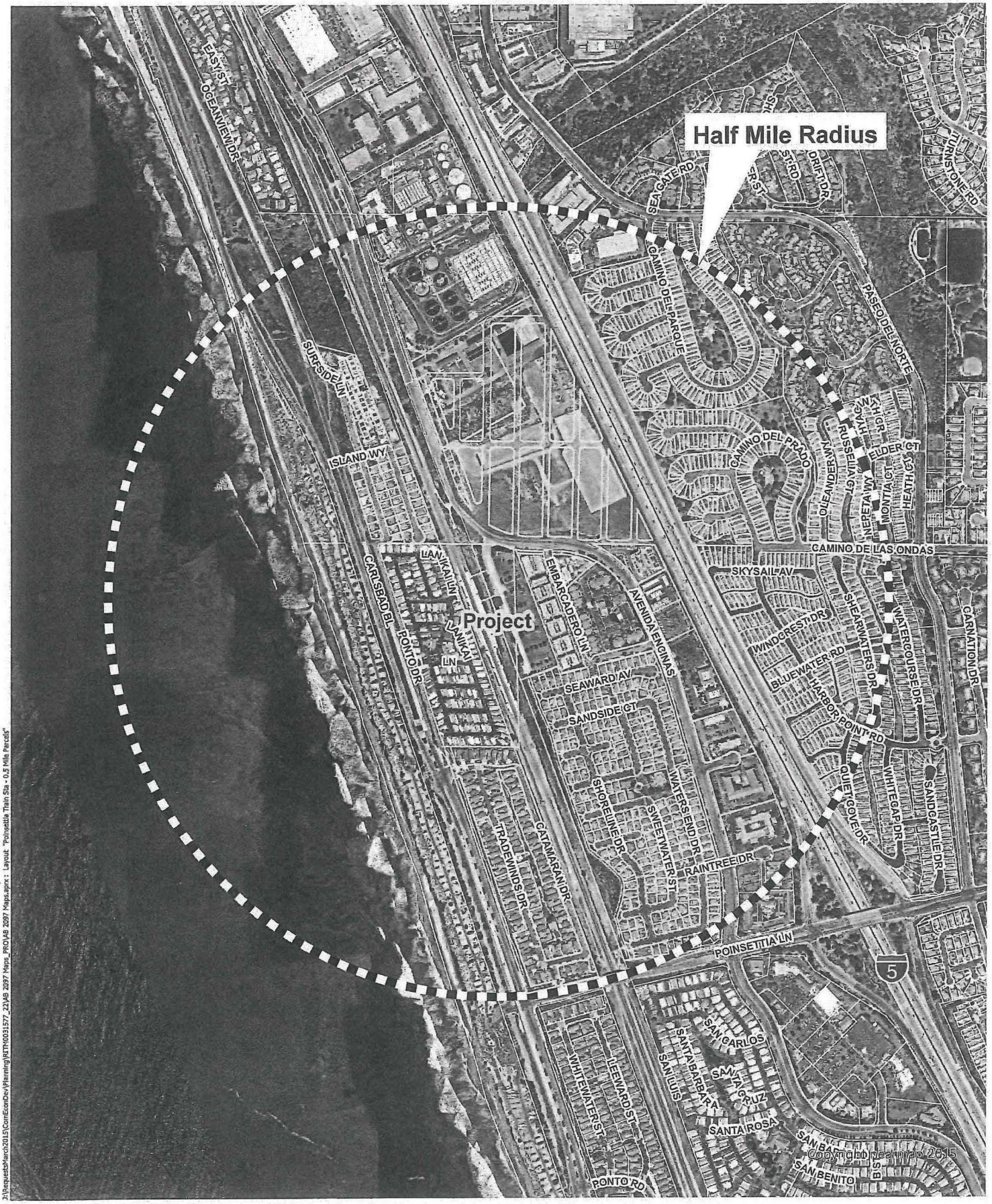

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Attachment C

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AB 2097

Poinsettia Train Station

All Parcels Within Half Mile Radius