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October 28, 2013

Police Chief and Public Safety Director Michael Calhoun  
City of Carmel-by-the-Sea Police Department  
P.O. Box 600 (Southeast Junipero and Fourth Avenue)  
Carmel-by-the-Sea, California 93921

Re: Downtown Parking Analysis and Parking Recommendations - **Draft**  
Carmel-by-the-Sea, California

Dear Chief Calhoun:

Thank you very much for the opportunity to perform this study for you and the City of Carmel-by-the-Sea. Please find attached our draft findings and analysis of parking conditions in Carmel-by-the-Sea's downtown commercial district along with recommendations for managing the busy parking system.

This report contains a significant amount of data that we collected (which we detail in the appendices to the report) along with summaries and recommendations. We look forward to discussing the report with you and receiving your feedback at your earliest convenience.

Thank you very much again.

Sincerely,

WALKER PARKING CONSULTANTS

Steffen Turoff  
Project Manager

ST:dpa



Ahead of the Curve  
in creative parking solutions

DRAFT

PARKING ANALYSIS AND  
RECOMMENDATIONS

CARMEL-BY-THE-SEA, CALIFORNIA

Prepared for:  
CITY OF CARMEL-BY-THE-SEA

OCTOBER 28, 2013



**WALKER**  
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PROJECT NO. 33-1758.00

**DRAFT**

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**EXECUTIVE SUMMARY**

Walker Parking Consultants (Walker) conducted a quantitative analysis of parking demand and supply in the downtown district of Carmel-by-the-Sea. Among our quantitative findings were the following:

- Peak parking demand was observed on a weekend (Saturday) afternoon during which time the occupancy rate for the combined on- and off-street parking system was 87%.
- The on-street parking occupancy during the (Saturday afternoon) peak was 90% but approximately two-thirds of the blocks in the area studied exceeded 90% occupancy during the peak, effectively resulting in a lack of available on-street parking along most streets in the commercial core. Peak occupancy conditions during the weekday count were essentially the same for on-street parking though lower for off-street parking.
- The on-street parking supply of two-hour and unrestricted parking spaces was found to have a deficit of 70± spaces during the peak.
- During the lunch time peak, 39 of 92 parking spaces surveyed hourly along Ocean Avenue and Dolores Street were occupied by cars staying 3+ hours, this despite time limits ranging from 30 minutes to two hours. 24 of these spaces were occupied by cars staying 4+ hours; we conclude from this data that, despite a diligent enforcement effort, long-term parkers are occupying a significant number of spaces designated for visitors and customers.
- Even during the periods of the highest parking occupancy rates, parking spaces were found to be available in City-owned off-street parking facilities and on-street parking spaces not in the immediate center of the commercial district.
- Carmel-by-the-Sea's parking challenges are more an issue of an imbalance of parking demand rather than a shortage of spaces; available spaces exist but proper policies are needed to redistribute parking demand and increase the availability of parking spaces in the busiest locations.

The overall, peak occupancy rate of the parking system in Downtown Carmel is among the highest we have observed among the dozens of parking demand studies that Walker has performed in commercial districts throughout California. Recent improvements in parking enforcement technology would provide the City with a greater ability to enforce existing parking restrictions, however paid parking, even if implemented only in those spaces experiencing the highest demand, would result in better management of the parking system overall (and could lower "ticket anxiety" for Carmel-by-the-Sea visitors). All of the comparable California coastal cities Walker surveyed for this assignment have implemented paid parking to better manage their parking systems.

While the aesthetic requirements of the City may make the implementation of paid parking more challenging than in other cities, new technologies could help mitigate the impact of paid parking on the streetscape.

The current parking occupancy conditions suggest that during busy periods, visitors are likely to have difficulty in finding an available parking space when visiting Carmel-by-the-Sea, resulting in a significant amount of traffic generated by visitors not driving to their destination



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but instead searching for an on-street parking space. Based on our studies and experience, implementation of paid parking would reduce visitor frustration and traffic congestion in the downtown area as well as improve customers' access to businesses overall.

Even if the City decides to build an additional off-street parking facility, the recommendations for improved management of on-street spaces contained in this report would likely be necessary to ensure that the parkers used the new facility and that an improvement in on-street parking availability would occur.

The issue of parking availability for visitors is one of customer service. The lack of available parking spaces on most commercial blocks during busy periods diminishes the experience of visitors to Carmel. In addition to customer service, each public parking space and the public parking system as a whole represent a valuable City and community asset with real value. The City should seek to maximize the efficiency of its asset which would also improve customer service for people driving to Carmel. The recommendations contained within this report seek to achieve these two goals. We find the goals and recommendations contained in this report to be consistent with the City's Circulation Element.

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# CURRENT PARKING CONDITIONS ANALYSIS



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## STUDY AREA AND CURRENT CONDITIONS

Walker studied the parking conditions in the area bounded by Casanova Street on the west, 3<sup>rd</sup> Avenue on the north, Junipero Street on the east, and 8<sup>th</sup> Avenue on the south. However, we studied San Carlos Street as far south as 10<sup>th</sup> Avenue given its adjacency to the Sunset Center – the other streets in the area were studied as far south as 8<sup>th</sup> Avenue.

We note that the scope of services for this project outlined a smaller study area, bounded by 4<sup>th</sup> Street and 8<sup>th</sup> Street and did not include the Vista Lobos and Sunset Center Lots. However, while in the field, Walker field surveyors sought to collect as much data as possible in order to understand parking patterns to their fullest extent. For this reason our analysis generally includes additional blocks of on-street parking (to 3<sup>rd</sup> and 8<sup>th</sup> Avenues) and the Vista Lobos and Sunset Center parking lots, which are important sources of off-street parking.

During our field surveys we also observed and recorded parking demand in privately-owned parking facilities not associated with residential buildings or hotels, provided that the public could gain access, even if access was restricted to specific uses. While these private parking spaces are not available to all members of the driving public, they represent part of the parking supply that can be utilized. Figure 1, on the following page, depicts the study area.

## PARKING INVENTORIES (PARKING SUPPLY)

Walker Parking Consultants field staff performed an inventory of the on-street and off-street parking spaces in the study area as part of the field work we conducted in July 2013. Based on the study area surveyed, overall, field surveyors identified a total of 1,988± parking spaces. Of this total, 1,511± were on-street parking spaces and 477± were public and private off-street parking spaces.

Tables 1, 2 and 3 below summarize the on-street and off-street parking inventories for the study area. More detailed inventory information for the study area can be found in Table A- 1 in the appendix of this report.

The single largest category of spaces is on-street parking spaces, subject to two-hour time restrictions; we note that the length of these time restrictions was increased from 90 minutes based on the study Walker delivered to the City in 2000 that suggested that visitors needed more time when parked to both dine and shop. The two-hour time limited spaces are located in the core of the commercial area in order to generate “turnover” and to make parking spaces available for visitors. Block faces with two-hour spaces also tend to have a 30-minute parking space at each end of the block in order to ensure parking availability for drivers making quick trips or running errands.

We note that Walker has performed dozens of detailed parking supply and demand studies in small and large cities throughout California. Carmel’s public parking system is noteworthy in that on-street parking spaces represent a relatively large percentage of the supply while the off-street supply, both publicly and privately controlled, are relatively small.



Table 1: Parking Space Inventory by Type

Spaces by Location and Control	Spaces	% Total
On-street	1,511	78%
Off-street City controlled <sup>A</sup>	312	16%
Off-street privately controlled, publicly available <sup>B</sup>	106	5%
Total Study Area Parking Supply	1,929	100%

<sup>A</sup>Includes the Vista Lobos, Sunset Center, City Hall, Harrison Library and Post Office parking lots.

<sup>B</sup>Carmel Plaza.

Source: Walker Parking Consultants, 2013

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Table 2: Summary of On-Street Parking Space Inventory

	On Street Parking Spaces by Type						Total
	2 hr	30 min	10 min	Loading	Other*	No Time Restriction**	
Study Area Total	794	128	18	26	39	506	1,511

\* Other includes, spaces reserved for police vehicles, spaces reserved for buses, ADA spaces, library patron spaces, and spaces timed for 60 and 90 minutes.

\*\*Including spaces subject to residential parking permit requirements.

Source: Walker Parking Consultants, 2013

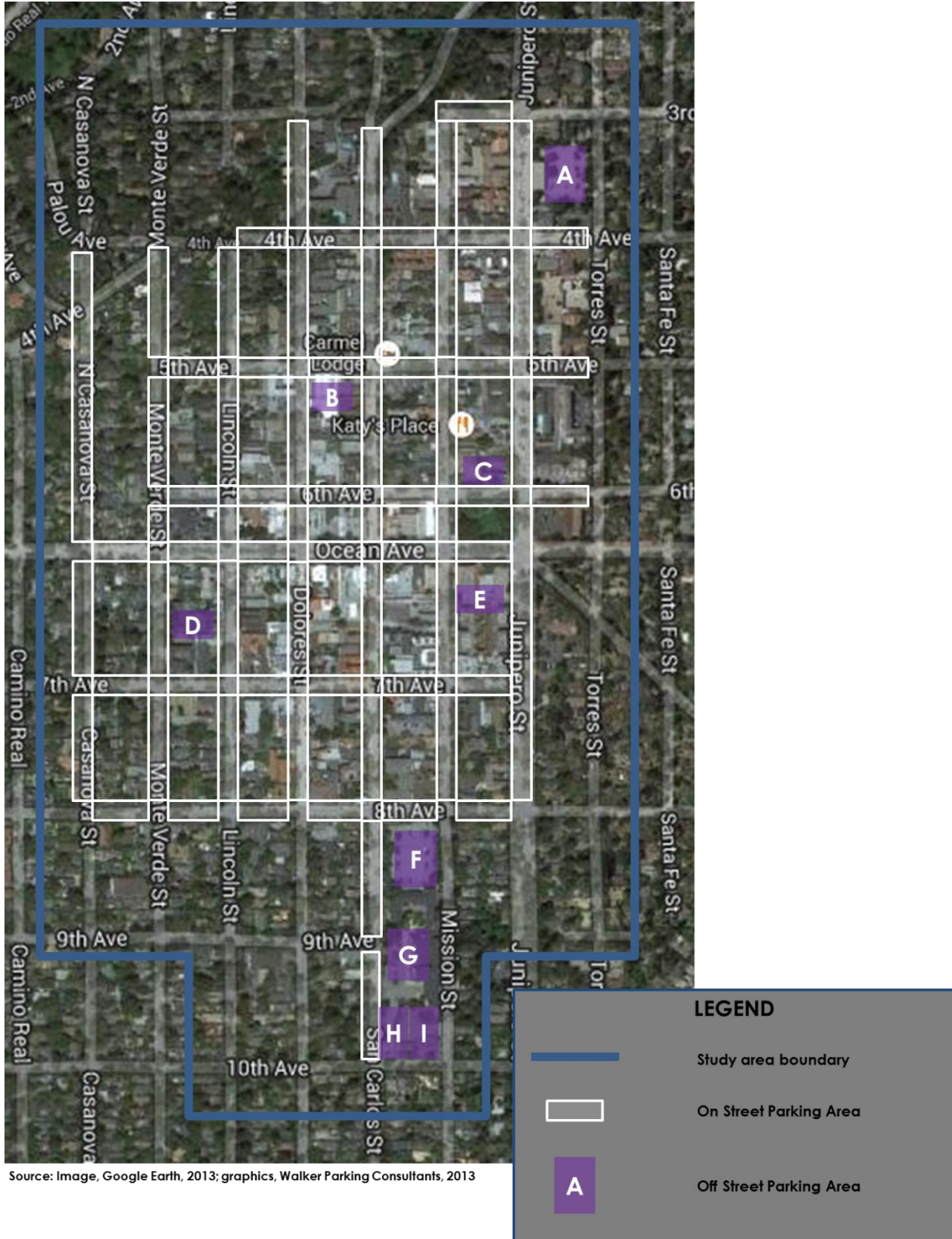
Table 3: Summary of Off-Street Parking Space Inventory

Number of Spaces by Type			
Reserved	ADA	Unreserved	Total
16	16	386	418

Source: Walker Parking Consultants, 2013



Figure 1: Carmel-by-the-Sea Study Area



Source: Image, Google Earth, 2013; graphics, Walker Parking Consultants, 2013



**OCCUPANCY COUNTS**

Field staff performed occupancy counts in the study area on Thursday, July 11, 2013 and on Saturday, July 13, 2013 in order to identify peak weekday and weekend parking conditions. The counts began at 11:30 AM, 2:30 PM, and 5:30 PM in order to capture parking demand during lunch time, midafternoon and the dinner hour. Based on our experience, at least one of these times would reflect peak parking conditions in a commercial district with Carmel-by-the-Sea's characteristics. A space was marked as occupied if a vehicle were parked in it or if the space was otherwise unavailable.

**Table 4: Summary of District-wide Parking Demand**

Space Type		On Street		Off Street		Study Area Total	
Number of Spaces		1,511 spaces		418 spaces		1,929 spaces	
Date of Count	Time of Count	Number of Cars	Occupancy Percentage	Number of Cars	Occupancy Percentage	Number of Cars	Occupancy Percentage
Thursday July 11, 2013	11:00 AM	1,347	89%	208	50%	1,555	81%
	2:00 PM	1,260	83%	229	55%	1,489	77%
	5:00 PM	1,148	76%	245	59%	1,393	72%
Saturday July 13, 2013	11:00 AM	1,214	80%	177	42%	1,391	72%
	2:00 PM	<b>1,365</b>	<b>90%</b>	<b>305</b>	<b>73%</b>	<b>1,670</b>	<b>87%</b>
	5:00 PM	1,313	87%	240	57%	1,553	81%

Source: Walker Parking Consultants, 2013

The overall peak parking demand for the study area occurred during the 2:30 PM count on Saturday. During that interval, 87% of the available parking spaces were occupied, including 90% of on-street and 73% of the off-street spaces surveyed. While 2:30 PM on Saturday represented the time of peak parking demand we note the demand for on-street spaces varied little from the peak observed on the weekday or on Saturday afternoon. However, the demand for off-street spaces varied considerably more.

Table 4 suggests that the parking system overall has enough parking spaces to accommodate peak demand, not to mention more typical demand.<sup>1</sup> However, further analysis of the data suggests widespread areas of on-street parking were effectively not available. Meanwhile, at least 100 off-street parking spaces were observed to be available during the peak. The lack of availability of some spaces occurring at the same time that availability is observed in other spaces, particularly off-street spaces, suggests an imbalance of parking and not necessarily a shortage of parking spaces that could be remedied with the creation of more supply.

<sup>1</sup> It is worth noting that within the Goals and Objectives of the City's General Plan, it is stated "avoid overbuilding parking capacity by using average demand factors instead of peak demand when establishing parking requirements." (O2-5 P2-27). We note that this pragmatic approach should be considered when managing parking demand in the City's commercial district as a whole as well.



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Figure 2 is a "heat" map that reflects the demand for parking during the period of peak demand. As will be explained in the following section, each red area indicates a location that, based on our experience and parking industry standards, was experiencing an unacceptably high parking occupancy rate.

Figure 2: Peak Parking Demand on Saturday, July 13, 2013 at 2:00 PM





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## EFFECTIVE SUPPLY

It is unrealistic to expect parkers to search for and find the last available parking spaces without experiencing significant frustration and perceiving that parking is inadequate. A margin of extra spaces in the supply minimizes circulation problems so that drivers can find spaces in a reasonable amount of time.

At the same time, an evaluation of a parking system needs to account for factors that can reduce the number of spaces available to the parking public. In an imperfect world, drivers sometimes “mispark,” taking up more than one space when they park. Some vehicles are so large that they do not fit into one stall. Workers performing routine work or maintenance on the street, in a parking lot or a nearby facility may need additional spaces for their equipment and their safety.

To account for these factors, Walker Parking Consultants assesses the adequacy of a parking system by incorporating a “cushion” into the parking supply. This cushion, or effective supply factor, lowers the calculated number of available parking spaces.

Visitors in particular, who by definition are less familiar with the area in which they are parking, need to be able to find spaces in a conveniently located, well-marked area. The effective parking supply factor thus allows for a more efficient use of a parking facility. The calculation of the effective supply factor for the study area requires careful consideration of several factors.

These factors include the size of the parking system, the type of spaces, the users' familiarity with the system, and the level of turnover. Typically parking spaces purposed primarily for employees need a smaller effective supply factor than spaces intended for visitors. Visitors are less familiar with the parking system tend to have higher turnover rates over the course of a day. They are more likely to park in different places and on different days.

Conversely, drivers familiar with the area tend to park more efficiently. This tendency is because members of these groups park in the location on a daily basis, are more familiar with the parking system, typically use the same parking areas each day, and frequently park in one place all day. As a result, on the one hand, they create less congestion. On the other hand, when they occupy a parking space, one long-term parker parked all day can prevent many short-term parkers from finding a space.

The effective supply factor applied to parking spaces can also be a function of the expectations of drivers and the desirability of the destination. In a high-demand location, the historic standard of 0.85 for on-street spaces we suggest would be too low. Recently in the parking industry we discuss a standard of one to two available parking spaces per block. We believe this standard to be appropriate for Carmel given the high demand for spaces and block faces that may contain  $17\pm$  parking spaces.

Consequently, in our analysis of the effective parking supply, we apply an effective supply factor of 0.90 for time-restricted and unrestricted on-street spaces, as well as publicly available



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off-street parking areas. For other spaces we use a slightly higher effective supply factor. Based upon these calculations, we analyze parking adequacy, or how well each type of parking area meets the parking demand.

**Table 5: Summary of Effective Supply Factors Applied to Parking Inventory**

Space Category	Space Type	Effective Supply Factor	Comment
On Street	Timed	0.90	Frequent turnover allows for more efficient use of spaces.
	Loading	1.00	
	Other*	0.98	Specific user groups likely to use spaces efficiently.
	Regular	0.90	Marked spaces allow for more efficient use.
Off Street	All Spaces	0.90	

**Table 6: Study Area Effective Supply Summary**

Space Category	Inventory	Effective Supply
On Street	1,511	1,340
Off Street	418	377
Totals	1,929	1,717

Source: Walker Parking Consultants, 2013

**PARKING ADEQUACY**

Parking adequacy is determined by comparing the peak parking demand to the parking system's effective supply. A parking system will have an adequate parking supply if it has an overall surplus of parking spaces during intervals of peak demand. To determine the effectiveness of parking policy and the efficiency of the parking system we may observe the parking demand by different kinds of spaces.



Table 7: Summary of Effective Supply on Survey Days

Space Type		On Street		Off Street		Study Area Total	
Effective Supply		1,340 spaces		377 spaces		1,717 spaces	
Date of Count	Time of Count	Number of Cars	Adequacy/ (Deficit)	Number of Cars	Adequacy/ (Deficit)	Number of Cars	Adequacy/ (Deficit)
Thursday July 11, 2013	11:00 AM	1,347	(7)	208	169	1,555	162
	2:00 PM	1,260	80	229	148	1,489	228
	5:00 PM	1,148	192	245	132	1,393	324
Saturday July 13, 2013	11:00 AM	1,214	126	177	200	1,391	326
	2:00 PM	1,365	(25)	305	72	1,670	47
	5:00 PM	1,313	27	240	137	1,553	164

Source: Walker Parking Consultants, 2013

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During the interval of peak demand, our overall analysis of the parking supply within our study area shows an overall surplus of 47± spaces (Table 7). The surpluses are many times higher during other periods when counts were performed. However, this surplus should not distract one's attention away from the 25± space deficit of on-street parking spaces. Table 8, below, provides a summary of the on-street parking adequacy and deficits by street for the interval of peak parking demand. Table 8 shows an actual deficit of 63± two-hour on-street parking spaces and seven unrestricted spaces.





Table 8: Summary of On-Street Parking Supply Adequacy

STREET	FROM	TO	SUPPLY ADEQUACY (DEFICIT)						
			2 hr	30 min	10 min	Loading	Other	Unrestricted	Total
Junipero Ave.	3rd Avenue	8th Avenue	0	4	0	2	10	(7)	9
Mission St.	3rd Avenue	8th Avenue	(7)	1	2	0	1	0	(3)
San Carlos St.	3rd Avenue	10th Avenue	(10)	3	0	5	0	(3)	(5)
Dolores St.	3rd Avenue	8th Avenue	(12)	6	0	1	0	(1)	(6)
Lincoln St.	4th Avenue	8th Avenue	(8)	(1)	0	1	0	(1)	(9)
Monte Verde	4th Avenue	8th Avenue	0	(1)	0	1	0	(4)	(4)
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	10	10
Third Avenue	Torres	Mission	0	0	0	0	0	2	2
Fourth Avenue	Torres	Lincoln	(2)	(1)	0	0	0	(1)	(4)
Fifth Avenue	Torres	Monte Verde	(1)	0	6	0	(1)	(2)	2
Sixth Avenue	Torres	Monte Verde	(6)	(1)	0	1	0	0	(6)
Ocean	Junipero	Casanova	(8)	4	0	1	0	(2)	(5)
Seventh Avenue	Junipero	Casanova	(5)	2	0	0	0	2	(1)
Eighth Avenue	Junipero	Casanova	(4)	0	(1)	0	0	0	(5)
Totals			(63)	16	7	12	10	(7)	(25)

Source: Walker Parking Consultants, 2013.

**LENGTH OF STAY ANALYSIS**

To develop a better understanding of parking patterns in the study area, Walker field staff conducted a license plate inventory (LPI) on Ocean Avenue and Dolores Street. The purpose of this LPI was to determine the extent to which long-term parkers (likely people who work in the area) may be parking in on-street spaces for significant intervals, thus depriving visitors to the area of opportunities to park. Ocean Avenue was selected for the LPI sample given its importance as a gateway thoroughfare for visitors. Dolores Street was selected as a typical commercial side street off of Ocean Avenue.

The LPI area on Ocean Avenue consisted of the on-street parking spaces between Mission Street and Monte Verde Street. Field staff noted the last four digits of license plates belonging to cars parked on both sides of Ocean Avenue on an hourly basis to determine how long they were parked. Our survey also included a LPI area on Dolores Street from Ocean Avenue to Seventh Street where license plates belonging to cars parked on the west side of Dolores Street were inventoried. Figure 3, below, shows the areas of Ocean Avenue and Dolores Street that were inventoried.



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We note that the spaces inventoried consisted of time restricted spaces. During our field work, parking enforcement was observed to be very active, chalking tires and issuing citations. However, in our experience enforcing time limits is an extremely time consuming and labor intensive effort. Drivers who regularly stay parked for more than the posted time limit (typically employees) become adept at determining the timing and pattern of enforcement, moving their vehicles (and alerting others to do so), and wiping off chalk marks applied for enforcement purposes. These efforts are made in order to avoid receiving a parking citation.

Figure 3: Map of LPI Area



For the LPI, field staff for Walker Parking Consultants recorded identifying license plate information from each car parked in the two LPI areas on an hourly basis with the first inventory starting at 10:00 AM and the last inventory starting at 8:00 PM. The LPI was performed on a weekday in July 2013.

The collected data were then analyzed to determine how long each vehicle was parked in the LPI area. Cars parked for three hours or longer were assumed to belong to area employees. Cars parked for less than three hours were assumed to belong to visitors [tourists or residents]. Based upon our assumptions, we drew the following conclusions.

Overall, Walker Parking Consultants counted separate 534 vehicles occupying the 92 parking spaces surveyed during the LPI. Table 9, below, summarizes the lengths of stay of the 534 vehicles inventoried during the LPI.



Table 9: LPI Length of Stay Analysis Summary

Space Type	Spaces	Vehicles parked for	
		less than 3 hours	3 hours or longer
Green	16	96	4
Unrestricted	76	399	35
Total LPI area	92	495	39

Source: Walker Parking Consultants, 2013.

Our parking turnover analysis revealed the following:

- During the lunch time hour, 39 of the 92 spaces surveyed (42%) were occupied by cars staying 3+ hours. 24 of these 39 spaces (26% of the 93 space total) were occupied by cars parked for 4+ hours.
- Over the course of the day, 44 of the 92 time-restricted spaces surveyed (47%) were occupied by cars staying 3+ hours. Of these 44 parking spaces, 40 spaces were two-hour restricted spaces and 4 were green 30-minute spaces.
- Of the 534 cars inventoried during the LPI, 39 vehicles parked for three hours or longer. Of that number of long-term vehicles, four vehicles were parked in green (short-term) spaces. Three of those four vehicles were parked between 3:00 PM and 5:00 PM and all four of those vehicles were parked from 5:00 PM to 6:00 PM. This overlap means that for one hour, a quarter of the available short-term parking spaces in the LPI area were unavailable to motorists running brief errands because area employees were occupying those spaces while they worked.

In general, our analysis suggests that during the busiest times in Carmel's business district, a significant number of the parking spaces specifically designed for use by visitors are likely occupied by employees. Once again, we emphasize that this problem should not be viewed as a reflection on the efforts of the parking enforcement, who we saw diligently doing its job during the course of our field work. Having a significant number of visitor spaces occupied by long-term parkers is a common and vexing problem for popular commercial districts in California that attempt to manage parking demand solely using time restrictions.



**COMPARABLE MUNICIPALITIES**

Per the scope of services for this assignment, Walker was requested to perform a survey of parking policies in three comparable municipalities in order to determine how cities similar to Carmel manage their parking systems. In determining the comparable cities, Walker used criteria provided by the staff of the City-of-Carmel-by-the Sea. Table 10, below, summarizes the criteria.

Table 10: Criteria for Selecting Comparable Municipalities

Population between 3,500 and 25,000
Located in a coastal county of California
Tourism is an important part of economy
Strong "sense of place/quality of life" community
Similar scope of services ("hybrid delivery:" provides safety and posterity services but does not provide enterprise services like water, sewer, transit, harbors or airports)
Management/governance reputation
Slow growth

Source: City of Carmel-by-the-Sea, 2013

Based upon these criteria Walker understood that Carmel-by-the-Sea has identified the following cities as comparable:

- Capitola
- Carpinteria
- Laguna Beach
- Pismo Beach
- Sausalito
- Scotts Valley

From this list, Walker determined the following cities in California as the most appropriate for parking policy research: Capitola, Laguna Beach, Pismo Beach, and Sausalito. In surveying each of these municipalities, Walker sought information on how each cities' parking policies addressed on- and off-street parking demand and supply in core commercial areas. Table 11, below, summarizes the findings of the survey.



Table 11: Parking Rates at Comparable Municipalities

Municipality	Transient Parking		Permits
	On-street	Lots	Summary of Permit Categories and Rates
Capitola, CA	2 hours max, \$1.50/hour	12 hours, \$0.50/hour. Free at remote lot.	Two permits per residence. Zoned parking.
Laguna Beach, CA	10 hours \$1.25 - \$2.25/hour	Three Hours, \$6 Daily, \$7 - \$10 Summer Festival, \$20	Resident Shoppers Two Years, \$80 for each of first two, \$150 for each of next two. Non-Resident Senior-- \$130/year. Residential, \$200/year for two permits. School District \$120/year for first permit, \$150/year for second permit. Downtown Employee, \$300/year.
Pismo Beach, CA	8 hours \$1.00/hour	8 hours, \$0.75-\$1.00/hour	Residential/business permits allow discounted rates in designated lots. 3 months/\$45.00; 6 months/\$60.00; 12 months/\$100.00.
Sausalito, CA	3 hours \$1.00 hour	3-12 hours. \$1.00-\$3.00/hour \$25/overnight	Daily Pass, \$4 Residential Permit, \$35/year per permit. Residents allowed two guest permits.

Source: Walker Parking Consultants, 2013

All four cities use paid parking to encourage turnover. Of the four, Capitola and Sausalito have established rates for paid parking that are demand based in that they are clearly designed to discourage long-term parking on the street by turning over high demand on-street parking spaces. At the same time these cities provide significantly less expensive and typically lower demand parking in off-street surface lots. The survey also sought information on the use of parking permits, especially in regards to permits available to area employees. These findings are included in Table 11 as well.



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## FINDINGS

Carmel-by-the-Sea experiences a high demand for on-street parking spaces in its commercial core. While a preliminary review of data provided by City staff and observations of the enforcement operation suggest a diligent effort at enforcement, our findings indicate that the operation of a parking management system in the study area suffers from structural challenges:

- Policies are inadequate to address and manage the high demand for parking in the district;
- Outdated and inefficient technology; and
- An insufficient number of enforcement staff, particularly given the large area that is enforced, the type of technology and the policies in place.

Walker reviewed a number of parking system policies, practices, procedures and technologies for the purpose of addressing the challenges and needs of the parking system in Carmel-by-the-Sea's commercial core. Notable among these considerations, City staff instructed Walker that any new parking policies should minimally impact the streetscape in terms of the infrastructure needed to implement the new policies.

We have determined that options for improving management of the parking system and parking space availability include improving the enforcement technology and related procedures, establishing some measure of paid parking, or a combination of these two measures.

We believe that the goals and recommendations contained in this section are consistent with the City's Circulation Element based on its policies related to parking's impacts on overall land use goals and, by extension, the efficiencies gained through shared parking. The goal of these recommendations is to maximize the efficiency of the parking system in order to improve the customer service experience of drivers to Carmel's commercial district while minimizing the need for parking spaces that may sit empty for significant periods of time, thus harming the special nature of the district.

### **PAID PARKING AS A PARKING MANAGEMENT TOOL**

Without paid parking, popular commercial districts suffer from the same challenge. Business owners and employees arrive at the destination first and park in the most convenient and visible spaces. Visitors and customers who arrive later, and are less familiar with the area, then face challenges in finding parking as the best spaces are taken up by long-term parkers. By charging an hourly rate for spaces, long-term parkers park in less expensive locations and make way for later arriving short-term parkers.

Despite frequent perceptions to the contrary, paid parking should be viewed as the most efficient way, and usually the only efficient, way to manage and allocate parking demand. It should not be viewed primarily as a generator of revenue. Paid parking should be viewed as a way to ensure the availability of parking spaces when and where people need them. Parking availability is typically the most important criteria of the parking system.



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Paid parking is especially important where the demand for free parking is higher than the supply. The first parking meter was invented and installed by a business owner to prevent long-term parkers from dominating customer spaces, not to generate revenue. Counter intuitively, the implementation of paid parking in a high demand location increases the number of visitors who access a destination. For this reason we generally recommend the implementation of paid parking in locations where parking occupancy rates exceed a certain threshold.

Raising parking rates in areas of high demand (and lowering rates or increasing convenience where there is a low demand for spaces) should not be seen as an effort to “force” people out of their cars. Managing parking demand through rate adjustments is an effort to reallocate a small percentage of parked cars from high parking demand to low demand locations, thus efficiently utilizing the entire parking system. Cities such as Santa Monica have significantly increased the number of cars parked in their system by raising and lowering parking prices in this way. When we use paid parking to manage demand, we do not try to adjust every drivers’ behavior, but rather just a few in order to make a few parking spaces available.

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In Carmel-by-the-Sea, many blocks of on-street parking have no parking spaces available during busy periods while public and private off-street parking lots have an abundant number of vacant spaces. Our policy goal is effectively to move at most one car per block face to an area where parking spaces are underutilized. To the extent that on-street parking spaces remain between 80% and 90% an increase in parking rates does not reduce the number of customers and visitors; on the contrary they increase. In high demand areas, parking availability is more important to parkers than whether or not parking is free. The destination, not free parking, is the draw.

#### *PARKING RESTRICTIONS AND TIME LIMITS*

Until very recently, a parking management policy that consisted solely of time limits to encourage turnover was labor intensive and extremely difficult for cities to properly enforce. Within just the past few years, time limit monitoring and enforcement technology has been developed and tested that is more effective and less labor intensive than has been the case in years past. The new technology generally is still not as effective in monitoring time limits and encouraging turnover as is paid parking. Further, we suggest that a destination location like Carmel may wish to consider other factors. Effective time limit enforcement tends to rely on arbitrary time limits that restrict visitors’ behavior. Receiving a parking ticket for overstaying a time limit may leave a more negative impression on a visitor than having to pay a relatively small amount for parking.<sup>2</sup>

#### *ADDING PARKING SUPPLY*

We note that in response to parking challenges, municipalities often seek first to provide more spaces. However, to the extent that the problem is an uneven distribution of parking supply, adding parking spaces is unlikely to improve availability where it is needed. While in the case of Carmel-by-the-Sea, the demand for parking suggests that additional parking supply in the

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<sup>2</sup> For example, long-term parkers in many instances may still be able to move their cars several times to avoid detection.



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area *could* improve availability for the general public, typically improved parking management measures are more effective in improving parking availability than is simply creating more spaces because the biggest issue is not a lack of parking spaces but an uneven distribution of the demand for parking spaces between on-street spaces (for which there is high demand) and off-street spaces (for which there is lower demand).

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## RECOMMENDATIONS

Through our analysis and experience we conclude that:

- On-street parking in Carmel-by-the-Sea's commercial district experiences a consistently high demand for on-street parking;
- A significant number of parking spaces for visitors are being used by long-term parkers;
- There is a need to redistribute some parked vehicles from high demand to lower demand locations;
- The lack of available on-street parking is a greater detriment to the district than a modest fee for parking;
- Given the mix of businesses, a two-hour time limit is arguably arbitrary and visitors would benefit from the ability to spend more time in the district;
- A longer time limit by itself could result in more long-term parkers utilizing short-term spaces; and
- Cities comparable in nature to Carmel have turned to paid parking in order to manage parking demand in their commercial districts.

Based on these conclusions we believe that paid parking would greatly improve parking and (traffic) circulation in the district.<sup>3</sup>

City staff have stated that it is imperative for the City to maintain its attractive and open streetscape. The impact on the streetscape has been a key consideration and the major challenge in developing recommendations, which minimize paid parking apparatus. Based on the specific needs, characteristics, and constraints of Carmel-by-the-Sea, we recommend the following plan to improve the availability and convenience of parking in the commercial district.

## RECOMMENDED POLICY

Implement paid parking in spaces along the busiest commercial blocks in order to make spaces available for shorter-term (customers) rather than longer-term (business owner and employee) parkers while providing flexibility for the length of stay and eliminating the arbitrary time limit for those customers that wish to stay longer.

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<sup>3</sup> Numerous studies have found that a lack of available on-street parking results in a significant increase in traffic generated by drivers looking for parking. We strongly suspect that this is occurring in Carmel-by-the-Sea. <http://www.parkcirca.com/Cruising-For-Parking-Increases-Traffic-And-Emission>



**METHODS OF IMPLEMENTING PAID PARKING**

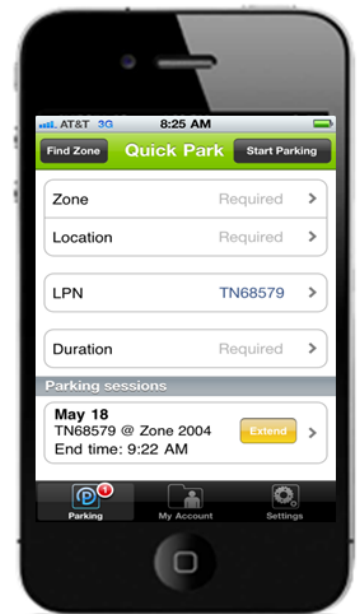
**RECOMMENDED: PAY-BY-CELL**

A credit card and a cellular (not necessarily a smart) phone is all the motorist needs to use this system:

- The cell-by-phone vendor sets up an account with/for the City;
- Signage advises motorists to call a designated phone number to pay for parking;
- Upon parking, the motorist calls the pay-by-cell vendor's automated payment line;
- First time users register their license plate and provide credit card payment information;
- The motorist is prompted to select the desired parking time;
- The pay-by-cell vendor charges the motorist or the City a convenience fee, typically \$0.35 per transaction; and
- The pay-by-cell vendor deposits the parking fees into the City's established bank account, keeping the convenience fees.

PbC systems can send a text message to the cell phone to advise of time expiration and can offer the option to add time if within the City's time limits.

While PbC systems are currently being implemented throughout the country only in rare (though an increasing number of) cases has PbC been implemented by itself, without an additional method by which to pay at a parking meter. The PbC option would provide Carmel-by-the-Sea with the attractive option of paid parking with no parking meters. However, challenges with a PbC only system in Carmel would consist primarily of the need to inform the public of the existence of the system as well as how to use it. Signage on the sidewalk in some form would likely be necessary to communicate this information to the public; something that we understand should be avoided or minimized.



We have analyzed the use of PbC as a standalone payment system without additional payment options and rejected this option. However we believe that it is likely a component of a larger payment solution.

Figure 4: Sample PbC Screen

**RECOMMENDED: MULTI-SPACE METERS (MSMS)**

MSMs, which accept credit cards and may also accept paper currency, have been implemented by cities specifically to reduce or eliminate the sidewalk clutter of a single space



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meter at every parking space. In such instances, a city typically installs one or two MSMs per block (depending on the length and layout). They have been implemented as the only method of payment or in tandem with PbC systems.

### *TYPES OF MULTI-SPACE METERS*

#### **NOT RECOMMENDED: PAY AND DISPLAY**

In pay and display mode, patrons park the vehicle, walk to the parking meter, pay a variable fee for the desired amount of time and receive a receipt. Somewhat less convenient for the patron than individual meters, in pay and display mode, the patron has to return to their vehicle to place the receipt on the dashboard. The receipt indicates the duration, location, machine number and end time for which the vehicle has paid for parking. Enforcement is done by visually inspecting the expiration time on the receipt on each car.

Walker does not recommend pay and display for the City of Carmel, as it does not integrate well with pay-by-cell, and since the customer needs to return to their car with the receipt, the meters cannot be spaced too far apart from one another (within 200 feet).

#### **NOT RECOMMENDED: PAY-BY-SPACE**

In pay-by-space mode, the patron is not required to return to the vehicle with a receipt, so fewer meters may be deployed. Each parking space is numbered. Patrons approach the parking meter, enter the parking space number in which their vehicle is parked, and select the amount of time desired. No receipt is needed for enforcement, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device, smart phone, or from any web-enabled computer.

Walker does not recommend pay-by-space for the City of Carmel-by-the-Sea due to the need to identify each parking space with a number – either striped on the ground and/or posted on a sign.

#### **RECOMMENDED: PAY BY PLATE**

In pay-by-plate mode, the patron is not required to remember their parking space or return to their vehicle with a receipt. Instead, they enter their vehicle's license plate information, and select the amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system allows a patron to move their vehicle to another spot within the same meter zone without having to pay for parking again, provided there was time still remaining on the original purchase, and they were not in violation of the posted time restrictions. Many applications also allow patrons to add parking time to the meter from another meter or by their cell phone for added convenience. Enforcement is done with a vehicle mounted (mobile) License Plate Recognition (LPR) system that scans the license plates of all parked cars.

Walker recommends pay-by-plate mode for the City of Carmel-by-the-Sea, as it would require the fewest on-street multi-space meters, and also offers the most efficient enforcement system (driving rather than walking). Such a system is compatible with PbC and parking permits.



To minimize the impact on the streetscape, Walker considered the installation of MSMs at one or several strategic locations around but not in the commercial district, such as the Vista Lobos and Sunset (Center) lots for those parkers who chose not to pay for parking with their cell phones. Drivers could be directed to these lots using signage and either A) pay for parking in the peripheral location and drive to their destination, parking on street or B) choose to park free in these lots, thereby furthering the goal of redistributing parking demand away from the busy core of the commercial district. A pay-by-plate (PbP) MSM system could be integrated with a PbC system. However, Walker rejected the employment of PbP MSMs in these peripheral locations. We recommend PbP only if the MSMs are located in close proximity to where paid on-street parking is being implemented, basically on the street.



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**RECOMMENDED: RESIDENTIAL PARKING PERMITS<sup>4</sup>**

We note the use of residential parking permits at meters in a number of coastal cities including several of the comparable cities noted earlier. To implement this policy, City residents would register their license plates as special parking permits, entitling them to park in paid parking spaces without needing to purchase time. In other words, such a policy would likely fit with the parking enforcement regimen of pay-by-plate MSMs and pay-by-cell.

Figure 5: Sample Multispace Meter (MSM)

To the extent that the California Coastal Commission (CCC) must approve new parking policies in the City, the creation of this policy of preferential parking permits could be subject to scrutiny or challenge. However, as noted, there are other California coastal cities that allow residents to purchase parking permits for use at parking metered spaces.

**ENFORCEMENT**

The proposed system would be enforced via mobile license plate recognition (LPR) with fully integrated multi-space meter, pay-by-cell, permit and mobile LPR software systems. Walker typically recommends system capabilities and performance based specifications, not system providers; however, a T2-based system brought to market in the last two years is one of very few installed systems that incorporates all these capabilities has been beta tested.

With virtually all parking payments utilizing license plates and being enforced via mobile LPR, the T2 based system is a cutting edge solution. Walker has identified only a handful of installations that have fully integrated permit, multi-space meter, and pay-by-cell and mobile LPR software systems. Most of these systems were implemented on college campuses but can serve municipalities as well. Loyola Marymount University (LMU) in Southern California

<sup>4</sup> We note that residential permits do not help and may hinder the turnover of metered spaces. However, they should be considered, if necessary, to get residents comfortable with the idea of paid parking.



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contracted with T2 Systems to manage their paid parking and permit program. LMU contracted Digital Payment Technologies for pay-by-plate multi-space meters, Parkmobile USA for pay-by-cellphone payments, and Genetec for mobile license plate recognition.

LMU's system 'went live' in the fall of 2012 and while there were initially a few glitches the system is reportedly working fairly well; the challenges reportedly have been occasional and not insurmountable. LMU was an early adapter, and as such expected "hiccups." The most complex part of the integration is the mobile LPR interfacing successfully with the permit, multi-space meter and pay-by-cell software. This is where most of the "hiccups" have occurred. LMU uses handheld enforcement devices as a back-up solution if and when the mobile LPR interface malfunctions.

### RECOMMENDED SYSTEM COST

Parking kiosks (MSM) typically cost \$9,000 to \$12,000 per unit including installation, with replacement required approximately every eight years. Annual expenses are likely to be \$1,000± annually per unit. Cities typically deploy one MSM per 10 on-street spaces in order to locate the machines proximate to where the public park. For an initial pilot of 350 on-street spaces, we project that approximately twenty to thirty five MSMs would be needed.

Pay-by-cell (PbC) systems should be cost-neutral to the City, as the PbC vendors will implement and administer the system in exchange for charging user fees to the end users (typically \$0.35 per transaction), which could be passed on to the parkers, included in the parking fees, or covered by the City. The City would be responsible for paying merchant credit card fees.

Mobile license plate recognition (LPR) systems cost approximately \$50,000 including software and hardware to equip one enforcement vehicle, including installation and training. T2 does not provide specific cost information to Walker, as there are too many variables in these preliminary design stages; however they typically include monthly fees and/or a portion of permit and citation revenue. The increased efficiency in parking enforcement and associated increase in citation revenue should allow the system to more than cover its costs.

The purpose of the recommended system is to better manage the valuable asset that is the City's parking system. However, despite the hardware and annual operations costs, based on the level of parking demand observed in Carmel-by-the-Sea, the recommended paid parking system would more than cover its capital and operating costs.

### ADDITIONAL RECOMMENDATIONS

As stated earlier, the purpose of the recommended parking policy measures are to increase the availability of on-street parking spaces by redistributing a small number of vehicles from impacted blocks to underutilized, off-street parking lots. In order to achieve this goal we recommend that additional revenue generated by the parking system be used for improvements to the parking and transportation system in order to either better manage parking demand or effectively increase the parking supply. These improvements could include:



- Improved signage directing the public to use the Sunset and Vista Lobos parking lots, which are underutilized;
- Use proceeds from the City's parking in lieu fee program to provide more parking spaces within the district;
- The leasing of a limited number of available parking spaces from the owners of private off-street parking lots for use by employees or visitors. Leasing existing available spaces is far more cost effective than building new parking;
- Incenting the use of alternative modes by employees to access the district. These incentives could include bicycle parking facilities in existing off-street parking facilities, subsidized transit passes for employees, or potentially a shuttle to serve employees and visitors to the area;
- Eliminating paid parking for the general public in the Sunset Lot in order to encourage greater use of this parking facility;
- In an effort to provide balance to a more efficient parking citation issuance process, implement an ambassador-style approach to enforcement that emphasizes compliance over issuance of citations and takes into account the experience of visitors to Carmel.
- As part of the ambassador approach to parking enforcement, and in an effort to be more fair and customer focused, establish a system of graduated or tiered parking citation fines whereby first time offenders pay a fraction of the current citation rate and second offenders pay more per citation than for a first-time parking violation. Habitual offenders, who typically represent the bulk of the parking management challenges, would then pay several times the current citation rate.
- The creation of a Parking Benefit District (PBD) for the commercial core which would receive and allocate a portion of the parking revenue generated in the area for public improvements. Members of the PBD would also advise the City regarding the comprehensive management of on-street and off-street parking supplies to ensure that policies be maintained to distribute parking demand evenly throughout the parking system to maximize parking availability for the public. If parking spaces are going to generate revenue, on many levels it makes sense to return at least a portion of that revenue to the area from which it is generated.

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# APPENDIX — INVENTORY AND OCCUPANCY DATA



**WALKER**  
PARKING CONSULTANTS

# DRAFT PARKING ANALYSIS AND RECOMMENDATIONS

CARMEL-BY-THE-SEA



PROJECT NUMBER 33-1758.00

OCTOBER 28, 2013

Table A- 1: On-Street and Off-Street Parking Inventories

Location	From	To	Inventory of Spaces by Type						Total		
			2 hr	30 min	10 min	Loading	Other	Regular			
Junipero Ave.	3rd	4th		3					20	23	
	Center Island								25	25	
	4th	5th	17	3	1		4 <sup>a</sup>		25	32	
	Center Island							3 <sup>b</sup>	32	32	
	5th	6th	22						25	34	
	Center Island		34						11	25	
	6th	Ocean	11						2	11 <sup>c</sup>	25
	Ocean	7th	12							34	34
	7th	8th							34	34	
		<b>Subtotal</b>	<b>96</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>18</b>	<b>111</b>	<b>234</b>		
Mission St.	3rd	4th	22				4 <sup>d</sup>		26	26	
	4th	5th	14	3					19	19	
	5th	6th	27	4					31	31	
	6th	Ocean	6	4					10	10	
	Ocean	7th	32	2					34	34	
		7th	8th	26		4			30	30	
		<b>Subtotal</b>	<b>129</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>150</b>		
San Carlos St.	3rd	4th				1			16	17	
	4th	5th	25						25	25	
	5th	6th	28	3	1				32	32	
	6th	Ocean	5	5					10	10	
	Ocean	7th	18	5		4			27	27	
		7th	8th	24	6				30	30	
		8th	10th						52	52	
		<b>Subtotal</b>	<b>100</b>	<b>19</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>68</b>	<b>193</b>		
Dolores St.	3rd	4th							7	7	
	4th	5th	25	3					28	28	
	5th	6th	28	6					34	34	
	6th	Ocean	4	4					8	8	
	Ocean	7th	28	4					32	32	
		7th	8th	28	3		1		32	32	
		<b>Subtotal</b>	<b>113</b>	<b>20</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>141</b>		
Lincoln St.	4th	5th							15	15	
	5th	6th	29	1			4		34	34	
	6th	Ocean		8			1 <sup>e</sup>		9	9	
	Ocean	7th	33	2		1			36	36	
		7th	8th	16	13				29	29	
		<b>Subtotal</b>	<b>78</b>	<b>24</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>15</b>	<b>123</b>		
Monte Verde St.	4th	5th							5	5	
	5th	6th				1	1		28	30	
	6th	Ocean	11			1			12	12	
	Ocean	7th	8	4		1			12	25	
	7th	8th						24	24		
		<b>Subtotal</b>	<b>19</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>69</b>	<b>96</b>		
Casanova St.	4th Street	Ocean							35	35	
	Ocean	7th							22	22	
	7th	8th							23	23	
		<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>80</b>		

Location	From	To	Inventory of Spaces by Type						Total	
			2 hr	30 min	10 min	Loading	Other	Regular		
Third Ave.	Torres	Junipero							0	0
	Junipero	Mission							4	4
			<b>Subtotal</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>
Fourth Ave.	Torres	Junipero		1				1	9	11
	Junipero	Mission							10	10
	Mission	San Carlos	12						12	12
	San Carlos	Dolores							12	12
	Dolores	Lincoln							8	8
		<b>Subtotal</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>39</b>	<b>53</b>	
Fifth Ave.	Torres	Junipero		1					8	9
	Junipero	Mission	2	1					3	3
	Mission	San Carlos	13						13	13
	San Carlos	Dolores			11		1		12	12
	Dolores	Lincoln	5	1					3	9
	Lincoln	Monte Verde							9	9
		<b>Subtotal</b>	<b>20</b>	<b>3</b>	<b>11</b>	<b>0</b>	<b>1</b>	<b>20</b>	<b>55</b>	
Sixth Ave.	Torres	Junipero	14						14	14
	Junipero	Mission	12	2				1	15	15
	Mission	San Carlos					6		6	6
	San Carlos	Dolores	12	1			1		14	14
	Dolores	Lincoln	14	1			1	1	17	17
	Lincoln	Monte Verde	10				3	5	18	18
			<b>Subtotal</b>	<b>62</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>7</b>	<b>0</b>	<b>84</b>
Ocean	Junipero	Mission	15	3				2	20	20
	Mission	San Carlos	16	4					20	20
	San Carlos	Dolores	15	4					19	19
	Dolores	Lincoln	15	4					19	19
	Lincoln	Monte Verde	15	4			1		20	20
	Monte Verde	Casanova					2		27	29
		<b>Subtotal</b>	<b>76</b>	<b>19</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>27</b>	<b>127</b>	
Seventh Ave.	Junipero	Mission	14						14	14
	Mission	San Carlos	12	4					16	16
	San Carlos	Dolores	13	3					16	16
	Dolores	Lincoln	13	3					16	16
	Lincoln	Monte Verde	14	1					15	15
	Monte Verde	Casanova							20	20
		<b>Subtotal</b>	<b>66</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>97</b>
Eighth Ave.	Junipero	Mission							4	4
	Mission	San Carlos	13	1	1				15	15
	San Carlos	Dolores	3	2					7	12
	Dolores	Lincoln	7	1					6	14
	Lincoln	Monte Verde							18	18
	Monte Verde	Casanova							11	11
		<b>Subtotal</b>	<b>23</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>46</b>	<b>74</b>
			Grand Totals by Space Type							
Study Area Total			794	128	18	26	39	0	506	1511

Lot	Facility Name	Number of Spaces by Type			
		Reserved	ADA	Unreserved	Lot Total
A	Vista Lobos		2	58	60
B	Post Office			18	18
C	Harrison Library Park Branch	4	2	16	22
D	City Hall	3	1	4	8
E	Carmel Plaza		4	102	106
F	Sunset Center (North) Market		2	118	120
G	Sunset Center (San Carlos / Middle)	2	3	26	31
H	Sunset Center (Southwest)	3		17	20
I	Sunset Center (Southeast)	4	2	27	33
<b>Totals</b>		<b>16</b>	<b>16</b>	<b>386</b>	<b>418</b>

Source: Walker Parking Consultants, 2013



# DRAFT PARKING ANALYSIS AND RECOMMENDATIONS

CARMEL-BY-THE-SEA



PROJECT NUMBER 33-1758.00

OCTOBER 28, 2013

Table A- 2: Parking Occupancy Counts Weekday

Thursday, 11 July 2013 11:00 AM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED						OCCUPANCY PERCENTAGE						SUPPLY ADEQUACY (DEFICIT)								
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total
Torres St.	3rd Avenue	Ocean															0	0	0	0	0	0	0
Junipero Ave.	3rd Avenue	8th Avenue	73	4	0	2	7	104	190	76%	67%	0%	100%	39%	94%	81%	13	1	0	0	10	(5)	19
Mission St.	3rd Avenue	8th Avenue	125	13	3	0	1	0	142	97%	100%	75%	--	25%	--	95%	(9)	(2)	0	0	2	0	(9)
San Carlos St.	3rd Avenue	10th Avenue	93	16	0	3	0	66	178	93%	84%	0%	60%	--	97%	92%	(3)	1	0	2	0	(5)	(5)
Dolores St.	3rd Avenue	8th Avenue	110	16	0	0	0	7	133	97%	80%	--	0%	--	100%	94%	(9)	2	0	1	0	(1)	(7)
Lincoln St.	4th Avenue	8th Avenue	78	24	0	1	5	11	119	100%	100%	--	100%	100%	73%	97%	(8)	(3)	0	0	(1)	2	(10)
Monte Verde	4th Avenue	8th Avenue	19	2	0	0	1	67	89	100%	50%	--	0%	100%	97%	93%	(2)	1	0	3	(1)	(5)	(4)
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	45	45	--	--	--	--	--	56%	56%	0	0	0	0	0	27	27
Third Avenue	Torres	Mission	0	0	0	0	0	4	4	--	--	--	--	--	100%	100%	0	0	0	0	0	(1)	(1)
Fourth Avenue	Torres	Lincoln	12	0	0	0	0	35	47	100%	0%	--	--	0%	90%	89%	(2)	0	0	0	0	0	(2)
Fifth Avenue	Torres	Monte Verde	20	2	7	0	0	22	51	100%	67%	64%	--	0%	110%	93%	(2)	0	2	0	0	(4)	(4)
Sixth Avenue	Torres	Monte Verde	60	3	0	8	4	0	75	97%	75%	--	73%	57%	--	89%	(5)	0	0	3	2	0	0
Ocean	Junipero	Casanova	75	15	0	2	2	22	116	99%	79%	--	67%	100%	81%	91%	(7)	2	0	1	(1)	2	(3)
Seventh Avenue	Junipero	Casanova	65	9	0	0	0	16	90	98%	82%	--	--	--	80%	93%	(6)	0	0	0	0	2	(4)
Eighth Avenue	Junipero	Casanova	22	4	1	0	0	41	68	96%	100%	100%	--	--	89%	92%	(2)	(1)	(1)	0	0	0	(4)
Totals			752	108	11	16	20	440	1,347	95%	84%	61%	62%	51%	87%	89%	(42)	1	1	10	11	12	(7)

Thursday, 11 July 2013 2:00 PM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED						OCCUPANCY PERCENTAGE						SUPPLY ADEQUACY (DEFICIT)								
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total
Torres St.	3rd Avenue	Ocean															0	0	0	0	0	0	0
Junipero Ave.	3rd Avenue	8th Avenue	84	4	0	1	5	103	197	88%	67%	--	50%	28%	93%	84%	2	1	0	1	12	(4)	12
Mission St.	3rd Avenue	8th Avenue	121	8	4	0	2	0	135	94%	62%	100%	--	50%	--	90%	(5)	3	(1)	0	1	0	(2)
San Carlos St.	3rd Avenue	10th Avenue	93	18	0	4	0	66	181	93%	95%	--	80%	--	97%	94%	(3)	(1)	0	1	0	(5)	(8)
Dolores St.	3rd Avenue	8th Avenue	109	14	0	1	0	6	130	96%	70%	--	100%	--	86%	92%	(8)	4	0	0	0	0	(4)
Lincoln St.	4th Avenue	8th Avenue	78	20	0	0	4	12	114	100%	83%	--	--	80%	80%	93%	(8)	1	0	1	0	1	(5)
Monte Verde	4th Avenue	8th Avenue	18	3	0	0	0	63	84	95%	75%	--	--	--	91%	88%	(1)	0	0	3	0	(1)	1
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	17	56	--	--	--	--	--	21%	70%	0	0	0	0	0	55	16
Third Avenue	Torres	Mission	0	0	0	0	0	0	0	--	--	--	--	--	--	--	0	0	0	0	0	3	3
Fourth Avenue	Torres	Lincoln	12	0	0	0	0	36	48	100%	--	--	--	--	92%	91%	(2)	0	0	0	0	(1)	(3)
Fifth Avenue	Torres	Monte Verde	20	3	9	0	1	20	53	100%	100%	82%	--	100%	100%	96%	(2)	(1)	0	0	(1)	(2)	(6)
Sixth Avenue	Torres	Monte Verde	55	2	0	3	5	0	65	89%	50%	--	27%	71%	--	77%	0	1	0	8	1	0	10
Ocean	Junipero	Casanova	61	13	0	1	0	20	114	80%	68%	--	33%	--	74%	90%	7	4	0	2	1	4	(1)
Seventh Avenue	Junipero	Casanova	62	5	0	0	0	15	82	94%	45%	--	--	--	75%	85%	(3)	4	0	0	0	3	4
Eighth Avenue	Junipero	Casanova	20	1	1	0	0	37	61	87%	25%	100%	--	--	80%	82%	0	2	(1)	0	0	4	3
Totals			733	91	14	10	17	395	1,320	92%	71%	78%	38%	44%	78%	87%	(23)	18	(2)	16	14	57	20

Thursday, 11 July 2013 5:00 PM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED						OCCUPANCY PERCENTAGE						SUPPLY ADEQUACY (DEFICIT)								
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total
Torres St.	3rd Avenue	Ocean	0	0	0	0	0	0	0	--	--	--	--	--	--	--	0	0	0	0	0	0	0
Junipero Ave.	3rd Avenue	8th Avenue	64	2	0	0	5	92	163	67%	33%	--	--	28%	83%	70%	22	3	0	2	12	7	46
Mission St.	3rd Avenue	8th Avenue	117	8	0	0	2	0	127	91%	62%	--	--	50%	--	85%	(1)	3	3	0	1	0	6
San Carlos St.	3rd Avenue	10th Avenue	98	15	0	1	0	62	176	98%	79%	--	20%	--	91%	91%	(8)	2	0	4	0	(1)	(3)
Dolores St.	3rd Avenue	8th Avenue	110	11	0	0	0	5	126	97%	55%	--	--	--	71%	89%	(9)	7	0	1	0	1	0
Lincoln St.	4th Avenue	8th Avenue	74	24	0	0	3	4	105	95%	100%	--	--	60%	27%	85%	(4)	(3)	0	1	1	9	4
Monte Verde	4th Avenue	8th Avenue	16	2	0	2	1	44	65	84%	50%	--	67%	100%	64%	68%	1	1	0	1	(1)	18	20
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	0	0	--	--	--	--	--	--	--	0	0	0	0	0	72	72
Third Avenue	Torres	Mission	0	0	0	0	0	3	3	--	--	--	--	--	75%	75%	0	0	0	0	0	0	0
Fourth Avenue	Torres	Lincoln	8	1	0	0	0	27	36	67%	100%	--	--	--	69%	68%	2	(1)	0	0	0	8	9
Fifth Avenue	Torres	Monte Verde	16	2	5	0	1	12	36	80%	67%	45%	--	100%	60%	65%	2	0	4	0	(1)	6	11
Sixth Avenue	Torres	Monte Verde	52	3	0	5	1	14	61	84%	75%	--	45%	14%	--	73%	3	0	0	6	5	0	14
Ocean	Junipero	Casanova	73	13	0	1	0	21	108	96%	68%	--	33%	--	78%	85%	(5)	4	0	2	1	3	5
Seventh Avenue	Junipero	Casanova	61	10	0	0	0	10	81	92%	91%	--	--	--	50%	84%	(2)	(1)	0	0	0	8	5
Eighth Avenue	Junipero	Casanova	23	3	1	0	0	34	61	100%	75%	100%	--	--	74%	82%	(3)	0	(1)	0	0	7	3
Totals			712	94	6	9	13	314	1,148	90%	73%	33%	35%	33%	62%	76%	(2)	15	6	17	18	138	192

# DRAFT PARKING ANALYSIS AND RECOMMENDATIONS

CARMEL-BY-THE-SEA



PROJECT NUMBER 33-1758.00

OCTOBER 28, 2013

Table A- 3: Parking Occupancy Counts Weekend

### SATURDAY, 11 July 2013 11:00 AM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED							OCCUPANCY PERCENTAGE							SUPPLY ADEQUACY (DEFICIT)							
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	
Torres St.	3rd Avenue	Ocean																						
Junipero Ave.	3rd Avenue	8th Avenue	70	2	0	0	3	109	184	73%	33%	0%	0%	17%	98%	79%	16	3	0	2	14	(10)	0	25
Mission St.	3rd Avenue	8th Avenue	106	6	2	0	1	0	115	82%	46%	50%	--	25%	--	77%	10	5	1	0	2	0	18	
San Carlos St.	3rd Avenue	10th Avenue	79	13	0	4	0	68	164	79%	68%	0%	80%	--	100%	85%	11	4	0	1	0	(7)	9	
Dolores St.	3rd Avenue	8th Avenue	98	13	0	0	0	4	115	87%	65%	--	0%	--	57%	82%	3	5	0	1	0	2	11	
Lincoln St.	4th Avenue	8th Avenue	70	15	0	0	0	13	98	90%	63%	--	0%	0%	87%	80%	0	6	0	1	4	0	11	
Monte Verde	4th Avenue	8th Avenue	19	2	0	0	0	60	81	100%	50%	--	0%	0%	87%	84%	(2)	1	0	3	0	2	4	
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	45	45	--	--	--	--	--	56%	56%	0	0	0	0	0	27	27	
Third Avenue	Torres	Mission	0	0	0	0	0	2	2	--	--	--	--	--	50%	50%	0	0	0	0	0	1	1	
Fourth Avenue	Torres	Lincoln	9	1	0	0	0	35	45	75%	100%	--	--	0%	90%	85%	1	(1)	0	0	0	0	0	
Fifth Avenue	Torres	Monte Verde	16	2	6	0	0	21	45	80%	67%	55%	--	0%	105%	82%	2	0	3	0	0	(3)	2	
Sixth Avenue	Torres	Monte Verde	58	3	0	8	4	0	73	94%	75%	--	73%	57%	--	87%	(3)	0	0	3	2	0	2	
Ocean	Junipero	Casanova	76	11	0	1	1	26	115	100%	58%	--	33%	50%	96%	91%	(8)	6	0	2	0	(2)	(2)	
Seventh Avenue	Junipero	Casanova	55	4	0	0	0	16	75	83%	36%	--	--	--	80%	77%	4	5	0	0	0	2	11	
Eighth Avenue	Junipero	Casanova	17	2	0	0	0	38	57	74%	50%	0%	--	--	83%	77%	3	1	0	0	0	3	7	
Totals			673	74	8	13	9	437	1,214	85%	58%	44%	50%	23%	86%	80%	37	35	4	13	22	15	126	

### SATURDAY, 11 July 2013 2:30 PM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED							OCCUPANCY PERCENTAGE							SUPPLY ADEQUACY (DEFICIT)							
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	
Junipero Ave.	3rd Avenue	8th Avenue	86	1	0	0	7	106	200	90%	17%	--	--	39%	95%	85%	0	4	0	2	10	(7)	0	9
Mission St.	3rd Avenue	8th Avenue	123	10	1	0	2	0	136	95%	77%	25%	--	50%	--	91%	(7)	1	2	0	1	0	(3)	
San Carlos St.	3rd Avenue	10th Avenue	100	14	0	0	0	64	178	100%	74%	--	--	--	94%	92%	(10)	3	0	5	0	(3)	(5)	
Dolores St.	3rd Avenue	8th Avenue	113	12	0	0	0	7	132	100%	60%	--	--	--	100%	94%	(12)	6	0	1	0	(1)	(6)	
Lincoln St.	4th Avenue	8th Avenue	78	22	0	0	4	14	118	100%	92%	--	--	80%	93%	96%	(8)	(1)	0	1	0	(1)	(9)	
Monte Verde	4th Avenue	8th Avenue	17	4	0	2	0	66	89	89%	100%	--	67%	--	96%	93%	0	(1)	0	1	0	(4)	(4)	
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	62	62	--	--	--	--	--	78%	78%	0	0	0	0	0	10	10	
Third Avenue	Torres	Mission	0	0	0	0	0	1	1	--	--	--	--	--	25%	25%	0	0	0	0	0	2	2	
Fourth Avenue	Torres	Lincoln	12	1	0	0	0	36	49	100%	100%	--	--	--	92%	92%	(2)	(1)	0	0	0	(1)	(4)	
Fifth Avenue	Torres	Monte Verde	19	2	3	0	1	20	45	95%	67%	27%	--	100%	100%	82%	(1)	0	6	0	(1)	(2)	2	
Sixth Avenue	Torres	Monte Verde	61	4	0	10	6	0	81	98%	100%	--	91%	86%	--	96%	(6)	(1)	0	1	0	0	(6)	
Ocean	Junipero	Casanova	76	13	0	2	1	26	118	100%	68%	--	67%	50%	96%	93%	(8)	4	0	1	0	(2)	(5)	
Seventh Avenue	Junipero	Casanova	64	7	0	0	0	16	87	97%	64%	--	--	--	80%	90%	(5)	2	0	0	0	2	(1)	
Eighth Avenue	Junipero	Casanova	24	3	1	0	0	41	69	104%	75%	100%	--	--	89%	93%	(4)	0	(1)	0	0	0	(5)	
Totals			773	93	5	14	21	459	1,365	97%	73%	28%	54%	54%	91%	90%	(63)	16	7	12	10	(7)	(25)	

### SATURDAY, 11 July 2013 5:00 PM

STREET	FROM	TO	NUMBER OF SPACES OCCUPIED							OCCUPANCY PERCENTAGE							SUPPLY ADEQUACY (DEFICIT)							
			2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	2 hr	30 min	10 min	Loading	Other	Regular	Total	
Torres St.	3rd Avenue	Ocean	0	0	0	0	0	0	0	--	--	--	--	--	--	--	0	0	0	0	0	0	0	0
Junipero Ave.	3rd Avenue	8th Avenue	86	1	1	0	6	104	198	90%	17%	100%	--	33%	94%	85%	0	4	(1)	2	11	(5)	11	
Mission St.	3rd Avenue	8th Avenue	125	11	2	0	0	0	138	97%	85%	50%	--	--	--	92%	(9)	0	1	0	3	0	(5)	
San Carlos St.	3rd Avenue	10th Avenue	97	16	1	4	0	61	179	97%	84%	100%	80%	--	90%	93%	(7)	1	(1)	1	0	0	(6)	
Dolores St.	3rd Avenue	8th Avenue	110	14	0	0	0	7	131	97%	70%	--	--	--	100%	93%	(9)	4	0	1	0	(1)	(5)	
Lincoln St.	4th Avenue	8th Avenue	74	22	0	1	2	7	106	95%	92%	--	100%	40%	86%	84%	(4)	(1)	0	0	2	6	3	
Monte Verde	4th Avenue	8th Avenue	19	3	0	1	0	59	82	100%	75%	--	33%	--	86%	85%	(2)	0	0	2	0	3	3	
Casanova St.	4th Avenue	8th Avenue	0	0	0	0	0	59	59	--	--	--	--	--	74%	74%	0	0	0	0	0	13	13	
Third Avenue	Torres	Mission	0	0	0	0	0	4	4	--	--	--	--	--	100%	100%	0	0	0	0	0	(1)	(1)	
Fourth Avenue	Torres	Lincoln	12	1	0	0	0	30	43	100%	100%	--	--	--	77%	81%	(2)	(1)	0	0	0	5	2	
Fifth Avenue	Torres	Monte Verde	20	3	5	0	1	17	46	100%	100%	45%	--	100%	85%	84%	(2)	(1)	4	0	(1)	1	1	
Sixth Avenue	Torres	Monte Verde	62	4	0	10	6	0	82	100%	100%	--	91%	86%	--	98%	(7)	(1)	0	1	0	0	(7)	
Ocean	Junipero	Casanova	69	11	0	0	0	23	103	91%	58%	--	--	--	85%	81%	(1)	6	0	3	1	1	10	
Seventh Avenue	Junipero	Casanova	62	7	0	0	0	9	78	94%	64%	--	--	--	45%	80%	(3)	2	0	0	0	9	8	
Eighth Avenue	Junipero	Casanova	22	4	0	0	0	38	64	96%	100%	--	--	--	83%	86%	(2)	(1)	0	0	0	3	0	
Totals			758	97	9	16	15	418	1,313	95%	76%	50%	62%	38%	83%	87%	(48)	12	3	10	16	34	27	

Source: Walker Parking Consultants, 2013.

# DRAFT PARKING ANALYSIS AND RECOMMENDATIONS

CARMEL-BY-THE-SEA



PROJECT NUMBER 33-1758.00

OCTOBER 28, 2013

Table A- 4: Off-Street Parking Inventory and Weekend Occupancy

			Saturday, July 13, 2013					
			11:00 AM		2:00 PM		5:00 PM	
Lot	Lot Name	Lot Total	Number of Cars	Percent Occupied	Number of Cars	Percent Occupied	Number of Cars	Percent Occupied
A	Vista Lobos	60	22	37%	43	72%	21	35%
B	Post Office	18	15	83%	10	56%	17	94%
C	Harrison	22	8	36%	16	73%	N/A	
D	City Hall	8	2	25%	4	50%	4	50%
E	Carmel Plaza	106	48	45%	96	91%	85	80%
F	Sunset Center (North) Market	120	12	10%	109	91%	73	61%
G	Sunset Center (San Carlos / Middle)	31	26	84%	8	26%	18	58%
H	Sunset Center (Southwest)	20	18	90%	5	25%	12	60%
I	Sunset Center (Southeast)	33	26	79%	14	42%	10	30%
Totals		418	177	42%	305	73%	240	57%

Source: Walker Parking Consultants, 2013

