



Coastal Mobility and Livability Study- Parking Study Working Group and City Council Input/Responses

Working Group Input (September 13, 2017)

- Need to include more blocks in downtown Cardiff as part of the study, not just San Elijo
 - *The CMLS parking study was limited to on-street parking along main streets (Coast Highway 101, Vulcan, San Elijo Avenue) with the exception of a residential neighborhood in Leucadia and the public beach parking lots. Additional blocks are not included in this study; however, a recommendation has been provided in the report for further study to explore a residential permit parking program within the Cardiff community area.*
- Parking study, Page 21 - Provide the numbers for the parking loss along San Elijo, from Santa Fe to Birmingham Drive.
 - *The parking loss is identified in Table 3-1 Future Parking Supply Changes on Page 22 of the report.*
- Parking invites more cars, so this should be accompanied by a Traffic Study for the impacts of those cars
 - *The implementation of off-site parking facilities may change traffic patterns within the surrounding areas since vehicles will reroute to these locations. This potential change in traffic patterns could potentially have a negative impact on adjacent roadway operations. If a new parking facility is constructed, a traffic study may be required as part of the environmental review and permitting process for the new parking facility.*
- How is parking a mechanism to guide growth?
 - *Parking standards can affect development since they are a factor in determining the feasible density/intensity of land uses. Structured or below grade parking is rather expensive to construct and maintain; therefore, most land uses, specifically in suburban areas, cannot afford to support them. As a result, surface parking is generally the only feasible option for most land uses in suburban or rural areas. Unfortunately, surface parking typically takes up a large portion of the parcel that is being developed, which limits the potential building space. Development and intensity of land uses can be affected based on the required parking ratio established for the site in conjunction with height and other development standards. Development can be encouraged by requiring a lower number of on-site parking spaces (lower parking ratios), allowing for unbundled or shared parking on-site, and allowing buildings to provide parking in off-site locations.*

- Address influence on specific plans and how we might need to change them
 - *Parking standards can be established specifically for the planning areas of specific plans, which differ from city-wide standards. Therefore, future off-street or private parking requirements can be adjusted based on the current public parking deficiencies or excesses within the specific plan areas. Additionally, parking management strategies and programs can be included in the specific plans to help organize and manage the parking resources within the area.*
- Not enough time for all this info. Need more meetings. And meeting length is too long.
 - *The meetings have been separated from RCVS and Rail Corridor ATP to allow for additional time for the Working Group.*
- Some of the group is amenable to parking meters - get more clarity in the study about how parking can act as a growth management tool
 - *Meters can be utilized in specific locations where the future parking occupancy projections indicate high occupancy. Limited blocks in the Downtown area are an example in the study where meters may enable turnover and potentially deter beach goers and employees from parking long term at a location.*
- Is this a realistic parking count for the rail corridor? (Chen+Ryan: Our estimate is based upon the number of cars that could park if they all parked perfectly along the length of the corridor)
 - *The parking study accounts for the maximum possible condition and deducts any known impediments (i.e. existing utilities, walls, driveways, etc.) and proposed future ATP bike lanes and improvements.*
- Quantify the number of parking spots lost in Cardiff along San Elijo with the Coastal Rail Trail
 - *The parking loss is identified in Table 3-1 Future Parking Supply Changes on Page 22 of the report, and the net formal and informal spaces within this segment are identified on Page 23 of the report.*
- Include in the study the info received from the intercept surveys and identify where people are from (in city or outside), because Active Transportation methods won't help with people outside the City
 - *The Intercept survey data including visitor information is attached in the parking report as Appendix A.*
- Provide current and future parking counts for:
 - current parking without the spaces in the NCTD right of way
 - current parking with the dirt parking in the NCTD right of way
 - current land use and the parking demand related to that
 - the full build out of current land use and the parking demand related to that
 - the parking count of full build out of the 101 streetscape
 - *The existing and future informal parking and full build out with the streetscape is documented in the Table 3-1. The current land use as built out and the parking demand are documented in Table 3-2.*

- Consider adding a footnote in the report regarding the proposed bike lanes north of Santa Fe to D Street on Vulcan Avenue. The Traffic & Safety Commission previously voted to not construct the bike lanes and to preserve parking.
 - *Currently the Bike Master Plan identifies Class II bike lanes, which would impact the parking supply along this segment. The Active Transportation Plan is recommending to amend this by placing a multi-use trail along the rail corridor with no additional bike improvements on Vulcan Avenue on the segment between Santa Fe and D Street. The future parking has been amended to reflect the parking along this segment to remain.*
- Look at parking regulations as a solution to address parking in the North 101 Corridor Specific Plan and Downtown Encinitas Specific Plan
 - *Language for further study has been included in the Leucadia and Downtown community area recommendations for further study.*
- Concerns about the 300+ parking spaces proposed to be removed due to streetscape in Leucadia based upon the maximum worst case scenario. Can this parking number be modified to account for people that do not park efficiently (straight within a space)?
 - *The ITE and other accepted traffic engineering standards do not have an efficiency standard to account for this. Any efficiency standard would be an arbitrary guess. The study utilizes the maximum efficiency to account for the worst case scenario, and also accounts for existing impediments.*
- Can we document visitors versus residents utilizing parking along the corridor?
 - *The intercept survey captured some residents and outside residents. If metered technology with sensor technology is implemented, then this could provide useful data on parking users.*
- Use lifeguard numbers for beach visitors as part of study
 - *Data available from the lifeguards has been analyzed and it is difficult to correlate, since the data is tabulated monthly, whereas the parking data looks at an average for a single hour.*
- Look into a free option for metered parking for residents?
 - *Page 51 of the report includes some discussion of current metered technology with potential opportunities for free parking for residents. Resources will need to be available and budgets for residential free parking at meters.*
- Create and emphasize parking strategies to protect the quality of life (i.e. residential permit parking, etc.) and some innovative parking solutions since this is a high level vision study
 - *The parking management toolbox and recommendations per community area identify shared public/private parking arrangements, specific curb drop off locations for shuttle (taxi, Uber, Lyft, etc.) and residential permit parking solutions.*
- Numbers in the dirt are not real
 - *The numbers in the informal/illegal parking spaces within the NCTD right-of-way were determined based upon numerous field visits, photos and aerial imagery with observed impediments within the right-of-way. The segment between La*

Costa to A Street on North Coast Highway 101 was compared to data from Michael Baker, the consultant, currently working on the streetscape project, and determined to be consistent.

- Need more data on number of pedestrians at crossings
 - *Pedestrian crossing counts were not conducted as a part of the parking study. Any recommendations for crossings would be considered with the RCVS/ATP based upon field review and public input through the outreach process on the study.*

City Council Input (September 27, 2017)

- Clearly show the net/gain loss of parking including the segment between the Coastal Rail Trail (Chesterfield to Santa Fe Drive)
 - *The Future Parking Occupancy Data in Table 3-1 shows the existing supply and proposed change in supply including the Coastal Rail Trail segment.*
- The report documents near-term solutions for Leucadia and the Old Encinitas (Downtown area), but that seems to be lacking in Cardiff, particularly in the business district area
 - *The Cardiff Business District is located outside the scope of the project area, which is limited to Vulcan/San Elijo Avenue. An added solution includes a residential permit parking area to further explore impacts of visitors on the residential neighborhoods. A recommendation is added on page 54 for future studies to explore the Cardiff Business District area to look at parking within this area.*
- Where is parking available on Vulcan Avenue near El Portal? (Vulcan between Encinitas Boulevard and Leucadia Boulevard)
 - *Parking was observed in limited areas along Vulcan Avenue between Encinitas Boulevard and Leucadia Boulevard in the NCTD right-of-way, while occupancy data was collected in the field in the winter and summer 2016. Those parking areas are documented in the existing conditions, and account for impediments (landscaping, utilities, storm water channel and split rail, etc.) The future conditions do not account for the informal/illegal parking within the right-of-way because of a potential multi-use trail in the Rail Corridor ATP, natural improvements (landscaping and amenities) and the like. The El Portal crossing is not proposing any additional new parking.*
- How does the report account for the shared economy of parking with changes in use with climate change, millennials, active transportation, shuttle (uber/Lyft/etc.)?
 - *The parking toolbox and recommendations provide a variety of managed solutions such as shared parking arrangements to utilize parking more efficiently, encourage valet parking, providing specific pick up/drop off locations for ride*

sharing services (taxis, Uber, Lyft, etc.), providing safety enhancements to bike and pedestrian facilities and providing bike infrastructure (i.e. bike racks).

- Metered parking recommendations should be connected to specific data or problems. Parking should remain free for residents.
 - *The metered parking recommendations are one potential tool to be utilized at specific areas impacted by high parking occupancy. Recommendations have been added in the Downtown area and Cardiff community area.*
- Managed parking with signage or other methods is encouraged. Any new technology for signage should be incorporated into the recommendations.
 - *A new wayfinding signage tool is included in the parking toolbox and can be utilized as a management option for public parking spaces.*
- Ensure the report provides accurate, clear and logical baseline and future thresholds for parking
 - *The baseline for existing and future thresholds has been updated and provided in a chart in Table 3-1. All segments have been analyzed including the latest projects.*
- Ensure the demand is being managed appropriately. Extensions of the downtown area such as 3rd Street where it is primarily residential should not be utilized for future parking.
 - *Increased parking supply within the long-term parking strategy in the toolbox identifies opportunities for new on-street and off-street locations, with the caveat that parking should be managed appropriately with adjacent land uses.*
- Explore utilizing the El Camino Corridor for joint parking and shuttle services
 - *The El Camino Corridor is outside the scope of the project, but the parking toolbox does include a parking option for designated parking spaces for ride sharing services.*