

## **Santa Barbara County Public Works**

### **Community-Specific Parklet Guidelines and Limitations**

The following Community Plan Areas are included for consideration of community-specific guidelines:

- Orcutt
- New Cuyama
- Mission Hills/Vandenberg Village
- Los Alamos
- Los Olivos
- Santa Ynez
- Isla Vista
- Eastern Goleta Valley
- Montecito
- Summerland

Areas outside of these communities do not have community-specific guidelines and would fall under conditions provided in Chapter 28 of County Code. For the areas considered, Parklets in the Coastal Zone would not be allowed if it takes parking spaces (Isla Vista, Montecito, Summerland). New Cuyama, Mission Hills and Vandenberg Village do not have community-specific guidelines, as there are no specific areas of likely Parklets and if an application was submitted, the conditions in the Ordinance would sufficiently cover these areas. Eastern Goleta Valley does not have businesses on roadways with speeds under 30 MPH and therefore does not meet conditions for Parklets. The remaining areas (Orcutt, Los Alamos, Los Olivos and Santa Ynez) have guidelines and limitations as follows:

#### Old Town Orcutt

Guidelines for Parklets in Orcutt were derived from adopted County Plans and stakeholder input. Specifically, Parklets must comply with the Orcutt Community Plan (1997), zoning overlay changes (2004) and the Old Town Streetscape Concept Plan (2006). The zoning overlay changes and Streetscape Concept Plan set an intention to maximize on-street parking to promote mixed-use development in the area by relaxing off-street parking requirements and use the road right of way to help meet the demand caused by these reductions. Since these plans were adopted, parking demand has increased in the Old Town Orcutt area.

In order to balance the needs for parking, a Parklet in Old Town Orcutt would need to contribute to a development fund for offset parking for spaces. Offset fees were calculated based on estimates for new parking creation in the vicinity of Old Town Orcutt. Based on a proportionate share, the initial offset fee is \$5,000 per space. This is based on a County project under way to create approximately 50 new spaces on Marcum Street, at an estimated cost of \$300,000.

*Other guidelines for Old Town Orcutt:*

- A maximum of two parklets allowed on any one-block stretch
- Parklets must be a minimum of 7' from the edge of the travel way, in addition to meeting any other traffic safety requirements
- Parklet materials and aesthetic must blend in with the existing adjacent buildings

Los Alamos

Guidelines for Parklets in Los Alamos were derived from adopted County Plans and stakeholder input. Specifically, Parklets must comply with the Los Alamos Community Plan and Bell Street Design Guidelines (adopted February 15, 2011), and the Los Alamos Pedestrian Circulation and Parking Plan (January 2015). Bell Street is a State Route (SR135). The County does not issue permits for Parklets on State facilities. Any inquiries regarding allowed encroachments along Bell Street should be directed to Caltrans.

Policy LUC-LA-2.3 states in part “Priority use of excess public road right-of-way, within two blocks north and south of Bell Street, shall be for enhancing public parking capacity; pedestrian access and circulation; storm water quality and drainage improvements; or other public benefits consistent with the LACP.” In order to balance Parklets with this need for parking, a Parklet in Los Alamos would need to contribute to a development fund for offset parking for spaces. Offset fees were calculated based on estimates for new parking creation in the vicinity of the Bell Street Corridor. Based on a proportionate share, the initial offset fee is \$5,000 per space.

*Other guidelines for Los Alamos:*

- A maximum of two parklets allowed on any one-block stretch
- Parklets must be a minimum of 7' from the edge of the travel way, in addition to meeting any other traffic safety requirements
- Parklet materials and aesthetic must conform to the documents referenced above

Los Olivos

Guidelines for Parklets in Los Olivos were derived from adopted County Plans and stakeholder input. Specifically, Parklets must comply with the Santa Ynez Community Plan (2009).

The Santa Ynez Community Plan states: “The physical design of “downtown” Los Olivos and the variable styles of architecture contribute to the rural, small town character of the commercial zone. On street parking, reduced or zero lot line setbacks, and inviting storefronts all serve to create a pedestrian friendly downtown area.”

Since 2009, parking demand in Los Olivos has expanded significantly. The area is currently over parked at peak demand times and there are not readily available areas to increase parking to meet demand. As a result, Parklets that remove parking are not allowed in Los Olivos at this time.

## Santa Ynez

Guidelines for Parklets in Santa Ynez were derived from adopted County Plans and stakeholder input. Specifically, Parklets must comply with the Santa Ynez Community Plan (2009). The area is currently over parked at peak demand times and there are not readily available areas to increase parking to meet demand. As a result, Parklets that remove parking are not allowed in Santa Ynez at this time.

### *Other guidelines for Santa Ynez:*

- A maximum of two parklets allowed on any one-block stretch
- Parklets must be a minimum of 7' from the edge of the travel way, in addition to meeting any other traffic safety requirements
- Parklet materials and aesthetic must conform to the documents referenced above