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**East Garrison  
Final Phase  
Shared Parking Analysis**



May 2023



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## Executive Summary

This technical report presents the methodologies and findings of a shared parking analysis for the East Garrison Final Phase (Phase 4) development project in Monterey County. Phase 4 consists of construction of up to 325 residential dwelling units, a community town square park, a Monterey County library, a chapel, and a mixed-use Town Center building with residential units for Artspace (a nonprofit real estate developer of live/work artist housing, artist studios, arts centers, and arts-friendly businesses), and up to 30,000 square-feet of ground floor commercial use, some of which could be used by Artspace residents as studio/gallery space.

### Shared Parking Analysis Methodology

Three (3) parking demand rate methodologies were used to analyze the peak parking demand for Phase 4, namely:

- Parking Rate 1 – Urban Land Institute (ULI) 3rd Edition
- Parking Rate 2 – Institute of Traffic Engineers (ITE) 5th Edition
- Parking Rate 3 – East Garrison Specific Plan

These industry standard parking demand rates use current qualitative studies and empirical data available for mixed-use shared parking demand. Default ULI mode share and internal capture reductions were used in the ULI and ITE methodology. Although the default ULI mode share and internal capture reductions are low (two to six percent depending on land use), given the Town Center's proximity to the greater East Garrison residential neighborhoods, it is anticipated that the mode share and internal capture reductions will be higher (15 to 20 percent). However, the default reductions were used to provide the most conservative estimate.

### Shared Parking Analysis Results

Results from each of the three methodologies demonstrates that Phase 4 will provide parking that is in excess of demand estimates. As shown in [Table E-1: Phase 4 Shared Parking Analysis Results](#), the weekday and weekend peak parking demand for each analysis iteration does not exceed the proposed parking supply per the Phase 4 development plan. For conservative purposes, the on-street parking assumed for the shared parking analysis for the Town Center includes the following roadways:

- Ord Avenue between Chapel Hill Road and the northern edge of the Row Houses
- East Garrison Drive between Chapel Hill Road and Meade Way
- Meade Way between East Garrison Drive and Ord Avenue
- Sherman Boulevard between Reynolds Street and Sloat Street
- Chapel Hill Road between East Garrison Drive and Ord Avenue

This results in a total of 171 on-street parking spaces for the Town Center.

**Table E-1: Phase 4 Shared Parking Analysis Results**

Shared Use Parking Demand Analysis by Peak Time of Day					Parking Demand (spaces)	
Parking Rate Source	Methodology	Land Use	Size	Unit	Weekday (Monday-Friday)	Weekend (Saturday-Sunday)
1 ULI (3rd Ed)	0% Mode Share 2%-6% Internal Capture (only applicable for Supermarket/Grocery, Fast Casual Restaurant, Shopping Center/Retail Store, and Library)	Multifamily Residential	66.00	DU	77	71
		Supermarket / Grocery	3.00	KSF	11	15
		Fast Casual Restaurant	6.90	KSF	69	88
		Shopping Center / Retail Store	12.70	KSF	42	52
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	3	5
		Church	3.40	KSF	3	33
		<b>Total Peak Parking Demand</b>				<b>205</b>
<b>Peak Hour Period</b>				<b>7 PM - 8 PM</b>	<b>12 PM - 1 PM</b>	
2 ITE (5th Ed)	Base Rates with ULI Mode Share & Internal Capture	Multifamily Residential	66.00	DU	67	73
		Supermarket / Grocery	3.00	KSF	15	13
		Fast Casual Restaurant	6.90	KSF	56	51
		Shopping Center / Retail Store	12.70	KSF	41	19
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	11	7
		Church	3.40	KSF	2	29
		<b>Total Peak Parking Demand</b>				<b>192</b>
<b>Peak Hour Period</b>				<b>6 PM - 7 PM</b>	<b>12 PM - 1 PM</b>	
3 EGSP Parking Ratios	Specific Plan parking ratios for comparison only	Multifamily Residential	66.00	DU	83	83
		Supermarket / Grocery	3.00	KSF	12	12
		Fast Casual Restaurant	6.90	KSF	28	28
		Shopping Center / Retail Store	12.70	KSF	51	51
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	16	16
		Church	3.40	KSF	14	14
		<b>Total Minimum Parking Requirement</b>				<b>203</b>
<b>Peak Hour Period</b>				<b>N/A</b>	<b>N/A</b>	
<b>Proposed On-Street Parking Supply (Within Final Phase Boundary)</b>					<b>171</b>	<b>171</b>
<b>Proposed Off-Street Parking Supply (Town Center, Library, &amp; Chapel Lots)</b>					<b>162</b>	<b>162</b>
<b>Total Proposed Final Phase Shared Parking Supply</b>					<b>333</b>	<b>333</b>
<b>Sufficient parking provided for East Garrison Town Center?</b>					<b>Yes</b>	<b>Yes</b>

## 1. Introduction

This report presents the methodologies and findings of a shared parking analysis for the East Garrison Final Phase (Phase 4) development in Monterey County. Phase 4 consists of constructing up to 325 residential dwelling units, a community town square park, a Monterey County library, and a mixed-use Town Center building with Artspace residential units and up to 30,000 square-feet of commercial use. An existing 3,400 sf chapel and associated parking is also part of the Phase 4 project area.

The shared peak parking demand (number of vehicle spaces) and the adjusted peak parking demand rate (space per land use) from industry standards, parking methodologies, and land use scenarios was used to compare to the parking supply ratios from the East Garrison Specific Plan (EGSP) to the Final Phase design.

**Figure 1: East Garrison Location** provides an overview map of the East Garrison neighborhood and location of Phase 4 development.

### Community Outreach

As part of the development of this report, Kimley-Horn conducted a virtual town hall meeting with the East Garrison community on March 14, 2023. The objective of the meeting was to:

- Communicate the project will identify a preferred parking option that will provide ample parking for residents and visitors
- Communicate the project will identify strategies to help ensure the project does not amplify existing parking concerns
- Provide an open dialogue for residents to voice their questions and comments on the project

A summary of their comments is provided below.

- Artspace – how with the live/work parking standard apply now that it is part of a mixed-use development program?
- Consider recreation bike users accessing the Fort Ord National Monument recreation area and their parking on Watkins Gate, Sloat, etc.
- Bike survey was done (received)
- Will the Town Center be included in the East Garrison Community Association?
- Overflow parking available only to East Garrison residents?)
- Phase 3 has no overflow and parking supply is very constrained
- Consider the cost to the community from vandalism in the overflow parking areas
- Consider shared parking post COVID pandemic as more people are working from home
- Consider the parking requirements associated with the 23 historic buildings
- Consider parking requirements for events at the Town Center amphitheater
- Historic buildings will be used day and night
- What will be the size of the affordable units (Artspace – mostly 1 and 2 bedroom units)



- Talk to people who no longer live in East Garrison
- Parking on one side of the street only in some areas
- Address the needs of oversized vehicles (e.g. recreational vehicles, work trucks)
- Consider assisting the HOA in preparing an online survey by providing examples and reviewing their questions.
- TAMC provides period bus service to East Garrison – Route #61?)
- Consider accommodating parking for delivery vehicles
- Some houses have up to four vehicles and do not have aprons
- How did we get the 1/250 sf. parking requirement (EGSP)
- Ensure there is adequate parking for commercial uses
- A survey was previously conducted by EG residents that included preferred uses in the Town Center which included preferences for a grocery store, coffee shop, small restaurant, etc. ~ 700 responses were received. Survey results can be found at <https://www.east-garrison.com/post/town-center-survey-results>
- Take into consideration the parking needs of the historic buildings
- Consider roadway and parking lot circulation
- Consider visitor needs (i.e., vehicles and bicyclist using the Fort Ord National Monument)
- Hopefully the minimum parking standards will increase
- There has been a lot of change over time
- Consider a site reconnaissance to better understand conditions
- Ensure that there is adequate parking for commercial uses
- Consider alternative mobility to parking such as golf carts, shuttles, bike share, etc.
- Consider future transit (Applicant to coordinate with TAMC)
- Include bike parking standards for the Town Center

## 2. Project Description

### Final Phase Land Use Program

The Final Phase of East Garrison Final Phase will consist of the following land use program and parking characteristics:

- **30'x70' Residential Lots**
  - 61 single family dwelling units located around the Arts Park, Sherman Boulevard, and Ord Avenue
  - Each dwelling unit provides a garage for dedicated private off-street parking
  - Driveway aprons for dedicated private off-street parking (some lots)
  
- **30'x55' Residential Lots**
  - 79 single family dwelling units located north of the former Battle Simulation Building around Ord Avenue, Sherman Boulevard, and Sloat Avenue
  - Each dwelling unit includes a garage for private off-street parking
  - Several lots north of Bragg Way provide driveway aprons for dedicated private off-street parking
  - Lots south of Bragg Way provide space for dedicated private off-street parking in between the homes
  - Dedicated private off-street guest parking in the internal alleys
  
- **Row Houses**
  - 119 townhouse units located around East Garrison Drive, Sherman Boulevard, Ord Avenue, and Meade Way
  - Each unit provides a garage for dedicated private off-street parking
  - Several lots provide driveway aprons for dedicated private off-street parking
  - Dedicated private off-street guest parking in the internal alleys
  
- **Mixed-Use Town Center Building**
  - 66 affordable Artspace apartment units on the second and third floors (below market rate units)
    - 32 one-bedroom units (700 gross square feet)
    - 17 two-bedroom units (950 gross square feet)
    - 17 three-bedroom units (1,100 gross square feet)
  - Up to 30,000 square feet of retail commercial and cultural arts (galleries, studios, workspaces, etc.) on the ground floor
  - Off-street parking

- **Chapel**
  - 3,400 sf chapel located south of the Town Center at the East Garrison Drive / Chapel Hill Road intersection
  - Off-street surface parking
  
- **Monterey County Library**
  - Up to 4,000 square feet located at the East Garrison Drive / Sherman Boulevard intersection
  - Off-street surface parking
  
- **Town Center Park**
  - One acre of public open space bounded by Meade Way, Sherman Boulevard, Ord Avenue, and East Garrison Drive

### Final Phase Parking Supply

The land plan and associated parking for Phase 4 is shown in [Figure 2: Phase 4 Parking Plan](#). The proposed vehicle parking supply is shown in [Table 2: Phase 4 Parking Supply](#).

**Table 2: Phase 4 Parking Supply**

Land Use	Units / Square Footage	Parking				Total Spaces
		Garage @ 2 per unit	Driveway	Dedicated Guest (Off-Street)	Public (On-Street)	
30' x 70'	61	122	36			158
30' x 55'	79	158	68	3		229
Row House	119	238	110	41 <sup>1</sup>		389
Art Space / Commercial	66 / 30,000			101		101
Chapel	3,400			42 <sup>1</sup>		42
Library	4,000			19 <sup>1</sup>		19
Public Streets					260	260
<b>Total</b>	<b>325 units / 37,400 sf</b>	<b>518</b>	<b>214</b>	<b>206</b>	<b>260</b>	<b>1,198</b>

Notes:

1. Off-street parking lot stall totals are subject to change based on electric vehicle charging stations and ADA requirements.

Source: Whitson Engineers, 2023.

Phase 4 would provide 1,198 parking spaces. Of these, 938 spaces are designated as off-street private residential parking (518 garage parking spaces, 214 driveway parking spaces, and 206

dedicated off-street guest parking spaces) and 260 spaces are designated as on-street public parking.

The streets of East Garrison are mostly private streets and parking is reserved for members of the East Garrison Community Association, tenants, and guests. As such, it was assumed that the on- and off-street parking for the mixed-use building (Artspace/commercial), chapel, and library could be shared. In particular, there is a shared use agreement in place for the Chapel parking lot and the mixed-use town center building.

For conservative purposes, the on-street parking assumed for the shared parking analysis for the Town Center includes the following roadways:

- Ord Avenue between Chapel Hill Road and the northern edge of the Row Houses
- East Garrison Drive between Chapel Hill Road and Meade Way
- Meade Way between East Garrison Drive and Ord Avenue
- Sherman Boulevard between Reynolds Street and Sloat Street
- Chapel Hill Road between East Garrison Drive and Ord Avenue

This results in a total of 171 on-street parking spaces for the Town Center.

### Mixed-Use Town Center Land Use Scenario

As described in the EGSP, the Town Center area was designed with a flexible zoning overlay to be responsive to market demand and “assimilate changes in response to prevailing market conditions”. The Town Center is envisioned to provide smaller convenience retail resources to serve local residents, such as a convenience store, casual dining (coffee, pizza, sandwiches, etc.), and neighborhood services (dry cleaners, beauty salon, shipping, and business service, etc.).

### Retail Market Study

A 2022 market study prepared by Willdan evaluated the feasibility of the commercial development for the mixed-use Town Center. Based on the report, it was determined that the feasible retail business types that could potentially be supported in today’s market condition and from resident activity in East Garrison include:

- Food and beverage stores
- Clothing and clothing accessory stores
- General merchandise stores
- Food and drinking places
- Other retail groups applicable to the Town Center

Per the conceptual development plan, approximately 14,800 sf of the ~ 30,000 ground floor of the proposed mixed-use commercial building could be allocated to cultural art use in the form of art galleries and studio workspaces.

### ***East Garrison Town Center Resident Survey***

A 2022 online survey prepared by the Preservation and Restoration of East Garrison (PREG) collected resident input of the types of commercial businesses and services the community would be interested at the Town Center. From 592 total survey responses the community had the following input:

- Residents ranked the top priorities for the Town Center to have: (1) a grocery store, (2) dining establishments, and (3) a “sense of place” amenities.
- Residents would utilize various modes of transportation to/from their homes to access the Town Center. Of the responses (responders were allowed to check multiple modes of transportation), about 89% of the responders would consider walking, 43% of the responders would consider biking, and 45% of the responders would consider driving.

### ***Town Center Land Use for Shared Parking Analysis***

For the parking analysis, [Table 3: Proposed Artspace Mixed-Use Building Assumed Land Uses and Size](#) and [Figure 3: Exploded View of Proposed Artspace Mixed-Use Building](#) provides a breakdown of the land use components assumed for the ~30K sf Artspace mixed-use building. This breakdown was assumed for the shared parking analysis since the retail component anticipates a range of expected development and the final commercial tenants are unknown at this time.

**Table 3: Proposed Artspace Mixed-Use Building Assumed Land Uses and Size**

Land Use Type for Parking Analysis	Size (DUs / SF)	Description
Multifamily Residential	66	Artspace, Below Market Rate apartments.
Supermarket / Grocery	3,000	Neighborhood market.
Fast Casual Restaurant	3,900	Food & Beverage (split between breakfast, lunch, dinner businesses).
Fast Casual Restaurant	3,000	Outdoor gatherings associated with retail space. (assumes Fast Casual use to provide a conservative parking analysis).
Shopping Center / Retail Store	1,700	Clothing and Accessories (assumes shopping center / retail store use to provide a conservative parking analysis).
Shopping Center / Retail Store	1,000	General Merchandise (assumes shopping center / retail store use to provide a conservative parking analysis).
Shopping Center / Retail Store	2,600	Service (assumes shopping center / retail store use to provide a conservative parking analysis).
Retail	7,400	Space for galleries, studios, workshops, etc. Assumes "Retail" use to provide flexibility for multiple tenants and business activities, for <u>external</u> users.
Retail (Cultural Art)	7,400	Studio and gallery space for Artspace tenants ( <u>internal</u> users).
Church	3,400	Existing chapel.
Library	4,000	Planned County library site.

Note: Town Center Park excluded from shared parking analysis as there is no parking requirement per the EGSP.

## Vehicle Parking Requirements

### *East Garrison Specific Plan*

Section 3.5.4 of the approved 2004 East Garrison Specific Plan (EGSP) provides off-street parking requirements. In addition to the parking ratios shown in **Table 4: East Garrison Specific Plan Parking Requirements**, the EGSP also provides the following supplemental parking allowances:

1. Standard off-street parking stalls shall measure a minimum of 9 feet by 18 feet. On-street stalls shall be a minimum of 22 feet long.
2. Shared parking standards may be used to meet the parking requirements of the mixed-use Town Center. The Parking requirement is one off-street space per 250 square feet of non-residential uses.
3. Off-street parking need not be on the same parcel as the non-residential use.
4. Town Center residential units shall have a minimum off-street parking ratio of 1.25 spaces per unit.
5. Shared parking standards may be used to meet the parking requirements of the cultural land uses. The off-street parking requirement is one space per 1,000 square feet of cultural

uses. The off-street parking requirement for the theater and the Battle Simulation Building (or their replacements) is one space per 250 square feet. Angled parking along Ord Avenue and Sloat Street may be counted as off-street parking for cultural land uses, including the theater and the Battle Simulation Building (or their replacements).

6. The off-street parking requirement for public uses is one space per 250 square feet.

**Table 4: East Garrison Specific Plan Parking Requirements**

PARKING REQUIREMENTS		
LAND USE CATEGORIES	LAND USE DESCRIPTION	MINIMUM OFF-STREET PARKING REQUIREMENT
RM	Residential Medium	2 per unit (1)
RH-1	Residential High 1	2 per unit
RH-2	Residential High 2	2.25 per unit
TC (non-residential, including Chapel)	Town Center	1 per 250 sf of building space
TC (residential)	Town Center	1.25 per unit
LW	Live/Work	2 per unit
CL (concrete buildings)	Cultural Land Use	1 per 1,000 sf of building space
CL (Theater and Battle Simulation Building, or their replacements)	Cultural Land Use	2 per 250 sf of building space (2)
PU	Public Use	1 per 250 sf of building space (3)
P	Parks	None
OS	Open Space	None

**NOTES** (1) Accessory (carriage house) units require a minimum of 1 additional parking space. (2) On-street parking along Ord Avenue and Sloat Street may be counted towards the parking requirement. (3) Excluding truck bays.

Source: East Garrison Specific Plan, 2004.

Section 4.1 of the EGSP describes vehicle access infrastructure for the community. As shown in **Figure 4: East Garrison Public & Private Streets**, most of the internal roads located in the neighborhood and Phase 4 are privately owned and maintained by the Homeowners Association. As a result, parking on these private streets is reserved for members of the East Garrison Community Association, tenants, and guests.

**East Garrison Community Association**

The Declaration of Covenants, Conditions, and Restrictions (CC&R) for East Garrison described vehicle parking requirements in Section 4.11 and is summarized as follows:

1. Limitations on Types of Vehicles
  - i. Recreation vehicles – not allowed
  - ii. Commercial vehicles – not allowed unless parked in enclosed garage
2. Conditions of Vehicles – noisy, foul smelling, dilapidated, inoperable, abandoned vehicles not allowed

3. No Vehicle Repairs – vehicle maintenance or repairs not allowed unless emergency or parked in enclosed garage
4. Parking of Permitted Vehicles
  - i. Garage Parking – residents shall utilize garage as primary parking space
  - ii. Driveway Parking – residents may park permitted vehicles within driveway if available)
  - iii. Common Area Parking –reserved for guest parking no longer than two nights within a seven-day period
  - iv. No Parking Zone – identified with signs and red curb, parked vehicles will be towed
5. Parking Rules and Enforcement – Homeowners Association (HOA) shall have the authority to adopt further rules/restrictions and impose sanctions for violations
  - i. Towing of Vehicles – Costs assessed against Lot Owner, tenants, or guests responsible
  - ii. Parking Fines – Power and authority based on California Civil Code Section 5850(a)

The East Garrison HOA, Management Trust, provides additional vehicle parking regulations in the East Garrison Community Rules (3/15/2021). A parking pass program has been implemented to enforce the vehicle parking rules and identify vehicles that are entitled to park on the private streets. The parking pass and vehicle regulations in [Appendix A](#).

#### ***Monterey County Parking Requirements***

The private streets and parking requirements described in the EGSP currently govern the minimum vehicle parking needed for Phase 4. The Monterey County Code of Ordinances Chapter 21.58 Regulations for Parking establishes the minimum off-street parking needs for East Garrison where not otherwise addressed in the EGSP.



### 3. Mixed-Use Building Shared Parking Analysis Methodology

For the Town Center mixed-use building, a shared parking analysis was prepared to compare peak parking demand between industry standard published parking rates and the envisioned land-use scenarios. Peak parking demand by time of day was determined from the latest distribution data from either the Institute of Transportation Engineers (ITE) or Urban Land Institute (ULI) per the applicable parking methodology for the retail, residential, and public uses. Each of these sources are based on parking surveys and data gathered nationwide and are the industry standard for estimating parking demand for land uses.

A parking analysis for the Final Phase residential 30'x55' Lots, 30'x70' Lots, and Row Houses is described in [Section 6](#) of this report. These residential uses have dedicated off-street private parking and is separate from shared parking associated with the mixed-use building.

#### Parking Rates

Three (3) different parking rate methodologies were used to analyze the peak parking demand for the Final Phase land use scenarios and are described in [Sections 5-7](#) of this technical report.

- Parking Rate 1 – ULI 3<sup>rd</sup> Edition (all land uses)
- Parking Rate 2 – ITE 5<sup>th</sup> Edition (all land uses)
- Parking Rate 3 – East Garrison Specific Plan (all land uses)

These industry standard parking rates use the latest qualitative studies and empirical data available for mixed-use shared parking demand. The most current recommended parking standards applicable for East Garrison is the Urban Land Institute 3<sup>rd</sup> Edition.

#### Parking Reduction Methodologies

A mode-share and an internal capture reduction were applied to account for the shared parking interaction of the mixed-use building in the Town Center. Consistent with the industry standard parking demand methodologies used nationwide, the following methodologies for parking analysis comparison were used, namely:

- **ULI Methodology** – Base parking rates with default mode share and internal capture reduction.
  - Applied to ULI parking analysis.
  - Represents a feasible scenario where a portion of the population walks, bikes, or uses public transit to access the Town Center.
  - Representative of typical planned communities with mixed-use components such as East Garrison.
- **ITE Methodology** – Base parking rates with ULI mode share and internal capture reduction.
  - The ITE parking rates were derived from empirical data sources.
  - The ULI mode share and internal capture reductions were applied to the ITE analysis since ITE does not have default parking reductions.

- Represents a feasible scenario where a portion of the population walks, bikes, or uses public transit representative of typical planned communities such as East Garrison (similar to ULI Methodology).
- EGSP Methodology – Section 3.5.4 Specific Plan baseline parking requirements was used for comparison purposes.
  - Mode share and internal capture reductions were not applied to the EGSP parking requirements to provide a conservative comparison.

It should be noted that although the default ULI mode share and internal capture reductions are low, around 2-6 percent, it is anticipated that the mode share and internal capture reductions for the specific Town Center uses may be higher, approximately 20 to 30 percent, due to the proximity of the uses. However, the default reductions were used in the shared parking analysis for the most conservative estimate.

### 4. Shared Parking Analysis Results

Shared parking was calculated based on the three parking rates with the various parking reduction methodologies applied to the Town Center mixed-use site. To provide a quantitative comparison between the different shared parking results, the total weekday and weekend peak hour parking demand is reported.

#### ULI 3<sup>rd</sup> Edition Parking Rates

A summary of vehicle parking demand utilizing parking rates from the Urban Land Institute 3<sup>rd</sup> Edition Shared Parking data is described below. The parking analysis was conducted using the latest March 2020 Shared Parking Model Version 1.1 developed by ULI, International Council of Shopping Centers, and National Parking Association. The following parking rates summarized in **Table 5: ULI Parking Rate Summary** identifies the selected parking baseline from empirical data representative of the Town Center’s mixed-use program.

**Table 5: ULI Parking Rate Summary**

Land Use	Weekday				Weekend			
	Base Ratio	Driving Adj	Non-Captive Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Unit For Ratio
<b>Retail</b>								
Retail (<400 ksf)	2.90	100%	98%	ksf GLA	3.20	100%	98%	ksf GLA
Employee	0.70	100%	99%		0.80	100%	99%	
Supermarket/Grocery	4.00	100%	98%	ksf GLA	4.00	100%	98%	ksf GLA
Employee	0.75	100%	99%		0.75	100%	99%	
<b>Food and Beverage</b>								
Fast Casual/Fast Food	12.40	100%	88%	ksf GLA	12.70	100%	90%	ksf GLA
Employee	2.00	100%	99%		2.00	100%	99%	
<b>Entertainment and Institutions</b>								
Public Library	2.00	100%	98%	ksf GLA	1.90	100%	98%	ksf GLA
Employee	0.25	100%	99%		0.20	100%	99%	
<b>Hotel and Residential</b>								
<b>Residential, Suburban</b>								
1 Bedroom	0.90	100%	100%	unit	0.90	100%	100%	unit
2 Bedrooms	1.65	100%	100%	unit	1.65	100%	100%	unit
3+ Bedrooms	2.50	100%	100%	unit	2.50	100%	100%	unit
Visitor	0.10	100%	100%	unit	0.15	100%	100%	unit
<b>Additional Land Uses</b>								
Church	0.10	100%	100%	sf GFA	9.00	100%	100%	sf GFA
Employee	0.40	100%	100%		0.44	100%	100%	

Source: ULI 3<sup>rd</sup> Edition

Default mode share and internal capture parking reductions from the ULI analysis model were used. [Table 6: ULI Parking Demand Summary](#) and the [Appendix B](#) summarize the ULI 3<sup>rd</sup> Edition parking demand results for the Town Center. Overall, the peak parking demand using ULI methodology is 205 spaces for weekday and 262 spaces for weekend, which does not exceed the available parking supply of 333 spaces.

**Table 6: ULI Parking Demand Summary**

Land Use	Project Data		Weekday			Weekend		
			Peak Hr. Adj	Peak Mo Adj	Estimated Parking Demand	Peak Hr. Adj	Peak Mo Adj	Estimated Parking Demand
	Quantity	Unit	7 PM	December		12 PM	December	
<b>Retail</b>								
Retail (<400 ksf)	12,700	sf GLA	100%	100%	33	100%	100%	41
Employee			100%	100%	9	100%	100%	11
Supermarket/Grocery	3,000	sf GLA	90%	100%	10	100%	100%	12
Employee			100%	100%	1	100%	100%	3
<b>Food and Beverage</b>								
Fast Casual/Fast Food	6,900	sf GLA	100%	96%	57	100%	96%	74
Employee			100%	100%	12	100%	100%	14
<b>Entertainment and Institutions</b>								
Public Library	4,000	sf GLA	78%	65%	3	80%	65%	4
Employee			100%	65%	0	100%	65%	1
<b>Hotel and Residential</b>								
Residential, Suburban						0%		
Studio Efficiency		units	40%	100%	-	68%	100%	-
1 Bedroom	32	units	40%	100%	20	68%	100%	20
2 Bedrooms	17	units	40%	100%	20	68%	100%	20
3+ Bedrooms	17	units	40%	100%	30	68%	100%	29
Reserved	0%	res spaces	100%	100%	-	100%	100%	-
Visitor	66	units	20%	100%	7	20%	100%	2
<b>Additional Land Uses</b>								
Church	3,400	sf GFA	100%	100%	1	100%	100%	31
Employee			100%	100%	2	100%	100%	2
Customer/Visitor					111	Customer		164
Employee/Resident					94	Employee/Resident		100
Reserved					-	Reserved		-
<b>Total</b>					<b>205</b>	<b>Total</b>		<b>264</b>

Source: ULI, 3<sup>rd</sup> Edition

### ITE 5<sup>th</sup> Edition Parking Rates

A summary of vehicle parking demand utilizing parking rates from the Institute of Transportation Engineers (ITE) Parking Generation Manual 5<sup>th</sup> Edition is shown in **Table 7: ITE Parking Rate Summary** and represent the 85<sup>th</sup> percentile demand rates from ITE’s empirical data.

**Table 7: ITE Parking Rate Summary**

Land Use Program		ITE Weekday Parking Rate		ITE Weekend Parking Rate	
Type	Unit <sup>1</sup>	ITE Code	85th Percentile Rate	ITE Code	85th Percentile Rate
Multifamily Residential	DU	220	1.52	220	1.62
Shopping Center	KSF	820	3.78	820	3.74
Supermarket	KSF	850	5.08	850	4.82
Fast Casual Restaurant	KSF	930	11.03	930	11.03 <sup>2</sup>
Church	KSF	560	-	560	16.70
Library	KSF	590	4.48	590	-

Notes:

1. DU= Dwelling Units, KSF = 1,000 square feet.
2. Weekend 85<sup>th</sup> percentile rate not available for ITE Land Use 930 (Fast Casual Restaurant). Weekday 85<sup>th</sup> percentile rate was used.

Source: ITE 5th Edition

The ULI default parking reductions for mode share and internal capture were applied to the ITE analysis model because there are no ITE mode share and internal capture reductions for parking. ITE time of day distributions for each use were used to determine the combined peak demand. **Table 8: ITE Parking Demand Summary** shows the total weekday and weekend peak hour parking demand for the Town Center using ITE parking rates. A detailed peak parking demand by time of day for each iteration is shown in the **Appendix C**.

**Table 8: ITE Parking Demand Summary**

Land Use Program		ITE Weekday Parking Rate				ITE Weekday Parking Rate			
Type	Unit <sup>1</sup>	Mode Share Adj	Internal Capture Adj	Time of Day Peak Demand	Combined Peak Parking Demand	Mode Share Adj	Internal Capture Adj	Time of Day Peak Demand	Combined Peak Parking Demand
Multifamily Residential	DU	0.0%	0.0%	6 PM	67	0.0%	0.0%	12 PM	73
Shopping Center	KSF	0.0%	2.0%	6 PM	41	0.0%	2.0%	12 PM	19
Supermarket	KSF	0.0%	2.0%	6 PM	15	0.0%	2.0%	12 PM	13
Fast Casual Restaurant	KSF	0.0%	6.0%	6 PM	56	0.0%	6.0%	12 PM	51
Church <sup>a</sup>	KSF	0.0%	0.0%	6 PM	2	0.0%	0.0%	12 PM	29
Library <sup>a</sup>	KSF	0.0%	2.0%	6 PM	11	0.0%	2.0%	12 PM	7
<b>Total</b>					<b>192</b>				<b>192</b>

Notes:

1. DU= Dwelling Units, KSF = 1,000 square feet.
2. Parking rates and time of day occupancy for Church and Library land uses based on non-ITE studies and assumptions due to lack of available data.

Source: ITE 5th Edition

The peak parking demand using ITE methodology is 192 spaces for weekday and 192 spaces for weekend, which does not exceed the available parking supply of 333 spaces.

### Shared Parking Demand with EGSP Rates

For comparison purposes, a summary of vehicle parking was calculated using the EGSP minimum required parking ratios. **Table 9: ESGP Parking Requirements** summarizes the total peak hour parking demand for the Town Center using EGSP parking rates.

**Table 9: ESGP Parking Requirements**

Land Use	Size	Unit	EGSP Parking Ratio	Parking Required
Multifamily Residential	66.00	DU	1.25 spaces per unit	83
Supermarket / Grocery	3.00	KSF	1 space per 250 SF	12
Fast Casual Restaurant	6.90	KSF	1 space per 250 SF	28
Shopping Center / Retail Store	5.30	KSF	1 space per 250 SF	21
Retail (Cultural Art)	14.80	KSF	1 space per 250 SF	59
Library	4.00	KSF	1 space per 250 SF	16
Church	3.40	KSF	1 space per 250 SF	14
<b>Total Minimum Parking Requirement</b>				<b>232</b>

Source: ESGP, 2004

The peak parking demand using EGSP methodology is 232 spaces, which does not exceed the available parking supply of 333 spaces.

## 5. Town Center Shared Parking Results and Recommendations

### Shared Parking Conclusion

Based on the parking analysis results, the estimated peak parking demand will vary depending on the parking rates, mode-share, and internal capture for the retail, residential, and public uses. A summary of the shared parking results for the ULI, ITE and EGSP methodology are shown in **Table 10: Town Center Shared Peak Parking Demand Summary**.

**Table 10: Town Center Shared Peak Parking Demand Summary**

Shared Use Parking Demand Analysis by Peak Time of Day					Parking Demand (spaces)	
Parking Rate Source	Methodology	Land Use	Size	Unit	Weekday (Monday-Friday)	Weekend (Saturday-Sunday)
1 ULI (3rd Ed)	0% Mode Share 2%-6% Internal Capture (only applicable for Supermarket/Grocery, Fast Casual Restaurant, Shopping Center/Retail Store, and Library)	Multifamily Residential	66.00	DU	77	71
		Supermarket / Grocery	3.00	KSF	11	15
		Fast Casual Restaurant	6.90	KSF	69	88
		Shopping Center / Retail Store	12.70	KSF	42	52
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	3	5
		Church	3.40	KSF	3	33
		<b>Total Peak Parking Demand</b>				<b>205</b>
<b>Peak Hour Period</b>				<b>7 PM - 8 PM</b>	<b>12 PM - 1 PM</b>	
2 ITE (5th Ed)	Base Rates with ULI Mode Share & Internal Capture	Multifamily Residential	66.00	DU	67	73
		Supermarket / Grocery	3.00	KSF	15	13
		Fast Casual Restaurant	6.90	KSF	56	51
		Shopping Center / Retail Store	12.70	KSF	41	19
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	11	7
		Church	3.40	KSF	2	29
		<b>Total Peak Parking Demand</b>				<b>192</b>
<b>Peak Hour Period</b>				<b>6 PM - 7 PM</b>	<b>12 PM - 1 PM</b>	
3 EGSP Parking Ratios	Specific Plan parking ratios for comparison only	Multifamily Residential	66.00	DU	83	83
		Supermarket / Grocery	3.00	KSF	12	12
		Fast Casual Restaurant	6.90	KSF	28	28
		Shopping Center / Retail Store	12.70	KSF	51	51
		Retail (Cultural Art), internal use	7.40	KSF	0	0
		Library	4.00	KSF	16	16
		Church	3.40	KSF	14	14
		<b>Total Minimum Parking Requirement</b>				<b>203</b>
<b>Peak Hour Period</b>				<b>N/A</b>	<b>N/A</b>	
<b>Proposed On-Street Parking Supply (Within Final Phase Boundary)</b>					<b>171</b>	<b>171</b>
<b>Proposed Off-Street Parking Supply (Town Center, Library, &amp; Chapel Lots)</b>					<b>162</b>	<b>162</b>
<b>Total Proposed Final Phase Shared Parking Supply</b>					<b>333</b>	<b>333</b>
<b>Sufficient parking provided for East Garrison Town Center?</b>					<b>Yes</b>	<b>Yes</b>



The weekday and weekend peak parking demand for each analysis iteration does not exceed the proposed parking supply, as shown in the Phase 4 development plan. The most current and recommended parking source applicable mixed-use development are the parking rates from the Urban Land Institute 3<sup>rd</sup> Edition Shared Parking.

## 6. Residential Parking Analysis

A parking analysis for the Phase 4 residential uses (30’x55’ Lots, 30’x70’ Lots, and Row Houses) is described below. These residential uses have dedicated off-street private parking and is separate from shared parking interactions with the Town Center. **Table 11: Residential Parking Demand Summary** below summarizes the comparison between the EGSP parking ratios and the parking supply for the 30’x55’ Lots, 30’x70’ Lots, and Row Houses in the Final Phase.

**Table 11: Residential Parking Demand Summary**

Land Use	Size	Unit	ESGP Parking Ratio	ESGP Parking Demand	Final Phase Parking Supply
30’x55’ Lots	79	DU	2 spaces per unit	158	229
30’x70’ Lots	61	DU		122	158
Row Houses	119	DU		238	389
<b>Total Minimum Parking Requirement</b>				<b>518</b>	<b>776</b>

Source: EGSP, 2004 and Whitson Engineers, 2023

The peak parking demand using EGSP methodology is 518 spaces, which does not exceed the available parking supply of 776 spaces which includes garage parking (518 spaces), driveway parking (214 spaces), and dedicated off-street guest parking (44 spaces).

## 7. Recommended Specific Plan Parking Ratios

It is recommended that the revised EGSP establish a new parking code standard for Phase 4 to provide sufficient parking for future planned development. **Table 12: Recommended Revised ESGP Parking Ratios** identifies the proposed EGSP parking ratios based on comparisons with ULI and ITE rates.

**Table 12: Recommended Revised ESGP Parking Ratios**

Land Use Category	Land Use Description	Minimum Parking Ratio	
		Existing ESGP Parking Ratios	Recommended ESGP Parking Ratios
RM	Residential Medium	2 per unit	2 per unit
RH-1	Residential High 1	2 per unit	2 per unit
RH-2	Residential High 2	2.25 per unit	2.25 per unit
TC (non-residential, including Chapel)	Town Center	1 per 250 sf	1 per 250 sf
	Fast Food Restaurant		<b>1 per 80 sf</b>
TC (residential)	Town Center	1.25 per unit	<b>1.5 per unit</b>
LW	Live/Work	2 per unit	2 per unit
CL (concrete buildings)	Cultural	1 per 1,000 sf	1 per 1,000 sf
CL (Theater and Battle Simulation Building)	Cultural	2 per 250 sf	n/a
PU	Public Use	1 per 250 sf	1 per 250 sf
P	Parks	-	-
OS	Open Space	-	-

Changes from the Existing ESGP Parking Ratios are **bold/shaded**.

It is recommended that the ratio for fast food restaurant within Town Center be increased from 1 space per 250 square feet to 1 space per 80 square feet, and the ratio of residential uses within Town Center be increased from 1.25 spaces per unit to 1.5 spaces per unit. These recommended rates more closely align with the ULI rates, which are the most current and recommended parking source applicable for the Town Center buildout scenarios.

Additionally, the loading and bicycle parking standards as identified in the EGSP (Section 3.5.4) are considered more than adequate to accommodate future demand. This is based on the EGSP standards as compared to the Monterey County Municipal Code and CalGreen Green Building Standards.

## 8. Additional Parking Management Recommendations

Based on feedback from the East Garrison residents from the EG Parking Community Meeting (3/14/23), the following parking management strategies recommendations should be implemented to reduce vehicle trips and reduce the vehicle parking demand.

### Parking Alternatives

The following comments were raised during the community meeting and are recommended strategies to address residents' concerns regarding parking not related to Phase 4.

#### Fort Ord National Monument

Currently, there is no dedicated parking to accommodate hikers and bikers accessing the Fort Ord National Monument. Users currently park on the shoulders of Sloat Street, Watkins Gate road, and Ord Avenue cause significant parking constraints, particularly during weekend and event occurrences.

It is recommended that Monterey County improve the Small Arms Range adjacent to west of Barloy Canyon Road for dedicated Fort Ord National Monument user parking, which could accommodate approximately 200 new parking spaces. Alternatively, the area to the northeast of West Camp Street/Watkins Gate Road could provide dedicated off-road parking to accommodate hikers and bikers accessing the Fort Ord National Monument.

#### Oversized Vehicles

There is a community need for parking for oversized vehicles. This include residents who have large vehicles associated with their work (e.g. contractors).

It is recommended that the vacant Battle Simulation site, which is owned by Monterey County, be used as a dedicated oversized vehicle parking lot for East Garrison resident. This space could accommodate approximately 60 additional off-street parking spaces.

#### Events

Future events can readily be accommodated by the planned parking supply within the immediate Town Center and on nearby streets including the 151 undedicated parking spaces on Ord Avenue (parallel to Reservation Road) and the other publicly accessible on-street parking spaces. Given the ample parking supply identified above, and this additional parking, event parking is considered to be more than adequate, particularly given the fact that such events will be periodic.

It is recommended that the East Garrison Community Association, project applicant, and Monterey County work collaboratively to prepare an events management plan that addresses parking, security, and other related issues.

### **Historic Building Parking**

The current “red roof” buildings on each side of Sloat Street and between Fremont Street and Ord Avenue are owned by Monterey County and are currently unoccupied.

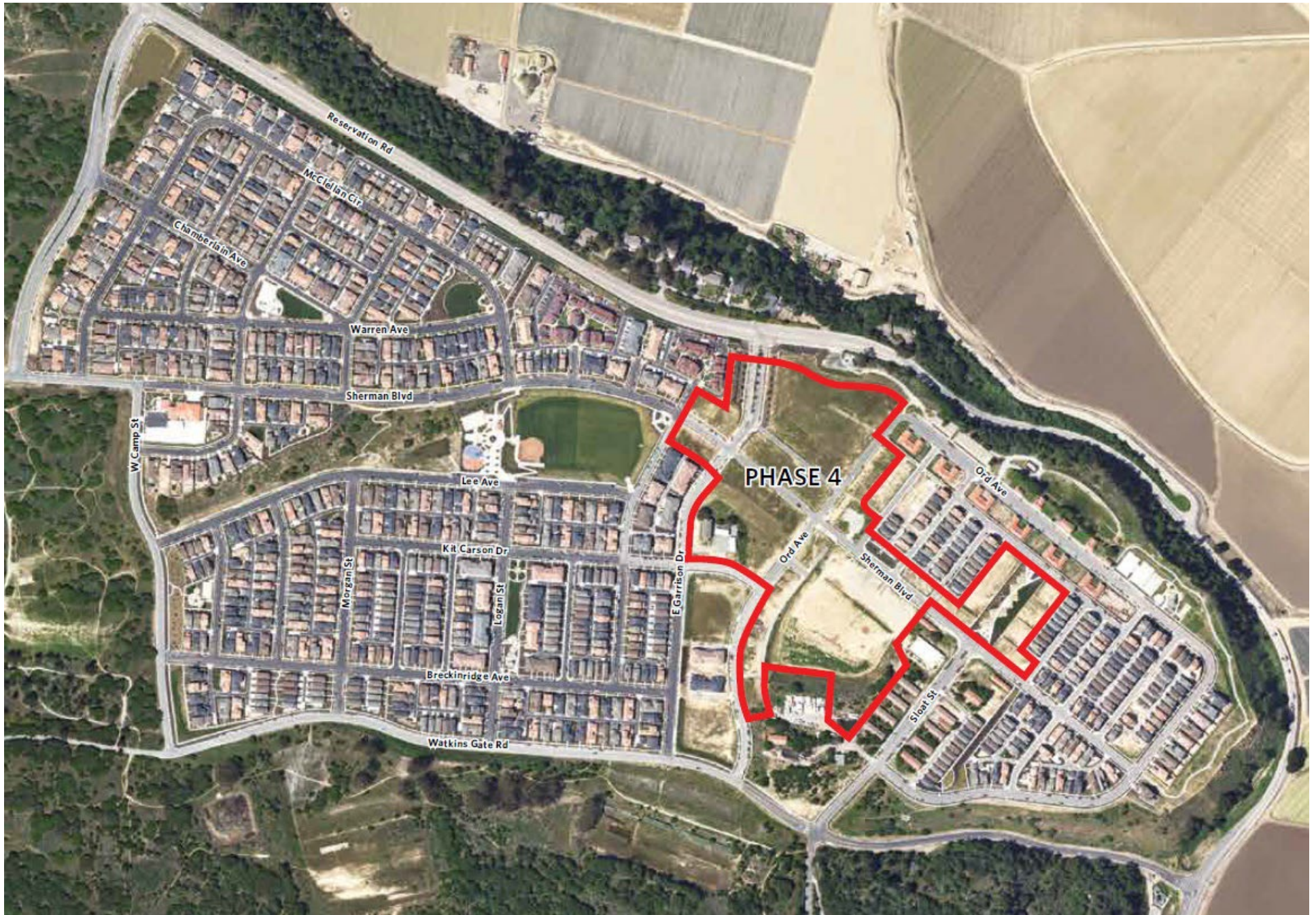
It is recommended that the East Garrison Community Association work with Monterey County to ensure there is sufficient parking to accommodate any planned future development of these historic buildings.

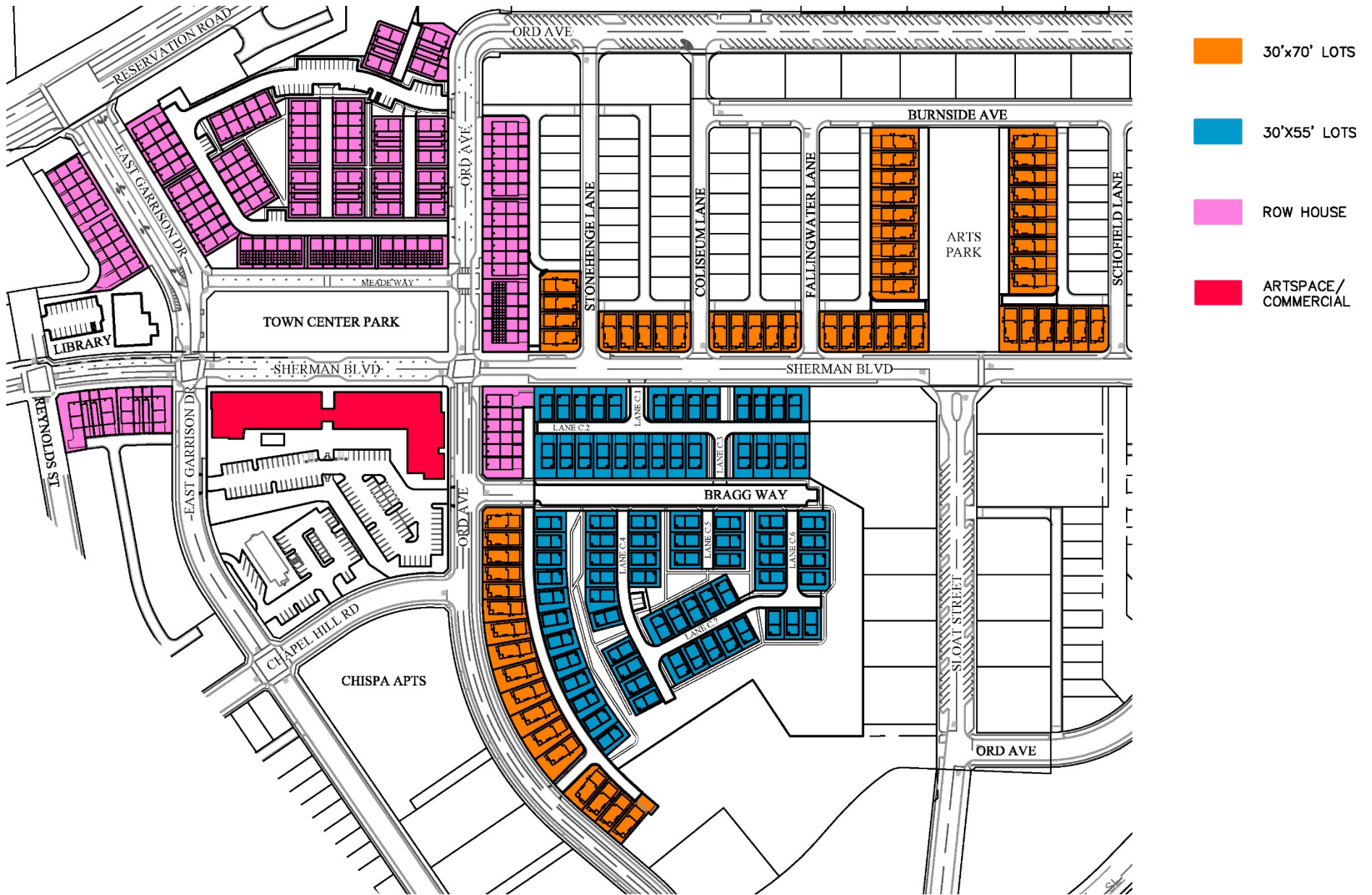
## 9. References

Institute of Transportation Engineers (ITE). February 2019. *Parking Generation, 5<sup>th</sup> Edition*

Urban Design Associates. July 2004. East Garrison Specific Plan Monterey County, California

Urban Land Institute (ULI). February 2020. *Shared Parking, 3<sup>rd</sup> Edition*

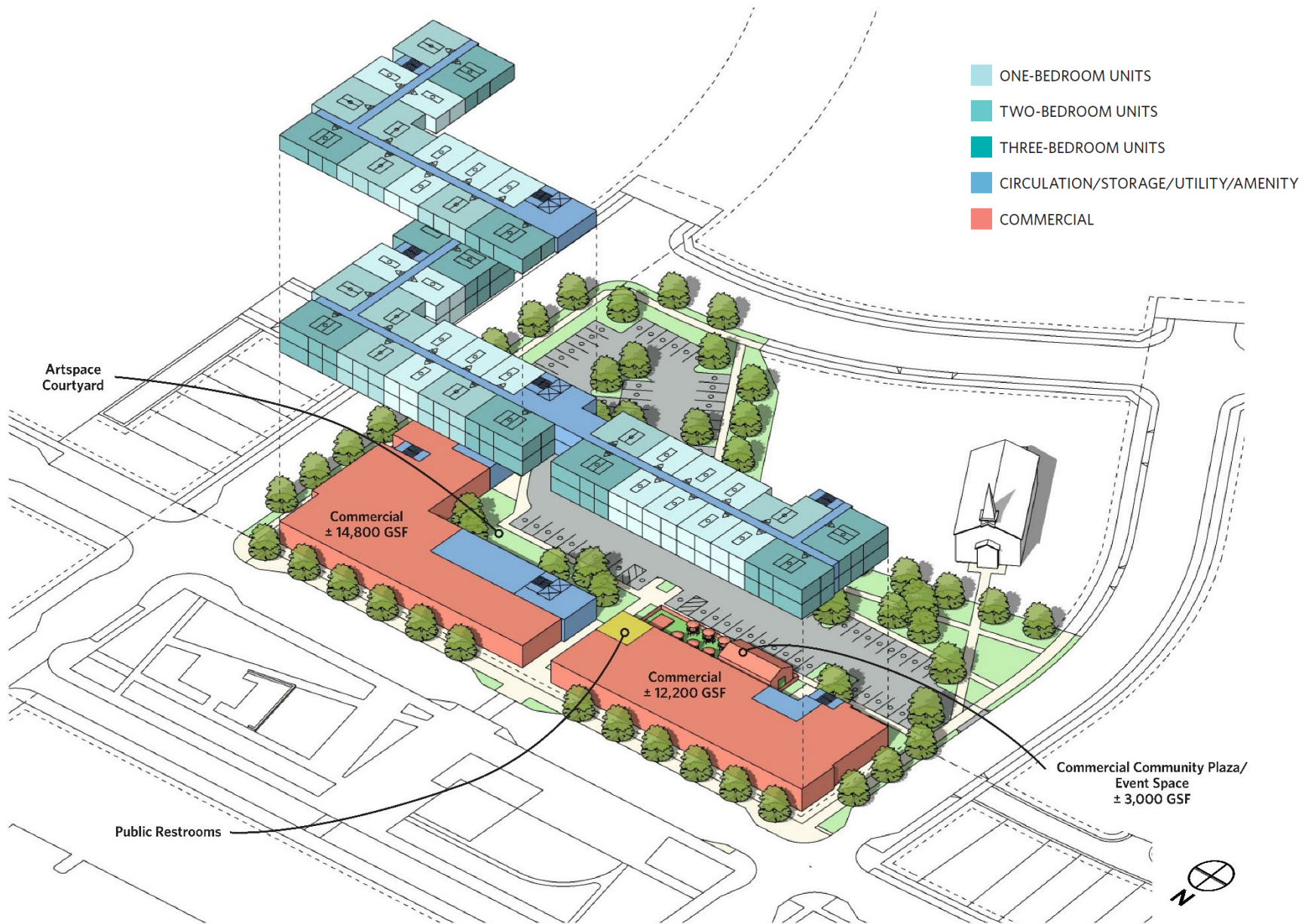




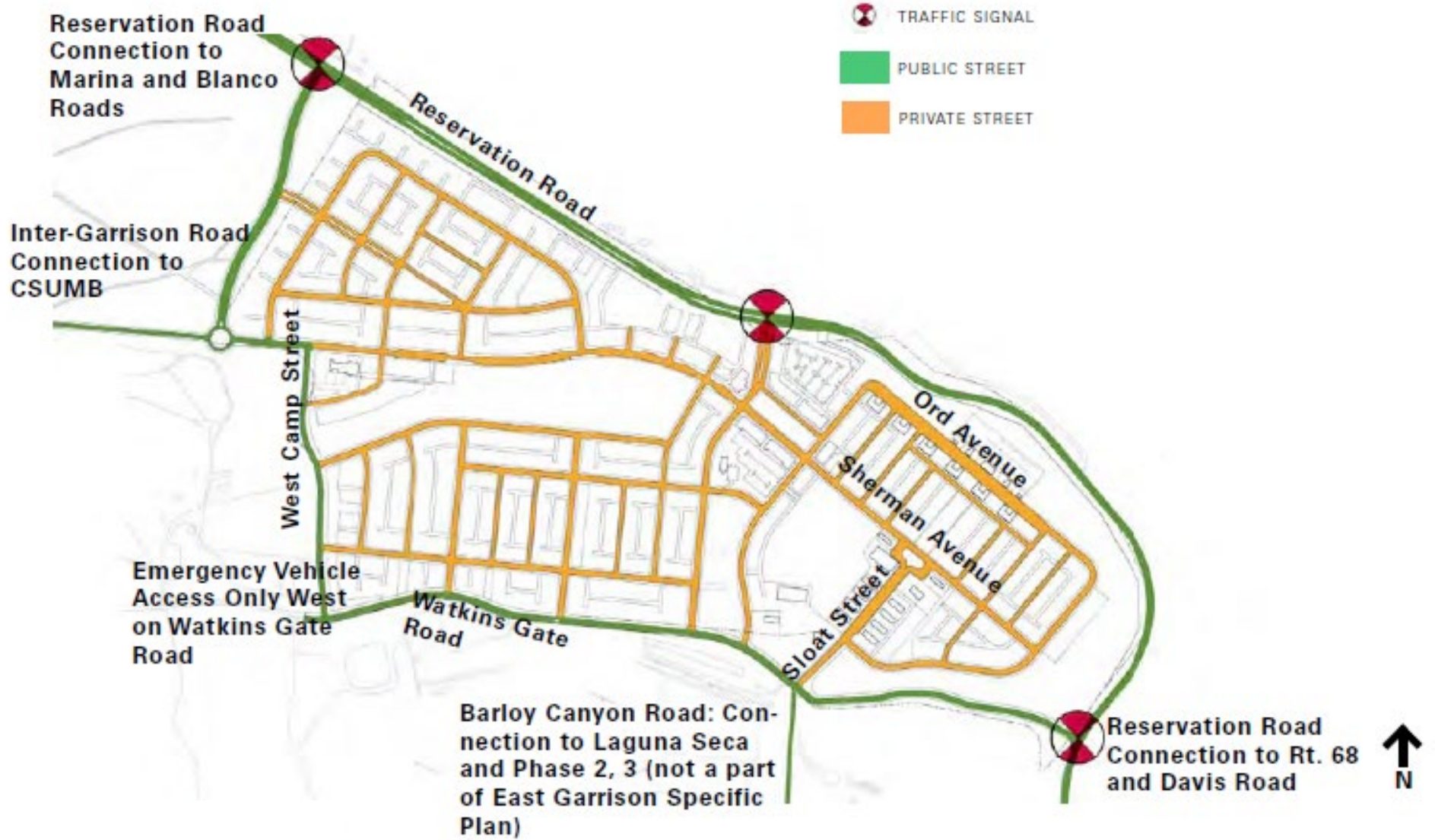
Source: Whitson Engineers, 2023

**Figure 2: Phase 4 Parking Plan**  
East Garrison Shared Parking Study





Source: Urban Design Associates, 2023



Source: East Garrison Specific Plan, 2004

***Appendix A - East Garrison HOA Vehicle Parking Regulations***

***Appendix B - ULI 3<sup>rd</sup> Edition Parking Rates –Parking Demand Analysis***

***Appendix C - ITE 5<sup>th</sup> Edition Parking Rates –Parking Demand Analysis***

***Appendix D - EGSP Parking Requirements***