East Garrison Final Phase
Shared Parking Analysis



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CENTURY COMMUNITIES®

Kimley»Horn

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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 (Final Phase) development project in Monterey County. The Final Phase 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 affordable housing (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 the affordable housing tenants as studio/gallery space.

Shared Parking Analysis Methodology

Three (3) parking demand rate methodologies were used to analyze the peak parking demand for Final Phase, 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 the Final Phase will provide parking that is in excess of demand estimates. As shown in Table E-1: Final Phase Shared Parking Analysis Results, the weekday and weekend peak parking demand for each analysis iteration does not exceed the proposed parking supply per the Final Phase 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: Final Phase 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
		Total Peak Parking Demand			***205***	***264***
		Peak Hour Period			***7 PM - 8 PM***	***12 PM - 1 PM***
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
		Total Peak Parking Demand			***192***	***192***
		Peak Hour Period			***6 PM - 7 PM***	***12 PM - 1 PM***
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
		Total Minimum Parking Requirement			***203***	***203***
		Peak Hour Period			***N/A***	***N/A***
Proposed On-Street Parking Supply (Within Final Phase Boundary)					***171***	***171***
Proposed Off-Street Parking Supply (Town Center, Library, & Chapel Lots)					***162***	***162***
Total Proposed Final Phase Shared Parking Supply					***333***	***333***
Sufficient parking provided for East Garrison Town Center?					***Yes***	***Yes***

1. Introduction

This report presents the methodologies and findings of a shared parking analysis for the East Garrison Final Phase (Final Phase) development in Monterey County. The Final Phase 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 affordable 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 Final Phase 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 Final Phase 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.

- Affordable housing – 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 (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 used 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:

- **Grove (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)

- **Hamlet (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 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 the Final Phase is shown in Figure 2: Final Phase Land Use Plan. The proposed vehicle parking supply is shown in Table 2: Final Phase Parking Supply.

Table 2: Final Phase Parking Supply

Land Use	Units / Square Footage	Parking				
		Garage @ 2 per unit	Driveway	Dedicated Guest (Off-Street)	Public (On-Street)	Total Spaces
Residential						
Grove (30' x 70')	61	122	36			158
Hamlet (30' x 55')	79	158	68	3		229
Row Houses	119	238	110	41 [1]		389
Residential Total	**259**	**518**	**214**	**44**		**776**
Town Center Mixed-Use						
Affordable Housing / Commercial	66 / 30,000			66 / 35		101
Chapel	3,400			42 [1]		42
Library	4,000			19 [1]		19
Public Streets					260	260
Town Center Total				**162**	**260**	**422**
TOTAL	**325 units / 37,400 sf**	**518**	**214**	**206**	**260**	**1,198**

Notes:
1. Off-street parking lot stall totals are subject to change based on electric vehicle charging stations and ADA requirements.
Source: Whitson Engineers, May 2024.

The Final Phase would provide 1,198 parking spaces, which includes both off-street and on-street parking. The location of these parking spaces in shown in Figure 3: Final Phase Parking Plan.

Residential Parking

Of these, 776 spaces are designated for private residential parking (518 garage parking spaces, 214 driveway parking spaces, and 44 dedicated for guest parking spaces). All of these would be dedicated as off-street parking spaces at an overall average ratio of three (3) parking spaces per unit (259 units / 776 spaces). This represents an excess of 258 more than the required 581 parking spaces (at two spaces per unit), per the EGSP parking ratios (see Table 12: Recommended Revised EGSP Parking Ratios).

Town Center Mixed-Use

In the Town Center mixed-use area, off-street dedicated spaces would include 66 spaces specifically set aside for the 66 affordable housing units (e.g., using signage and/or striping) [1] , 35 for commercial/residential uses, 42 spaces for the chapel, and 19 spaces for the library. Additionally, 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 (affordable housing/commercial), chapel, and library would be shared, given their off-peak use characteristics. 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 mixed-use land uses 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 Schofield Lane
- Chapel Hill Road between East Garrison Drive and Ord Avenue

Assuming a 2,000-sf restaurant and per the parking requirements as identified in Table 12: Recommended Revised EGSP Parking Ratios, a total of 180 spaces would be required for the Town Center mixed-use land uses. The Final Phase development plan is providing 422 parking spaces for the Town Center, 212 spaces more than what is required (422 total spaces less 99 spaces for affordable housing [@ 1.5 spaces per unit], 25 spaces for restaurant [@ 1 space per 80 sf], 56 spaces for commercial [@ 2 spaces per 250 sf], 14 spaces for chapel [@ 2 spaces per 250 sf], and 16 spaces for library [@ 2 spaces per 250 sf].

In addition, 151 on-street public parking spaces will be maintained on Ord Avenue for special events and general overflow parking.

[1] The additional 33 spaces would utilize the existing off-street and on-street parking spaces, per the EGSP requirement of 1.5 spaces per unit.

Final Phase Parking Supply Summary

In total and as shown in Table 3: Final Phase Parking Supply Summary, the Final Phase development plan will provide 1,349 parking spaces (776 residential, 212 Town Center mixed-use, and 151 special events / overflow), 621 more spaces than what is required per the updated EGSP.

Table 3: Final Phase Parking Supply Summary

Land Use	Units / Square Feet	ESGP Parking Requirement	Final Phase Parking Supply	Excess Parking Supply
Residential	259	518	776	258
Mixed-Use Town Center	30,000	180	422	212
Special Events / Overflow			151	151
Total Parking Supply		**698**	**1,349**	**621**

This parking has been purposefully and thoughtfully designed to avoid large, expansive asphalt parking lots. Instead, the project seeks to create a true town-center feel with extensive on-street parking. This is consistent with the goals of the Transportation Agency for Monterey County (TAMC) "Monterey Bay Area Complete Streets Program" (TAMC, 2013), and the EGSP to create a "complete street" environment that is pedestrian and bike friendly and promotes a walkable community that is safe and inviting.

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 4: Proposed Mixed-Use Building Assumed Land Uses and Size and Figure 4: Exploded View of Proposed Mixed-Use Building provides a breakdown of the land use components assumed for the ~30K sf 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 4: Proposed Mixed-Use Building Assumed Land Uses and Size

Land Use Type for Parking Analysis	Size (DUs / SF)	Description
Multifamily Residential	66	Affordable, 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 external users.
Retail (Cultural Art)	7,400	Studio and gallery space for affordable housing tenants (internal 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 5: 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 5: 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 5: East Garrison Public & Private Streets, most of the internal roads located in the neighborhood and the Final Phase 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 the Final Phase. 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 Transpiration 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 Grove (30'x55') lots, Hamlet (30'x70') lots, and Row Houses is described in Chapter 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, chapel, and library.

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 Chapters 5-7 of this report.

- Parking Rate 1 – ULI 3rd Edition (all land uses)
- Parking Rate 2 – ITE 5th 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 3rd 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 3rd Edition Parking Rates

A summary of vehicle parking demand utilizing parking rates from the Urban Land Institute 3rd 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 6: ULI Parking Rate Summary identifies the selected parking baseline from empirical data representative of the Town Center's mixed-use program.

Table 6: 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
Retail								
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%	
Food and Beverage								
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%	
Entertainment and Institutions								
Public Library	2.00	100%	98%	ksf GLA	1.90	100%	98%	ksf GLA
Employee	0.25	100%	99%		0.20	100%	99%	
Hotel and Residential								
Residential, Suburban								
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
Additional Land Uses								
Church	0.10	100%	100%	sf GFA	9.00	100%	100%	sf GFA
Employee	0.40	100%	100%		0.44	100%	100%	

Source: ULI 3rd Edition

Default mode share and internal capture parking reductions from the ULI analysis model were used. Table 7: ULI Parking Demand Summary and the Appendix B summarize the ULI 3rd 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 7: 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	
Retail								
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
Food and Beverage								
Fast Casual/Fast Food	6,900	sf GLA	100%	96%	57	100%	96%	74
Employee			100%	100%	12	100%	100%	14
Entertainment and Institutions								
Public Library	4,000	sf GLA	78%	65%	3	80%	65%	4
Employee			100%	65%	0	100%	65%	1
Hotel and Residential								
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
Additional Land Uses								
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		-
			Total		**205**	**Total**		**264**

Source: ULI, 3rd Edition

ITE 5th Edition Parking Rates

A summary of vehicle parking demand utilizing parking rates from the Institute of Transportation Engineers (ITE) Parking Generation Manual 5th Edition is shown in Table 8: ITE Parking Rate Summary and represent the 85th percentile demand rates from ITE's empirical data.

Table 8: ITE Parking Rate Summary

Land Use Program		ITE Weekday Parking Rate		ITE Weekend Parking Rate	
Type	Unit [1]	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 [2]
Church	KSF	560	-	560	16.70
Library	KSF	590	4.48	590	-

Notes:
1. DU= Dwelling Units, KSF = 1,000 square feet.
2. Weekend 85th percentile rate not available for ITE Land Use 930 (Fast Casual Restaurant). Weekday 85th 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 9: 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 9: ITE Parking Demand Summary

Land Use Program		ITE Weekday Parking Rate				ITE Weekday Parking Rate			
Type	Unit [1]	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 [a]	KSF	0.0%	0.0%	6 PM	2	0.0%	0.0%	12 PM	29
Library [a]	KSF	0.0%	2.0%	6 PM	11	0.0%	2.0%	12 PM	7
Total					**192**				**192**

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 10: ESGP Parking Requirements summarizes the total peak hour parking demand for the Town Center using EGSP parking rates.

Table 10: 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
Total Minimum Parking Requirement				**232**

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 11: Town Center Shared Peak Parking Demand Summary.

Table 11: 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
		Total Peak Parking Demand			*205*	*264*
		Peak Hour Period			*7 PM - 8 PM*	*12 PM - 1 PM*
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
		Total Peak Parking Demand			*192*	*192*
		Peak Hour Period			*6 PM - 7 PM*	*12 PM - 1 PM*
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
		Total Minimum Parking Requirement			*203*	*203*
		Peak Hour Period			*N/A*	*N/A*
Proposed On-Street Parking Supply (Within Final Phase Boundary)					*171*	*171*
Proposed Off-Street Parking Supply (Town Center, Library, & Chapel Lots)					*162*	*162*
Total Proposed Final Phase Shared Parking Supply					*333*	*333*
Sufficient parking provided for East Garrison Town Center?					*Yes*	*Yes*

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

6. Residential Parking Analysis

A parking analysis for the Final Phase residential uses (Grove [30'x55'] lots, Hamlet [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 12: Residential Parking Demand Summary below summarizes the comparison between the EGSP parking ratios and the residential parking supply for the Final Phase.

Table 12: Residential Parking Demand Summary

Land Use	Size	Unit	ESGP Parking Ratio	ESGP Parking Demand	Final Phase Parking Supply
Grove (30'x55') Lots	79	DU	2 spaces per unit	158	229
Hamlet (30'x70') Lots	61	DU		122	158
Row Houses	119	DU		238	389
Total Minimum Parking Requirement				**518**	**776**

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 the Final Phase to provide sufficient parking for future planned development. Table 13: Recommended Revised ESGP Parking Ratios identifies the proposed EGSP parking ratios based on comparisons with ULI and ITE rates.

Table 13: Recommended Revised EGSP 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 (1)
RH-1	Residential High 1	2 per unit	2 per unit
RH-2	Residential High 2	2.25 per unit	2 per unit (4)
LW	Live/Work	2 per unit	2 per unit
PU	Public Use	1 per 250 sf	1 per 250 sf (3)
P	Parks	None	None
OS	Open Space	None	None
TC (non-residential, including chapel) and library	Town Center	1 per 250 sf	1 per 250 sf (5)
	Fast Food Restaurant		**1 per 80 sf (5)**
TC (residential)	Town Center	1.25 per unit	**1.5 per unit (5)**
CL (concrete buildings)	Cultural	1 per 1,000 sf	1 per 1,000 sf
CL (Theater and Battle Simulation Building, or their replacements)	Cultural	2 per 250 sf of building space	2 per 250 sf of building space (2)

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 requirements.
(3) Excluding truck bays.
(4) Most RH-2 units to have a third off-street surface parking space.
(5) Combination of on-street and off-street spaces.

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 the Final Phase.

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.

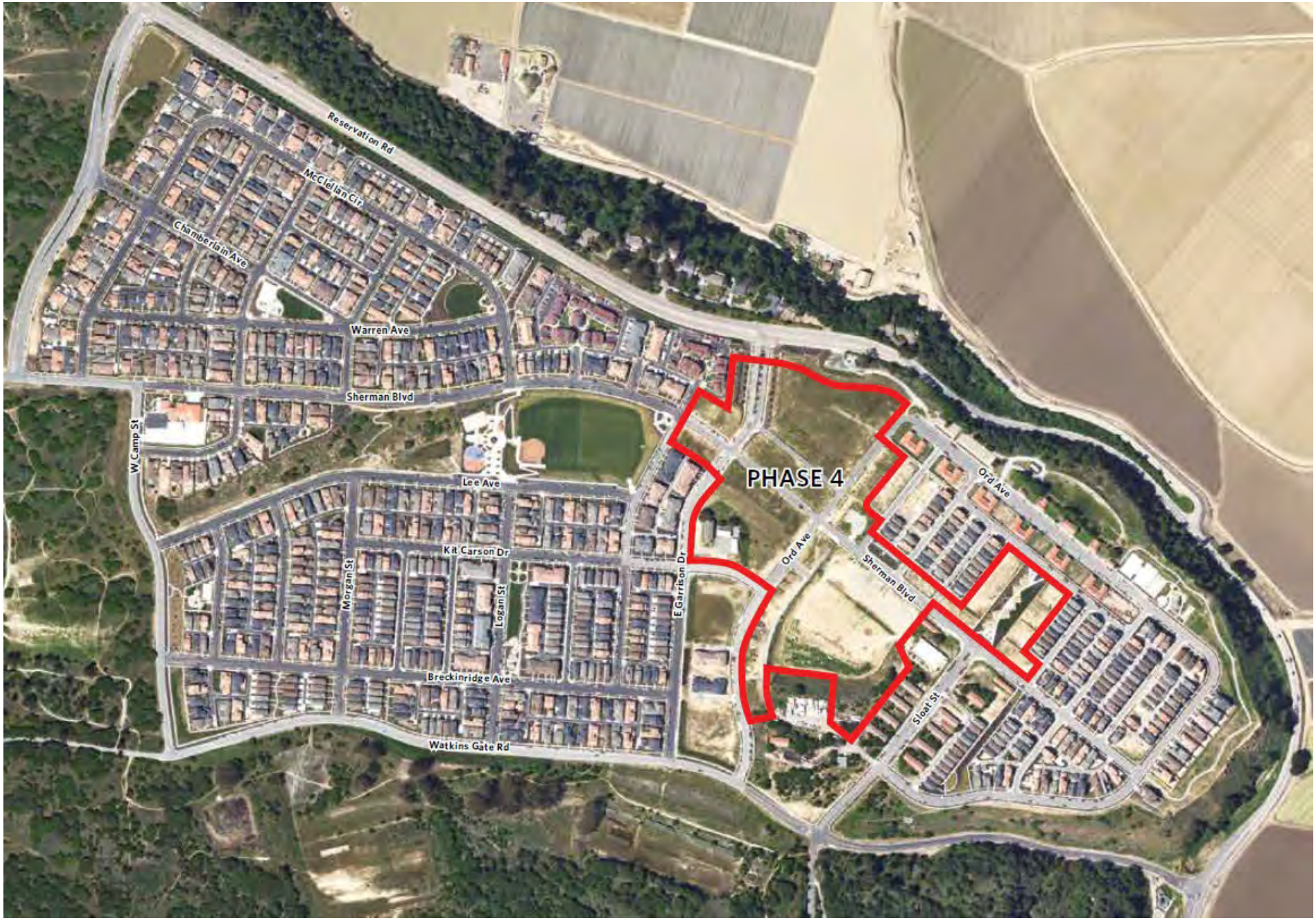
It is recommended that the East Garrison Community Association work with Monterey County to ensure there is sufficient parking to accommodate any planned future development of these historic buildings.

9. References

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

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

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

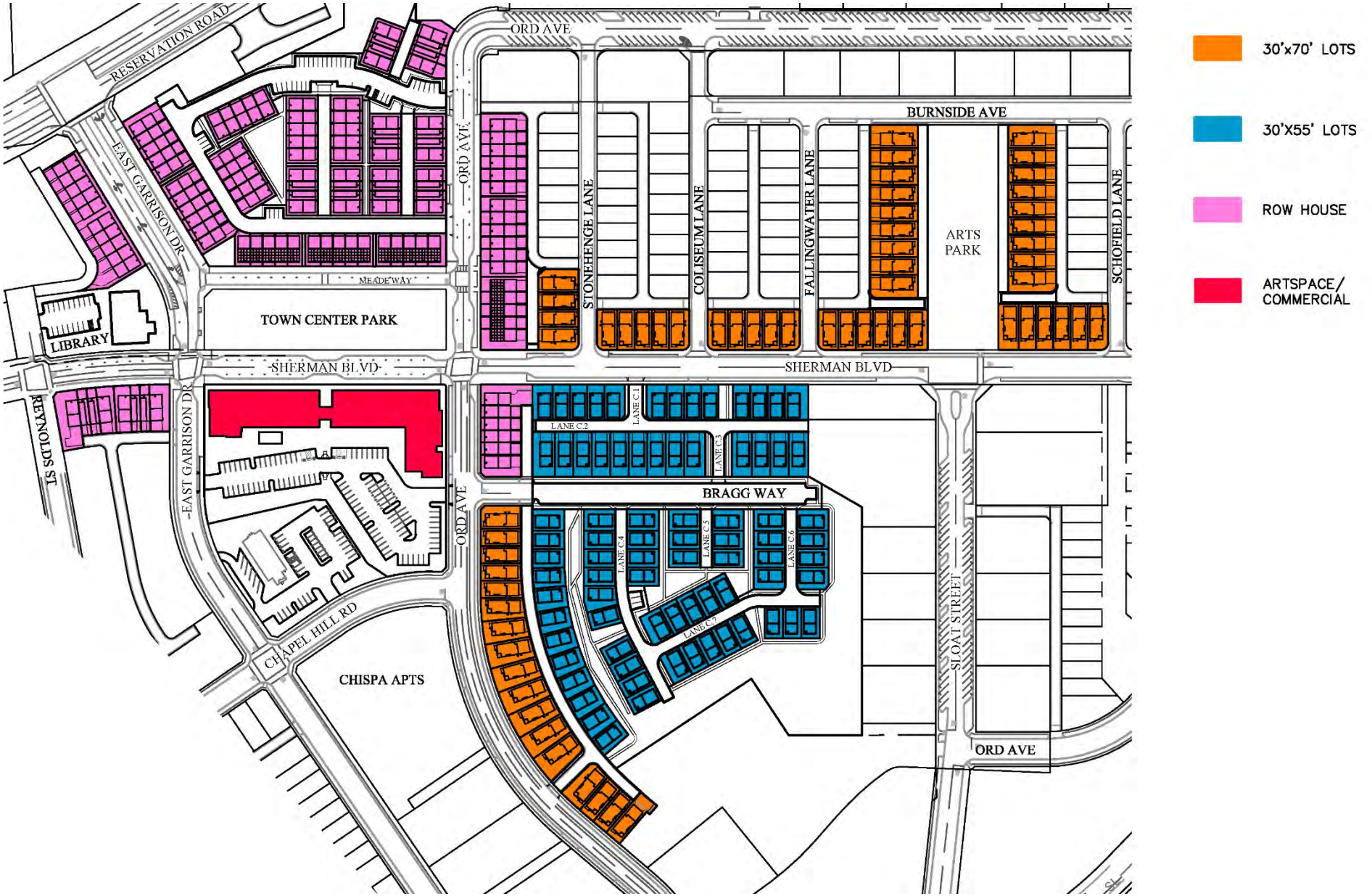


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Not to scale

Figure 1: East Garrison Location

East Garrison Shared Parking Study



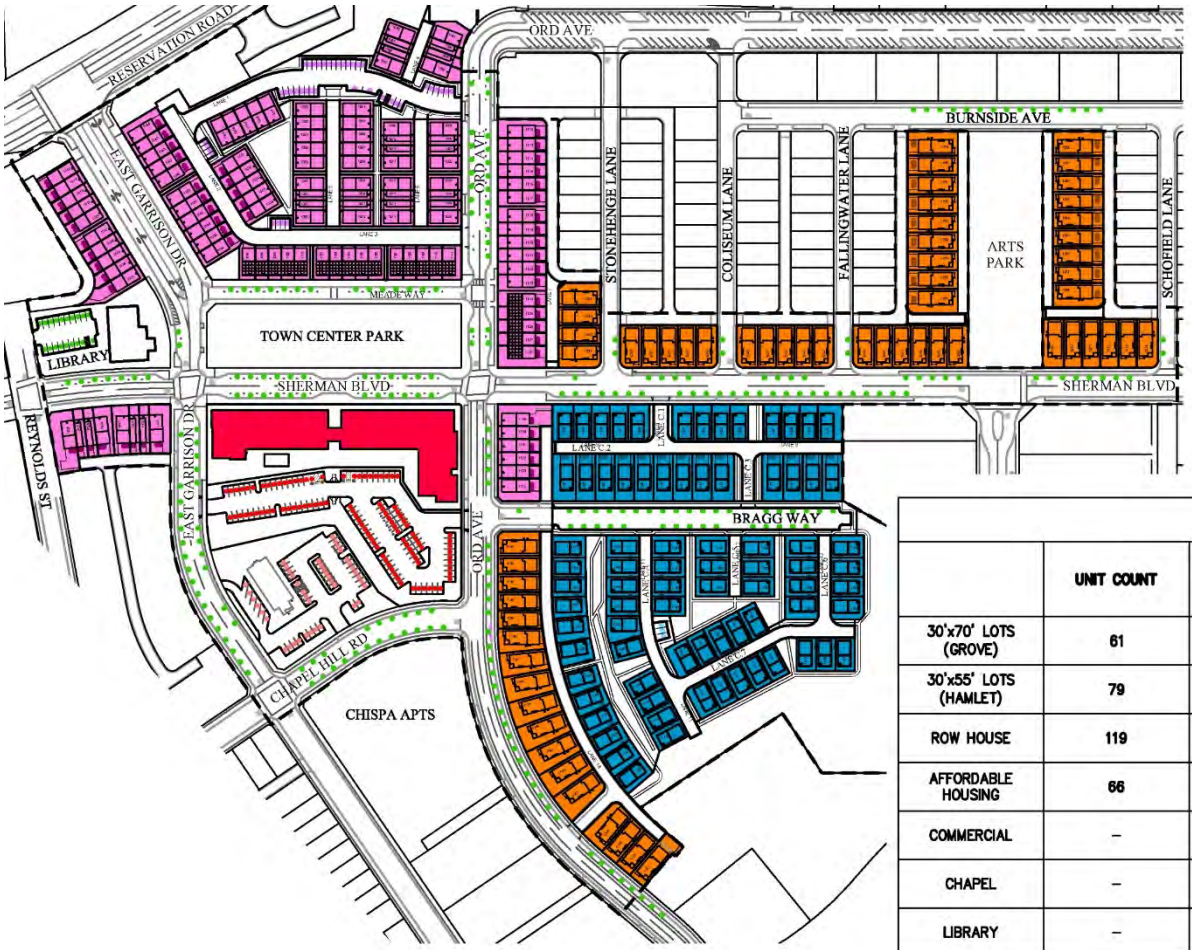
Source: Whitson Engineers, 2024

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Figure 2: Final Phase Parking Plan

East Garrison Shared Parking Study



30'x70' LOTS (GROVE)
30'x70' DRIVEWAY PARKING
30'X55' LOTS (HAMLET)
30'X55' DRIVEWAY PARKING
30'X55' DEDICATED GUEST PARKING (OFF-STREET)
ROW HOUSE
ROW HOUSE DRIVEWAY PARKING
ROW HOUSE DEDICATED GUEST PARKING (OFF-STREET)
AFFORDABLE HOUSING
AFFORDABLE HOUSING/COMMERCIAL PARKING
CHAPEL PARKING LOT
LIBRARY PARKING LOT STALLS
PUBLIC PARKING WITHIN PLANNING AREA (ON-STREET)

PHASE 4 UNIT & PARKING COUNT

	UNIT COUNT	GARAGE PARKING (2 PER LOT)	DRIVEWAY PARKING	DEDICATED GUEST PARKING (OFF-STREET)	PUBLIC PARKING SPACES WITHIN PLANNING AREA (ON-STREET)	PARKING TOTAL (BY UNIT TYPE)
30'x70' LOTS (GROVE)	61	122	36	0	–	158 STALLS
30'x55' LOTS (HAMLET)	79	158	68	3	–	229 STALLS
ROW HOUSE	119	238	110	41*	–	389 STALLS
AFFORDABLE HOUSING	66	–	–	101 (TBD)	–	
COMMERCIAL	–	–	–	TBD	–	
CHAPEL	–	–	–	42*	–	
LIBRARY	–	–	–	19*	–	
TOTAL	325 UNITS	518 STALLS	214 STALLS	206* STALLS	260 STALLS	1,198 STALLS

*OFF-STREET PARKING LOT STALL TOTALS ARE SUBJECT TO CHANGE BASED ON EV AND ADA REQUIREMENTS

Source: Whitson Engineers, 2024

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Figure 3: Final Phase Parking Supply

East Garrison Shared Parking Study



Source: Urban Design Associates, 2024

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Figure 4: Exploded View of Proposed Mixed-Use Building

East Garrison Shared Parking Study



Source: East Garrison Specific Plan, 2004

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Figure 5: East Garrison Public & Private Streets

East Garrison Shared Parking Study

Appendix A - East Garrison HOA Vehicle Parking Regulations

East Garrison Community Rules

15 March 2021

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Introduction

These rules have been established to serve as comfortable guidelines for enjoying East Garrison without infringing on the rights and common benefits of all owners.

In maintaining the quality of the community, observing and enforcing these rules and regulations is the responsibility of each owner, resident, tenant, and guest.

The rules and regulations are issued by the Board of Directors as authorized by the Declaration of Restrictions (CC&Rs). All owners have been given copies of the Bylaws and the CC&Rs of the East Garrison Community Association. Owners are urged to read these documents carefully since they set forth, in complete and detailed form, the rights, duties, and obligations of each owner.

Although this summary of the rules and regulations supports the CC&Rs, it does not cover the entire document. Please read these rules carefully and be sure that your family, guests, and tenants understand the rules fully. If there are any questions, or if you do not have copies of the association's documents, please contact the association's management company.

Animals

- The Board can prohibit the keeping of any animal that constitutes, in the reasonable opinion of the Board, a nuisance to any other owners.
- Any litter deposited by pets on lawns, sidewalks, paths, or other common areas must be removed immediately by the animal's owner.
- Residents are responsible and liable for any personal injury or property damage caused by their pets and their guest's pets.
- No household may keep more than an aggregate of 3 dogs and cats.
- All pets must be kept within an enclosure or enclosed yard, or on a leash held by an individual capable of controlling the animal.
- Only domesticated dogs, cats, or other ordinary household pets may be kept on the lots. No other animals may be kept, bred, or maintained for any commercial purpose. Livestock, poultry, or farm animals are strictly prohibited.
- Residents who are disturbed by an animal are urged to first contact their neighbor and, if unsuccessful, to contact the association's management company or the Animal Control Department (831-769-8850).

Clotheslines and Side Yard Storage

No exterior clotheslines or other clothing drying or airing facilities may be erected or maintained on any lot, except below the fence line. No personal property may be stored along the side yard area immediately adjacent to a residence's garage, except below the fence line and not visible from the common area, streets, or any other residences.

Common Areas

Each owner is liable to the association for any damage to the common area landscaping, equipment, or improvements that are sustained by the negligence or misconduct of the owner, owner's family, tenants, or guests. Nothing can be placed, kept stored, or parked on the common area without the prior *written* consent of the Board. Owners may not place rubbish, debris, or other unsightly or unsanitary materials on the common area. Residents can help in the overall maintenance of the common areas by reporting any problems to the association's management company.

Garages

Garages may not be remodeled or used as a workshop, storage space, or hobby facility, or for any other purpose that would interfere with the ability of the owner of the lot to accommodate the number of vehicles the garage was originally designed to contain. In no event may any garage be converted to or used as a living space.

Garage Sales

A community garage sale is permitted 2 times during the year at Lincoln Park; the dates of the sales must be approved by the Board, although the sales are not sponsored by the association. The garage sales must have at least a community coordinator and a clean-up committee. Signs may not be posted on any poles, and all signage must be removed by the end of the sale day.

Garage sales are not permitted in garages because of concern for pedestrian safety in the alleys, and the use of private front yards is not allowed to prevent damage to association-maintained landscape.

Holiday Decorations

- The acceptable time frame for winter holiday decorations is the day after Thanksgiving until January 10.
- All other decorations must be displayed no more than 15 days before the day of the holiday and must be removed within 7 days after the holiday.
- For homes with a driveway, holiday decorations must not obstruct the driveway and prevent the use of the garage or driveway for parking of vehicles.
- Ensure that holiday lights do not disturb other residents.
- Residents who do not comply will be sent a violation notice.
- All holiday lighting must have a "UL" or comparable rating. Outdoor lights must be designed for outdoor use.
- Residents may not place holiday decorations on plants in the common area or on association property.
- Each owner is liable to the association for any damage to the common area or association property (including holes, tape marks, abrasions) caused by that owner or owner's guests, tenants, invitee, or any resident of the residence. Each owner is also responsible for the cost of repairs for damage to plant materials or irrigation due to the placement of their holiday decorations.

Maintenance/Construction Hours

Construction/maintenance on any lot is limited to the hours of 7:00 a.m. to 5:00 p.m., Monday through Friday and from 9:00 a.m. to 5:00 p.m. on Saturday. No construction on a lot, other than minor maintenance, is permitted on Sundays or legal holidays.

Neighborhood Parks

The East Garrison Community Services District (phone: 831-287-8566) is responsible for the operation of the neighborhood parks irrigation timers and for all maintenance, repair, upkeep, and replacement of landscaping and irrigation systems located within the community's neighborhood parks.

Noise Control

Residents should be considerate of their neighbors and keep noise levels as low as possible. Avoid noises that disrupt the community's tranquility or interfere with the quiet enjoyment of other occupants.

Do not conduct noxious, harmful, or offensive activities within the community.

Avoid doing anything that may—

- be or become a nuisance
- cause unreasonable embarrassment, disturbance, or annoyance to any resident in the community
- interfere with residents' use and enjoyment of the common area and facilities or their lots or residences.

Residents must not allow noise—including without limitation the barking of dogs or excessively loud music—to disturb another resident's enjoyment of his/her lot or the common areas.

Rental of Lots

Owners may rent/lease their East Garrison home subject to restrictions contained within the East Garrison Covenants, Conditions and Restrictions (CC&Rs) that were recorded against all lots in the community on 28 March 2013.

- The rental agreement must not attempt to transfer membership in the association to the lessee; any such agreement will not be effective.
- Owners may *not* rent or hire any garage, accessory building, or similar improvement to anyone who does not have the right of possession of the entire lot.

Owners should carefully screen potential tenants because owners are responsible for the actions of their tenants. Owner obligations (see Section 4.15 of the CC&Rs) include, but are not limited to, the following:

- Providing the board with the names of all tenants and their contact information
- Executing a written rental agreement that requires certain specific language:
  - 30-day minimum rental term
  - The agreement is subject to all provisions of the community's governing documents
  - The tenants must comply with all provisions of the community's governing documents
  - Any violations of any provisions of the community's governing documents will be considered a breach and default of the terms of the rental agreement
- Providing tenants with a copy of all community governing documents and any subsequent amendments
- Providing to the Board the tenants' acknowledgment of receipt of community governing documents
- Keeping management up to date with the owners' forwarding contact information
- When tenant discipline is necessary, reimbursing the association for all costs associated with bringing a tenant into compliance, including attorney fees.

Sign Control

- No commercial signs are allowed that can be seen outside any unit or home with the exception of a security sign or a single "For Sale" or "For Rent" sign.
- A maximum of 1 security sign is permitted in the front yard.
- Security signs may not exceed 8" x 8", and they may not be placed more than 3 feet from the house and more than 3 feet above the foundation level.
- Two additional 4" x 4" security decals may be attached to the windows of the house.
- One temporary realty sign advertising a home for sale may be placed on the front yard of a property that is for sale. Realty signs must be of professional quality or of weather-resistant material. Realty signs may not exceed 18" x 30". "Sold" signs may not be displayed for more than 30 days after the sale of the home.
- Residents may not place signs of any kind in the common areas or on association property, such as light poles, traffic sign poles, and mailbox clusters.
- No more than 3 election signs may be placed in a front yard 45 days before an election, and the signs must be removed within 5 days after the election. Each sign may not exceed 3 square feet.

Trash Regulations

- Residents are responsible for picking up their trash if it is spilled, blown, or otherwise deposited onto a common area and for disposing of it in a proper container or receptacle.
- Large discarded items, such as old furniture and appliances, are the sole responsibility of the homeowner to remove from the premises and dispose of properly.
- No trash or debris may be left in any area that is visible to others from walkways, decks, patios, common areas, alleyways, etc.

- Trash containers must be covered, kept in a sanitary condition, and stored away from public view except on trash pickup day.
- On trash pickup day, residents of lots that are served by common area alleys must place their solid waste containers on their driveway or driveway apron. Residents with no alleys must place their solid waste containers on the street curb.
- Trash containers may be placed by the street curb, driveway, or driveway apron, as appropriate, for pickup no earlier than the evening before pickup and must be removed from the street the day of pickup, no later than 9:00 p.m.
- Owners who wish to create a concrete or similar path from their rear yard to the alley for ease of moving garbage cans must submit an application to the Architectural Review Committee before beginning any construction or plant removal.

Vehicle and Parking Regulations

Residents are responsible for following the community's vehicle parking regulations. Please refer to the Vehicle Parking Regulations, which are attached (Appendix) and also available on the East Garrison platform TownSq.

Yard and Landscaping Requirements

The association is solely responsible for the operation of the front yard irrigation timer and for all maintenance, repair, upkeep, and replacement of the landscaping and irrigation system within the front yard of each lot. Each owner is responsible for providing the water and electricity for the landscaping irrigation system located on his/her lot.

Each owner must maintain any enclosed yard landscaping on his/her lot in a neat, attractive condition. All landscaping installations must comply with the established architectural design guidelines for East Garrison Community Association.

East Garrison Community Association Rules Enforcement Policy

All homeowners, residents, and their guests are expected to abide by the establish rules of the East Garrison Community Association. Violations of the CC&Rs, bylaws, design guidelines, or rules and regulation will result in enforcement procedures by the association, including the levying of monetary penalties, as well as the requirement to pay for damages to association property caused by the association member, family, tenant, or guests.

The Board is responsible for enforcing the rules of the association and has the authority to interpret and define the rules when questions arise, but the Board does not have the authority to contravene the CC&Rs.

The Board will use the following procedure before imposing any penalty:

- If a finable violation is cited, you will be sent a letter so informing you and giving you a date when a hearing will be held by the Board to consider or confirm the fine. The hearing notice date will be sent at least 15 days before the hearing date. You are welcome to attend this hearing and participate, and you may request that such a hearing be conducted privately in executive session rather than during an open Board meeting. If the Board chooses to impose a fine, you will receive a written notice within 15 days after the hearing, and you will have an additional 5 days in which to appeal the fine before it is levied against your account.
- If the violation results in damage to Association property, you will be charged any expense incurred for repairing or otherwise correcting the damage. These charges will be in addition to any penalties imposed for violating the rules and regulations or the CC&Rs.

- Anytime during the enforcement process, and before the issue is referred to the association's legal counsel, you may request to meet in an informal dispute resolution (IDR) proceeding in an effort to resolve the dispute. The request for a meeting must be made in writing. If the matter remains unresolved, the association's legal counsel will send a notice of a formal alternative dispute resolution (ADR), a request that the matter be heard in either a binding or non-binding mediation or arbitration. The cost of an ADR will be borne equally by both parties. If there is a lawsuit, you may be liable for the association's legal costs and fees.

Any association member who wishes to report a violation of the rules and regulations, design guidelines, bylaws, or CC&Rs should notify the association's management company by mail, FAX, or e-mail:

East Garrison Community Association
c/o Associa Northern California
485 Alberto Way, Suite 210
Los Gatos, CA 95032
Fax (209) 644-4930
Email: Bailey.Virgo@Associa.us or Gladys.Jimenez@Associa.us

Provide all details of the violation (eg, date, time, duration, license number, and vehicle make and color). Your name will not be disclosed to the violator without your permission. We will not respond to anonymous complaints. Do not contact board members at their homes.

Landscape complaints or problems should be directed to Associa. Do not contact the landscaper directly or attempt to give instructions to the landscaper's employees.

General Violations/Penalties

First violation:	Courtesy letter
Second violation within 6 months:	$50 penalty
Third violation within 6 months:	$100 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected
Fourth violation within 6 months:	$250 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected
Fifth violation within 6 months:	$500 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected
Hazardous activities (risk of harm to person or property):	$500

Architectural/Landscaping Violations/Penalties

Following is the schedule of penalties for making architectural or landscaping changes—including painting, door or window replacement, or the addition or deletion of plants, grass, or trees—without first obtaining approval in writing from the Architectural Review Committee (ARC), regardless of whether or not the work is ultimately approved by the ARC:

First violation:	$250 penalty and, for any continuing violations, without further hearing, further penalties of $10 per day until the violation is corrected
Second violation:	$500 penalty and, for any continuing violations, without further hearing, further penalties of $10 per day until the violation is corrected
Third violation:	$1000 penalty and, for any continuing violations, without further hearing, further penalties of $10 per day until the violation is corrected

To avoid problems, refer to the architectural and landscaping rules before beginning work on any landscape or architectural change that requires Board approval.

Short-term Rentals (less than 30 days) Violations/Penalties

First violation:	warning letter
Second violation:	up to $1,000 fine NOTE: Legal counsel is informed of the repeat violation; legal action may occur
Third violation:	up to $2,000 fine
Fourth violation:	up to $4,000 fine
Violation of other Community Rules	
Police called to residence:	up to $500 fine; may double with each violation
Noise:	up to $500 fine; may double with each violation
Trash in common area:	up to $250 fine; may double with each violation
Damage to common area:	up to $500 fine and cost of repairs; fine may double with each violation

East Garrison Community Association

Formal Complaint for CC&Rs, Rules, Policies, and/or Design Guidelines Violations

Date: _____

Person Making Report

Name: _____
Address: _____
Telephone: _____
E-mail Address: _____
Signature: _____

Description of the Violation

Date: _____ Time: _____

(Fill in as completely as possible)
Location: _____
Description:

_____
_____
_____
_____
_____
_____
_____
_____

Violator Information (if known)

Name: _____
Address: _____

Witnesses (if any)

Name: _____
Address: _____
Telephone: _____
E-mail Address: _____

Mail to: East Garrison Community Association
c/o Associa Northern California
485 Alberto Way, Suite 210
Los Gatos, CA 95032
Fax: (209) 644-4930
Email: Bailey.Virgo@Associa.us or Gladys.Jimenez@Associa.us

Vehicle Parking Regulations

This document also appears as the Appendix in the Rules document

15 March 2021

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Goals and Intentions

- Resident vehicles should be parked in the garage and off the street.
- Temporary Resident and guest parking on the private street is allowed.
- Per CCR Residents and guests may not park on the private street more than 2 nights (defined as 10 p.m. to 6 a.m.) in a 7-night period without a parking pass.
- Some Residents may need extended street parking for their personal vehicle, which requires a parking pass from the Board of Directors (BOD).
- The Policy will be Rule Enforced. In addition, Members of the BOD, parking committee, management company, or hired patrol company may report safety violations (eg, parking in a red zone, blocking the alley fire lane, or blocking a fire hydrant).
- Violations of the California Vehicle Code may result in immediate towing of the vehicle (eg, parking in a red zone, parking on the wrong side of a street, or safety concerns noted above).
- The Association may choose to contract a service for the purpose of patrolling our streets, identifying parking violations and assessing compliance with community parking rules.

Garage Parking

- Residents must use their residence's garage as the primary parking space for vehicle parking.
- Garages may not be remodeled or used as a workshop, storage space, or hobby facility, or for other purposes that would prevent the Resident from parking the intended number of vehicles.
- Owners who are given permission to park a car on the street—freeing a space within the garage—are asked to use that free space for the use of their guests.

Guest Parking

- Guests and invitees may park vehicles on private street parking spaces for 2 nights (defined as 10 p.m. to 6 a.m.) within any 7-day period. Movement of any vehicle to circumvent this rule is not allowed.
- Overnight guest parking in excess of 2 nights is allowed only with a parking pass. This pass can be issued by the management company without approval by the BOD. Requests should be emailed to Management at least 72 hours prior to the dates needed.
- A parking pass is not required for multiple guests or invitees who are visiting for a limited period of time (eg, daytime or evening event).

Resident Street Parking

- Vehicles of Residents may be parked within the private street parking spaces, provided such vehicles are properly permitted and not parked on the street overnight for more than 2 nights (defined as 10 p.m. to 6 a.m.) within any 7-day period. The nominal movement of any vehicle for the purpose of circumventing this rule is strictly prohibited.
- Overnight parking in excess of 2 nights but less than 7 nights is allowed only with a parking pass. This pass can be issued by the management company without approval by the BOD. Resident parking in excess of 7 nights must be approved by the BOD.
- All vehicles that park in the private street parking areas must park in the correct direction and follow all standard public parking requirements. This includes double parking, blocking of driveways, parking in red zones, and current registration.
- Diagonal spaces on Lee Avenue are reserved for park visitors.

New Residents

To accommodate new Residents while they are moving in and getting unpacked and settled, the use of private street parking will be allowed as follows:

- 30 days from move-in date for 2 permitted vehicles conditional on sufficient parking space in front of their own unit. To obtain parking permits, the vehicle registration form (attached) should be submitted immediately after move-in.
- After those 30 days, one permitted vehicle will be required to be garaged and one will be allowed private street parking for an additional 30 days.
- After those additional 30 days, the second vehicle should also be stored in the garage or wholly on the driveway as specified in the following section (Driveway and Alley Parking).

Driveway and Alley Parking

- Driveway parking is limited to those lots that have adequate space to accommodate a vehicle that is parked perpendicular to the garage door.
- For homes with a driveway, the driveway must not be obstructed in a way that prevents the parking of vehicles in the garage or driveway.
- All alleys are fire lanes and may not be blocked in any way. No vehicle shall be parked parallel to the garage door.
- Some lots may have an additional space that is separate from their garage, typically at the end of the alley, which may also be used for parking. This space is shown on the lot plot plan, is typically concrete, and must not be confused with an extension of the asphalt lane.
- Vehicles parked within the driveway must not extend into the alleyways, which could obstruct the fire lane.
- Temporary parking within the alley for purposes of unloading is not allowed at any time.
- Contractors for homeowners (including landscapers and construction workers) may not park in the alleys or in driveways unless the lot has adequate space to accommodate the contractor's vehicle.

Parking Permits and Passes

The streets of East Garrison are mostly private streets and parking on those streets is reserved for members of the East Garrison Community Association, tenants, and guests. The easy identification of vehicles that are entitled to park on our streets is facilitated with an identification permit or parking pass.

- All resident vehicles must be registered with management.
- All Units will be issued 1 Resident vehicle identification permit for each number of garage/driveway parking spaces for their specific lot. The permit does not entitle a Resident to park on the street in excess of 2 nights in a 7-day period.
- Additional guest passes may be available for a defined period and will be issued by the Management Company during regular business hours.
- Residents with more vehicles than their lot can accommodate for parking may apply to the BOD for a parking pass to allow ongoing street parking. Residents must use the spaces provided in their garage and driveway before requesting BOD approval for street parking. One permit or pass per full time resident driver will be allowed for a period of one year. Passes need to be renewed annually. Annual passes are for the benefit of owners/residents and are not typically issued for extended family or frequent guests. Annual passes are not transferable to additional cars or upon sale of the home.

  To prevent fraud, the Board has the right to require proof of a driver's residency to validate the need for additional annual street parking passes for vehicles. Homeowners will be required to show the vehicle registrations and drivers license of *all* drivers in the household. NO personal information will be collected.

- Residents with driveways or with lots at the end of a T with a concrete pad must use those spaces (and receive permit decals) before requesting additional passes.
- The issuance of this pass is discretionary and will be evaluated by the BOD on a case-by-case basis.
- If a resident receives parking passes, the cars with the passes should either be parked in front of the vehicle owner's residence or at the side of a corner lot (ie, next to a fence), preferably not in front of a neighbor's home.
- If a resident receives a street pass they should not park in front of mailboxes as it inhibits USPS delivery.
- Residents with a vehicle that he/she deems too large to fit the garage must demonstrate that 2 vehicles do not fit in the garage.
- The streets are common area, and reserved/exclusive use is not available or implied.

Recreational Vehicles

- No recreational vehicles of any type (eg, boats, campers, motor homes, trailers, camper vans) may be parked within the East Garrison community for more than 3 hours during non-enforced hours (6 a.m. to 10 p.m.) and only for the explicit purpose of loading and unloading.
- Trailers are not allowed to be parked or stored on driveways.

Commercial Vehicles

- Trucks, vans, or commercial vehicles may not be kept within the East Garrison community unless placed and maintained entirely within an enclosed garage. However, these vehicles are allowed for deliveries; performance of maintenance, repair, and replacement of improvements within the community; and for other similar situations or approved community events.
- A commercial vehicle is one with wraps or signage that advertises a business or government agency. Vehicles with removable signage may be parked with an approved street parking pass or garage parking permit, as appropriate (see Parking Permits and Passes section); however, the signage must be off the vehicle when it is parked on the street. Standard sized cars, trucks, and vans that have external commercial storage or racks for equipment—even those without signage—are not permitted if commercial equipment, tools, or supplies are visible from the street or sidewalk areas. A homeowner may appeal to the BOD for a review of other specific criteria.

Business Vehicles

- If a resident must drive a company car and cannot park that car in the garage, he/she must apply for a parking pass from the BOD.
- The request for a pass must include a letter from the resident's employer declaring that the vehicle must be driven for business, must be stored on the employee's premises overnight, and cannot be driven for personal use.
- If the vehicle will be parked on the street, it cannot have logos; a small, inconspicuous logo might be allowed, as determined by the BOD on a case-by-case basis.
- Granting of a parking pass in this situation should not be considered a given or transferable.

Use of Garage for Vehicle Maintenance and Repair Work

- No vehicle maintenance, or repairs of any kind may be made to vehicles within the Development except such emergency repairs as are necessary to remove the vehicle from the Development and except within an enclosed garage.

Personal Vehicle Restrictions

- No unreasonably noisy vehicles and no vehicles (including motor scooters, motorcycles, or other motorized devices) that emit foul-smelling exhaust fumes may be operated within the East Garrison community.
- Dilapidated, unsightly, or inoperable vehicles must be parked or kept within a garage.
- Each vehicle operated or located within the East Garrison community must be maintained.
- The BOD may require written evidence of current registration.

Penalty Schedule for Parking Violations

First violation:	Courtesy letter
Second violation within 6 months:	$50 penalty
Third violation within 6 months:	$100 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected
Fourth violation within 6 months:	$250 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected
Fifth violation within 6 months:	$500 penalty and, for any continuing violations, without additional hearings, further penalties of $10 per day until the violation is corrected

Associa
Northern California

East Garrison Community Association

Vehicle Registration Form

Date: _____

Resident Name: _____ Lot No.: _____

Address: _____ Lot Has A Driveway ☐

E-mail Address: _____ Phone No.: _____

Vehicle 1

Registered Owner Name: _____ Primary Driver: _____

Make: _____ Model: _____ License Plate No.: _____

If applicable, Parking Pass # _____

Vehicle 2

Registered Owner Name: _____ Primary Driver: _____

Make: _____ Model: _____ License Plate No.: _____

If applicable, Parking Pass # _____

Homeowners with more than 2 vehicles will need to obtain approval from the Board of Directors for a parking pass for each vehicle. Please consult the Association's Vehicle Parking Regulations, which are located under the Documents tab on TownSq (https://app.townsq.io/login).

Vehicle 3

Registered Owner Name: _____ Primary Driver: _____

Make: _____ Model: _____ License Plate No.: _____

Reason for needing parking pass: _____

_____

Vehicle 4

Registered Owner Name: _____ Primary Driver: _____

Make: _____ Model: _____ License Plate No.: _____

Reason for needing parking pass: _____

_____

E-mail to: gladys.jimenez@associa.us **and** bailey.virgo@associa.us or **FAX to: 209-644-4930**
US mail to: East Garrison Community Association, c/o Associa, 485 Alberto Way, Ste 210, Los Gatos, CA 95032

Appendix B - ULI 3rd Edition Parking Rates –Parking Demand Analysis

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Project: East Garrison
Description: Phase 4 Mixed Use

Shared Parking Demand Summary																		
Peak Month: DECEMBER -- Peak Period: 12 PM, WEEKEND																		
Land Use	Project Data		Weekday					Weekend					Weekday			Weekend		
	Quantity	Unit	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Base Ratio	Driving Adj	Non-Captive Ratio	Project Ratio	Unit For Ratio	Peak Hr Adj 1 PM	Peak Mo Adj December	Estimated Parking Demand	Peak Hr Adj 12 PM	Peak Mo Adj December	Estimated Parking Demand
Retail																		
Retail (<400 ksf)	5,300	sf GLA	2.90	100%	98%	2.85	ksf GLA	3.20	100%	98%	3.15	ksf GLA	100%	100%	16	100%	100%	17
Employee			0.70	100%	99%	0.69		0.80	100%	99%	0.79		100%	100%	4	100%	100%	5
Supermarket/Grocery	3,000	sf GLA	4.00	100%	98%	3.94	ksf GLA	4.00	100%	98%	3.94	ksf GLA	90%	100%	11	100%	100%	12
Employee			0.75	100%	99%	0.74		0.75	100%	99%	0.74		100%	100%	3	100%	100%	3
Food and Beverage																		
Fast Casual/Fast Food	6,900	sf GLA	12.40	100%	88%	10.96	ksf GLA	12.70	100%	90%	11.40	ksf GLA	100%	96%	73	100%	96%	76
Employee			2.00	100%	99%	1.98		2.00	100%	99%	1.97		100%	100%	14	100%	100%	14
Entertainment and Institutions	-		0	0	0	0		0	0	0	0		0	0	0	0	0	0
Public Library	4,000	sf GLA	2.00	100%	98%	1.97	ksf GLA	1.90	100%	98%	1.87	ksf GLA	78%	65%	4	80%	65%	4
Employee			0.25	100%	99%	0.25		0.20	100%	99%	0.20		100%	65%	1	100%	65%	1
Hotel and Residential	-		0	0	0	0		0	0	0	0		0	0	0	0	0	0
Residential, Suburban																0%		
Studio Efficiency		units	0.85	100%	100%	0.85	unit	0.85	100%	100%	0.85	unit	40%	100%	-	68%	100%	-
1 Bedroom	32	units	0.90	100%	100%	0.90	unit	0.90	100%	100%	0.90	unit	40%	100%	12	68%	100%	20
2 Bedrooms	17	units	1.65	100%	100%	1.65	unit	1.65	100%	100%	1.65	unit	40%	100%	12	68%	100%	20
3+ Bedrooms	17	units	2.50	100%	100%	2.50	unit	2.50	100%	100%	2.50	unit	40%	100%	17	68%	100%	29
Reserved		res spaces	0.00	100%	100%	0.00	unit	0.00	100%	100%	0.00	unit	100%	100%	-	100%	100%	-
Visitor	66	units	0.10	100%	100%	0.10	unit	0.15	100%	100%	0.15	unit	20%	100%	1	20%	100%	2
Office	-		0	0	0	0		0	0	0	0		0.497281	0	0	0.67	0	0
Office <25 ksf	7,400	sf GFA	0.30	100%	100%	0.30	ksf GFA	0.03	100%	100%	0.03	ksf GFA	45%	100%	1	90%	100%	1
Reserved		empl	0.00	100%	100%	0.00		0.00	100%	100%	0.00		100%	100%	-	100%	100%	-
Employee			3.50	100%	92%	3.22		0.35	100%	92%	0.32		85%	100%	20	90%	100%	2
Additional Land Uses																		
Church	3,400	sf GFA	0.10	100%	100%	0.10	sf GFA	9.00	100%	100%	9.00	sf GFA	100%	100%	1	100%	100%	31
Employee			0.40	100%	100%	0.40		0.44	100%	100%	0.44		100%	100%	2	100%	100%	2
													Customer/Visitor		107	Customer		143
													Employee/Resident		85	Employee/Resident		96
													Reserved		-	Reserved		-
													Total		192	Total		239

Appendix C - ITE 5th Edition Parking Rates –Parking Demand Analysis

East Garrison Town Center - Shared Use Parking Analysis by Time of Day (Weekday Monday-Friday)

Land Use Program			ITE Parking Rate				ITE Parking Demand					ITE Parking Demand by Time of Day																		
Type	Size	Unit	ITE Code	Average Demand Rate	85th Percentile Rate	Unit	Mode Share Adj	Internal Capture Adj	ITE Max Peak Demand	Time of Day Peak Demand	Combined Peak Parking Demand	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Multifamily Residential	66.00	DU	220	1.21	1.52	DU	0.0%	0.0%	100	12 PM	37	91	78	57	46	41	38	37	37	38	44	46	56	67	74	78	87	93	98	101
Office (Cultural Art)	7.40	KSF	710	2.39	3.30	KSF	0.0%	3.0%	24	12 PM	21	-	4	12	21	24	24	21	20	23	23	21	14	5	3	-	-	-	-	-
Shopping Center	5.30	KSF	820	3.77	3.78	KSF	0.0%	2.0%	20	12 PM	20	-	-	3	7	11	14	20	20	18	17	16	17	17	16	13	9	3	-	-
Supermarket	3.00	KSF	850	2.93	5.08	KSF	0.0%	2.0%	15	12 PM	13	-	-	-	-	9	11	13	13	14	15	15	15	15	13	8	6	3	-	-
Fast Casual Restaurant	6.90	KSF	930	9.93	11.03	KSF	0.0%	6.0%	72	12 PM	72	2	2	4	11	13	13	72	54	33	23	17	36	56	50	21	15	8	-	-
Church	3.40	KSF	560	0.50	-	KSF	0.0%	0.0%	2	12 PM	2	-	-	-	-	1	1	2	2	2	2	2	2	2	1	1	-	-	-	-
Library	4.00	KSF	590	2.25	4.48	KSF	0.0%	2.0%	18	12 PM	18	-	-	-	18	18	18	18	14	13	12	13	14	11	9	8	-	-	-	-
												-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL TOWN CENTER PARKING DEMAND									*249*	*12 PM*	*183*	*93*	*84*	*76*	*103*	*117*	*119*	*183*	*160*	*141*	*136*	*130*	*154*	*173*	*166*	*129*	*117*	*107*	*98*	*101*

East Garrison Town Center - Shared Use Parking Analysis by Time of Day (Weekend Saturday-Sunday)

Land Use Program			ITE Parking Rate				ITE Parking Demand					ITE Parking Demand by Time of Day																		
Type	Size	Unit	ITE Code	Average Demand Rate	85th Percentile Rate	Unit	Mode Share Adj	Internal Capture Adj	ITE Max Peak Demand	Time of Day Peak Demand	Combined Peak Parking Demand	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Multifamily Residential	66.00	DU	220	1.31	1.62	DU	0.0%	0.0%	107	12 PM	73	105	103	99	86	84	76	73	71	70	73	75	79	83	87	88	92	94	99	100
Museum (Cultural Art)		KSF	560	0.92		KSF	0.0%	0.0%	0	12 PM	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Office (Cultural Art)	7.40	KSF	710	0.28	0.73	KSF	0.0%	3.0%	5	12 PM	5	-	1	3	5	6	6	5	5	5	5	5	3	2	1	-	-	-	-	-
Shopping Center	5.30	KSF	820	2.91	3.74	KSF	0.0%	2.0%	19	12 PM	19	-	-	6	9	14	17	19	20	20	18	17	16	14	14	12	10	8	-	-
Supermarket	3.00	KSF	850	3.64	4.82	KSF	0.0%	2.0%	14	12 PM	13	-	-	2	4	8	10	13	11	13	15	15	8	6	4	2	2	1	-	-
Fast Casual Restaurant	6.90	KSF	930	8.75	11.03	KSF	0.0%	6.0%	72	12 PM	51	-	-	3	6	6	20	51	58	72	41	31	43	63	38	31	24	15	-	-
Coffee/Donut Shop		KSF	936	14.44		KSF	0.0%	0.0%	0	12 PM	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Church	3.40	KSF	560	9.44	16.70	KSF	0.0%	0.0%	57	12 PM	29	-	-	29	57	57	57	29	18	-	-	-	-	-	-	-	-	-	-	-
Library	4.00	KSF	590	1.68	-	KSF	0.0%	2.0%	7	12 PM	7	-	-	-	7	7	7	7	6	5	5	5	6	4	4	3	-	-	-	-
												-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL TOWN CENTER PARKING DEMAND									*281*	*12 PM*	*197*	*105*	*104*	*142*	*174*	*182*	*193*	*197*	*189*	*185*	*157*	*148*	*155*	*172*	*148*	*136*	*128*	*118*	*99*	*100*

Appendix D - EGSP Parking Requirements

3.5.4 Parking

Parking Standards

Off-street parking shall be provided in the EGSP in accordance with the standards of the Monterey County Zoning Ordinance, subject to Table 3.10 Parking Requirements and to the following supplemental requirements and allowances.

Off-street parking for non-residential land uses shall be constructed in the form of landscaped parking lots; however, the following standards may be used to meet the parking requirements:

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.

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.

TABLE 3.10 Parking Requirements