



HEXAGON TRANSPORTATION CONSULTANTS, INC.



Morgan Hill Downtown Parking Conditions Study

Draft Parking Conditions Update

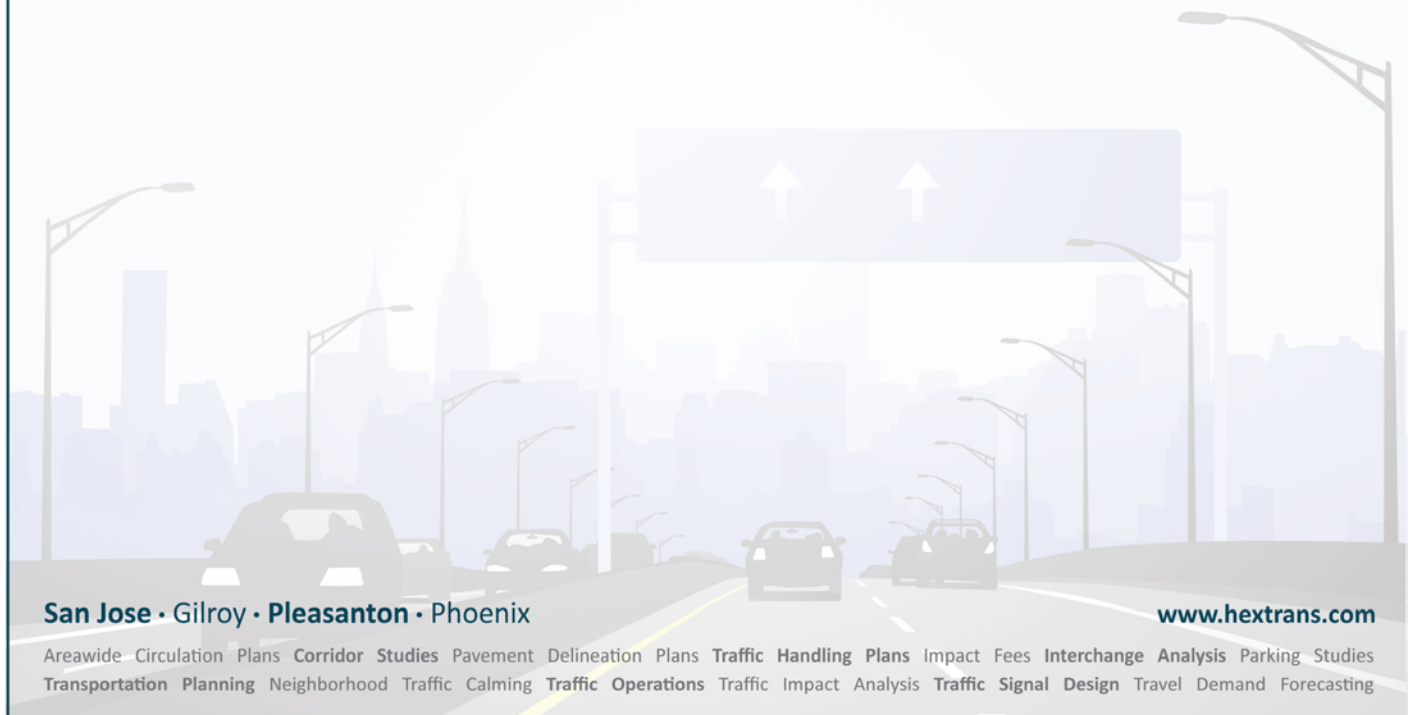


Prepared for:

City of Morgan Hill, California



2/26/2016



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Introduction

The City has evaluated the existing and future parking needs for the downtown on separate occasions in 2002, 2004, and most recently in 2008, in the *Downtown Parking Resources Management Strategy*, which made recommendations for short- and long-term parking solutions. The 2008 study, contained in the 2009 Downtown Specific Plan, counted parking supply and demand in downtown Morgan Hill. This current study provides an update to the supply and demand counts from the 2008 study. All counts were conducted in a similar manner to the previous study to make the reports easily comparable. This current study also provides an analysis of future parking demand based on proposed new development projects.

This study focuses on existing and future parking supply and demand for the downtown area of Morgan Hill as shown in Figure 1. This study uses the same block number scheme as the 2008 study.

Scope of Study

The study area surveyed for this study is bounded by Main Street, Dunne Avenue, Del Monte Avenue, and Depot Street. Hexagon collected new counts to reflect current parking conditions. The counts were used to quantify existing parking supply and demand, including peak parking occupancy for a typical weekday, weekend, and Friday afternoon. The on-street and off-street parking survey locations and numbers can be seen in Figure 2 and Figure 3, respectively.

The study excludes 420 off-street parking spaces servicing residential single family, and other low density family units located primarily along 1st Street, 2nd Street, 3rd Street, 4th Street, 5th Street, Depot Street, and Del Monte Avenue. Additionally, three higher density residential developments were excluded from the off-street parking counts as they are located along the edges of the downtown area, and provide parking spaces solely for development residents. These three developments include the Brighton Oaks (located along Butterfield Boulevard near the intersection of Butterfield Boulevard/E Main Street), De Nova at Diana (located along Diana Avenue to the south of the County Courthouse), and Bella Terra (located on the north side of E. Dunne Avenue immediately east of the railroad tracks). Each of these residential developments are considered to have stand-alone parking that will serve solely their own demands, without requiring the use of street or public parking to meet demands. They are not expected to have any effect on the surrounding parking areas as residents are within walking distance to the downtown via non-automotive transportation modes.

Future parking conditions were assessed based on a review of proposed new downtown development projects.

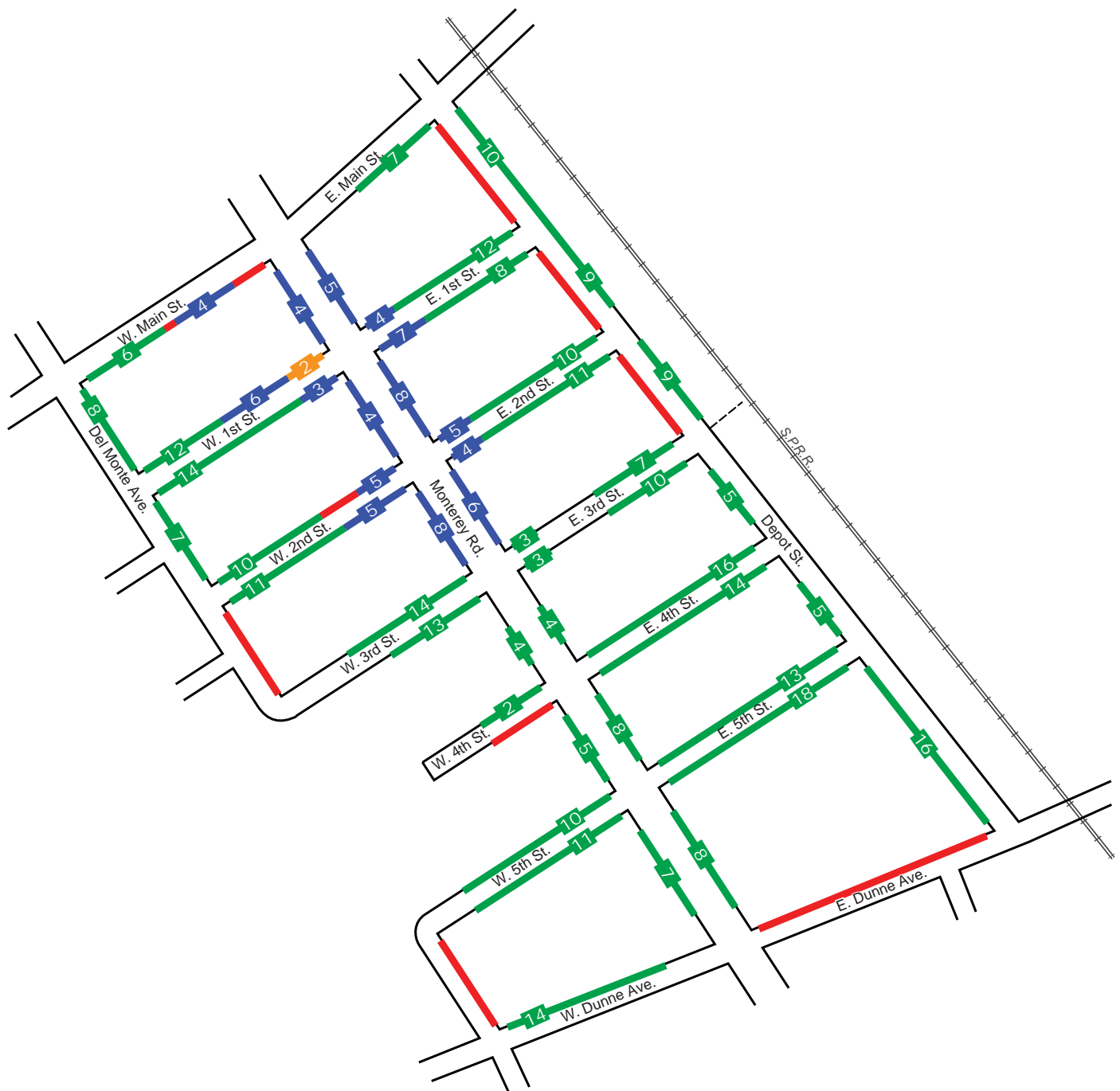
Summary of Conclusions

Overall, the City is well supplied to meet both its existing and future parking demands. Parking demand within the downtown center (along Monterey Street) is significantly more occupied during peak hours than the streets and parking lots further away, including Del Monte Avenue, Depot Street, the Caltrain/VTA lots, and the Courthouse lot. Recommendations made as a result of this report are listed below:

- The City should seek to create public-private partnerships to open relatively vacant private lots to the public during peak hours.
- Increase parking enforcement to ensure public spaces in the downtown area are used by business, park, or commercial patrons.
- Valet parking should be administered to better utilize lots further from the downtown center including the VTA/Caltrain lot.
- The City should reduce its practical capacity threshold from 92% to the typical industry standard of 85%.



Figure 1
Study Area and Block Numbers



LEGEND

- XX = Unlimited Parking
- XX = No Parking
- XX = 2-Hour Parking
- XX = 20-Minute Parking

Figure 2
On-Street Parking Supply
(number of spaces)



LEGEND

- = Private Parking
- = Public Parking
- = Private/Public Use Agreement
- XX** = Lot Number
- (XX)** = (Number of Spaces)
- (X)** = Block Numbers

Figure 3
Off-Street Parking Supply

Existing Conditions

The existing parking conditions include both supply and demand. The demand is compared to the parking supply number for a weekday, Friday afternoon, and Saturday. By evaluating the parking demand during these time periods, the locations and times in which lots and on-street spaces experience the peak demand can be determined.

Downtown Parking Supply – 2009 Specific Plan Parking Study Update

The parking supply in the downtown area (defined as blocks 1 through 14 in the 2009 Specific Plan) consists of on-street parking spaces and public and private off-street parking spaces. The summary of the total downtown parking supply is shown in Table 1. Based on land use tables from the Morgan Hill Downtown Specific Plan, the downtown core currently comprises 123,365 s.f. of retail space and 122,248 s.f. of office/service space. Excluding the Caltrain/VTA, CCC, Courthouse, and on-street parking, the downtown area has 1,237 total parking spaces (1,714 parking spaces including on-street parking). The downtown area in 2016, including the CCC, has 1,560 parking spaces. This calculates to an overall supply ratio of 6.10 parking spaces per 1,000 square feet. Including the Caltrain/VTA parking lots, the overall supply ratio calculates to 7.99 parking spaces per 1,000 square feet. The increase in off-street parking between 2008 and 2016 is primarily due to the new downtown parking garage.

On-Street Parking

In 2009 there were 477 on-street parking space. There are 434 on-street parking spaces available in the downtown study area in 2016 (see Figure 2). Roadway improvements, specifically along Third Street between Monterey Street and Depot Street, have contributed to a reduction in these on-street parking spaces since the 2009 study was conducted. These on-street parking spaces comprise 354 unrestricted spaces, 78 two-hour spaces, and 2 twenty-minute spaces. The two-hour spaces exist primarily along Monterey Road between Main Street and 3rd Street, serving businesses fronting this roadway.

Off-Street Parking Supply – 2016 Expanded Downtown Area

There are 2,073 off-street parking spaces, including 1,294 public spaces and 779 private spaces, within the downtown area of Morgan Hill. There are an additional 434 on-street spaces, totalling 2,507 parking spaces in the expanded downtown area. The 2016 update of the downtown parking study, the downtown area includes the downtown area considered in the 2009 parking study, as well as the CCC, Courthouse, and Caltrain/VTA parking lots. These numbers include the 465 public spaces located at the Caltrain/VTA parking lots east of the downtown area. Though these spaces are intended for the use of Caltrain/VTA riders, this lot is considered to be public as it is available for anyone in the downtown area to use. The parking available at the Courthouse is considered to be private parking, and is discussed in further detail below. This Caltrain/VTA lot also supports park-and-ride for corporate buses that transport workers from Morgan Hill to various employers in the Bay Area. These numbers also include the 273 private spaces in the County Courthouse parking lot. Subject to an agreement between the City and County, these spaces potentially could be available at night and on weekends, which would increase the public parking supply to 1,567 parking spaces.

The courthouse, located adjacent to the Caltrain/VTA parking lots, has capacity for 273 vehicles. This lot was not counted as part of this study and is currently used for Courthouse and special event parking. A trail network alongside the lot connects the Courthouse parking to the Caltrain/VTA station and across the tracks to the Downtown Area.

Changes to Existing Conditions

The City of Morgan Hill has recently completed a new 3-story, 271-stall parking structure midblock along E. 3rd Street and E. 4th Street, between Monterey Road and Depot Street (see Figure 8). This public parking structure, completed in March 2016, will be used to accommodate downtown patrons and will include electric vehicle charging spaces, bike lockers, and bike racks. Vehicular access to the structure will be provided along Fourth Street.

Table 1
Downtown Parking Supply Summary

Block #	Off-Street			On-Street	Total	
	Private	Public	Total	Total	Public	By Block ¹
1	68	20	88	28	48	116
2	65	0	65	38	38	103
3	33	46	79	31	77	110
4 ²	43	271	314	38	309	352
5	43	24	67	40	64	107
6	0	240	240	42	282	282
7	11	61	72	28	89	100
8	0	93	93	0	93	93
9	72	21	93	42	63	135
10	43	41	84	43	84	127
11	43	12	55	38	50	93
12	23	0	23	19	19	42
13	12	0	12	15	15	27
14	50	0	50	32	32	82
16 ³	273	465	738	0	465	738
Total	779	1,294	2,073	434	1,728	2,507
Notes: ¹ Block totals include all on-street and off-street public and private parking spaces. ² Block 4 includes the recently completed Downtown Parking Structure ³ Block 16 includes the Courthouse parking lot, used publically for special events						

Downtown Parking Demand

Occupancy levels in the Downtown area fluctuate significantly depending on the time and day. In order to determine how parking was utilized in the downtown area, parking studies were conducted for three different time periods, including:

- Weekday Midday – conducted on June 23rd, 2015 between 10:00 AM and 1:00 PM
- Friday Evening – conducted on November 13th, 2015 between 4:00 PM and 7:00 PM
- Saturday – conducted on November 14th, 2015 between 10:00 AM and 9:00 PM

Occupancy was recorded by counting the number of parked vehicles during these specific time periods and comparing them to the total inventory of spaces available in the area. For study purposes, occupancy rates were separated between on- and off-street parking facilities. The maximum demand was used to determine the extent to which parking in the downtown area was utilized. The maximum demand, or the parking peak, occurred on Friday evening at 7:00 PM (see Table 2). Saturday demand counts were broken into three time periods to compare various peaks throughout the day. Parking counts for all time periods on all days can be seen in Appendix A. Occupancy data were not collected for the County Courthouse parking lot. This lot is assumed to be completely used for courthouse purposes during the day and completely empty at night and on weekends.

Table 2
Existing Parking Supply and Demand

Parking Type	Parking Supply	Percent Occupied ¹				
		Weekday Midday (1:00 PM) Peak	Friday Evening (7:00 PM) Peak	Saturday Midday (10AM-2PM) Peak	Saturday Afternoon (2PM-6PM) Peak	Saturday evening (6PM-10PM) Peak
On-Street	434	49%	66%	54%	56%	63%
Off-Street ²	Public 1,294	35%	36%	20%	18%	24%
	Private 779	31%	28%	33%	30%	28%
	Subtotal 2,073	34%	33%	25%	21%	26%
All Parking Total	2,507	36%	39%	30%	27%	32%

Notes:

¹ Occupancy percentages based on updated 2015 survey results.

² Off-street parking supply does not include the recently completed Downtown Parking Structure or the County Courthouse parking lot due to lack of occupancy data.

During the daytime hours of weekends and weekdays, there is a relatively high availability of public parking in both on-street and off-street areas. This changes during the evening hours when public parking areas fill up and typically reach greater than 50 percent capacity. Private parking areas are typically only heavily occupied during the middle of the weekday, when downtown employees use the parking for work. This private parking is typically less than 40 percent occupied during evenings and weekends. During the time of peak parking occupancy, there were 913 spaces occupied throughout the downtown, excluding the Caltrain lots, which had an additional 53 occupied spaces. Based on a total building area of 245,613 square feet, this equates to an overall ratio of 3.37 occupied spaces per 1,000 square feet.

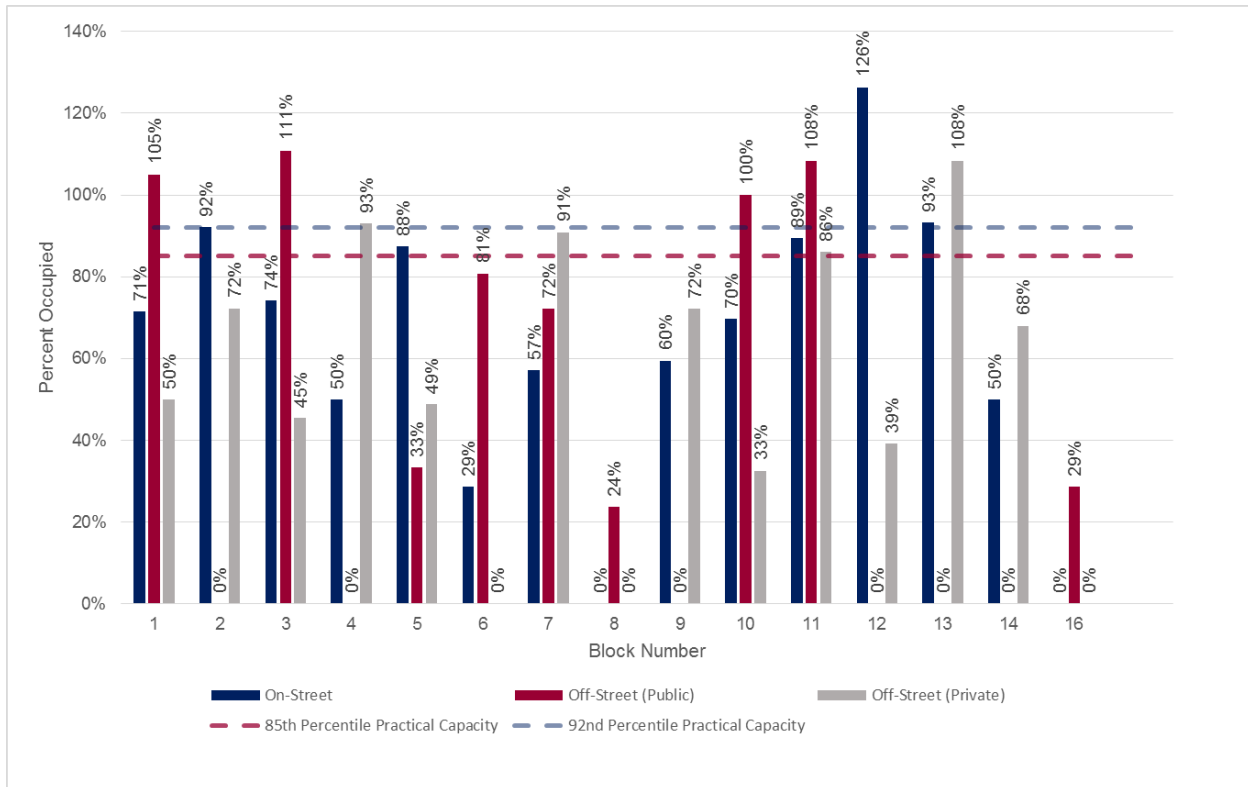
Practical Capacity

Based on the 2008 parking study, Morgan Hill adopted a standard of 92 percent to be considered the practical parking capacity. This occupancy percentage is considered the balancing point between supply and demand where there is efficient parking utilization but still a sufficient number of empty spaces to assure parking availability. The practical capacity of 92 percent was set in an effort to plan for development without overbuilding parking supply. The industry standard for practical capacity is 85 percent. When parking occupancy exceeds 85 percent, it becomes increasingly difficult for vehicles to locate the available spaces. Hexagon recommends that the City of Morgan Hill lower its practical capacity to 85 percent to reflect the suburban character of the City and the expectation that downtown parking is easy to find.

In general, the downtown Morgan Hill area is well below the practical capacity limit. During the Friday evening peak parking period, the parking occupancy of 46 percent indicates that there is plenty of available parking in the downtown area as a whole. The parking availability, however, varies throughout the downtown area as certain places experience much higher demands than others. There are a few parking areas that exceed 92% occupancy during the Friday evening parking peak (see Figures 4, 5, 6, and 7). In cases where parking is not actually striped or marked to indicate parking stalls, parking capacity was estimated based on how many cars potentially could fit in the parking area. For on-street spaces one parking stall is assumed to be 20 to 25 feet of curb space, and for off-street spaces one parking stall is assumed to be approximately 9 feet wide by 18 feet in length. Parking occupancy can exceed 100 percent in situations where vehicles park unconventionally close together or a majority of the vehicles in the parking area are smaller than standard parking stall measurements.

During the Friday evening peak, 966 of the 2,507 parking spaces supplied in the downtown area were occupied. A total of 286 public on-street spaces were occupied, and 460 public off-street spaces were occupied. Thus, including the Caltrain/VTA lots, the public parking was 43% occupied, leaving a total of 844 spaces that could be occupied before reaching the City standard practical capacity of 92 percent for public parking. An additional 723 spaces could be occupied before reaching the industry standard practical capacity of 85 percent. These numbers do not include the County Courthouse parking lot.

Figure 4
Friday Evening Maximum Parking Accumulation by Block Number



On-Street Parking

During the Friday peak, the on-street parking along Monterey Road was almost fully occupied between Main Street and 5th Street. Demand along the cross streets was busy between 2nd Street and 5th Street. A majority of the on-street parking on the roads outlining the downtown area (Main Street, Depot Street, Dunne Avenue, Del Monte Avenue) was relatively empty. The highest occupancy along these streets was found to be 67 percent along Depot Street between 1st Street and 2nd Street. In general during the peak Friday evening hour the on-street parking was heavily used with 19 of the on-street segments occupied at a rate of 80 percent or greater. On-Street parking along Blocks 11, 12, and 13 have relatively high usage during the peak hour. These high usage rates are attributable to each blocks lack of parking further from the commercial and retail areas along Monterey Road. No parking zones exist along Del Monte Avenue on Block 11, and the roadway does not continue through Blocks 12 and 13. These on-street spaces further from Monterey Avenue are typically where parking is relatively available along other blocks through the Downtown area.

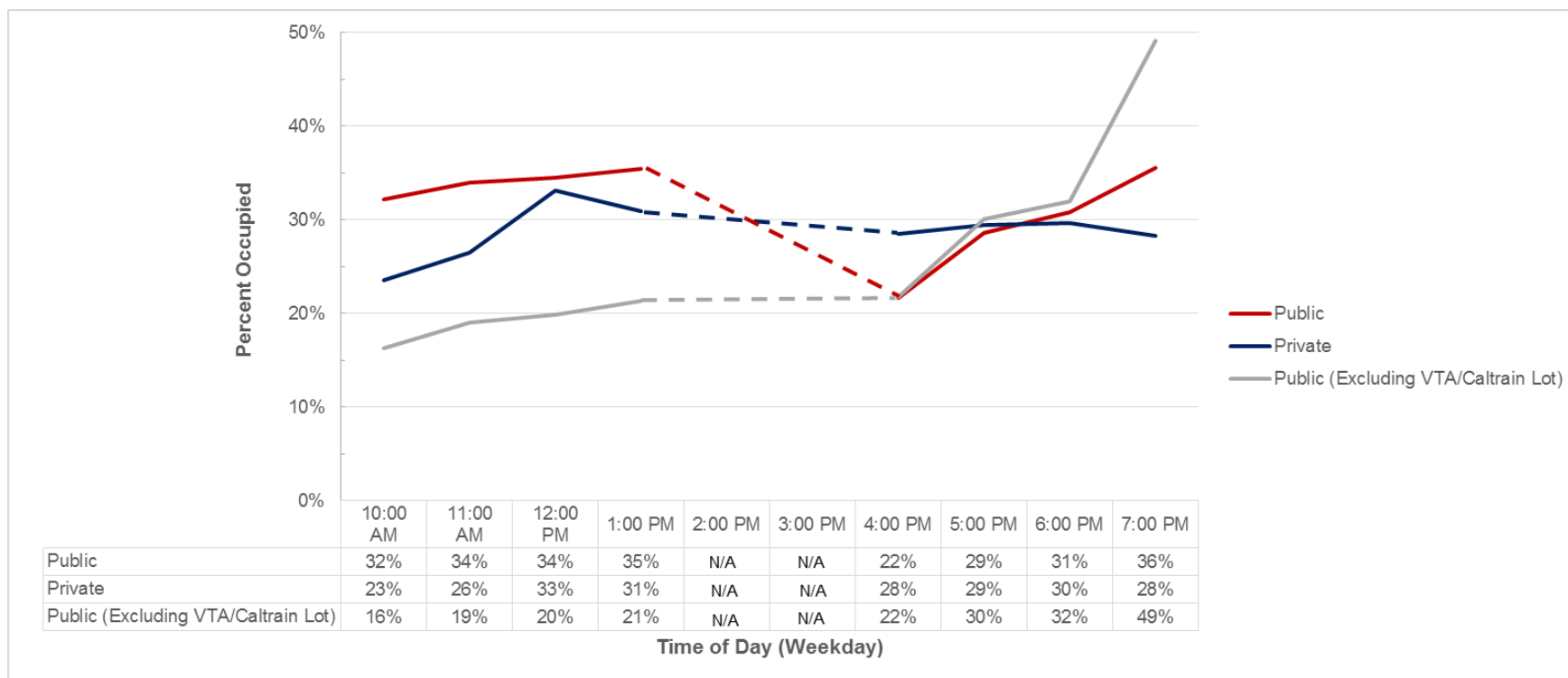
Hexagon has been informed that employees of downtown businesses have been observed parking in the 2-hour parking spaces in the downtown area during the entirety of their shifts. The spaces occupied by these employees were not observed to be routinely checked by parking enforcement and vehicles often would occupy these spaces for much greater than 2 hours. Though these observations were not made by Hexagon, this action should still be looked into to ensure high priority parking spaces adjacent to businesses are open to customers and visitors.

Off-Street Parking

During the Friday evening peak hour, a majority of the parking lots in the downtown area were relatively unoccupied, particularly the private lots. However, the public lots located near the center of the downtown area were at 100 percent or greater occupancy. Public lot 40 was under-utilized during the peak with only

22 out of 93 spaces occupied. This vacancy could be because the lot is new, and drivers may not be aware that it is open to the public. As can be seen in Figure 5, the demand for off-street parking shifts throughout the day from private lots to public lots. At around 5:00 PM the demand for public lots exceeds the demand for private lots.

Figure 5
Weekday Off-Street Parking Occupancy by Type



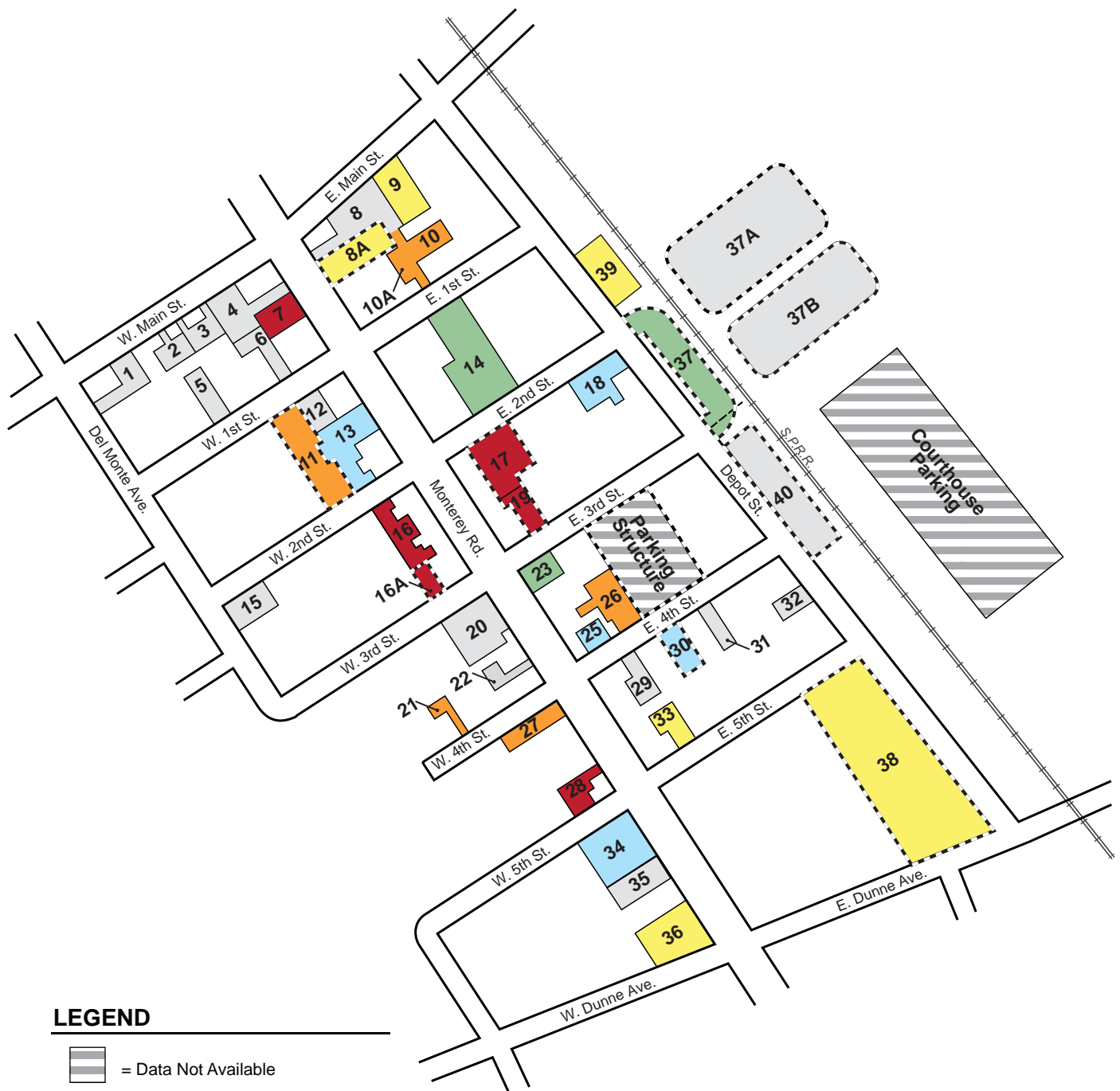
NOTE: Parking occupancies for 10:00 AM are from Thursday midday peak counts, while parking occupancies for 4:00 PM to 7:00 PM are from Friday evening peak counts. Counts between 2:00 PM and 3:00 PM were not conducted on either day



LEGEND

- = Unlimited Parking
- = No Parking
- = 2-Hour Parking
- = 20-Minute Parking
- XX = <80% Occupancy
- XX = 80-92% Occupancy
- XX = >92% Occupancy

Figure 6
Friday Evening Peak On-Street Parking Occupancy



LEGEND










-  = Data Not Available
-  = 0-25% Occupied
-  = 26%-50% Occupied
-  = 51%-75% Occupied
-  = 76%-92% Occupied
-  = 93%-100% Occupied
-  = > 100% Occupied
-  = Public Parking
-  = Private Parking

Figure 7
Friday Evening Peak Off-Street Parking Occupancy

Future Conditions

The demand for parking within Downtown Morgan Hill is expected to grow in the future based on current development applications. This section describes the future conditions with the estimated parking totals from proposed projects and the new downtown parking garage.

Future Parking Supply

The future parking supply in the Downtown area is projected to change due to the development of four proposed projects and a new public park. The parking spaces on the new project sites will be private parking, while the public park will remove existing public parking spaces. No roadway improvements are planned that would change the total number of on-street parking spaces. In total, the future parking supply in the downtown area is expected to decrease by 10 private and 61 public off-street parking spaces. The future Downtown area parking supply is projected to include 434 on-street parking spaces, 506 off-street private parking spaces, and 1,506 public off-street parking spaces, including the 273 parking spaces in the Courthouse parking lot. The change in parking totals can be seen in Table 3.

Depot Street Park

The proposed active play park will be located on the along the east side of Depot Street between E 3rd Street and E 4th Street. The park will replace part of the existing Lot 40, and eliminate a total of 51 parking spaces. The park is expected to serve the current residents and patrons of the downtown area and is not expected to generate a need for any additional parking. The park will be supported by the remaining public spaces in the relatively vacant Lot 40.

Table 3
Future Parking Conditions

Block #	Off-Street						On-Street		All Parking	
	Private ³			Public ⁴			Total		Fut. & Ext. Total ⁵	Future Total
	Existing	+/-	Future	Existing	+/-	Future	Existing	Future		
1	68	0	68	20	0	20	88	88	28	116
2	65	(50)	15	0	0	0	65	15	38	53
3	33	22	55	46	0	46	79	101	31	132
4 ¹	43	(19)	24	271	0	271	314	295	38	333
5	43	0	43	24	0	24	67	67	40	107
6	0	0	0	240	0	240	240	240	42	282
7	11	37	48	61	(10)	51	72	99	28	127
8	0	0	0	93	(51)	42	93	42	0	42
9	72	0	72	21	0	21	93	93	42	135
10	43	0	43	41	0	41	84	84	43	127
11	43	0	43	12	0	12	55	55	38	93
12	23	0	23	0	0	0	23	23	19	42
13	12	0	12	0	0	0	12	12	15	27
14	50	0	50	0	0	0	50	50	32	82
16 ²	273	0	273	465	0	465	738	738	0	738
Total	779	(10)	769	1,294	(61)	1,233	2,073	2,002	434	2,436

Notes:

¹ Block 4 includes the recently completed Downtown Parking Structure

² Block 16 includes the Courthouse parking lot (as private off-street supply), which is also used publicly for special events

³ Changes in Private lots are due to Barely Place (Block 7), Monterey & Third (Block 4), Depot Station (Block 3), and Leal Vineyards (Block 2).

⁴ Public lot changes are due to the Depot Street Park (Block 8), and site expansion at the north end of Lot 37 (Block 7).

⁵ On-Street Parking will not change between Existing and Future conditions

Future Parking Demand

The City of Morgan Hill is processing entitlements for four major development projects expected to increase the demand for parking in the downtown area. These developments will add a demand for additional parking in the downtown area. The four proposed projects include:

- **Barley Place** – located at the southeast corner of Depot Street and E. Main Street, and will include 16 dwelling units, 2,500 s.f. of retail space, and 3,500 s.f. of restaurant space. The project requires 50 total parking spaces based on the Downtown Specific Plan parking requirement recommendations but is proposing 40 parking spaces including 32 for the residential component and 8 for the retail component.
- **Monterey and Third** – located on the southeast corner of Monterey Street and E. 3rd Street, and will include 12,000 s.f. of retail space. The project requires 34 parking spaces based on the Downtown Specific Plan parking requirement recommendations, and is providing no parking spaces. This project will be immediately adjacent to the new parking structure.
- **Leal Vineyards** – located on the east side of Monterey Street between E. 1st Street and E. 2nd Street. This project would utilize a site that contains some retail space and the historic Granada theater that is now closed. The new development includes 17,000 square feet of market space and restaurant space, a 60 room hotel with a 200-person capacity event space, and the remodeling of the Granada theater to provide event configurations up to 290 seats. The Granada theater is grandfathered with no parking requirement. However, it will generate parking demand. The project will need 154 parking spaces based on the Morgan Hill parking code and the Downtown Specific Plan parking requirement recommendations. The project is proposing 15 parking spaces on-site, and is proposing to provide valet parking for all event patrons and clients. The demand for parking at the Granada Theater was estimated using the 58 parking spaces that would be required were it not grandfathered.
- **Depot Station** – located on the west side of Depot Street between E. 2nd Street and E. 3rd Street, and will include 28 townhomes and 5,500 s.f. of commercial space. The project is required to have 56 parking spaces for the residential portion and 16 parking spaces for the commercial portion. The project includes 54 parking spaces for the residential component, but proposes no commercial spaces. The commercial space will be fronting E. 3rd Street, and will be directly across from the new parking garage.

Based on the requirements set by the City of Morgan Hill parking code and Downtown Specific Plan recommended requirements, these developments will require 368 total parking spaces to accommodate the various uses. In total, these projects are providing only 109 parking spaces. Thus, these projects will rely on the existing public parking supply. The number of spaces that will be needed is calculated in the next section based on shared parking.

Table 4
Future Parking Generation

Land Use	Size	Rate	Proposed Parking	Required Parking	Add. Needed
Barley Place					
Multi-Family Residential ¹	12 Two Bedroom 4 Three Bedroom	2.0 spaces per unit (>1,350 square feet in unit)	32	32	
Retail/Restaurant ¹	6,088 s.f.	2.8 spaces per 1,000 s.f.	8	18	
<i>Total</i>			40	50	10
Monterey & Third					
Restaurant ¹	12025 s.f.	2.8 spaces per 1,000 s.f.	0	34	34
<i>Total</i>			0	34	34
Leal Vineyards					
Market/Restaurant ^{1,3}	17,082 s.f.	2.8 spaces per 1,000 s.f.	0	48	
Hotel ²	60 rooms	1.0 space per room opening to a corridor	15	60	
		1.0 additional space for each 10 rooms		6	
Event Space ²	200 capacity	1.0 space for each 5 seats	0	40	
Theater ⁴	290 seats			0	
<i>Total</i>			15	154	139
Depot Station					
Townhomes ¹	28 units	2.0 spaces per unit (>1,350 square feet in unit)	54	56	
Commercial ¹	5,557 s.f.	2.8 spaces per 1,000 s.f.	0	16	
<i>Total</i>			54	72	18
Future Parking Total			109	310	201
¹ Parking requirement rates from the City of Morgan Hill Downtown Specific Plan recommended parking standards ² Parking requirement rates from the City of Morgan Hill Code of Ordinances, Off-Street Parking and Paving Standards ³ Development assumes 1/3 of the space will be Restaurant, and 2/3 of the space will be Market ⁴ The Theater parking requirement is grandfathered. The proposed renovation will have a maximum seating capacity of 290. The previous theater seating capacity was 499. As such, the parking requirement for the theater portion of this development is zero. The theater is expected to generate a demand for parking, however, and was calculated based on a parking requirement of 1 space for each 5 seats, or 58 spaces.					

Hourly Parking Demand

Hexagon used data from the Urban Land Institute's *Shared Parking, Second Edition* to calculate hourly parking demand for each of the proposed new developments (see Table 5). Different types of land uses have different peak hours for parking. For example, office and retail uses typically have high parking demands in the middle of the day, while residential uses experience their peak parking demand in the evening. By applying shared parking principles, developments can make the most efficient use of parking areas by building to suit the peak hours for the development as a whole rather than the sum of each individual use's peak parking demand. The overall downtown parking demand peak was found to be at 7 PM on Friday. Based on shared weekday parking principles, the new developments will generate a peak demand of 336 parking spaces, which is 32 fewer spaces than the 368 spaces required without considering shared parking. The peak weekday demand will occur in the evening.

Table 5
Total Future Development Shared Parking

Hour of Day	Future Parking Demand									Total Demand	
	Barley Place		Monterey & Third		Leal Vinyards		Depot Station				
	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	
Parking Demand by Hour											
6 a.m.	32	32	1	1	67	60	56	56	157	150	
7 a.m.	30	30	2	2	59	49	51	52	142	133	
8 a.m.	29	29	7	5	70	66	51	50	157	150	
9 a.m.	30	30	15	13	91	87	51	51	186	181	
10 a.m.	32	30	23	19	94	86	52	51	201	187	
11 a.m.	33	31	30	24	95	90	52	51	210	195	
Noon	35	33	33	29	110	107	51	50	228	219	
1 p.m.	37	36	34	31	126	125	54	54	251	246	
2 p.m.	36	36	33	34	133	135	54	55	255	260	
3 p.m.	33	36	31	34	128	138	53	55	246	263	
4 p.m.	36	37	31	33	136	144	56	57	259	271	
5 p.m.	41	41	32	31	153	154	62	62	288	289	
6 p.m.	44	44	32	28	162	162	65	63	303	297	
7 p.m.	47	47	32	26	177	179	69	66	325	318	
8 p.m.	46	46	28	23	195	195	67	66	336	330	
9 p.m.	44	45	19	18	190	192	64	64	317	319	
10 p.m.	42	44	11	13	154	171	61	62	268	289	
11 p.m.	39	41	4	5	117	131	58	58	217	236	
Midnight	34	37	0	0	93	103	56	56	183	196	
Max. Parking Demanded									Max. Demand		
474734341951956966									336330		

Source: Urban Land Institute (ULI) *Shared Parking, 2nd Edition, 2005*.

Notes:

Weekday values reduced based on 85th Percentile Parking demand proportions between weekday and weekend, from *ITE Parking Generation, 4th Edition*

Project Demands Served Off-Site

The four major projects that will be increasing the parking demand for the downtown area will not supply all the necessary parking spaces on their individual sites to meet individual project needs. This is typical in downtown areas, including Downtown Morgan Hill, where parcels are not large enough to supply parking on site and publicly-owned parking lots and garages are available. Also, parking can often be shared among different types of businesses that peak at different times of the day.

The additional parking demand that will need to be supplied by public on- and off-street parking was estimated using the shared parking number for each project during the weekday peak hour. The total number of parking spaces supplied by each project was then subtracted from the shared-parking demand to generate the excess parking demand (see Table 6). The off-site parking demand generated by these projects will be 7 parking spaces for Barley Place, 34 parking spaces for Monterey & Third, 180 parking spaces for Leal Vineyards, and 14 parking spaces for Depot Station.

In general, it is assumed that the average person is willing to walk up to $\frac{1}{4}$ a mile to reach a desired destination. As the downtown area is relatively small, the new parking structure is less than a $\frac{1}{4}$ mile from each new development, and from all areas within the downtown (see Figure 8 showing $\frac{1}{4}$ mile geodesic distance from the parking structure). This $\frac{1}{4}$ mile distance is generally accepted as the approximate radius from a location people are comfortable walking between their origin and their destination. Sufficient parking can be found within $\frac{1}{4}$ mile for each new development.

Table 6
Off-Site Project Parking Demand

Project	Proposed Parking	Max. Demand ¹		Additional Required
		Wkdy	Wknd	
Barley Place	40	47	47	7
Monterey & Third	0	34	34	34
Leal Vineyards	15	195	195	180
Depot Station	55	69	66	14
Total				235
Notes				
¹ Maximum Demand for parking based on each projects maximum hour for shared parking (See Appendix B)				

Barley Place

The Barley Place development, located at the southeast corner of Depot Street and E. Main Street, will generate a need for an additional 7 parking spaces beyond the 40 proposed to be supplied on-site. Street parking during the peak hour near this site is relatively available. Immediately adjacent to the site, along Depot Street, the unlimited street parking area has 4 unoccupied spaces between E. Main Street and E. 1st Street, 3 unoccupied spaces between E. 1st Street and E. 2nd Street, and 9 unlimited parking spaces south of E. 2nd Street. An additional 13 spaces are available along E. Main Street. This project will increase the demand in the northeastern corner of the downtown area and public lots along Depot Street, and will likely have little impact on parking towards the center of the downtown area. The expected peak parking hours for this development during the weekday and weekend will occur at approximately 7 PM, when the residential spaces are nearly full and a high majority of the retail and restaurant spaces are in use.

Monterey and Third

The Monterey and Third development, located along Monterey Road between E. 3rd Street and E. 4th Street will provide no private parking, and has an estimated peak demand of 34 parking spaces that will need to be supplied by public on- or off-street parking. Adjacent to the site, the unlimited street parking surrounding Block 4 has a relatively high number of open spaces, primarily along E. 4th Street. This project will be immediately west of the new parking garage, which would serve as the primary parking area for patrons of the Monterey and Third development. Additionally this project is only one block away from the nearly unoccupied public parking lot along Depot Street in Lot 40. The expected peak parking hours for this development are 1 PM on weekdays, and approximately between 2 PM and 3 PM on weekends. These times are the peak hours for the retail uses that will be part of this development.

Leal Vineyards

The Leal Vineyards development, located along Monterey Road between E. 1st Street and E. 2nd Street, will generate a demand for an additional 195 spaces. This parking demand will be competing for spaces in the core area along Monterey Road which, during peak hours, is already near or above practical capacity. Individuals using this site could be directed to use the parking garage for events occurring at the theater, or as the overnight location for hotel guest parking. The site is proposing using valet parking for patrons of the development. It is recommended that the valet parking utilize available spaces within either the Downtown Parking Structure, which is two blocks south of the project, or the Caltrain/VTA parking lots. While this project will significantly increase the number of vehicles desiring to park in an already high-demand parking area, there are an abundance of open street and public lot parking spaces south and east of the project site. The expected peak parking hours for this development will occur at 8 PM during both the weekdays and weekends. A majority of this parking will be occupied by event attendees and people staying at the hotel. Around this peak time both the restaurant and the event uses will be at their highest parking demands, while the hotel will be increasing in demand until it's peak at 10 PM.

Depot Station

The Depot Station development, located along Depot Street between E. 1st Street and E. 2nd Street, will generate a need for 14 additional spaces to be supplied by the public parking supply. This project will be immediately across E. 3rd Street from the parking garage, and is less than a block away from the public parking in Lot 40, which is less than 20 percent occupied during peak times. This development is expected to experience its peak parking demand at 7 PM during weekdays and between 7 PM and 8 PM during weekends. At this time the residential demand will be increasing while the retail demand will have just begun to decrease after its peak demand.

Future Demand Versus Capacity

During the Friday evening peak, parking demand was found to be 966 parking spaces. After accounting for the additional 235 parking spaces needed by the new developments, the parking demand will increase to 1,201, which is equal to 49 percent of the total parking supply. However, the demand will equal 72 percent of the total public parking supply, not counting the Courthouse parking lot. Both of these numbers are below the downtown area's practical capacity, as defined by Morgan Hill and are below the industry standard.

As the existing parking lots close to the center of the downtown area and new parking structure begin to fill up, the city should begin considering developing additional parking in and around the downtown area by working to open private parking lots to the public after working hours, including the Courthouse parking lot. This is not necessary to meet the future parking demand, but is recommended as many parking areas owned by private businesses remain unused during the downtowns peak hours despite their close proximity to peak hour trip generators.



LEGEND

- = New Parking Structure Location
- = New Development Locations
- = 1/4 Mile Radius

Figure 8
Walking Radius from Downtown Parking Structure

Conclusion

Demand for parking in Morgan Hill is going to increase significantly due to the proposed developments within the downtown area. The estimated demand for public parking spaces of roughly 50% of capacity is well below the City standard of 92%. However, some parts of the downtown will have occupancies of 100%, which could create difficulties for vehicles to find the available spaces.

Recommendations

Public-Private Parking Partnerships

The City should consider partnerships with the private businesses and agencies in the downtown area that do not utilize their parking areas for employees on weekday evenings and weekends. The peak parking hour is at 7:00 PM on Friday evenings. At this time, the private parking lots are only 39 percent occupied, which includes parking areas designated for restaurants and retail stores. The occupancy for parking areas designated for offices and commercial buildings is less than this.

A list of the businesses associated with each private parking lot can be found in Appendix C. Hexagon has identified ten lots that are well situated to be used as public lots during the evening and weekend periods. The owners of these lots may or may not be interested in providing after hours parking.

An additional site for the public-private parking partnership should include the existing Courthouse surface parking lot. This lot has an estimated capacity of 273 spaces and is currently only used for Courthouse parking and special events. This lot is informally open to the public after weekday Courthouse operating hours. A formal agreement for this lot to be used publically after Courthouse hours would significantly increase the supply of parking for the the Downtown Area. The Courthouse parking lot is well connected to the downtown area via sidewalks that cross the railroad tracks at the Caltrain/VTA station. The location of this lot is shown in Figure 3.

Table 7
Potential Public-Private Lots

Lot # ¹	Block #	Location/Business	Street	Spaces
1	9	90 W. Main Street		12
4	9	Chase Bank	W. Main St	20
8	1	Wells Fargo Bank	Monterey Rd	38
12	10	Millhouse Office Building	W. 1st St	18
13	10	Monterey and 2nd Retail/Mr. Falafel	Monterey Rd	23
20	12	Safari Salon Health	Corner of Monterey Rd	13
34	14	Citibank	Corner of Monterey Rd & W. 5th St	22
35	14	South County Real Estate	Monterey Rd	11
	16	County Courthouse	Butterfield Blvd & Diana Ave	273
Total Parking Spaces with Courthouse				157 430
Notes:				
¹ See Figure 6 – Off Street Parking Facilities Location.				

Find future public parking areas

Parking conditions with the proposed developments within the downtown area will be approaching the practical capacity. The City should work to designate future sites for public parking if they anticipate additional growth. Parking areas should be focused on finding locations near retail centers within the center of the downtown area rather than the peripheral streets (primarily the north end), which currently provide a large portion of the downtown public on-street parking supply.

Parking Enforcement

Hexagon has been told that the two-hour time limits on Monterey Road are not being enforced. Enforcement of the 2-hour limits would move employees to the more outlying parking areas and free up prime parking for customers. The City should expand the two-hour parking zone to insure that prime parking spaces are not being taken by employees or other long term parkers.

Joint Use of Public Parking Supply

The current 24 hour availability of most public on-street parking creates an ease of parking choices, which allows the private parking resources to be underutilized. Regulation of on-street parking should be implemented to reinforce the use of off-street parking for its intended purpose. A major contributor to the overuse of the public on-street supply is by residents in the downtown area not using the parking space provided on their own lots for their vehicles, but rather as general home storage areas. The City should consider offering neighborhood “clean-out” days, providing free hauling services to aid existing residents to clean out garages and driveways of materials that prevent them from using their parking spaces for vehicles.

Parking Permits

Hexagon understands that public parking lots are consistently being used as the first choice for residential parking in some locations. It is recommended that the City develop and enforce overnight parking permits to keep public lots available for short term parking needs.

Regulation of Street Parking

Prior to the development of new housing supply, the City should establish regulations related to uses that are not intended to use public parking as the first parking choice. These regulations can be used to discourage employees and residents from parking in public parking spaces when private spaces are readily available to them.

Parking Signage

The previous parking study conducted in 2008 proposed improvements to the signage for the public downtown parking lots. Many of the parking signs have been installed, however, a few public parking lots remain relatively unused. The City should consider installing additional signage to direct visitors to public parking lots further from the downtown core. In the future, the City may need to consider installing real-time counters to give drivers an estimated count of how many spaces are available in lots to better inform them of where to conveniently park. The new parking structure will provide real-time parking availability numbers that will be displayed at the entrance to the garage, alerting patrons to the number of spaces currently empty within the structure.

Valet Parking

Developments that do not provide adequate parking to meet the parking demand, or those that are expected to have relatively high demands should consider implementing valet parking for their patrons. This valet parking would efficiently allow patrons to leave their vehicles close to their intended destination, while not requiring a high number of parking spaces be provided at these destinations. The valet parking systems should utilize the large parking areas farther from the center of the downtown area, especially the Caltrain/VTA lots.

Practical Capacity

The City should modify its current practical capacity threshold to reflect the industry standard of 85%. This would better represent the suburban character of Morgan Hill in which residents expect to be able to easily find parking.

Appendix A
Tabulated Parking Counts and Occupancies

Table 3
Weekday Midday Peak Parking Accumulation Summary by Block

Block Number	Peak Parking Accumulation by Block									Block Totals								
	Public On-Street Parking			Public Off-Street Parking			Private Off-Street Parking			All Parking Types ^a			All Parking w/o Transit Center			Public Parking w/o Transit Center		
	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied
1	17	28	61%	15	20	75%	36	68	53%	68	116	59%	68	116	59%	32	48	67%
2	25	38	66%	0	0	0%	30	65	46%	55	103	53%	55	103	53%	25	38	66%
3	25	31	81%	46	46	100%	21	33	64%	92	110	84%	92	110	84%	71	77	92%
4	17	38	45%	0	0	0%	24	43	56%	41	81	51%	41	81	51%	17	38	45%
5	23	40	58%	9	24	38%	27	43	63%	59	107	55%	59	107	55%	32	64	50%
6	9	42	21%	27	240	11%	0	0	0%	36	282	13%	36	282	13%	36	282	13%
7	21	28	75%	31	61	51%	8	11	73%	60	100	60%	60	100	60%	52	89	58%
8	0	0	0%	26	93	28%	0	0	0%	26	93	28%	26	93	28%	26	93	28%
9	24	42	57%	0	0	0%	44	93	47%	68	135	50%	68	135	50%	24	42	57%
10	30	43	70%	29	41	71%	31	43	72%	90	127	71%	90	127	71%	59	84	70%
11	27	38	71%	5	12	42%	30	43	70%	62	93	67%	62	93	67%	32	50	64%
12	17	19	89%	0	0	0%	11	23	48%	28	42	67%	28	42	67%	17	19	89%
13	7	15	47%	0	0	0%	2	12	17%	9	27	33%	9	27	33%	7	15	47%
14	11	32	34%	0	0	0%	46	50	92%	57	82	70%	57	82	70%	11	32	34%
16	0	0	0%	0	0	0%	281	465	60%	281	465	60%				0	0	0%
Study Area Totals	253	434	58%	188	537	35%	591	992	60%	1032	1963	53%	751	1498	50%	441	971	45%
Notes: ^a Occupancy percentages based on updated 2015 survey results.																		

Table 3
Friday Evening Peak Parking Accumulation Summary by Block

Block Number	Peak Parking Accumulation by Block									Block Totals								
	Public On-Street Parking			Public Off-Street Parking			Private Off-Street Parking			All Parking Types ^a			All Parking w/o Transit Center			Public Parking w/o Transit Center		
	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied
1	20	28	71%	21	20	105%	34	68	50%	75	116	65%	75	116	65%	41	48	85%
2	35	38	92%	0	0	0%	47	65	72%	82	103	80%	82	103	80%	35	38	92%
3	23	31	74%	51	46	111%	15	33	45%	89	110	81%	89	110	81%	74	77	96%
4	19	38	50%	0	0	0%	40	43	93%	59	81	73%	59	81	73%	19	38	50%
5	35	40	88%	8	24	33%	21	43	49%	64	107	60%	64	107	60%	43	64	67%
6	12	42	29%	194	240	81%	0	0	0%	206	282	73%	206	282	73%	206	282	73%
7	16	28	57%	44	61	72%	10	11	91%	70	100	70%	70	100	70%	60	89	67%
8	0	0	0%	22	93	24%	0	0	0%	22	93	24%	22	93	24%	22	93	24%
9	25	42	60%	0	0	0%	52	93	56%	77	135	57%	77	135	57%	25	42	60%
10	30	43	70%	41	41	100%	14	43	33%	85	127	67%	85	127	67%	71	84	85%
11	34	38	89%	13	12	108%	37	43	86%	84	93	90%	84	93	90%	47	50	94%
12	24	19	126%	0	0	0%	9	23	39%	33	42	79%	33	42	79%	24	19	126%
13	14	15	93%	0	0	0%	13	12	108%	27	27	100%	27	27	100%	14	15	93%
14	16	32	50%	0	0	0%	34	50	68%	50	82	61%	50	82	61%	16	32	50%
16	0	0	0%	0	0	0%	133	465	29%	133	465	29%				0	0	0%
Study Area Totals	303	434	70%	394	537	73%	459	992	46%	1156	1963	59%	1023	1498	68%	697	971	72%
Notes: ^a Occupancy percentages based on updated 2015 survey results.																		

Table 3
Saturday 10:00AM-2:00PM Peak Parking Accumulation Summary by Block

Block Number	Peak Parking Accumulation by Block									Block Totals								
	Public On-Street Parking			Public Off-Street Parking			Private Off-Street Parking			All Parking Types ^a			All Parking w/o Transit Center			Public Parking w/o Transit Center		
	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied
1	20	28	71%	20	20	100%	44	68	65%	84	116	72%	84	116	72%	40	48	83%
2	34	38	89%	0	0	0%	23	65	35%	57	103	55%	57	103	55%	34	38	89%
3	26	31	84%	48	46	104%	30	33	91%	104	110	95%	104	110	95%	74	77	96%
4	18	38	47%	0	0	0%	50	43	116%	68	81	84%	68	81	84%	18	38	47%
5	24	40	60%	20	24	83%	18	43	42%	62	107	58%	62	107	58%	44	64	69%
6	5	42	12%	30	240	13%	0	0	0%	35	282	12%	35	282	12%	35	282	12%
7	31	28	111%	16	61	26%	10	11	91%	57	100	57%	57	100	57%	47	89	53%
8	0	0	0%	75	93	81%	0	0	0%	75	93	81%	75	93	81%	75	93	81%
9	23	42	55%	0	0	0%	28	93	30%	51	135	38%	51	135	38%	23	42	55%
10	28	43	65%	28	41	68%	31	43	72%	87	127	69%	87	127	69%	56	84	67%
11	27	38	71%	12	12	100%	46	43	107%	85	93	91%	85	93	91%	39	50	78%
12	22	19	116%	0	0	0%	16	23	70%	38	42	90%	38	42	90%	22	19	116%
13	5	15	33%	0	0	0%	3	12	25%	8	27	30%	8	27	30%	5	15	33%
14	6	32	19%	0	0	0%	27	50	54%	33	82	40%	33	82	40%	6	32	19%
16	0	0	0%	0	0	0%	50	465	11%	50	465	11%				0	0	0%
Study Area Totals	269	434	62%	249	537	46%	376	992	38%	894	1963	46%	844	1498	56%	518	971	53%
Notes: ^a Occupancy percentages based on updated 2015 survey results.																		

Table 3
Saturday 2:00PM-6:00PM Peak Parking Accumulation Summary by Block

Block Number	Peak Parking Accumulation by Block									Block Totals								
	Public On-Street Parking			Public Off-Street Parking			Private Off-Street Parking			All Parking Types ^a			All Parking w/o Transit Center			Public Parking w/o Transit Center		
	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied
1	20	28	71%	16	20	80%	38	68	56%	74	116	64%	74	116	64%	36	48	75%
2	33	38	87%	0	0	0%	24	65	37%	57	103	55%	57	103	55%	33	38	87%
3	23	31	74%	44	46	96%	21	33	64%	88	110	80%	88	110	80%	67	77	87%
4	13	38	34%	0	0	0%	42	43	98%	55	81	68%	55	81	68%	13	38	34%
5	27	40	68%	6	24	25%	19	43	44%	52	107	49%	52	107	49%	33	64	52%
6	11	42	26%	71	240	30%	0	0	0%	82	282	29%	82	282	29%	82	282	29%
7	19	28	68%	20	61	33%	10	11	91%	49	100	49%	49	100	49%	39	89	44%
8	0	0	0%	15	93	16%	0	0	0%	15	93	16%	15	93	16%	15	93	16%
9	19	42	45%	0	0	0%	39	93	42%	58	135	43%	58	135	43%	19	42	45%
10	29	43	67%	25	41	61%	27	43	63%	81	127	64%	81	127	64%	54	84	64%
11	25	38	66%	13	12	108%	36	43	84%	74	93	80%	74	93	80%	38	50	76%
12	25	19	132%	0	0	0%	11	23	48%	36	42	86%	36	42	86%	25	19	132%
13	10	15	67%	0	0	0%	10	12	83%	20	27	74%	20	27	74%	10	15	67%
14	9	32	28%	0	0	0%	28	50	56%	37	82	45%	37	82	45%	9	32	28%
16	0	0	0%	0	0	0%	37	465	8%	37	465	8%				0	0	0%
Study Area Totals	263	434	61%	210	537	39%	342	992	34%	815	1963	42%	778	1498	52%	473	971	49%
Notes: ^a Occupancy percentages based on updated 2015 survey results.																		

Table 3
Saturday 6:00PM-10:00PM Peak Parking Accumulation Summary by Block

Block Number	Peak Parking Accumulation by Block									Block Totals								
	Public On-Street Parking			Public Off-Street Parking			Private Off-Street Parking			All Parking Types ^a			All Parking w/o Transit Center			Public Parking w/o Transit Center		
	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied	Parked Vehicles	Parking Supply	Percent Occupied
1	23	28	82%	22	20	110%	32	68	47%	77	116	66%	77	116	66%	45	48	94%
2	36	38	95%	0	0	0%	45	65	69%	81	103	79%	81	103	79%	36	38	95%
3	25	31	81%	49	46	107%	5	33	15%	79	110	72%	79	110	72%	74	77	96%
4	21	38	55%	0	0	0%	44	43	102%	65	81	80%	65	81	80%	21	38	55%
5	32	40	80%	11	24	46%	20	43	47%	63	107	59%	63	107	59%	43	64	67%
6	16	42	38%	119	240	50%	0	0	0%	135	282	48%	135	282	48%	135	282	48%
7	18	28	64%	42	61	69%	10	11	91%	70	100	70%	70	100	70%	60	89	67%
8	0	0	0%	7	93	8%	0	0	0%	7	93	8%	7	93	8%	7	93	8%
9	27	42	64%	0	0	0%	28	93	30%	55	135	41%	55	135	41%	27	42	64%
10	31	43	72%	34	41	83%	13	43	30%	78	127	61%	78	127	61%	65	84	77%
11	30	38	79%	14	12	117%	34	43	79%	78	93	84%	78	93	84%	44	50	88%
12	24	19	126%	0	0	0%	1	23	4%	25	42	60%	25	42	60%	24	19	126%
13	12	15	80%	0	0	0%	14	12	117%	26	27	96%	26	27	96%	12	15	80%
14	8	32	25%	0	0	0%	22	50	44%	30	82	37%	30	82	37%	8	32	25%
16	0	0	0%	0	0	0%	29	465	6%	29	465	6%				0	0	0%
Study Area Totals	303	434	70%	298	537	55%	297	992	30%	898	1963	46%	869	1498	58%	601	971	62%
Notes: ^a Occupancy percentages based on updated 2015 survey results.																		

Appendix B

Shared Parking Calculations

Barley Place

Hour of Day	Retail ²		Restaurant ²		Residential		Total Demand	
	Wkdy ¹	Wknd	Wkdy ¹	Wknd	Wkdy	Wknd	Wkdy	Wknd
Parking Demand by Hour								
6 a.m.	0	0	0	0	32	32	32	32
7 a.m.	1	1	0	0	29	29	30	30
8 a.m.	2	1	1	0	27	27	29	29
9 a.m.	3	4	1	1	26	26	30	30
10 a.m.	6	5	2	1	24	24	32	30
11 a.m.	7	6	4	2	22	22	33	31
Noon	8	8	6	5	21	21	35	33
1 p.m.	8	8	6	5	22	22	37	36
2 p.m.	8	9	6	5	22	22	36	36
3 p.m.	7	9	4	5	22	22	33	36
4 p.m.	7	9	4	5	24	24	36	37
5 p.m.	8	8	6	6	27	27	41	41
6 p.m.	8	7	8	8	29	29	44	44
7 p.m.	8	7	8	9	31	31	47	47
8 p.m.	7	6	8	9	31	31	46	46
9 p.m.	4	5	8	8	32	32	44	45
10 p.m.	3	3	8	8	32	32	42	44
11 p.m.	1	1	6	8	32	32	39	41
Midnight	0	0	2	5	32	32	34	37
Required Parking Spaces							Max. Demand	
8		9	8	9	32	32	47	47

Source: Urban Land Institute (ULI) *Shared Parking, 2nd Edition, 2005*.

Notes:

¹ Weekday values reduced based on 85th Percentile Parking demand proportions between weekday and weekend, from *ITE Parking Generation, 4th Edition*

² Based on square footages provided in the proposed site plan, the 18 required spaces for retail and restaurant are split even between the two uses.

Monterey and Third

Hour of Day	Retail		Total Demand	
	Wkdy ¹	Wknd	Wkdy	Wknd
Parking Demand by Hour				
6 a.m.	1	1	1	1
7 a.m.	2	2	2	2
8 a.m.	7	5	7	5
9 a.m.	15	13	15	13
10 a.m.	23	19	23	19
11 a.m.	30	24	30	24
Noon	33	29	33	29
1 p.m.	34	31	34	31
2 p.m.	33	34	33	34
3 p.m.	31	34	31	34
4 p.m.	31	33	31	33
5 p.m.	32	31	32	31
6 p.m.	32	28	32	28
7 p.m.	32	26	32	26
8 p.m.	28	23	28	23
9 p.m.	19	18	19	18
10 p.m.	11	13	11	13
11 p.m.	4	5	4	5
Midnight	0	0	0	0
Required Parking Spaces		Max. Demand		
34		34	34	34
Source: Urban Land Institute (ULI) <i>Shared Parking, 2nd Edition, 2005.</i>				
<u>Notes:</u>				
¹ Weekday values reduced based on 85th Percentile Parking demand proportions between weekday and weekend, from <i>ITE Parking Generation, 4th Edition</i>				

Leal Vineyards

Hour of Day	Retail		Restaurant		Theater ²		Guest Room		Conference Room	Total Demand	
	Wkdy ¹	Wknd	Wkdy ¹	Wknd	Wkdy	Wknd	Wkdy	Wknd	Daily	Wkdy	Wknd
Parking Demand by Hour											
6 a.m.	1	1	0	0	0	0	66	59	0	67	60
7 a.m.	2	2	0	0	0	0	56	46	0	59	49
8 a.m.	6	5	1	1	0	0	43	40	20	70	66
9 a.m.	13	12	1	1	0	0	36	33	40	91	87
10 a.m.	21	18	3	2	0	0	30	26	40	94	86
11 a.m.	26	23	6	4	0	0	23	23	40	95	90
Noon	29	27	10	9	12	12	20	20	40	110	107
1 p.m.	30	29	10	9	26	26	20	20	40	126	125
2 p.m.	29	32	9	8	32	32	23	23	40	133	135
3 p.m.	28	32	6	8	32	32	23	26	40	128	138
4 p.m.	28	31	7	8	32	32	30	33	40	136	144
5 p.m.	29	29	10	11	35	35	40	40	40	153	154
6 p.m.	29	26	12	15	35	35	46	46	40	162	162
7 p.m.	29	24	13	15	46	46	50	53	40	177	179
8 p.m.	25	21	13	16	58	58	59	59	40	195	195
9 p.m.	17	17	13	15	58	58	63	63	40	190	192
10 p.m.	10	12	12	15	46	58	66	66	20	154	171
11 p.m.	3	5	10	14	38	46	66	66	0	117	131
Midnight	0	0	4	8	23	29	66	66	0	93	103
Required Parking Spaces										Max. Demand	
	30	32	13	16	58	58	66	66	40	195	195

Source: Urban Land Institute (ULI) *Shared Parking, 2nd Edition, 2005*.

Notes:

¹ Weekday values reduced based on 85th Percentile Parking demand proportions between weekday and weekend, from *ITE Parking Generation, 4th Edition*

² Re-use of the Granada Theater is grandfathered from parking requirements. Granada Theater maximum seating capacity was 499; new renovation maximum seating capacity will be 290.

Depot Station

Hour of Day	Retail		Residential		Total Demand	
	Wkdy ¹	Wknd	Wkdy	Wknd	Wkdy	Wknd
Parking Demand by Hour						
6 a.m.	0	0	56	56	56	56
7 a.m.	1	1	50	50	51	52
8 a.m.	3	3	48	48	51	50
9 a.m.	6	6	45	45	51	51
10 a.m.	10	9	42	42	52	51
11 a.m.	13	11	39	39	52	51
Noon	14	13	36	36	51	50
1 p.m.	15	15	39	39	54	54
2 p.m.	14	16	39	39	54	55
3 p.m.	14	16	39	39	53	55
4 p.m.	14	15	42	42	56	57
5 p.m.	14	15	48	48	62	62
6 p.m.	14	13	50	50	65	63
7 p.m.	14	12	54	54	69	66
8 p.m.	12	11	55	55	67	66
9 p.m.	8	8	55	55	64	64
10 p.m.	5	6	56	56	61	62
11 p.m.	2	2	56	56	58	58
Midnight	0	0	56	56	56	56
Required Parking Spaces					Max. Demand	
	15	16	56	56	69	66

Source: Urban Land Institute (ULI) *Shared Parking, 2nd Edition, 2005*.

Notes:

¹ Weekday values reduced based on 85th Percentile Parking demand proportions between weekday and weekend, from *ITE Parking Generation, 4th Edition*

ULI Parking Percentages by Land Use Applied

Hour of Day	Office ¹		Retail ²		Restaurant ³		Cinema ⁴		Residential Guest		Residential Resident		Hotel Guest Room		Conference Room
	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Wkdy	Wknd	Daily
6 a.m.	3%	0%	3%	3%	0%	0%	0%	0%	0%	0%	100%	100%	100%	90%	0%
7 a.m.	28%	20%	7%	7%	3%	3%	0%	0%	10%	20%	90%	90%	85%	70%	0%
8 a.m.	71%	60%	20%	16%	8%	5%	0%	0%	20%	20%	85%	85%	65%	60%	50%
9 a.m.	92%	80%	43%	39%	11%	9%	0%	0%	20%	20%	80%	80%	55%	50%	100%
10 a.m.	100%	90%	69%	57%	26%	11%	0%	0%	20%	20%	75%	75%	45%	40%	100%
11 a.m.	96%	100%	87%	71%	48%	24%	0%	0%	20%	20%	70%	70%	35%	35%	100%
Noon	84%	90%	96%	84%	77%	54%	20%	20%	20%	20%	65%	65%	30%	30%	100%
1 p.m.	86%	80%	100%	92%	77%	58%	45%	45%	20%	20%	70%	70%	30%	30%	100%
2 p.m.	100%	60%	96%	100%	69%	50%	55%	55%	20%	20%	70%	70%	35%	35%	100%
3 p.m.	96%	40%	92%	100%	45%	50%	55%	55%	20%	20%	70%	70%	35%	40%	100%
4 p.m.	84%	20%	92%	96%	54%	50%	55%	55%	20%	20%	75%	75%	45%	50%	100%
5 p.m.	47%	10%	95%	91%	79%	66%	60%	60%	40%	40%	85%	85%	60%	60%	100%
6 p.m.	23%	5%	95%	81%	96%	92%	60%	60%	60%	60%	90%	90%	70%	70%	100%
7 p.m.	9%	0%	95%	76%	100%	96%	80%	80%	100%	100%	97%	97%	75%	80%	100%
8 p.m.	7%	0%	82%	67%	100%	100%	100%	100%	100%	100%	98%	98%	90%	90%	100%
9 p.m.	3%	0%	55%	53%	100%	92%	100%	100%	100%	100%	99%	99%	95%	95%	100%
10 p.m.	1%	0%	32%	37%	96%	92%	80%	100%	100%	100%	100%	100%	100%	100%	50%
11 p.m.	0%	0%	11%	15%	77%	89%	65%	80%	80%	80%	100%	100%	100%	100%	0%
Midnight	0%	0%	0%	0%	27%	50%	40%	50%	50%	50%	100%	100%	100%	100%	0%

Source: Urban Land Institute (ULI) *Shared Parking, 2nd Edition, 2005*.

Notes:

1. Office, weighted average of visitor (8%) and employee (92%) ratios
2. Shopping Center, weighted average of customer (80%) and employee (20%) ratios
3. Fine/Casual Dining, weighted average of customer (85%) and employee (15%) ratios
4. Cineplex customer
5. Per Residential Unit
6. Business Hotel, weighted average of guest (83%) and employee (17%) ratios on weekdays
7. Business Hotel, weighted average of guest (80%) and employee (20%) ratios on weekends

Appendix C
Off-Street Parking Facilities
Location/Businesses Associated

Appendix C

Off-Street Parking Facilities in the Downtown

Lot # ^a	Block #	Location/Business	Street
1	9	90 W. Main Street	Corner of W. Main St & Del Monte Ave
2	9	60 W. Main Street	
3	9	50 W. Main Street	
4	9	Chase Bank	W. Main St
5	9	Attorney, Photo Shop	W. 1st St
6	9	25 W. 1 Street	W. 1st St
7	9	Restaurant/Tattoo Shop	Monterey Rd
8	1	Wells Fargo Bank	Monterey Rd
8A	1	Public Lot	Monterey Rd
9	1	Santa Teresa Medical Clinic	W. Main St
10	1	Gift Shop	W. 1st St
10A	1	Paved – Maurizio's	E. 1st St
11	10	Public Lot	W. 1st St & W. 2nd St
12	10	Millhouse Office Building	W. 1st St
13	10	Monterey and 2nd Retail/Mr. Falafel	Monterey Rd
14	2	Downtown Mall	E. 1st St & E. 2nd St
15	11	Professional Center	Corner of W. 2nd St & Del Monte Ave
16	11	Bike Shop/Restaurant/Toy Store	W. 2nd St & W. 3rd St
17	3	Public Lot	E. 2nd St
18	3	Booksmart	E. 2nd St
19	3	Coffee/Bagel, Restaurant	E. 3rd St
20	12	Safari Salon Health	Corner of Monterey Rd
21	12	Insurance	W. 4th St
22	12	Fish Art Studios	Monterey Rd
23	4	Simple Beverages & Cigars	Corner of Monterey Rd
24	4	Vacant Paved Lot	Corner of E. 3rd St & Depot St
25	4	Insurance	E. 4th St
26	4	Mezzaluna & Trail Dust Restaurant	E. 4th St
27	13	Church	W. 4th St
28	13	Insurance	Corner of W. 5th St & Monterey Rd.
29	5	Wells Fargo Bank	E. 4th St
30	5	Morgan Hill Grange (Public Lot)	E. 4th St
31	5	Advance Fabrication	E. 4th St
32	5	EMF Motorsports	Depot St between 4th St & 5th St
33	5	Doctor's Office	E. 5th St
34	14	Citibank	Corner of Monterey Rd & W. 5th St
35	14	South County Real Estate	Monterey Rd
36	14	Union 76 Station	Corner of Monterey Rd & Dunne Ave
37	7	CalTrain	Depot Street
38	6	Community and Cultural Center ^b	Depot Street between 5th & Dunne
39	7	The Granary ^b	Depot Street

^a Off-Street parking lots for businesses as of 2004. See Figure 6 – Off Street Parking Facilities Location.

^b Parking lot not included in 2004 parking survey.