
TRAFFIC CONCEPTS, INC.

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July 1, 2024

Kevin L. Small, RLA, AICP
Director of Planning & Community Development
705 E Churchville Road
Bel Air, Maryland 21014

RE: Shared Use Parking Study
Standard on Bond
Town of Bel Air

Dear Mr. Small:

We are pleased to submit the following Shared Use Parking Study that confirms the proposed mixed-use project provides adequate on-site parking.

The shared parking study references parking data contained in the *ITE, Parking Generation Manual 6th Edition*. The ITE Parking Manual provides time of day distribution data for multifamily housing (Mid-Rise), general office, retail, and a restaurant. The retail and restaurant uses were used to represent the proposed mixed-use commercial uses. The highest percentage of the peak parking demand was applied to a specific time period for the given land use. For this study, the proposed uses were broken out into residential, mixed-use commercial, and office.

The Town parking calculations as shown on the site plan are presented below. The site plan provides 128 parking spaces.

| PARKING REQUIREMENTS: | 3.5 P.S./1000 GROSS SF | |
|------------------------------|---|----------|
| <u>MIXED - USE CENTER:</u> | | |
| 130 N. BOND (P. 497) | 7,000 GROSS SF | =25 PS |
| 128 N. BOND SUB-TOTAL: | 27,350 GROSS SF | =96 PS |
| | 7,550 MIXED-USE x 3.5 SPACES PER 1,000 | = 27 PS |
| | 19,800 OFFICE X 3.5 SPACES PER 1,000 | = 69 PS |
| SUB-TOTAL: | 34,350 GROSS SF | = 121 PS |
| | | |
| <u>MULTI- FAMILY:</u> | 1.5 P.S./1-BED, 2 P.S./ 2- BEDS, 2.5 P.S./3+ BEDS | |
| 128 N. BOND | 10 UNITS, 1-BED | = 15 PS |
| | 10 UNITS, 2 – BEDS | =20 PS |
| SUB-TOTAL: | | = 35 PS |
| | | |
| TOTAL PARKING REQUIRED: | 156 P.S. | |
| TOTAL PARKING PROVIDED: | 128 P.S. | |

Residential **35 PS**
Mixed-use **27 PS**
Office **69 PS**

SHARED PARKING WEEKDAY

Midnight to 8 AM

Residential = 100% or 35 PS
Mixed Use = 64% or 18 PS
Office = 47% or 33 PS
Total = 86 PS Occupied / 128 PS Provided

Mid-Day 9 AM to 3 PM

Residential = 60% or 21 PS
Mixed Use = 100% or 27 PS
Office = 100% or 69 PS
Total = 117 PS Occupied / 128 PS Provided

Afternoon 4 PM to 6 PM

Residential = 65% or 23 PS
Mixed Use = 75% or 22 PS
Office = 85% or 59 PS
Total = 104 PS Occupied / 128 PS Provided

Evening 6 PM to Mid

Residential = 100% or 35 PS
Mixed Use = 95% or 26 PS
Office = 21% or 15 PS
Total = 76 PS occupied / 128 PS Provided

SHARED PARKING WEEKEND

Daytime 6 AM to 6 PM

Residential = 100% or 35 PS
Mixed Use = 100% or 27 PS
Office = 0% or 0 PS
Total = 62 PS Occupied / 128 PS Provided

Evening 6 PM to 9 PM

Residential = 100% or 35 PS
Mixed Use = 100% or 27 PS
Office = 0% or 0 PS
Total = 62 PS Occupied / 128 PS Provided

Nighttime Mid – 6 AM

Residential = 100% or 35 PS
Mixed Use = 0% or 0 PS
Office = 0% or 0 PS
Total = 35 PS Occupied / 128 PS Provided

CONCLUSIONS

The ITE parking data shows that the planned residential and mixed commercial uses can share common parking facilities, as the peak parking time of day distributions are different. Therefore, we request approval of 128 parking spaces, as shown on the site plan.

Kevin L. Small, RLA, AICP
July 1, 2024
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If you have any questions about this study, please do not hesitate to contact our office.

Sincerely,

TRAFFIC CONCEPTS, INC.

A handwritten signature in cursive script that reads "J. Mark Keeley".

Mark Keeley, PTP
Project Manager
Mkeeley@traffic-concepts.com

Attachments; ITE parking Generation Data

Land Use: 822 Strip Retail Plaza (<40k)

Description

A strip retail plaza is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. Each study site in this land use has less than 40,000 sf of gross leasable area (GLA). Because a strip retail plaza is open air, the GLS is the same as the gross floor area of the building.

The 40,000 sf GLA threshold between shopping plaza and strip retail plaza is based on an examination of the parking demand database. All shopping plaza with a supermarket as their anchor in the database are larger than 40,000 sf GLA.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a Monday -Thursday (five study sites), a Friday (two sites), and a Saturday (four study sites).

| Hour Beginning | Percent of Peak Parking Demand | | |
|-----------------|--------------------------------|--------|----------|
| | Monday-Thursday | Friday | Saturday |
| 12:00–4:00 a.m. | – | – | – |
| 5:00 a.m. | – | – | – |
| 6:00 a.m. | – | – | – |
| 7:00 a.m. | – | – | – |
| 8:00 a.m. | 19 | 19 | – |
| 9:00 a.m. | 33 | 40 | 38 |
| 10:00 a.m. | 47 | 44 | 55 |
| 11:00 a.m. | 55 | 52 | 66 |
| 12:00 p.m. | 89 | 96 | 85 |
| 1:00 p.m. | 100 | 96 | 100 |
| 2:00 p.m. | 73 | 84 | 96 |
| 3:00 p.m. | 73 | 52 | 79 |
| 4:00 p.m. | 66 | 50 | 66 |
| 5:00 p.m. | 70 | 63 | 64 |
| 6:00 p.m. | 75 | 49 | 67 |
| 7:00 p.m. | 70 | 100 | 70 |
| 8:00 p.m. | 54 | 94 | 70 |
| 9:00 p.m. | 48 | 73 | 51 |
| 10:00 p.m. | – | – | – |
| 11:00 p.m. | – | – | – |



Land Use: 932 High-Turnover (Sit-Down) Restaurant

Description

A high -turnover (sit-down) restaurant is a full-service eating establishment with a typical duration of stay of 60 minutes or less. This type of restaurant is usually moderate priced, frequently belongs to a restaurant chain and is commonly referred to as casual dining.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (Monday -Thursday) and Saturday.

| Hour Beginning | Percent of Monday-Thursday Peak Parking Demand Breakfast, Lunch & Dinner | Percent of Saturday Peak Parking Demand Breakfast, Lunch & Dinner |
|-----------------|---|--|
| 12:00–4:00 a.m. | – | – |
| 5:00 a.m. | – | – |
| 6:00 a.m. | – | – |
| 7:00 a.m. | – | – |
| 8:00 a.m. | 64 | 55 |
| 9:00 a.m. | 74 | 76 |
| 10:00 a.m. | 82 | 91 |
| 11:00 a.m. | 89 | 100 |
| 12:00 p.m. | 100 | 97 |
| 1:00 p.m. | 86 | 91 |
| 2:00 p.m. | 57 | 73 |
| 3:00 p.m. | 44 | 51 |
| 4:00 p.m. | 39 | 43 |
| 5:00 p.m. | 62 | 57 |
| 6:00 p.m. | 73 | 66 |
| 7:00 p.m. | 95 | 80 |
| 8:00 p.m. | 76 | 62 |
| 9:00 p.m. | – | – |
| 10:00 p.m. | – | – |
| 11:00 p.m. | – | – |

Land Use: 221 Multifamily Housing— 2+ BR (Mid-Rise)

Description

Mid-rise multifamily housing with two or more bedrooms is a residential building with between four and 10 floors (levels) of residence that contain at least one dwelling unit with two or more bedrooms. Access to individual dwelling units is through an outside building entrance, a lobby, elevator, and a set of hallways.

Land Use Subcategory

Data are separated into two subcategories for this land use: (1) not close to rail transit and (2) close to rail transit. A site is considered close to rail transit if the walking distance between the residential site entrance and the closest rail transit station entrance is ½ mile or less.

Time-of-Day Distribution for Parking Demand

The following table presents a composite (weekday and Saturday) Time-of-Day distribution of parking demand for three general urban/suburban study sites.

| Hour Beginning | Percent of Peak Parking Demand |
|-----------------|--------------------------------|
| | Weekday/Saturday Composite |
| 12:00-4:00 a.m. | 100 |
| 5:00 a.m. | 96 |
| 6:00 a.m. | 86 |
| 7:00 a.m. | 77 |
| 8:00 a.m. | 66 |
| 9:00 a.m. | 60 |
| 10:00 a.m. | 57 |
| 11:00 a.m. | 55 |
| 12:00 p.m. | 52 |
| 1:00 p.m. | 50 |
| 2:00 p.m. | 52 |
| 3:00 p.m. | 51 |
| 4:00 p.m. | 57 |
| 5:00 p.m. | 62 |
| 6:00 p.m. | 65 |
| 7:00 p.m. | 68 |
| 8:00 p.m. | 75 |
| 9:00 p.m. | 82 |
| 10:00 p.m. | 87 |
| 11:00 p.m. | 91 |

Land Use: 710 General Office Building

Description

A general office building is a building with multiple tenants that employ persons in the management, direction, or conduct of legal, accounting, engineering, consulting, real estate, insurance, financial, or other professional services. A general office building with a gross floor area of 10,000 square feet or less is classified as a small office building (Land Use 712).

Time-of-Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday at 19 study sites in a general urban/suburban setting.

| Hour Beginning | Percent of Weekday Peak Parking Demand | |
|-----------------|--|--|
| | General Urban/Suburban | |
| 12:00-4:00 a.m. | — | |
| 5:00 a.m. | — | |
| 6:00 a.m. | — | |
| 7:00 a.m. | 13 | |
| 8:00 a.m. | 47 | |
| 9:00 a.m. | 87 | |
| 10:00 a.m. | 99 | |
| 11:00 a.m. | 100 | |
| 12:00 p.m. | 86 | |
| 1:00 p.m. | 84 | |
| 2:00 p.m. | 93 | |
| 3:00 p.m. | 93 | |
| 4:00 p.m. | 85 | |
| 5:00 p.m. | 57 | |
| 6:00 p.m. | 21 | |
| 7:00 p.m. | — | |
| 8:00 p.m. | — | |
| 9:00 p.m. | — | |
| 10:00 p.m. | — | |
| 11:00 p.m. | — | |