PARKING PLAN

2010

TOWN OF BEL AIR

TOWN

BEL AIR

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VISION

The Town of Bel Air is committed to providing safe, convenient and aesthetically pleasing parking facilities to meet current and future needs of residents, businesses and visitors and to promote the Town's economic development initiatives.

INTRODUCTION

The Town's Strategic Plan established a goal to "Enhance the Local Business Climate" with an associated strategy to evaluate and manage current and future parking needs. Similarly, the Town's Comprehensive Plan established a goal to "Develop a parking program that addresses the changing needs of commercial businesses in the downtown area" and establishes the following objectives:

1. Encourage an adequate supply of parking in commercial districts that is centrally located and readily accessible.

2. Protect residential districts from the adverse impacts of overflow commercial parking.

3. Improve and expand access to park and ride facilities.

4. Encourage shared parking and alternative transportation modes.

The initial step in this effort was development of the Town Center Parking Study prepared by Desman Associates in 2007. This document outlined the current parking situation and provided optional scenarios for expanding available parking facilities. This information is incorporated in this document as Appendix A. It provides the basis for evaluation and analysis of this Parking Plan.

The 2010 Parking Plan updates the 2000 Parking Plan; establishes the Town's vision for parking; defines the current situation and develops future projections; identifies possible solutions; and evaluates and prioritizes these solutions. Based on this analysis, a work plan (Parking Action Plan) is established outlining necessary actions to address Parking initiatives between 2010 – 2020.

Striking a balance between current parking supply and demand is a complicated matter, but balancing that supply to assure that the Town meets demand for economic development is even more complex. Parking is a costly investment; insufficient parking is a limiting economic development factor; surplus parking a drain on the community and the environment. For these reasons, the Town must develop a plan that is both flexible and realistic; one that allows the Town to attract, leverage, retain economic development while ensuring environmental quality and the viability of public investments.

This document attempts to evaluate and prioritize the parking needs of the community, focusing on the Town Center commercial core and the Route 1 corridor between Atwood Road and Main Street. The results of this analysis are presented as a formal Work Plan elaborating on identified solutions, timing and responsibility.

EXISTING PARKING CONDITIONS

PARKING INVENTORY

The Town of Bel Air operates a multi faceted parking program which includes a 1,018 space parking garage, eight off street parking lots containing 1,357 spaces and on street parking along the Main Street, Hickory Avenue and Bond Street corridors. The Town also manages a Preferential Residential Parking Program that protects neighborhoods from intrusion from commercial parking. Private parking lots provide 1,759 additional spaces and other government agencies (State and County) provide 1,669 parking spaces for employees and visitors to government buildings. The garage, state and county lots, primarily address employee parking needs, although each provides an area for visitors. Customers to local retail shops and restaurants generally use on street, at grade parking lots or private parking lots to meet their parking needs. To assure adequacy of on street parking, these areas are metered and limited to two hour parking. This helps discourage employees in downtown businesses from using these spaces for all day parking and provides quick convenient access for customers. This system works well with one possible exception, the Richardson lot on Pennsylvania Avenue is not metered and time restrictions are routinely ignored, creating an enforcement issue for local police and contradicting the main purpose for the lot of providing convenient access for customers to Main Street businesses.

The Town's intervention in the provision of parking in residential districts is very limited. Generally, all new residential development is required to provide two to two and a half (2 – 2 ½) off street parking spaces per dwelling unit.

Preferential Residential Parking

Occasionally, conflicts arise between residential communities and nearby institutional or commercial uses. To minimize these parking conflicts, the Town provides a Preferential Residential Parking Program. The program allows residents to petition the Town Commissioners for designation as a Preferential Residential Parking area. Once a petition is received, a public hearing is scheduled. If approved, residents of the petitioning block must display a Preferential Residential Parking permit or visitor permit on all vehicles parked within the designated area. Residents receive two visitors permits per dwelling unit plus one permit for each of their personal vehicles.

Commercial/Industrial Parking Facilities

In the commercial and industrial districts of the Town, there are strategically located parking lots, and metered on street parking spaces located to assure adequate turn-over parking for area businesses. These spaces are further supplemented by State, County, and private parking lots in the center core of the downtown area. A list of the parking lots, by type and size, and the location of metered spaces is included in Appendix B. The Town's parking facilities are intended to supplement those provided by individual business owners as part of their development obligation.

Parking Fee In Lieu Program

In the B2, B2A and B3A zoning districts, the Town's older commercial district, property owners wishing to expand a building, construct a new building, or change the use of a building to a new use category may elect to pay a fee in lieu of providing the on site parking that is required elsewhere in the community. This is often a practical alternative, recognizing the limited size parcels in these areas.

Parking Voucher Program

The Town also offers a parking voucher program at the Hickory Avenue garage. Participants purchase a pass which can be used for a full day's parking. This eliminates meter feeding and has the additional advantage of providing a discounted parking rate.

The Town provides brochures and does some limited marketing to improve public awareness of parking lot locations, lease and meter rates. Standard public parking signs are located throughout Town directing visitors to garage parking.

Parking Smartcards

These convenient, easy to use cards allow users to insert a card into a meter equipped with an electronic card reader. The meter then shows increments of 30 minutes until the card is removed. If the user buys too much time, the card can be reinserted in the meter and any unused time will be refunded to the card. These meters are currently available on Main Street, in the Hickory Avenue Parking Garage, Lee Street and on the Thomas Street parking lot. Eventually the Town plans to have the meters available throughout the community.

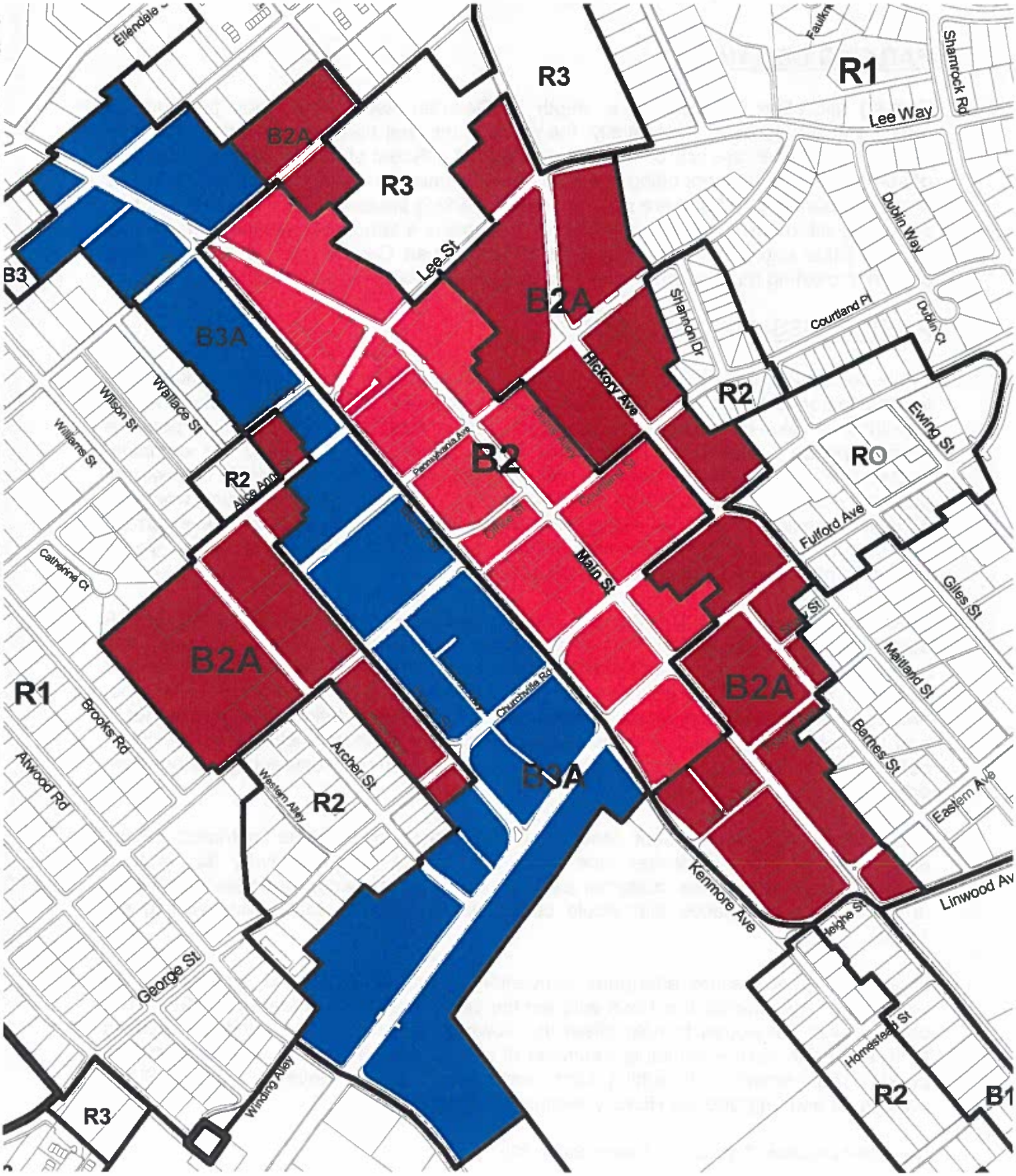
PARKING LEGISLATION

The Town of Bel Air Development Regulations specifies the number of parking spaces required for individual uses in all of the Town's zoning districts. This legislation also specifies the design requirements for parking lots and establishes the legal basis for the fee in lieu parking option provided in the B2, B2A and B3A commercial districts. A map of these zoning districts is shown as Exhibit 1.

Separate legislation is also in place designating specific parking zones, such as the preferential residential parking areas, metered zones, lease areas and restricted parking areas. This legislation also establishes fees for all meter and lease parking facilities within the Town and fines for violation of parking regulations.

Exhibit 1

Fee-in-Lieu Parking Option Areas



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500 0 500 Feet

Map prepared by the Town of Bel Air Planning Department

PARKING DEMAND

Parking utilization was studied in depth by Desman Associates. Their findings are outlined in Appendix A. Essentially, the study found that there is a general belief that the parking spaces are scarce, but the data tells a different story. This may be a result of some of the parking not being in a convenient location to where people want to be, so there is a perception that there are not enough parking spaces. [1] Still, the reality is that parking is adequate to meet current needs, but this is a temporary situation. If plans to expand State and County services, and to meet Smart Growth goals of concentrating growth in existing municipalities are to be met, parking facilities will need to expand.

PARKING ISSUES/CONDITIONS

While perception may be the primary concern at the moment, the reality of parking as a limiting factor to future development and redevelopment is undeniable. Many of the buildings in the Town Center are obsolete and in need of major repair or possible redevelopment. Because of the finite land supply, and the need for compact, sustainable development measures, infill and redevelopment is desirable. However, due to the size and configuration of Town parcels, adequate on site parking would be difficult to provide. The Town recognizes the desirability of encouraging redevelopment to meet the needs of the community for commercial and government services. To do this efficiently, the parking issue must be addressed.

There are approximately 2,500 public parking spaces in Bel Air's downtown area. A map showing the space locations is provided in Appendix C. As noted earlier, this supply, coupled with the private parking facilities, is generally adequate to meet current demand. Still, there is a perception that parking is limited. The parking spaces may not always be as conveniently located as desired. Whether this deficiency is real or not, it has the undesirable effect of discouraging customers for local businesses. Similarly, parking enforcement often is perceived as punitive, further discouraging visitors from patronizing local shops.

The parking enforcement staff cites numerous abuses of the time restricted lots by employees of local businesses who move from space to space every day or feed meters. This exacerbates customer parking complaints because business employees arrive early using spaces that would otherwise be available to persons visiting the Town.

In an attempt to assure adequate, conveniently located parking as businesses are expanded or developed, the Town adopted the parking fee in lieu program in 1990. The concept was developed to help offset the Town's cost of providing additional parking facilities and to assure equitable treatment of all commercial property owners related to parking requirements. Resulting funds have been used to develop the Lee Street parking lot and upgrade the Hickory Avenue parking lot.

[1]Desman Associates, Town Center Parking Study, 2007. p 19

The funds do not adequately meet needs for purchase and development of necessary parking facilities. In the past, the majority of revenue has come from the Parking Enterprise Fund which includes fees collected from meter and lease revenues, as well as parking fine revenues. Maintaining aging facilities and developing new facilities continues to strain the Parking Fund.

Other issues to consider include the need for better marketing of existing parking facilities and the need to improve the appearance of some lots, i.e. the Richardson lot and the wayfinding signage throughout Town that assists visitors in finding convenient public parking.

Hickory Avenue Lease Lot

County Parking Lot
Main St/Churchville Rd

In addition to daily needs for visitors and local business employees, there is a need for specialized parking options. Delivery and loading areas are very limited. In many areas of the downtown, there is no opportunity for on site deliveries so delivery trucks block the street on a regular basis. Office Street also functions as the "Town Commons". Special events, such as concerts, parades, First Friday's, are held throughout the year. These events often require street closings which significantly impact the availability and need for parking.

As the population ages, there is an ever increasing need for handicap spaces. Currently, very few spaces are available. At the same time, local business owners voice concerns about the abuse of handicap parking permits by people who do not qualify for these permits and long term use by employees working in the area who park in meter areas, thereby eliminating needed turnover parking.

In summary, issues impacting the Town's parking program are as follows:

1. Fee In Lieu Policy
2. Parking Availability and Convenience
3. Parking Enforcement
4. Parking Lot Appearance
5. Parking Fund Independence
6. Marketing and Signage
7. Parking Conflicts between Residential and Commercial Areas
8. Specialized Parking Needs
9. Parking Configuration and Markings

Many of the issues confronting the Town have not changed substantially in the last ten years. Still, there is a need for a fresh analysis to determine whether policy changes are needed and what plans the Town should consider to address the identified issues. Among the changes that will be considered, are the impacts of the BRAC initiative, the recession which has seriously affected economic development, the potential for County facility expansion and subsequent modifications to existing offices, the need to focus on partnerships with the County and the private sector and the need to consider state enabling legislation and partnerships. Additionally, the Town needs to emphasize alternative transportation needs such as bicycle parking racks, dedicated bicycle lanes and pedestrian connections. While these will not significantly alter the parking demand, they are a necessary component of an overall strategy.

In summary, the parking dilemma is actually a mixed blessing. While there are concerns about the number and availability of spaces, there is also an appreciation that this indicates a healthy, vibrant downtown.

PARKING FUND

An integral part of this parking equation is funding. The Town's Parking Program is operated through the use of a Parking Enterprise Fund, meaning that the costs for providing parking facilities are governed through user fees and fines rather than operating funds. This enterprise fund is monitored closely to ensure that revenues are adequate to meet expenditures. The parking garage on Hickory Avenue constitutes the fund's largest expenditure. The garage is a joint responsibility with Harford County Government. The County is responsible for 67.2% of the development, maintenance, and operating costs of the garage. Other revenue sources include fee in lieu contributions, monthly lease fees from the garage and the Town's four commercial parking lots, meter fees, and parking fines. Expenditures include lot purchase and development, parking lot surface repairs, maintenance and striping, signage maintenance and repairs and meter purchase, installation and repair.

FUTURE PARKING CONDITIONS

Planned & Proposed Future Projects

In analyzing parking conditions, it is critical to calculate future demand. This requires an analysis of planned and proposed projects. Currently, plans are approved to construct a new five story office building at 116-118 S. Main Street (29,340 sf), a professional office building at 28 N. Hickory Avenue (19,000 sf) and a liquor store at 315 S. Main Street (7,200 sf). Redevelopment of several storefronts in the area is expected within the next year. These include the former Lutz building, the former BB&T Bank building and the Chlan building (Orient Restaurant). Each of these projects will impact the finite parking supply.

Another potential issue is the proposed Harford County Global Space Utilization Plan. Currently, the County owns several buildings in the downtown area and leases twelve additional buildings for County offices. Several of these are in need of replacement or major renovation. The County Administration has proposed construction of a new Government Services building at 125 S. Main Street and construction of a new sheriff's office at 119 Hays Street. The County would then renovate 45 S. Main Street and 220 S. Main Street to meet the needs of the State's Attorneys office and the Health Department. This would allow the county to surplus older, less efficient buildings and eliminate the costs for leased properties throughout Town. The sale of the surplused buildings would bring several buildings back on the tax rolls. The leased office space would become available for needed private office and retail space.

From a parking perspective, the plan would generate the need for a new parking structure as the parking lots on South Main Street and Hickory Avenue would be eliminated. Additionally, as new users come in to the leased spaces, employee and customer parking needs will have to be accommodated.

Another factor to consider in this scenario is private demand. With the limited land available, property owners will be under pressure to redevelop underutilized parcels. Zoning allows four to five story buildings in the downtown. Most of the Town's commercial buildings are one or two stories. With the pressure for development in the County seat and with the BRAC expansion, it is likely that more intense development will replace current outdated structures, increasing parking demand.

Parking Needs of Future Projects

The Desman Study in Appendix A (p 28) outlines Planned and Proposed Future Projects. These include several private developments described earlier, and proposed County redevelopment as outlined in the Harford County "Global Space Utilization Plan"", January 2008 (See Appendix D). Economic conditions have delayed the proposed projects, however, most are expected to proceed as the economy improves. This is expected to result in further loss of parking and a greater demand for new spaces. Currently, 49,349 sf of additional planned and approved private office space is pending in the downtown area. Harford County plans call for an additional 165,000 sf government services building and a new sheriff's office (size not yet determined). Due to the size and configuration of these development parcels, very little parking will be provided on site and there will be a net loss of parking spaces since the new development will eliminate some of the existing inventory. Further additional parking demand is expected due to reuse of space currently housing County agencies.

Supply/Demand Analysis

Recognizing the uncertainties of the development process and the impact of parking on economic development initiatives in the Town, there is a need to develop a package of solutions. These must be flexible and multi faceted to effectively meet the community's short and long term needs. Each solution should be considered based on its costs and benefits. For example, will the solution impact users convenience; will it meet social, environmental and land use objectives, as well as economic objectives; will pricing be acceptable; what will be the impact on the Town budget, as well as parking policies and staffing needs.

Currently, there are eight public parking lots and a multi story garage in the downtown. On street parking supplements these spaces as do individual private parking lots. The bulk of the available public parking is located on the east side of town. There is potential to expand the existing garage to accommodate approximately 378 spaces.

Another potential site for parking expansion is the Mary Risteau lot on Bond Street at Thomas Street. This site would accommodate approximately 773 spaces in a multi level garage [2]. Currently, the lot has 200 parking spaces. Other options are limited due to the cost of land and proximity of property to development areas. another factor in the equation, is the goal of focusing new development along the Bond Street and Route 1 corridors. These areas have the greatest potential for redevelopment and offer an opportunity to meet economic development, as well as land use goals. The ability to provide convenient, affordable parking will significantly impact the potential for this infill and redevelopment.

[2] Desman Associates, Town Center Parking Study, 2007. p 43

PARKING POLICY

The complexity of the parking issues demands a contingency based strategy that deploys solutions on an as needed basis. For example, certain projects should be initiated immediately. These would be solutions that are not contingent on new development, such as improved signage, marketing and operational improvements that take advantage of alternative transportation scenarios. These operations and maintenance issues should be addressed by the Town's Parking Committee. Concurrently, planning should be initiated on parking expansion needs and alternatives. These would include design, site selection, management and financing analysis, as well as legislative actions and development of necessary partnerships. Finally, additional parking facilities should be developed based on the previously described analysis and the pace of development in the Town.

Implementation of the Parking Plan will require a multifaceted approach and commitment to the Action Plan. There are many barriers to overcome – political, institutional and technical. It will be necessary to create partnerships between governments and businesses. Nevertheless, the Parking Plan is essential to providing cost savings, productivity gains, improved accessibility and consumer benefits which are necessary to enhance economic development in the Town. Each of the policy issues discussed in this document is identified in the Parking Action Plan shown at the end of this document. The Action Plan outlines the specific measures needed to address identified issues, the responsible agency and a timeframe for completing the initiative.

OPERATIONS, MANAGEMENT & ENFORCEMENT

Parking management is an art not a science. There is no single formula or standard recipe for developing an effective program. It requires careful planning and professional judgment to select appropriate strategies and assemble them into an effective program. Bel Air employs a multi tiered approach to meeting this challenge.

Day to day operations and maintenance are the responsibility of the Bel Air Department of Public Works. Enforcement of parking regulations is assigned to the Bel Air Police Department. A Parking Committee, consisting of the Town Administrator and Town Department Heads, provides oversight over parking policies, issues, the parking Enterprise Fund and planned improvements. The Town's Economic and Community Development Commission provides citizen oversight and recommendations related to parking policy.

Finally, the Neighborhood Transportation Management Committee works with the community on parking concerns, as well as residential traffic issues.

MARKETING

A critical component of the Parking program is providing the public with current information on the location of parking and parking program alternatives. For example, public parking is provided for short and long term users. Vouchers, Smart cards and leases are also available to make parking convenient and readily accessible. The Town routinely provides press releases describing parking programs, options and noting that parking is free in Bel Air on evenings and weekends. Brochures and flyers describing parking options are available at all Town offices, the Visitors Center and at several local businesses.

This program needs to be monitored and expanded to assure that signage is adequate; that the public has accurate, up to date information about parking options and that marketing materials are correct and available to the general public.

PARKING ACTION PLAN

1. Monitor Parking Fee In Lieu and Lease accounts to assure compliance with fund expenditure requirements and cost for services.

   Responsibility: Planning Department/Finance Department
   Completion Date: Ongoing
   Budget: Review Annually

2. Develop Plan for upgrade and expansion of existing Town parking facilities to include but not be limited to the Richardson lot on Pennsylvania Avenue and the Mary Risteau lot on Bond Street at Thomas Street.

   Responsibility: Parking Committee
   Completion Date: Ongoing
   Budget: FY12

3. Evaluate and prioritize parking initiatives, identifying all possible solutions and alternatives, including cost/budget analysis, convenience, impacts.

   Responsibility: Parking Committee
   Completion Date: December 2011
   Budget: FY12/13

4. Improve and expand shuttle bus service, bicycle and pedestrian trails, number and location of bike racks.

   Responsibility: Planning Department/Public Works Department
   Completion Date: Ongoing
   Budget: FY12

5. Improve connectivity from parking areas to destinations, eg. Burns Alley from Courtland Street to Lee Street.

   Responsibility: Planning Department/Public Works Department
   Completion Date: December 2013
   Budget: FY13/14

6. Encourage underground parking, shared parking and valet parking to minimize visual and environmental impacts of parking.

   Responsibility: Parking Committee
   Completion Date: Ongoing
   Budget: N/A

7. Emphasize fair, friendly enforcement of parking regulations.

   Responsibility: Police Department
   Completion Date: Ongoing
   Budget: N/A

8. Expand Smart card option

   Responsibility: Police Department/Public Works Department
   Completion Date: December 2011
   Budget: FY12/13

9. Identify improvement and equipment needs and schedule routine maintenance and lot upgrades for parking lots and garage.

   Responsibility: Public Works Department
   Completion Date: Ongoing
   Budget: FY12

10. Evaluate delivery and loading zone needs.

    Responsibility: Parking Committee
    Completion Date: December 2011
    Budget: N/A

11. Evaluate fee structure annually to assure pricing is consistent with market and enterprise fund needs.

    Responsibility: Parking Committee
    Completion Date: December/Annually
    Budget: To be determined

12. Establish public/private partnerships as appropriate to satisfy future parking needs.

    Responsibility: Town Administrator
    Completion Date: December 2012
    Budget: N/A

13. Evaluate need for an Infrastructure/Parking Committee Authority and associated logistical measures.

    Responsibility: Town Administrator/Parking Committee
    Completion Date: December 2012
    Budget: N/A

14. Develop strong marketing program including maps, brochures, signage and electronic information that is readily available to the public, meeting the following objectives:

    - Counter perception of parking deficiency
    - Publicizes parking programs/options
    - Emphasizes Free after 5/weekends
    - Improve Signage

    Responsibility: Planning Department
    Completion Date: Ongoing
    Budget: FY11

15. Evaluate alternative surface parking options in the Main Street area.

    Responsibility: Parking Committee
    Completion Date: Ongoing
    Budget: FY12/13

16. Upgrade Pennsylvania Avenue parking lot, incorporating connection along Burns Alley from Courtland Street to Lee Street.

    Responsibility: Parking Committee
    Completion Date: Ongoing
    Budget: FY12/13

APPENDIX A

DESMAN ASSOCIATES

THE TOWN CENTER PARKING STUDY

The Town Center Parking Study

Bel Air, Maryland

Submitted to

Town Planning & Community Development Department
Town of Bel Air, Maryland

Produced by

DESMAN
ASSOCIATES

March 2007

Bel Air Town Center Parking Study

Bel Air, Maryland

Executive Summary

DESMAN Associates was retained by the Planning Department of the Town of Bel Air, Maryland to assess the supply and demand for parking within 21 city blocks of the historic commercial district locally recognized as the Town Center to the community. To this end and in cooperation with the Town Planning Department DESMAN; 1) surveyed and verified the scope of the present supply of parking throughout Town Center area, 2) documented and analyzed the utilization of the parking supply during the peak activity period, 3) gathered and analyzed information pertaining to planned and proposed future projects and the impact they will have on the supply and demand for parking in the Town Center, 4) recommended a site for the development of a new parking garage and 5) formulated preliminary conceptual design schemes and cost estimates for the development of a new parking garage.

The following are the key findings of the study:

- Through the study effort it is revealed that there are a total of 4,186 parking spaces currently in the Town Center and 2,427 (58%) of these spaces are controlled by Town, County of State government entities.

- The parking supply controlled by these government entities is mainly devoted to the government employee population and the storage of official government vehicles.

- Only twenty-nine percent (a total of 726 on- and off-street spaces) of the government-controlled parking spaces are currently available to be used by daily visitors to the Town Center.

- During the peak parking activity only 58% of all the parking spaces in the Town Center were found to be occupied – on-street spaces were 45% occupied and off-street spaces were 59% occupied.

- Government entities are the largest generators of visitors to the Town Center, but the same government entities only provide 437 off-street parking spaces to accommodate the visitor population.

- Planned and proposed future projects between 2007 and 2009 are expected to generate a need for 1,595 parking spaces in the Town Center, and if and when the State Circuit is expanded in 2014, the need for parking is expected to increase to approximately 1,800 spaces.

- The surface parking lot site adjacent to the Mary Risteau Building on Bond Street was found to be the preferred site for the development of a new parking garage in the near future.

- Based on site dimensions and a preliminary review of the Town of Bel Air zoning and building code, the Mary Risteau Building parking lot site can accommodate an 848-space five level parking structure with ground level retail space on Bond Street for an approximate cost of $11.1 million.

Bel Air Town Center Parking Study

Bel Air, Maryland

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Bel Air Town Center Parking Study

Bel Air, Maryland

INTRODUCTION

DESMAN Associates was retained by the Town of Bel Air to assess the existing and future demand for both on and off-street parking within its core business district (the Town Center). The goal of this study is to provide the Town with an assessment of prevailing and future parking supply and demand concerns and to recommend feasible planning and management programs, and operating strategies that the Town could implement in order to keep pace with and effectively support current and future development initiatives.

Study Area Boundary

The Town Center of Bel Air, Maryland extends about a half mile from north to south and a third of a mile from east to west. It is a low density, compact area containing a mix of government and commercial land uses dispersed among many historic buildings, which give Bel Air its small-town character. Various retail shops, service establishments, business offices and restaurants line both Main and Bonds Streets, which are the parallel north and south one-way traffic arteries that traverse the Town Center. As the Harford County seat of government, the Town Center is the location of numerous County offices and agencies. In addition, the Maryland State District Courthouse is also located in the Town Center. The presence of these government entities has historically attracted exceptionally high volumes of daily visitors and a disproportionate amount of professional practices and service establishments that thrive on government generated business opportunities. Government owned and/or occupied buildings consume nearly a third of the existing building square footage in the Town Center. Other key public buildings located in the Town Center study area include the County Administrator's Offices, County Sheriff's Office, several Health Department offices, the County Circuit Court and the Harford County Board of Education.

The Bel Air Town Hall and a Harford County Public Library are situated just outside of the study area.

The Town of Bel Air owns and operates the parking lots that are dedicated to serving the general public, while the County owns and operates several parking lots that are mostly used to accommodate County employees and visitors. The single parking structure in Town, which is jointly owned by both the Town and County government, serves the general public and various government agencies.

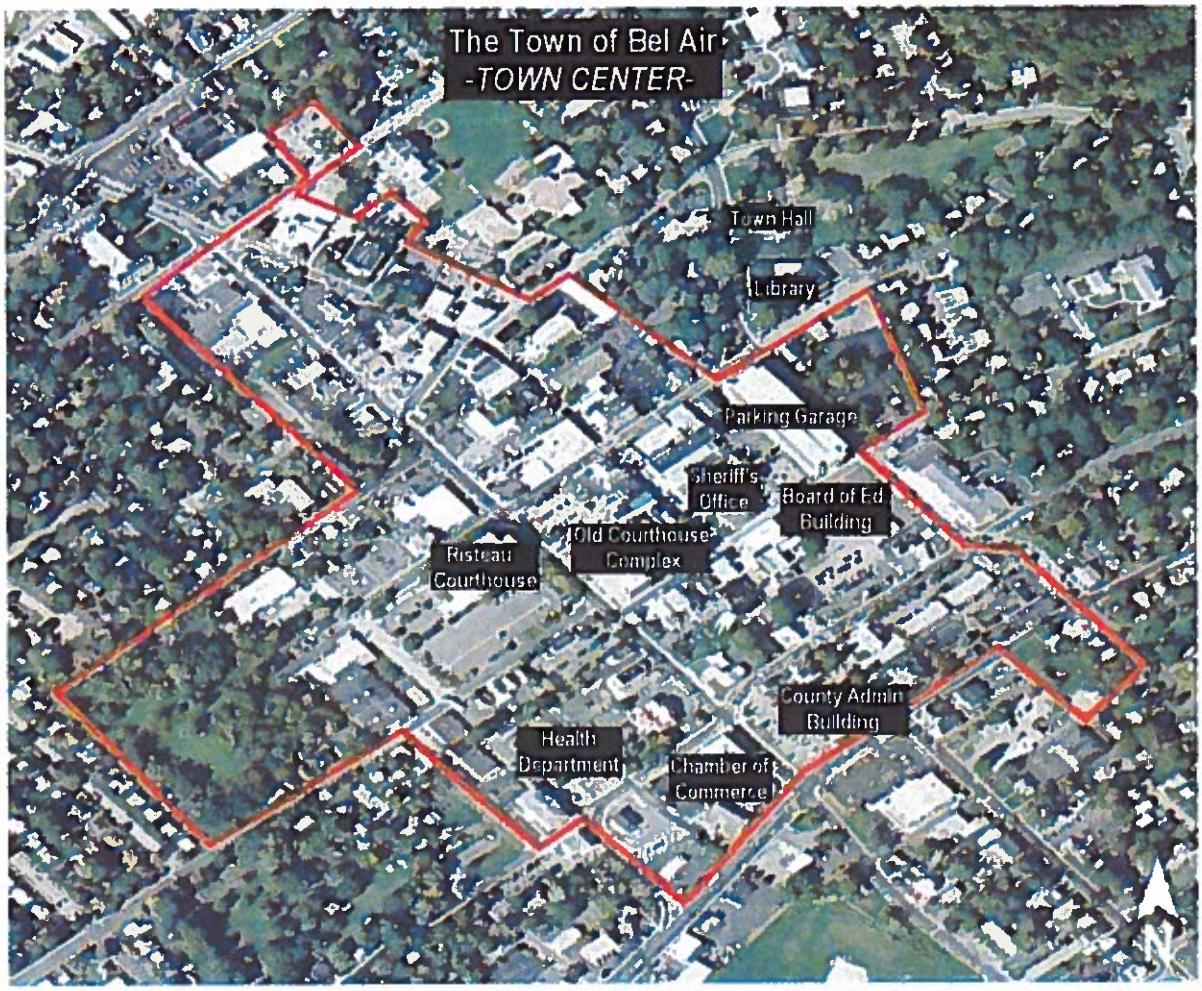
Exhibit 1 provides an aerial photo view of the study boundary area which was defined by the Town Planning and Community Development Department. Several of the key Town, County and State buildings, which are major parking demand generators are also noted on the aerial.

Parking Sub-Areas

In order to give order and geographic context to the data and findings presented in this study, the parking data has been organized and tabulated by city block and all the city blocks in the study area have been grouped into one of four sub-areas. **Exhibit 2** depicts the numbered city blocks and the four sub-areas DESMAN has established for the Town Center study area. These sub-area boundaries loosely reflect different areas of land use and building density and trip generation zones within the Town Center. The supply of parking situated in Sub-Areas 1 and 3 account for 71% (2,954) of all the parking in the Town Center.

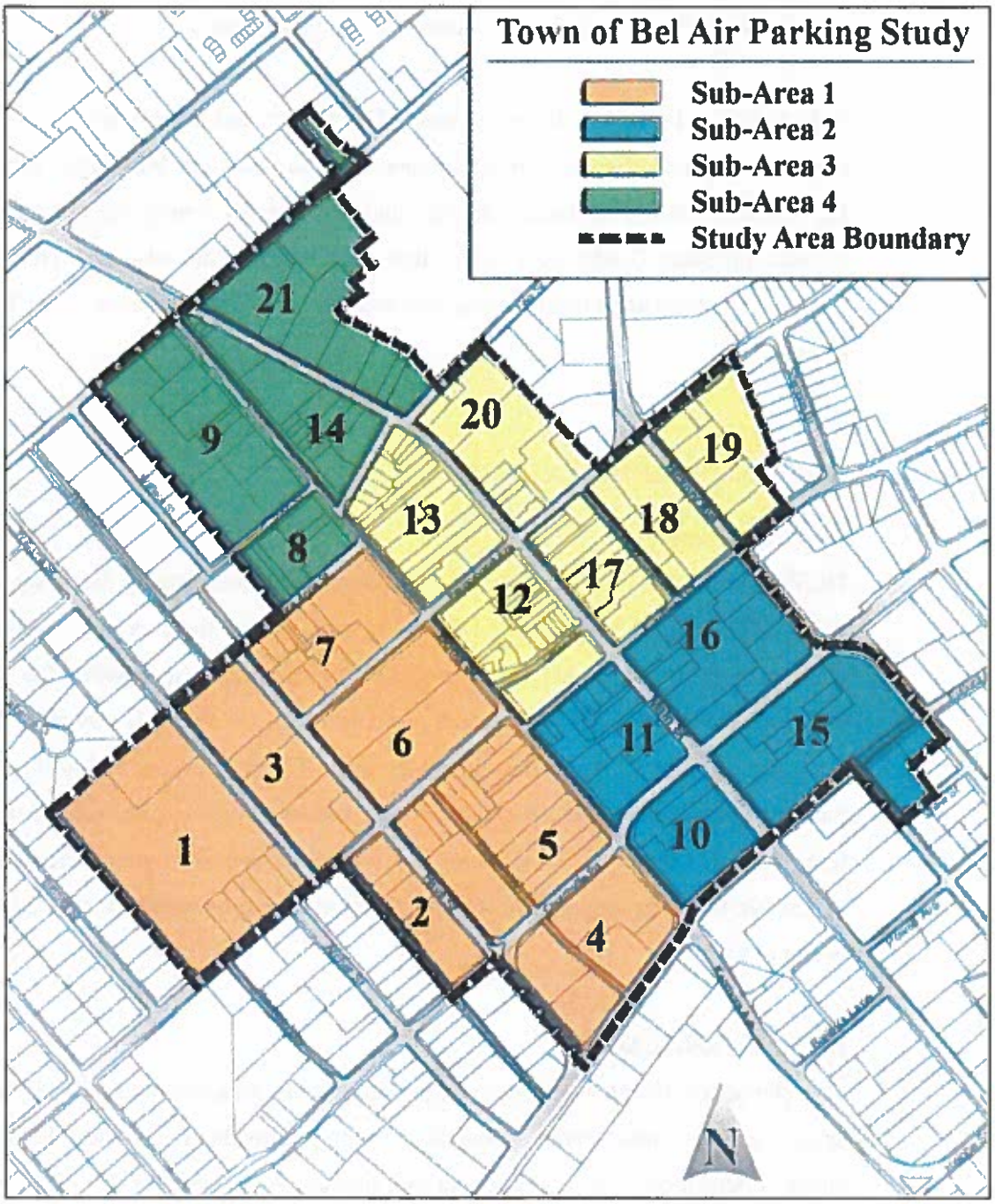
For example, **Sub-Area 1** to the west side of Bond Street has the lowest building density and the fewest commercial and retail land uses. Much of the land area in this zone is devoted to surface parking lots that primarily serve the State and County offices and the total supply of parking spaces (1,217) in Sub-Area 1 is second only to the supply of spaces located in Sub-Area 3.

Exhibit 1: *Aerial Photograph of Bel Air Town Center*



Sub-Area 2 also located east of Bond Street towards the southern part of the Town Center, is comprised of many large public and private commercial office buildings. However, the buildings are dispersed and most offer off-street parking facilities which gives this segment of the Town Center a more suburban, rather than a village, sense of place. The newest development in this area is the Harford County Board of Education administrative building which was completed and occupied during the course of this study. This area has 642 existing parking spaces which are mostly controlled by private entities.

Exhibit 2: *Town Center Sub-Areas & City Block Numbers*



Sub-Area 3, encompasses the centrally located city blocks of the Town Center that lie to the east of Bond Street. While the greatest amount of parking spaces

(1,735) are located in Sub-Area 3, the area also has the highest building density and the greatest concentration of commercial and retail uses.

Sub-Area 4, which spans the north ends of both Main and Bond Streets, is mostly commercial enterprises occupying smaller one and two story buildings. Besides the Harford County Historical Society and the Armory which are not actively utilized, no State, County or Town offices are located in this sub-area. This Sub-Area has the least amount of parking spaces (574) of all the sub-areas in the Town Center.

EXISTING PARKING CONDITIONS

Parking Inventory

DESMAN organized and supervised the collection of field data by the Town staff in May 2005 and in August 2007 DESMAN staff updated the previously collected parking inventory data. All of the on-street and off-street spaces within the study area have been tabulated by sub-area and city block on **Table 1.** Overall, there are 4,186 parking spaces within the study area. This total includes 289 on-street parking spaces and 3,897 off-street parking spaces. Approximately 58% of the total parking supply (i.e. including the on-street spaces) is considered to be accessible to the general public while 42% is private or reserved for an exclusive group of users.

On-Street Parking Spaces

The 289-space inventory of on-street parking spaces includes both parking meter spaces and the non-metered spaces found along curbside zones where legal on-street is permitted. The on-street parking inventory accounts for 7% of the total parking supply in the Town Center and parking meters are installed at 75%

Table 1: *Existing On- and Off-Street Parking Inventory by Sub-Area and City Block*

Sub-Area/ Block #'s	On-Street Parking			Off-Street Parking					Public Inventory	Private Inventory	TOTAL INVENTORY
	Metered	Non-Metered	Subtotal	Town	County	State	Private	Subtotal			
SUB-AREA 1 (South-West)											
1	0	0	0	0	0	0	0	0	0	0	0
2	15	0	15	0	0	0	130	130	15	130	145
3	23	21	44	0	0	0	73	73	44	73	117
4	0	0	0	0	122	0	47	169	122	47	169
5	27	0	27	85	65	0	139	289	177	139	316
6	36	8	44	0	200	60	0	260	304	0	304
7	13	0	13	0	0	0	153	153	13	153	166
Subtotal	114	29	143	85	387	60	542	1,074	675	542	1,217
SUB-AREA 2 (South-East)											
10	0	0	0	0	103	0	19	122	103	19	122
11	10	6	16	0	0	0	99	99	16	99	115
15	3	4	7	0	0	0	250	250	7	250	257
16	6	2	8	18	94	0	46	158	120	46	166
Subtotal	19	12	31	18	197	0	414	629	246	414	660
SUB-AREA 3 (Central-East)											
12	10	2	12	0	0	0	76	76	12	76	88
13	19	2	21	24	0	0	138	162	45	138	183
17	12	1	13	0	8	0	25	33	21	25	46
18	0	0	0	166	910	0	16	1092	1,076	16	1,092
19	0	0	0	114	0	0	0	114	114	0	114
20	13	2	15	62	32	0	103	197	109	103	212
Subtotal	54	7	61	366	950	0	358	1,674	1,377	358	1,735
SUB-AREA 4 (North-West)											
8	7	2	9	0	0	0	18	18	9	18	27
9	0	8	8	0	0	0	193	193	8	193	201
14	9	7	16	0	0	0	94	94	16	94	110
21	15	6	21	0	75	0	140	215	96	140	236
Subtotal	31	23	54	0	75	0	445	520	129	445	574
TOTAL	218	71	289	469	1,609	60	1,759	3,897	2,427	1,759	4,186
% of Total	75%	25%	100%	12%	41%	2%	45%	100%	58%	42%	100%

Note: The parking space capacity at the Hickory Street Parking Garage in City Block 18 is divided between the Town and County. The County has control of 883 space and the Town controls 147 spaces.

(218) of the on-street spaces. Nearly half of all the on-street spaces (143) are situated in Sub-Area 1. **Exhibit 3** depicts the current on-street parking zones throughout the Town Center.

Off-Street Parking Spaces

Exhibit 4 depicts the location and control of all the existing off-street parking facilities throughout the Town Center. The off-street parking inventory (3,897 spaces) is comprised of 91 separate facilities which are owned and used by

Exhibit 3: *Locations of Existing On-Street Parking Zones by City Block*

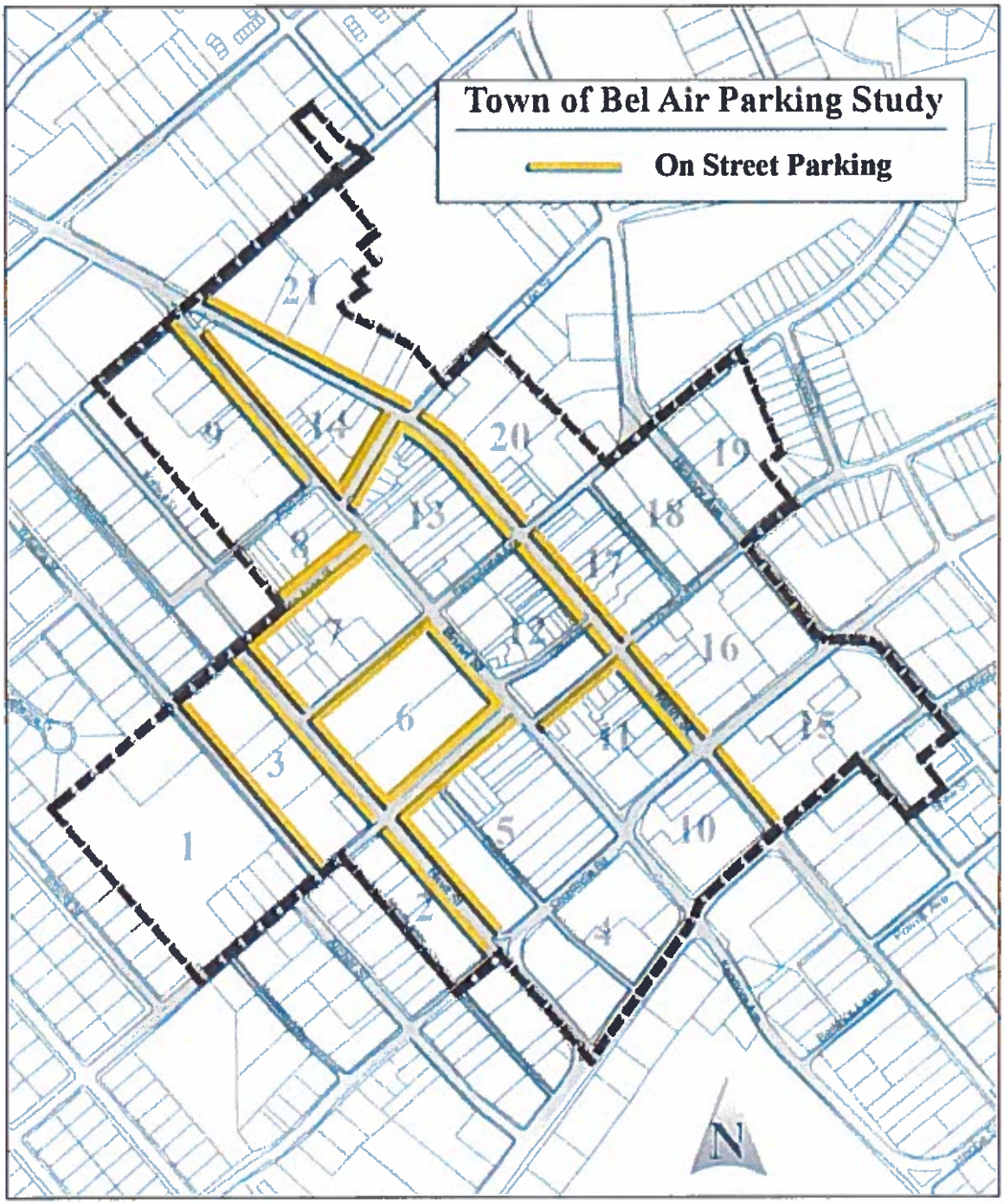
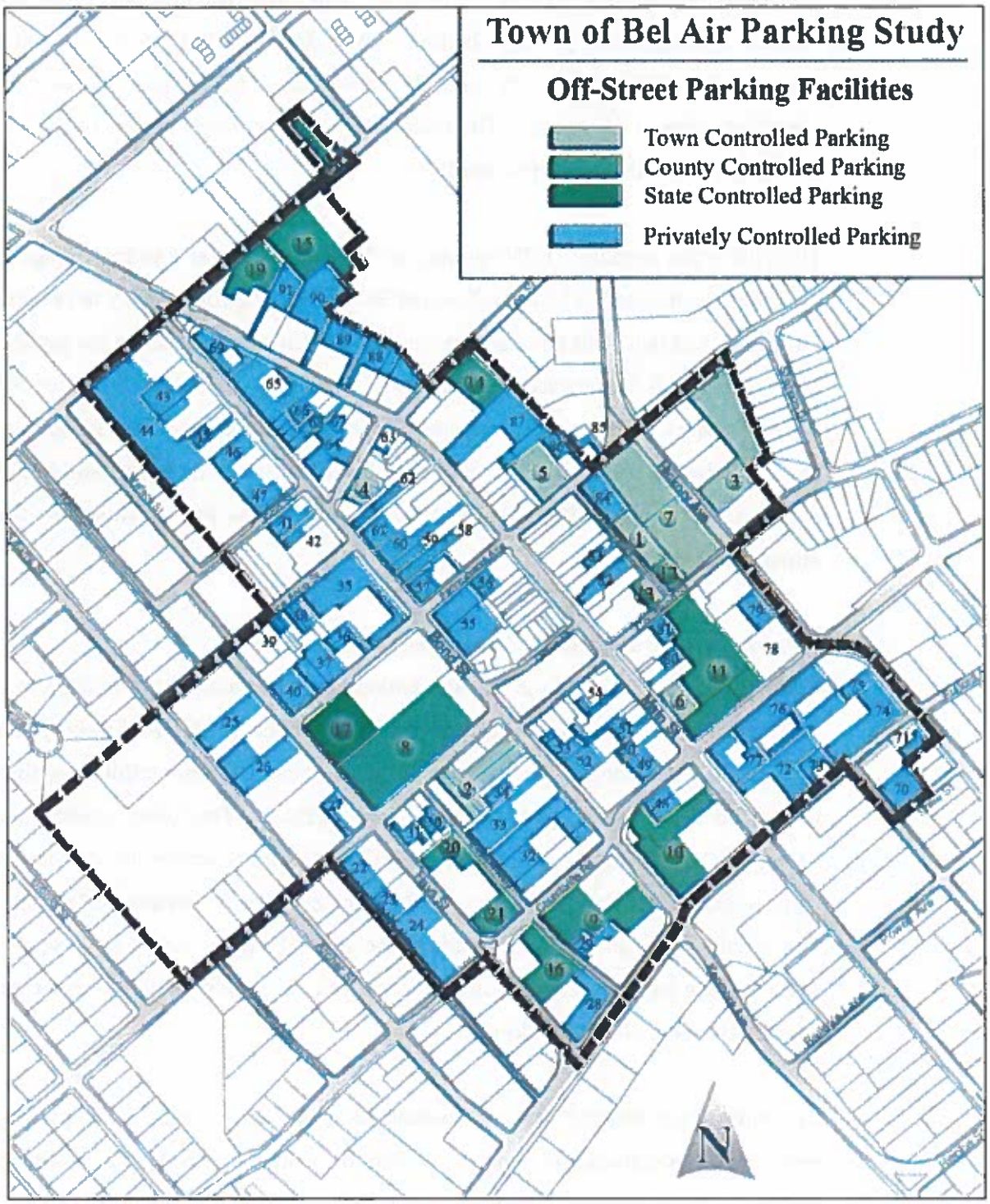


Exhibit 4: *Location and Control of Existing Off-Street Parking Facilities by City Block*



government entities (i.e. Harford County, the Town of Bel Air or State of Maryland) or by private property owners. This off-street inventory does not include any residential parking facilities. The Town of Bel Air controls 469 spaces (12%), Harford County controls 1,609 spaces (41%) and the State of Maryland controls 60 spaces. The remaining 1,759 off-street spaces (45%) are owned and controlled by private entities.

The total space capacity (1,030 spaces) of the Hickory Street Parking Garage is shown to be allocated to both the Town of Bel Air and Harford County in order to reflect the fact that both government entities have rights to spaces in the garage. The Town of Bel Air operates the Hickory Street Garage and has control over 147 metered spaces in the facility but the remaining 883 spaces in the garage are controlled by Harford County. **A detailed listed of the 91 different numbered off-street parking facilities depicted on the exhibit has been included in the appendix of the report.**

Government Owned and Operated Parking Facilities

Table 2 provides a list of the existing parking facilities and spaces in the Town Center which are under the control of the Town of Bel Air, Harford County and the State of Maryland. Collectively, these government entities control more than half of all the off-street parking in the Town Center. The Town controls the system of 289 on-street parking spaces and 469 parking spaces located in six surface lots and inside the Hickory Street Garage which it operates. More than 70% of all theses spaces are available to the general public. Users of these off-street parking lots are either required to have a permit, use parking meters or are allowed two hours of free parking.

In contrast, the Harford County government owns or controls 1,609 parking spaces which are spread out among fourteen different sites where County offices and agencies are located. Included in the County parking space count are 883

Table 2: *Parking Facilities and Spaces Controlled by Government Entities*

Government Parking Facilities	Facility Capacity	Space Type & Designation	Visitor Spaces
Town Operated Facilities			
1. Burns Alley	19	Metered	19
2. Bond/Thomas Meter Lot	85	Metered and Permit	20
3. Hickory Lot	114	Permit Only	0
4. Lee Street Lot	24	Permit Only	0
5. Pennsylvania Lot	62	Visitor and Permit Parking	62
6. South Main St. Lot	18	Metered	15
7. Hickory Street Parking Garage	147	Metered	147
Subtotal	**469**		**263**
County Operated Facilities			
7. Hickory Street Parking Garage	883	County Leased Spaces	0
8. Risteau Bldg. County Lot	200	Visitors and Permit Parking	20
9. County Health Dept. Lot	94	Visitors and Permit Parking	24
10. County Administration	103	Visitors and Permit Parking	56
11. County Overflow	94	Permit Only	0
12. Burns Alley - Sheriff's Lot (east)	27	Reserved - Sheriff's Office	0
13. Sheriffs Dept. (west)	8	Reserved - Sheriff's Office	0
14. Harford Armory	32	Visitor	32
15. Former Board of Ed Build.	22	Transfer to Private Use	0
16, Habitat for Humanity	28	Staff	0
18. Former Board of Ed Build.	11	Transfer to Private Use	0
19. Harford Historical Society	42	Permit Only	0
20. Health Dept.	23	Staff	0
21. Health Dept.	42	Staff	0
Subtotal	**1,609**		**132**
State Operated Facilities			
17. Risteau Bldg. State Lot	60	Visitors and Permit Parking	42
TOTAL	**2,138**		**437**

parking spaces inside the Hickory Street Garage which are entirely allocated to county employees and agency vehicles. While the County government is the largest employer located in the Town Center, its agencies and offices collectively generate more visitor trips to Bel Air then any other single entity. However, the County has only designated 132 spaces of its total supply of controlled space for the visitors it generates on a daily basis.

The State of Maryland Circuit Court located in the Mary Risteau Office building on Bond Street controls a 60 space parking lot that has 42 spaces designated for visitors.

Parking Utilization Survey Findings

A survey of the utilization of all on-street parking spaces and off-street parking facilities was surveyed every hour between 8AM and 4PM on a mid-week day. **Tables 3** and **4** provide a breakdown of the hour to hour parking occupancy survey results by City Block and by parking Sub-Area for the off-street parking supply. The survey effort was organized and supervised by DESMAN personnel but the collection of the actual field data was done by employees of the Town of Bel Air. The purpose of this survey effort was to gain a basic understanding of the level of parking activity that is typically generated by the businesses and

Table 3: *Hourly Occupancy of Off-Street Parking Spaces by City Block*

City Block #	Off-Street Spaces	Hourly Occupancy - Off-Street Spaces								
		8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM
1	0	0	0	0	0	0	0	0	0	0
2	130	34	49	52	56	43	46	47	49	51
3	73	33	48	48	48	43	39	41	44	40
4	169	88	105	110	115	104	121	119	125	112
5	289	93	152	157	177	150	150	163	152	130
6	260	142	218	206	204	160	189	183	169	153
7	153	42	79	91	102	91	80	71	75	76
8	18	4	11	14	14	13	11	13	14	12
9	193	72	101	108	113	104	107	110	112	98
10	122	54	102	109	116	98	99	97	100	94
11	99	15	50	69	68	64	66	67	56	50
12	76	16	55	59	53	55	60	63	58	48
13	162	52	93	104	105	87	95	70	68	81
14	94	11	44	50	45	55	52	63	69	45
15	250	42	110	160	165	148	150	163	153	135
16	158	46	78	96	107	109	110	106	96	87
17	33	23	17	20	16	15	21	20	28	19
18	1,092	356	487	531	537	564	560	520	474	414
19	114	14	30	44	54	51	52	50	42	55
20	197	94	111	124	143	117	132	128	135	96
21	215	22	84	105	77	93	69	79	81	76
TOTAL	3,897	1,253	2,024	2,257	2,315	2,164	2,209	2,173	2,100	1,872
% Occupied		*32%*	*52%*	*58%*	*59%*	*56%*	*57%*	*56%*	*54%*	*48%*

Table 4: *Hourly Occupancy of Off-Street Parking Spaces by Parking Sub-Area*

Parking Sub-Area	Off-Street Spaces	Hourly Occupancy - Off-Street Spaces								
		8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM
1	1074	40%	61%	62%	65%	55%	58%	58%	57%	52%
2	629	25%	54%	69%	72%	67%	68%	69%	64%	58%
3	1674	33%	47%	53%	54%	53%	55%	51%	48%	43%
4	520	21%	46%	53%	48%	51%	46%	51%	53%	44%
% Occupied		*32%*	*52%*	*58%*	*59%*	*56%*	*57%*	*56%*	*54%*	*48%*

institutions in the Town Center. By recording parking activity on an hourly basis the accumulation of parked vehicles throughout the Town by City Block and Sub-Area could be recorded and the period when the most parked vehicles are present in the Town Center determined. The utilization of the 3,897 off-street parking spaces in the Town Center peaked at 11AM with 59% of the spaces occupied. The off-street spaces in Sub-Area 2 were the most consistently utilized during the survey period.

Tables 5 and **6** provide a breakdown of the hour to hour parking occupancy survey results by City Block and by parking Sub-Area for the on-street parking supply. The utilization of the 289 on-street parking spaces in the Town Center peaked at 10AM with 55% of the spaces occupied and the on-street spaces in Sub-Area 2 were the most consistently occupied during the survey period.

Table 5: *Hourly Occupancy of On-Street Parking Spaces by City Block*

City Block #	On-Street Spaces	Hourly Occupancy - On-Street Spaces								
		8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM
1	0	0	0	0	0	0	0	0	0	0
2	15	0	2	4	4	2	2	5	4	3
3	44	6	20	24	21	23	23	28	19	16
4	0	0	0	0	0	0	0	0	0	0
5	27	2	12	12	8	8	13	10	7	5
6	44	6	34	28	18	17	35	21	18	9
7	13	1	5	5	2	4	10	8	4	7
8	9	4	3	2	1	2	3	2	2	3
9	8	6	6	5	5	3	2	4	4	5
10	0	0	0	0	0	0	0	0	0	0
11	16	10	14	16	15	17	15	15	15	11
12	12	5	9	8	8	11	8	6	8	8
13	21	10	10	12	9	9	13	12	10	11
14	16	3	5	5	2	3	2	2	3	2
15	7	0	3	4	5	4	6	3	6	5
16	8	4	5	4	6	6	5	5	5	6
17	13	7	11	15	13	14	12	11	11	14
18	0	0	0	0	0	0	0	0	0	0
19	0	0	0	0	0	0	0	0	0	0
20	15	7	7	8	5	9	7	7	9	9
21	21	5	6	8	7	2	5	7	7	6
TOTAL	289	76	152	160	129	134	161	146	132	120
% Occupied		*26%*	*53%*	*55%*	*45%*	*46%*	*56%*	*51%*	*46%*	*42%*

Table 6: *Hourly Occupancy of On-Street Parking Spaces by Parking Sub-Area*

Parking Sub-Area	Off-Street Spaces	Hourly Occupancy - On-Street Spaces								
		8AM	9AM	10AM	11AM	12PM	1PM	2PM	3PM	4PM
1	143	10%	51%	51%	37%	38%	58%	50%	36%	28%
2	31	45%	71%	77%	84%	87%	84%	74%	84%	71%
3	61	48%	61%	70%	57%	70%	66%	59%	62%	69%
4	54	33%	37%	37%	28%	19%	22%	28%	30%	30%
% Occupied		*26%*	*53%*	*55%*	*45%*	*46%*	*56%*	*51%*	*46%*	*42%*

While the occupancy of the on-street parking supply peaked approximately one hour before the occupancy of the off-street parking supply peak, the survey data clearly indicates that demand for parking in the Town Center is strongest at the 11AM hour when 58% of all the parking spaces were occupied. This peak parking activity period will hereafter be referred as the *"Peak Occupancy"* period in the remaining text and tables of this report. It is important to note that this survey represents only one weekday. While the total volume of parked vehicles will always fluctuate, the pattern in which parked vehicles accumulate and dispersion of parked vehicles by City Block and by Sub-Area should remain fairly consistent from day to day and week to week.

Peak Period Occupancy of Government-Controlled Parking Spaces

Table 7 breaks down the peak period parking occupancy figures at each of the individual off-street parking facilities controlled by the local government authorities. Overall the government-controlled off-street parking spaces were only 63% occupied during the peak activity period. However, many of the Town owned facilities were well utilized during the peak hour (73%), most notably the South Main Street Lot and the Pennsylvania Lot located on Pennsylvania Avenue; the South Main Street Lot was 100% occupied at the time of the survey. This high level of usage is a reflection of the close proximity of the South Main Street Lot to popular shopping and dining destinations along Main Street. The Bond/Thomas Lot was the least utilized Town-controlled facility. The County-controlled lots at the Risteau Courthouse, the Administration building, the Health

Table 7: *Peak Period Occupancy of Government-Controlled Off-Street Parking Spaces*

Government Parking Facilities & Spaces	Facility Capacity	Space Type & Designation	Peak Occ. (11AM)	Peak Occ. %
Town Operated Facilities				
1. Burns Alley	19	Metered	15	80%
2. Bond/Thomas Meter Lot	85	Metered and Permit	51	60%
3. Hickory Lot	114	Permit Only	80	70%
4. Lee Street Lot	24	Permit Only	19	80%
5. Pennsylvania Lot	62	Visitor and Permit Parking	56	90%
6. South Main St. Lot	18	Metered	18	100%
7. Hickory Street Parking Garage	147	Metered	103	70%
Subtotal	**469**		**342**	**73%**
County Operated Facilities				
7. Hickory Street Parking Garage	883	County Leased Spaces	397	45%
8. Risteau Bldg. County Lot	200	Visitors and Permit Parking	180	90%
9. County Health Dept. Lot	94	Visitors and Permit Parking	66	70%
10. County Administration	103	Visitors and Permit Parking	93	90%
11. County Overflow	94	Permit Only	89	95%
12. Burns Alley - Sheriff's Lot (east)	27	Reserved - Sheriff's Office	26	95%
13. Sheriffs Dept. (west)	8	Reserved - Sheriff's Office	8	100%
14. Harford Armory	32	Visitor	1	4%
15. Former Board of Ed Build.	22	Transfer to Private Use	----	-----
16, Habitat for Humanity	28	Staff	25	90%
18. Former Board of Ed Build.	11	Transfer to Private Use	----	-----
19. Harford Historical Society	42	Permit Only	6	15%
20. Health Dept.	23	Staff	22	94%
21. Health Dept.	42	Staff	39	93%
Subtotal	**1,609**		**952**	**59%**
State Operated Facilities				
17. Risteau Bldg. State Lot	60	Visitors and Permit Parking	54	90%
TOTAL	**2,138**		**1,348**	**63%**

Department buildings and on East Courtland Street (i.e. the County Overflow Lot) were the most used of all the County off-street facilities. In contrast, the County-controlled spaces inside the Hickory Street Parking Garage were only 45% occupied which suggests that while these spaces were all assigned to employees and agency offices, the permit holders for these spaces apparently exhibit more transient type parking behaviors during the work day.

On-Street Parking Space Turnover

Another indicator of parking demand is the frequency of parking space turnover. Time limits are imposed on conveniently located on-street parking spaces in order to promote continuous turnover in the use of the spaces. Low occupancy or underutilization of on-street spaces indicates that the demand for short-term parking might be lacking. The reason for the low demand could either be that the location of the spaces are too remote from popular Town Center trip destinations or that the time limits imposed on the spaces might be too short to effectively suit most of the potential users. Evidence of low space turnover and/or excessive time limit violations indicates that users are either feeding the meters beyond the posted time limits or simply ignoring applicable parking regulations because on-street parking enforcement is irregular or ineffective.

In order to evaluate the turnover of on-street parking, DESMAN supervised an hourly survey of vehicles parked along a three block stretch of Main Street. This survey was completed on the same day that the other parking space occupancy survey was conducted. For this survey, the license plates of every vehicle found parked at each on-street parking space in the survey zone was documented on an hourly basis between 8AM and 4PM. By identifying vehicles in this manner it is possible to recognize when and how often new parkers occupied each space. Conversely, the survey also exposed instances where the same vehicle remained parked in the same space and when such vehicles remain parked at the space beyond the legally posted parking time limit. Since the time limit for parking at all of the on-street spaces within the Main Street survey zone is 2-hours, no user is legally allowed to remain parked in the same on-street space beyond this timeframe even if they continue to pay the meter. Therefore, in theory, an optimal use scenario for these 2-hour metered spaces would show each space turning over four times during the eight hour enforcement period.

Table 8 shows the results of the parking turnover survey. The survey reveals that 88% of the parked vehicles were compliant with the 2-hour time limit regulation. The average duration of stay for the entire Main Street survey zone was 1.62 hours per vehicle. The 78 spaces in the Main Street survey zone turned over on an average of 3.28 times during the eight hour enforcement period. A total of 12% of the 178 different vehicles that parked in the zone violated the 2-hour time limit by remaining parked for three hours or more and of this total our surveyors observed that only a small number of vehicles parked in violation of the time limit had been issued a parking citation. This suggests that enforcement of the parking regulations may be ineffective. For efficient enforcement of the parking regulations, 20-30 tickets should have been issued to the noncompliant drivers of these cars.

Table 8: *On-Street Parking Space Turnover on Main Street (Lee Street to Churchville Road)*

City Block #	Street Side	On-Street Spaces	Duration of Stay (Hours) 1	2	3	4	5	6	7	8	Total Veh. Parked	Average Duration	Per Space Turnover
16	S	7	24	9	1	0	0	0	0	0	34	1.32	4.86
17	S	13	29	11	2	3	2	0	1	1	49	1.92	3.77
20	S	15	29	4	1	1	0	0	1	0	36	1.42	2.40
13	N	15	31	8	0	3	0	0	0	0	42	1.40	2.80
12	N	11	36	6	1	2	1	0	0	0	46	1.39	4.18
11	N	6	15	3	1	1	1	0	0	1	22	1.86	3.67
11	W	11	14	7	0	3	1	0	0	2	27	2.26	2.45
TOTAL		78	178	48	6	13	5	0	2	4	256	1.62	3.28
% of Total Vehicles Parked			*70%*	*19%*	*2%*	*5%*	*2%*	*0%*	*1%*	*2%*			

Existing Parking Supply Surplus/(Deficit) Summary

Before summarizing our findings regarding the overall and localized parking supply surplus/deficit in the Town Center, the concept of *"Practical Capacity"* must be explained. Practical capacity is a term that simply applies to the optimal operating level of service of a parking facility or parking system. As the parking occupancy level of a garage, lot, or of an entire parking system approaches full capacity, drivers experience increased difficulty finding vacant spaces. Their

search for an unoccupied parking space takes up more time, they usually slow their rate of travel through a parking facility, and they frequently have to re-circulate through previously traveled traffic aisles in a facility. These behaviors often cause vehicle-to-vehicle and vehicle-to-pedestrian circulation conflicts and generally create traffic congestion as prospective parkers sometime stop and wait in traffic aisles for departing drivers to get in their vehicle and vacate a space. Such circumstances frustrate both arriving and departing drivers, particularly those who are pressed for time and only need to park for a very short period. Such circumstances will cause the operational effectiveness and efficiency of a parking facility or parking system to decline significantly. When this condition occurs the parking facility or parking system has in effect reached its practical capacity despite the fact that some unoccupied parking spaces are still available.

The *"Practical Capacity"* is reached whenever 90% to 95% of the total capacity of a parking facility or of an entire parking system is occupied. In recognition of the aforementioned negative consequences, it is common for parking supply and demand studies like this to establish the practical capacity, rather than the actual capacity, of a parking facility or parking system when evaluating the sufficiency of an area's parking supply. For the purpose of this study, a practical capacity factor of 10% has been applied to our analysis of the prevailing parking supply and demand conditions in the Town Center of Bel Air. This means, for example, that if a parking facility in Bel Air has an actual 100-space parking capacity this study will assume that the facility is effectively filled to capacity when 90 of the 100 actual spaces in the facility become occupied. Adopting this approach will permit the entire system of public parking facilities in the Town Center to be evaluated based on a design requirement needed to maintain a 10% parking space capacity cushion above and beyond the Town Center's normal peak parking demand levels.

Table 9 summarizes our findings regarding the overall and localized parking supply surplus/deficit in the Town Center. Overall the Town Center has a total of 4,186 actual parking spaces (i.e. including all public and private off-street spaces as well as all metered and legal non-metered on-street spaces) which translates

Table 9: *Existing Town Center Parking Supply Surplus/(Deficit) Summary*

Sub-Area/ Block #'s	EXISTING PARKING CONDITIONS										
	On-Street Spaces			Off-Street Spaces			Total Spaces	Practical Capacity	Total Peak Occ.	Total Peak Occ. %	Current Space Surplus/ (Deficit)
	Spaces	Peak Occ.	Occ. %	Spaces	Peak Occ.	Occ. %					
SUB-AREA 1 (South-West)											
1	0	0	0%	0	0	0%	0	0	0	0%	0
2	15	4	27%	130	56	43%	145	131	60	41%	71
3	44	21	48%	73	48	66%	117	105	69	59%	36
4	0	0	0%	169	115	68%	169	152	115	68%	37
5	27	8	30%	289	177	61%	316	284	185	59%	99
6	44	18	41%	260	204	78%	304	274	222	73%	52
7	13	2	15%	153	102	67%	166	149	104	63%	45
Subtotal	**143**	**53**	**37%**	**1,074**	**702**	**65%**	**1,217**	**1,095**	**755**	**62%**	**340**
SUB-AREA 2 (South-East)											
10	0	0	0%	122	116	95%	122	110	116	95%	(6)
11	16	15	94%	99	68	69%	115	104	83	72%	21
15	7	5	71%	250	165	66%	257	231	170	66%	61
16	8	6	75%	158	107	68%	166	149	113	68%	36
Subtotal	**31**	**26**	**84%**	**629**	**456**	**72%**	**660**	**594**	**482**	**73%**	**112**
SUB-AREA 3 (Central-East)											
12	12	8	67%	76	53	70%	88	79	61	69%	18
13	21	9	43%	162	105	65%	183	165	114	62%	51
17	13	13	100%	33	16	48%	46	41	29	63%	12
18	0	0	0%	1,092	537	49%	1,092	983	537	49%	446
19	0	0	0%	114	54	47%	114	103	54	47%	49
20	15	5	33%	197	143	73%	212	191	148	70%	43
Subtotal	**61**	**35**	**57%**	**1,674**	**908**	**54%**	**1,735**	**1,562**	**943**	**54%**	**619**
SUB-AREA 4 (North-West)											
8	9	1	11%	18	14	78%	27	24	15	56%	9
9	8	5	63%	193	113	59%	201	181	118	59%	63
14	16	2	13%	94	45	48%	110	99	47	43%	52
21	21	7	33%	215	77	36%	236	212	84	36%	128
Subtotal	**54**	**15**	**28%**	**520**	**249**	**48%**	**574**	**517**	**264**	**46%**	**253**
TOTAL	**289**	**129**	**45%**	**3,897**	**2,315**	**59%**	**4,186**	**3,767**	**2,444**	**58%**	**1,324**

into a calculated practical capacity of 3,767 spaces (90% of total of the actual spaces). Once this practical capacity supply total of 3,767 spaces is matched with the 2,444 spaces that were observed to be occupied or utilized during the peak demand period, an overall parking supply surplus of approximately 1,324 spaces appears to currently exist in the Town Center study area.

The existing parking situation in the Town Center of Bel Air is interesting because there is a general belief that parking spaces are scarce. However, the data tells a different story: There is a large amount of on-street and off-street parking available, but much of it is not being utilized. This may be a result of some of the parking not being in a convenient location to where people want to be, so there is a perception that there aren't enough available parking spaces. Active areas within the Town Center include the Courthouse and County Administration building where surface lots provide spaces mostly to County employees. There is also a lot of activity along Main Street which is mostly served by on-street spaces. It seems as though people are not utilizing all of the on-street spaces. They may only be using the on-street spaces within a one block radius of their destination. The same is true for the off-street spaces.

Another possibility for the perceived shortage of parking has to do with how the spaces controlled by the County are allocated to employees and visitors. At most County-controlled parking facilities the number of parking spaces available for visitors to use are considerably less than the volumes of visitors the County buildings typically generate. At the same time, some employee permit spaces are vacant. Additional information about the County employee and visitor populations needs to be gathered and examined to fully understand the degree to which visitors to County buildings are presently underserved by current visitor parking provisions.

FUTURE PARKING CONDITIONS

Planned and Proposed Future Projects

The Town Planning and Community Development Department identified 28 different properties or project sites within the Town Center study area that are expected to experience some type of significant land use change in the future. Several new buildings are slated to be developed; some buildings will be demolished and the current use of other buildings will change. In order to assess the significance these future projects might have on the existing parking supply and demand in the Town Center, DESMAN assembled pertinent project-specific information relating to the nature, scope, scale and site limits of each project. While the majority of the information collected about the projects came from Town Planning and Community Development employees, there were some instances where the project information was gathered from other governmental entities and other parties directly involved with the subject projects.

All of the future projects have been placed into one of four different descriptive categories. The four categories include projects and properties where the following is expected to take place:

- the occupancy of an existing building changes but the general land use for the building remains unchanged.
- the land use of an existing building will completely change in the future.
- new buildings will be developed.
- existing buildings will be demolished.

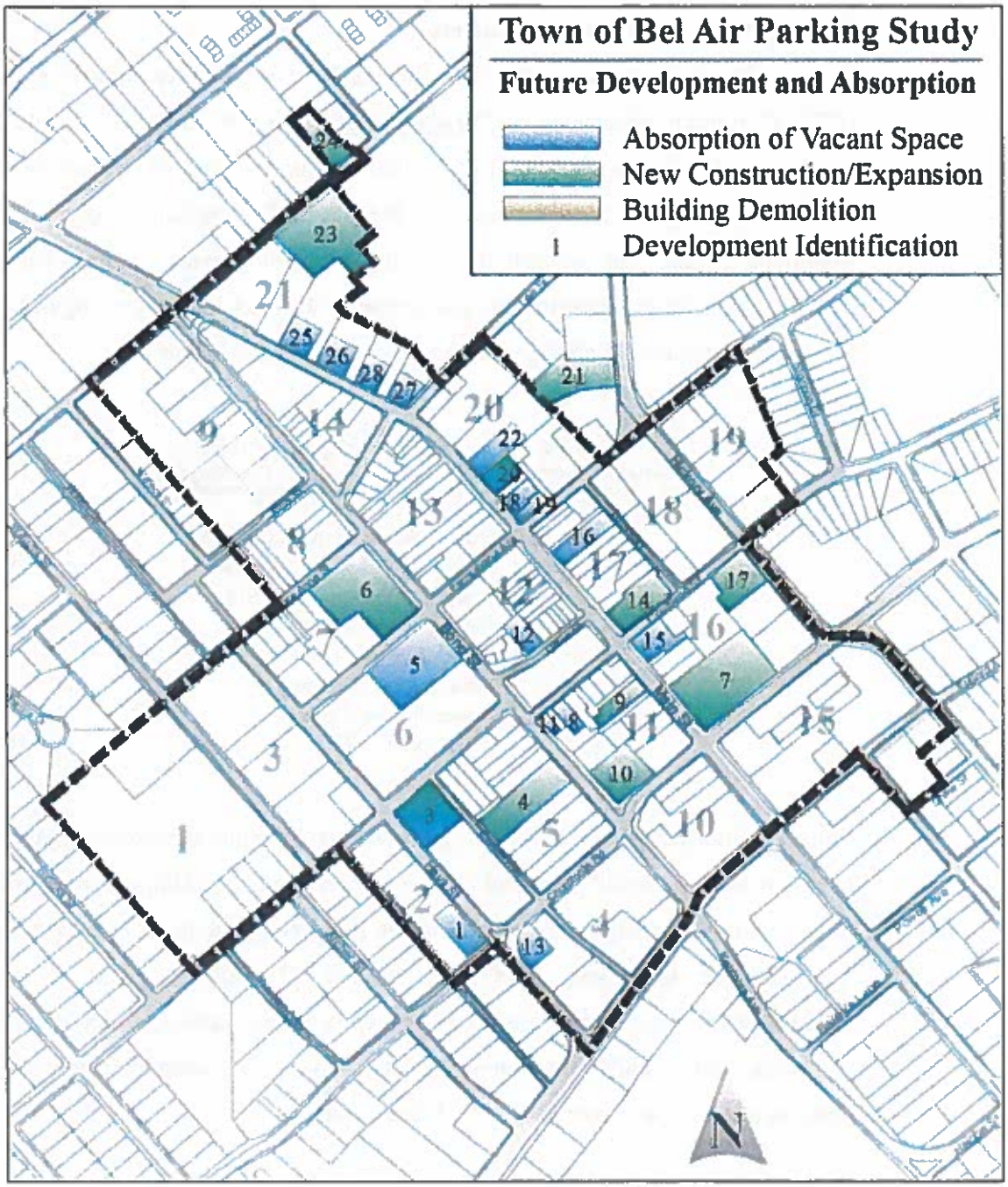
Table 10 lists the 28 different future projects. Each project has been given an identification number and the locations of all the projects are mapped on **Exhibit 5**. The projects will impact 11 of the 21 City Blocks in the Town Center study area. DESMAN was provided the basic mix of land uses assumed to be

Table 10: *Listing of Planned and Proposed Town Center Projects*

City Block #	Map ID #	Project Address/ Name	Existing Condition				Description of Future Project Land Use						Estimate Parking Impact	
			Existing Bldg SF	Current Occupied SF	Vacant Bldg. SF	Existing Parking Spaces	Absorbed Vacant SF	New Bldg Constr. SF	Demo. Bldg SF	Parking Gain/ (Loss)	Land Use Change Existing Use to Future Use	Year of Impact	Peak Parking Demand Factors	Adjusted Future Demand
County Health Department Functions to Relocation outside of the Town Center														
2	1	120 Hays Street	13,240		13,240	82	13,240			0	Govt. Off. to Office	2008	-1.31	-17
4	13	39 Churchville Road	N/A				N/A					2008		0
5	2	119 Hays Street	17,466	17,466	0	65			-17,466	53	Govt. Off. to Pkg. Lot	2008	4.15	-72
20	18	5 N. Main Street	N/A	5,939			5,939				Govt. Off. to Office	2008	-1.31	-8
20	19	1 N. Main Street	N/A	3,440			3,440				Govt. Off. to Office	2008	-1.31	-5
Harford County Administration Building to relocation numerous County offices to new main building														
6	5	2 S. Bond Street	140,000	124,395	15,605	60	15,605			0	Govt. Off. to Govt. Off.	2014-16	3.02	0
11	11	29 W. Courtland Street	6,120	6,120	0	0	6,120				Govt. Off. to Office	2009	-1.31	-8
12	12	18 Office Street	13,272	13,272		0	7,522				Govt. Off. to Office	2009	-1.31	-10
16	7	New Co. Admin. Bldg				112		170,000		(80)	New Govt. Off.	2009	4.15	706
16	15	101 S. Main Street	16,632	6,800		0	9,832				Govt. Off. to Office	2009	-1.31	-13
17	14	45 S. Main Street	32,966	16,600	0			40,000	-32,966		Mixed Use	2010		
						10		*30,000*		(10)	*New Office*		4.15	-42
								10,000			*New Retail*		1.93	19
17	16	15 S. Main Street	Unknown	5,030		0	5,030				Govt. Off. to Office	2009	-1.31	-7
State of Maryland District Court Development														
7	6	6 N. Bond Street (Hardware)	28,125	28,125	0	44		82,862	-28,125	(44)	Retail to New Govt. Off.	2014-16	3.02	203
County Board of Education														
16	17	102 S. Hickory Avenue				0		73,122		5	New Govt. Office	2007	4.15	303
20	22	23 N. Main Street	13,000	3,600	9,400	42	9,400			0	Govt. Off. to Office	2007	-1.31	-12
21	23	45 W. Gordon Street	14,060	0	14,060	22		8		16	Govt. Off. to Residential	2007	1.73	14
21	24	54 W. Gordon Street	2,840	0	2,840	11		12		12	Govt. Off. to Office	2007	1.00	12
21	25	115 N. Main Street	6,440	0	6,440		6,440				Govt. Off. to Office	2007	-1.31	-8
21	26	125 N. Main Street	2,700	0	2,700	25	2,700				Govt. Off. to Office	2007	-1.31	-4
Private Development Projects														
5	3	143 Thomas Street	6,000		6,000	22		29,000	6,000	n/a	Mixed Use	2008		
								13,750			*New Office*		2.84	39
								13,750			*New Restaurant*		14.30	197
								1,500			*New Residential*		2	3
5	4	120 S. Bond Street				39		10,000		39	Restaurant - McGerk's Grill	2007	14.30	143
11	8	31 W. Courtland Street	1,346	400		15	946				Govt. Off. to Office	2008	-1.31	-1
11	9	112-116 S. Main Street	9,000	9,000	0	0		20,000	-9,000		Mixed Use	2008		
								10,000	*-9,000*		*New Office*		2.84	3
								5,000			*New Retail*		1.93	10
								8			*New Residential*		1.73	14
11	10	121 S. Bond Street -- Shell Gas	2,200		2,200	0		20,000	-2,200		Mixed Use	2008		
								10,000			*New Office*		2.84	28
								5,000			*New Retail*		1.93	10
								8			*New Residential*		1.73	14
20	20	17-19 N. Main Street	3,500	0	3,500	0	3,500	3,000			Restaurant - Senor McFaul's	2007	14.30	93
20	21	28 Hickory Avenue				0		20,000		30	New Medical Off.	2007	3.53	71
21	27	101 N. Main Street	30,000	8,000			22,000			17	Mixed Use	2008		
							20,000				*New Office*		2.84	57
							10,000				*New Retail*		1.93	19
21	28	103 N. Main Street	10,000	0			10,000			17	Mixed Use	2008		
							6,667				*New Office*		2.84	19
							3,333				*New Retail*		1.93	6

incorporated in several "Mixed Use" projects,. However, specific details about noted land use components of these projects were not provided. Therefore, DESMAN made assumptions about the square footage of these projects devoted to office, retail, restaurant spaces and residential unit count.

Exhibit 5: *Locations of Planned and Proposed Town Center Projects*



Parking Needs of the Future Projects

Parking demand factors contained in the Institute of Transportation Engineers (ITE) 3rd Edition publication of ***Parking Generation*** were used to estimate the parking needs of each future project. Following are the parking demand factors that relate to the array of land uses of the future development projects. It is important to note that the ITE publication does not provide a single parking demand factor for the generic retail use category. Instead, unique parking demand factors are provided for all the various types of retail establishments.

ITE Parking Demand Factors	Future Development Project Land Uses Components (Unit Measure)
4.15	Govt. Office (per 1,000 SF)
2.84	Office - Suburban (per 1,000 SF)
3.02	Judicial Complex (per 1,000 SF)
3.53	Medical Office (per 1,000 SF)
14.30	Restaurant (per 1,000 SF)
17.30	Bar/Lounge (per 1,000 SF)
1.00	Suite Hotel (per Rooms)
1.73	Residential (per Units)
1.93	Retail (per 1,000 SF)

Since the information DESMAN has gathered for the future development projects simply reference "retail" as a land use component, no single ITE parking demand factor could be appropriately applied to the retail components of noted projects. To overcome this issue DESMAN selected 12 different types of retail establishments (i.e. bank, bookstore, pet, apparel, electronics, office supplies, pharmacy, video, children's stores, etc.) to arrive at an average retail parking demand of 1.93 spaces per 1,000 SF of retail space.

Another issue that came into play that relates to the parking needs of each future project was the fact that in several cases the required information regarding various aspects of some projects was unavailable. For example, it was reported that a new 20,000 SF building will be developed at 121 South Bond Street (i.e. the

Shell Service Station site). This project was reported to be a mixed use development that will include some office, restaurant and residential land uses. However, the amount of office and retail space as well as the number of residential units to be included in the project was not provided. Since such information has to be included in the future parking demand model, DESMAN made assumptions about the amount of square footage that would presumably be dedicated to the office and retail uses and also how many residential units the project would have. Recognizing that our assumptions might not be in keeping with the latest thinking of the Town of Bel Air or the project developer, we have cited all the projects for which such assumptions were made so each could be easily reviewed and evaluated. Also since many of the projects have not been fully planned, details were rarely provided as to whether required parking would be provided or if the existing parking spaces at the project site would be preserved or eliminated. In all but a few of these instances DESMAN made no attempt to assume that the subject projects would provide any additional spaces. Unless total redevelopment was proposed for a site, DESMAN assumed that the existing parking would be retained on site to serve the new or expanded future use.

All of the future projects fall into one of several general categories. The first category is simply a change in the occupancy of an existing building without a change in the land use of the building. This category includes the buildings that were vacant or will be vacated by a private or governmental entity and are expected to be reoccupied by the same or similar type of tenant in the future. An example of this type of future change would be the office buildings in the Town Center that were previously leased by the Harford County Board of Education. The amount of vacated office square footage remains fixed, and it has been assumed that the vacant office will be re-absorbed by another unnamed office tenant. Generally, future projects that fall into this category are not expected to alter the current supply and demand for parking at its location since the assumed demand for parking by the old and new office space tenants is the same. The only

exception to this line of thinking is that office space occupied by government entities is usually more densely occupied by office workers, and government office space usually generate higher numbers of visitors than offices occupied by private entities.

The ITE parking demand factor for general office space is 2.84 while the factor for government office space is 4.15. Where office space was vacated by a government entity and assumed to be reoccupied by a non-governmental entity the difference between the two parking demand factors (1.31 space per 1,000 SF) represented the "*Adjusted Future Parking Space Demand*" during the peak period in the vicinity of the subject building. Such an adjustment has been applied to most of the affected properties that the Hartford County Health Department will vacate when it moves out of the Town Center in 2008 and when various other Harford County offices vacate several leased office buildings in the Town Center as part of the plan to build a new County Administration building.

The second category of future projects is comprised of the building or properties where the present land use will completely change in the future. The possibility that two buildings owned by the Hartford County Board of Education on Gordon Street will be transformed from office space to residential units and/or a bed & breakfast hotel are examples of properties listed in this category. The adjusted future parking demand for the projects that fall into this category were derived in the same manner used for the first category projects.

The third category of future projects includes the new buildings slated to be developed in the Town Center. The new Harford County Administration Building and the office building proposed to be developed on Hickory Avenue are two examples of future projects that fall into this category. These projects will bring a new, and in most cases, a more intensive land use activity level to different areas of the Town Center. In the case of the County Administration Building project,

DESMAN also assumed that nearly all of the existing surface parking lot spaces will be permanently loss while the demand for parking in the future at the same site will increase dramatically.

The last category of future projects refers to a single property, the Harford County Building located at 119 Hays Street, that will be demolished in 2008 when the Health Department offices move to a location outside the Town Center. In this case, DESMAN estimates that approximately 53 additional parking spaces could be gained on-site once the existing building is demolished. This relocation of the Health Department offices will reduce the existing peak period parking demand in the vicinity of the site. Since the exact number of employees and daily visitors to this particular Health Department site is unknown, DESMAN used the ITE parking demand factor of 4.15 spaces per 1,000 SF to estimate that 72 of the currently occupied parking spaces during the peak demand period will no longer be consumed by Health Department employees and visitors.

The isolated parking demand impact of each individual project involving new construction, redevelopment, and changes of land use was then considered in the context of the city block where the projects are planned. The analysis took into account the following circumstances:

- the adjusted future parking space demand that would be produced by the subject projects or properties,
- the amount of existing parking spaces that would be gained or loss as a result of the subject projects or properties,
- the current peak period parking supply or deficit for the city block where the subject projects or properties will be located.

The sum of these circumstances led to a block by block estimate of the projected peak period parking space surplus or deficit.

Parking Space Supply Surplus/(Deficit) Caused by Future Projects

The future parking demand analysis focuses on the probable circumstances that will exist in the Town Center during the peak activity period on weekdays when all of the planned and proposed projects are completed. The existing peak period parking occupancy of all the on- and off-street parking spaces within the Town Center serves as the base condition to which the calculated parking supply and demand changes caused by the future projects were added.

Table 11, which is formatted to span the next two pages, shows details and assumptions made about each of the future projects. Besides quantifying the nature, scope and land use unit quantities for each project, the table also quantifies the "Adjusted Future Parking Demand" or space requirement for each project and the "Space Gain/(Loss)" that will result from each project. For example, the proposed 170,000 square foot County Administration Building project (map #17) slated to be developed on City Block 16 will cause a net loss of approximately 80 existing parking spaces at the County Overflow Lot #11.

Collectively, the 28 different future projects are expected to create a total need for 1,805 parking spaces (i.e. column A) in the 11 affected city blocks. However, the same collection of projects is expected to provide a total gain of only 16 spaces (i.e. Column B) in the Town Center. Consequently, these future projects are expected to generate a total need for approximately 1,789 (i.e. 1,805 -16 = 1,789) parking spaces.

In order to determine the degree to which the current supply of parking in the Town Center might be able to serve the parking needs of the future projects, the

Table 11: *Calculated Block by Block Parking Supply Surplus(Deficit) caused by the Planned and Proposed Town Center Projects*

Block #	Map ID #	Project Address/Name/ *Land Use Mix/sq.ft./units*	Project Description	Project Details & Assumptions					Current & Future Parking Supply/Demand by Block				
				New Construction/ Rehabilitation SF	Existing Building Demolition SF	Vacant Space Absorption SF	A Adjusted Future Space Demand	B Space Gain/(Loss) from Project	C Existing Parking Spaces	D (C x 90%) Practical Supply Capacity	E Current Peak Period Space Occ.	F (D)-(E) Current Space Surplus/ (Deficit)	G (F)+(B)-(A) Future Space Surplus/ (Deficit)
2	1	120 Hays Street	New Tenant in vacated by Health Depart.	0	0	13,240	(17)	0	145	131	60	71	88
Sub-Area 2				**0**	**0**	**13,240**	**(17)**	**0**	**145**	**131**	**60**	**71**	**88**
4	13	39 Churchville Road	New Tenants in vacated County Offices	0	0	N/A	0	0	169	152	115	37	37
Sub-Area 4				**0**	**0**	**0**	**0**	**0**	**169**	**152**	**115**	**37**	**37**
5	2	119 Hays Street	Expanded Parking - Health Depart. Demo	0	(17,466)	0	309	53	316	284	185	99	(157)
	3	143 Thomas Street *New Office* 13,750 *New Restaurant* 13,750 *New Residential* 1,500	Private Dev. - New Mixed Use Development	29,000	6,000	0		N/A					
	4	120 S. Bond Street	MaGerk's Grill - Revitalization	10,000	0	0		Unknown					
Sub-Area 5				**39,000**	**(11,466)**	**0**	**309**	**53**	**316**	**284**	**185**	**99**	**(157)**
6	5	2 S. Bond Street	MD State Dist. Court Relocation	0	0	15,605	0	0	304	274	222	52	52
Sub-Area 6				**0**	**0**	**15,605**	**0**	**0**	**304**	**274**	**222**	**52**	**52**
7	6	6 N. Bond Street	MD District Court at Hardware Site	82,862	(28,125)	0	203	(44)	166	149	104	45	(202)
Sub-Area 7				**82,862**	**(28,125)**	**0**	**203**	**(44)**	**166**	**149**	**104**	**45**	**(202)**
11	8	31 W. Courtland Street	New Tenant - vacated by Health Depart.	0	0	946	69	0	115	104	83	21	(48)
	9	112-116 S. Main Street *New Office* 10,000 *New Restaurant* 5,000 *New Residential* 8	Private - Revitalization	20,000	(9,000)	0		0					
	10	121 S. Bond Street – Shell Gas *New Office* 10,000 *New Restaurant* 5,000 *New Residential* 8	Private - New Development	20,000	(2,200)	0		Unknown					
	11	29 W. Courtland Street	New Tenants - vacated County Space	0	0	6,120		0					
Sub-Area 11				**40,000**	**(11,200)**	**7,066**	**69**	**0**	**115**	**104**	**83**	**21**	**(48)**
12	12	18 Office Street	New Tenants - vacated County Space	0	0	7,522	(10)	0	88	79	61	18	28
Sub-Area 12				**0**	**0**	**7,522**	**(10)**	**0**	**88**	**79**	**61**	**18**	**28**

Table 11: *Calculated Block by Block Parking Supply Surplus/(Deficit) caused by the Planned and Proposed Town Center Projects* ***(Continuation)***

Block #	Map ID #	Project Address/Name/ *Land Use Mix/sq ft./units*	Project Description	Project Details & Assumptions: New Construction/ Rehabilitation SF	Existing Building Demolition SF	Vacant Space Absorption SF	A: Adjusted Future Space Demand	B: Space Gain/(Loss) from Project	Current & Future Parking Supply/Demand by Block: C: Existing Parking Spaces	D: (C x 90%) Practical Supply Capacity	E: Current Peak Period Space Occ.	F: (D)-(E) Current Space Surplus/ (Deficit)	G: (F)+(B)-(A) Future Space Surplus/ (Deficit)
16	7	Proposed Co. Admin. Bldg	Proposed County Admin Bldg	170,000	0	0	996	(80)	166	149	113	36	(1,035)
	15	101 S. Main Street	New Tenants - vacated County Space	0	0	9,832		0					
	17	102 S. Hickory Avenue	New Board of Education Bldg	73,122	0	0		5					
Sub-Area 16				**243,122**	**0**	**9,832**	**996**	**(75)**	**166**	**149**	**113**	**36**	**(1,035)**
17	14	45 S. Main Street *Govt. Off* 30,000 *New Retail* 10,000	County Attorney - vacated Sheriff Space	40,000	(32,966)	0	0	(10)	48	43	29	14	4
	16	15 S. Main Street	New Tenants - vacated County Space	0	0	5,030		0					
Sub-Area 17				**40,000**	**(32,966)**	**5,030**	**0**	**(10)**	**48**	**43**	**29**	**14**	**4**
20	18	5 N. Main Street	New Tenant - vacated by Health Depart.	0	0	5,939	139	0	212	191	148	43	(66)
	19	1 N. Main Street	Health Department Relocation	0	0	3,440		0					
	20	17-19 N. Main Street	Private Renov. Expan. - Senor McFaul	3,000	0	3,500		0					
	21	28 Hickory Avenue	Private Dev. New Bldg	20,000	0	0		30					
	22	23 N. Main Street	New Tenants - vacated by Bd. Of Ed.	0	0	9,400		0					
Sub-Area 20				**23,000**	**0**	**22,279**	**139**	**30**	**212**	**191**	**148**	**43**	**(66)**
21	23	45 W. Gordon Street	New Loft Apts - vacated by Bd. Of Ed.	8	0	0	115	16	236	212	84	128	75
	24	54 W. Gordon Street	New B & B - vacated by Bd. Of Ed.	12	0	0		12					
	25	115 N. Main Street	New Tenants - vacated by Bd. Of Ed.	0	0	6,440		0					
	26	125 N. Main Street	New Tenants - vacated by Bd. Of Ed.	0	0	2,700		0					
	27	101 N. Main Street *New Office* 10,000 *New Retail* 10,000	Spenceola Center, Phase I	0	0	22,000		17					
	28	103 N. Main Street *New Office* 6,667 *New Retail* 3,333	Spenceola Center, Phase II	0	0	10,000		17					
Sub-Area 21				**20**	**0**	**41,140**	**115**	**62**	**236**	**212**	**84**	**128**	**75**
TOTAL							**1,805**	**16**	**1,965**	**1,768**	**1,204**	**564**	**(1,225)**

current peak period parking supply and demand circumstances in the Town Center have to be revisited. Columns C, D, E and F on Table 11 quantify the current parking conditions that exist in each of the 11 City Blocks that will be impacted by the planned and proposed projects. The current peak period parking supply surplus/(deficit) shown in column F is calculated by subtracting the current peak period parking space occupancy (i.e. Column E) from the total practical capacity (i.e. column D) of the all the parking spaces in the same City Blocks.

Finally, Column G shows whether or not the future projects will produce a peak period parking supply surplus or deficit at the 11 affected City Blocks. Collectively the 28 future projects expected to be implemented in the Town Center will create a 1,225-space parking supply deficit at the affected City Blocks.

Exhibit 6 graphically illustrates that 11 of the 21 City Blocks that comprise the Town Center parking study area will be impacted by these future projects and that 5 of the 11 affected City Blocks are projected to have a peak period parking supply deficit. City Block 16, which is where Harford County is proposing to construct a new 170,000 square foot administration building, is projected to have the largest parking supply deficit (1,035 spaces) in the Town Center. The exhibit also shows that nearly all the city blocks which will not be directly impacted by future projects have a peak period parking space surplus. Consequently, the parking supply deficit expected to be created by the future projects can probably be partially offset by the current surplus of parking spaces at other nearby city blocks.

Table 12 provides a tabulated summary of the current and future peak period parking supply conditions for the entire Town Center on a block-by-block basis.

Exhibit 6: *Current and Future Peak Period Parking Space Surplus/(Deficit)by City Block*

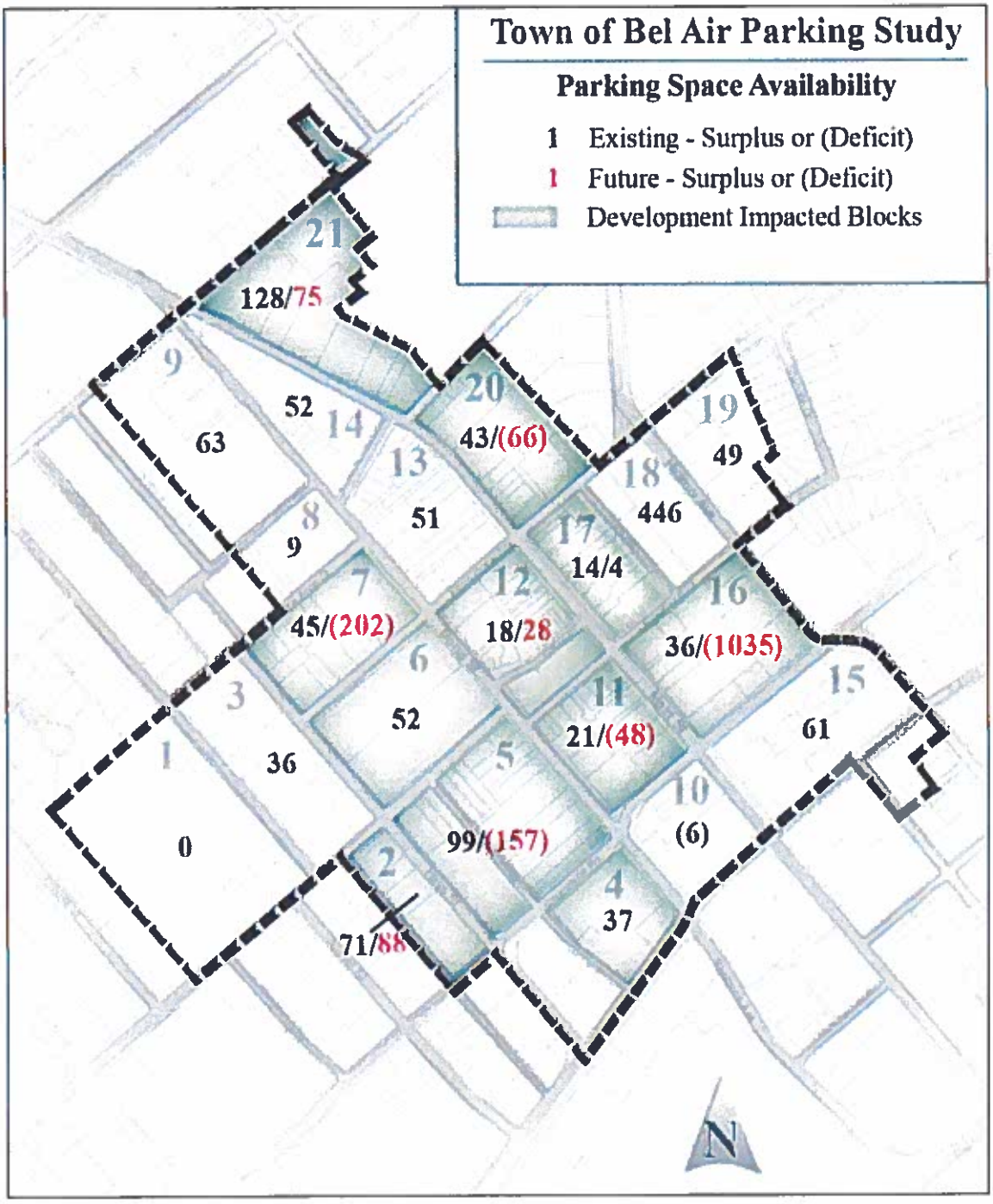


Table 12: *Current and Future Peak Period Parking Surplus/ (Deficit) by City Block*

Sub-Area/ Block #'s	EXISTING PARKING CONDITIONS									ESTIMATED FUTURE CONDTIONS		
	On-Street Spaces		Off-Street Spaces		Total Spaces	Practical Capacity	Total Peak Occ.	Total Peak Occ. %	A Current Space Surplus/ (Deficit)	B Adjusted Future Space Demand	C Space Gain/ (Loss) from Projects	D Future Space Surplus/ (Deficit)
	Spaces	Peak Occ.	Spaces	Peak Occ.								
SUB-AREA 1 (South-West)												
1	0	0	0	0	0	0	0	0%	0			0
2	15	4	130	56	145	131	60	41%	71	(17)	0	88
3	44	21	73	48	117	105	69	59%	36			36
4	0	0	169	115	169	152	115	68%	37	0	0	37
5	27	8	289	177	316	284	185	59%	99	309	53	(157)
6	44	18	260	204	304	274	222	73%	52	0	0	52
7	13	2	153	102	166	149	104	63%	45	203	(44)	(202)
Subtotal	**143**	**53**	**1,074**	**702**	**1,217**	**1,095**	**755**	**62%**	**340**	**495**	**9**	**(146)**
SUB-AREA 2 (South-East)												
10	0	0	122	116	122	110	116	95%	(6)			(6)
11	16	15	99	68	115	104	83	72%	21	69	0	(48)
15	7	5	250	165	257	231	170	66%	61			61
16	8	6	158	107	166	149	113	68%	36	996	(75)	(1,035)
Subtotal	**31**	**26**	**629**	**456**	**660**	**594**	**482**	**73%**	**112**	**1,065**	**(75)**	**(1,028)**
SUB-AREA 3 (Central-East)												
12	12	8	76	53	88	79	61	69%	18	(10)	0	28
13	21	9	162	105	183	165	114	62%	51			51
17	13	13	33	16	46	41	29	63%	12	0	(10)	2
18	0	0	1,092	537	1,092	983	537	49%	446			446
19	0	0	114	54	114	103	54	47%	49			49
20	15	5	197	143	212	191	148	70%	43	139	30	(66)
Subtotal	**61**	**35**	**1,674**	**908**	**1,735**	**1,562**	**943**	**54%**	**619**	**130**	**20**	**509**
SUB-AREA 4 (North-West)												
8	9	1	18	14	27	24	15	56%	9			9
9	8	5	193	113	201	181	118	59%	63			63
14	16	2	94	45	110	99	47	43%	52			52
21	21	7	215	77	236	212	84	36%	128	115	62	75
Subtotal	**54**	**15**	**520**	**249**	**574**	**517**	**264**	**46%**	**253**	**115**	**62**	**199**
TOTAL	**289**	**129**	**3,897**	**2,315**	**4,186**	**3,767**	**2,444**	**58%**	**1,324**	**1,805**	**16**	**(466)**

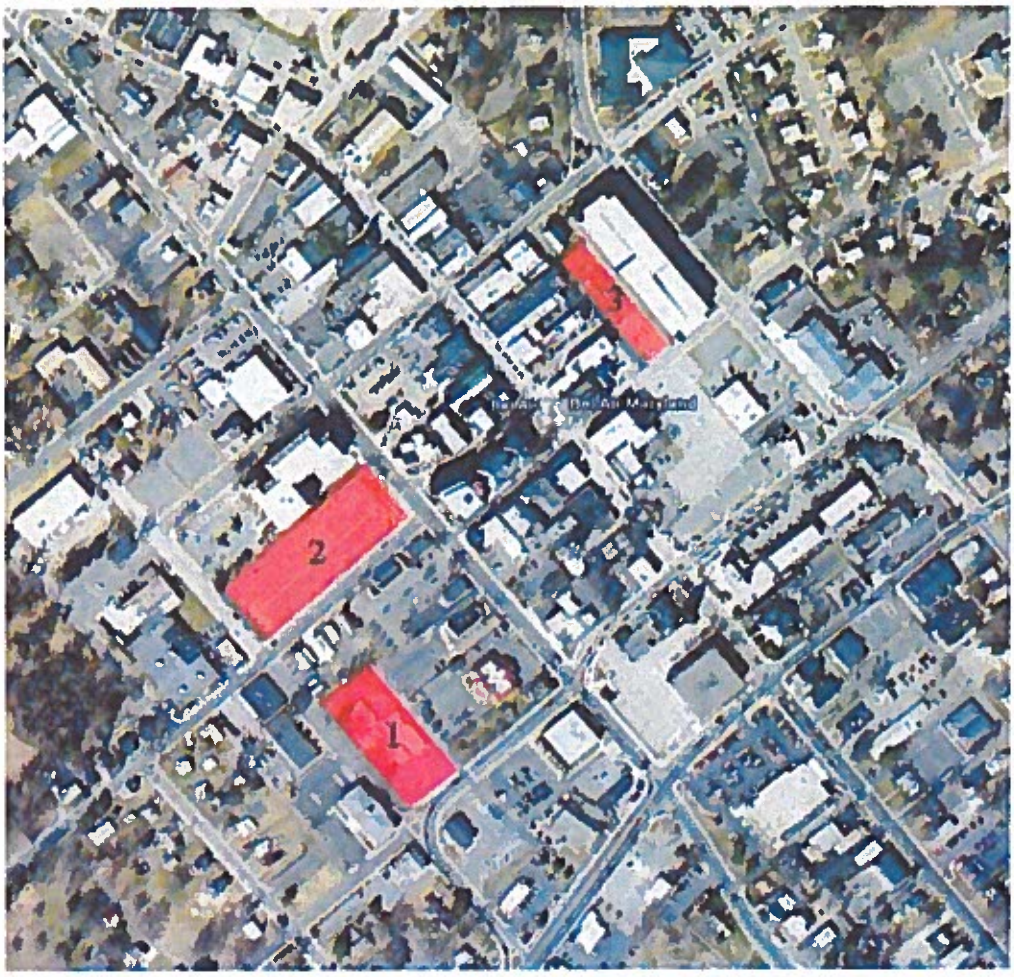
When the current availability of parking during the peak activity period (i.e. Column A) match with the projected future need for parking (i.e. Column B) and the future parking supply changes caused by future projects (i.e. Column C) a total area-wide net parking supply deficit (i.e. Column D) of 464 parking spaces will result.

POTENTIAL PARKING GARAGE DEVELOPMENT SITES

The Town of Bel Air wishes to build another parking garage in the Town Center to address the anticipated parking supply deficit. To this end, DESMAN was asked to assess the physical potential of developing a multi-level parking structure at one of three different sites in the Town Center and to evaluate advantages and disadvantages that each garage development sites might offer. The three sites chosen to be subject to this analysis are listed below and highlighted on **Exhibit 7.**

1. Harford County Health Department Site
2. Mary Risteau Courthouse Building Parking Lot Site
3. Burns Alley Parking Lot Sites (Adjacent to the Hickory Street Garage)

Exhibit 7: *Selected Parking Garage Development Site Alternatives*



Overview of the Potential Parking Garage Development Sites

The County and/or the Town own the majority of real estate at the site. However, there is a privately owned surface parking which abuts the Town owned metered parking lot located along Burns Alley that could be included in the assemblage of land for a garage development at Site 3. Therefore DESMAN considered two different site assembly alternatives for Site 3. The first site configuration alternative included the Town-controlled Burns Alley parking meter lot and the County owned Sheriff's Department Lot while the second site configuration alternative included the privately own parking lot which increased the length of the garage development site by approximately 65 feet. All the selected sites are currently being used for parking but a Health Department building consumes a major portion of the land area at Site 1.

Based purely upon the dimensions of the sites, DESMAN made some immediate assumptions about the probable physical characteristics of a multi-level parking garage at each the site. The length and width of the sites dictated the number of parking bays a garage structure could have at each site. The standard width of the parking is 60 feet wide so approximately 120 feet is generally needed to accommodate a two bay width parking structure.

Once the potential number of bays for parking structure is determined, the length and building height limitation for the sites were incorporated into a parking garage design model to estimate the number of spaces each garage alternative might yield. Using this approach preliminary parking garage descriptions were created for the sites. Since the length of Site 3 could possibly be extended by combining a private land parcel with the property controlled by the Town and County, DESMAN formulated two different preliminary parking garage descriptions for Site 3. These preliminary parking garage descriptions for the three sites are defined on the following pages.

Harford County Health Dept. Site 1

Hayes Street & Churchville Road
(Dimensions 120 X 330 Acres .91 Footprint)

Single Helix 2-Bay Structure

Parking Levels	Spaces Per Lv.	SF Per Level	SF Per Space	Bldg. Height
Roof	121	39,960	330	11
Four	121	39,960	330	11
Three	121	39,960	330	11
Two	121	39,960	330	15
Grade	121	39,960	330	0
Total	**605**	**199,800**	**330**	**48**

Mary Risteau Bldg Parking Lot Site 2

Bond Street & Thomas Street
(Dimensions 120 X 468 Acres 1.2 Footprint)
Single Helix 2-Bay Structure with Retail

Parking Levels	Spaces Per Lv.	SF Per Level	SF Per Space	Bldg. Height
Roof	121	37,400	309	11
Four	188	56,846	302	11
Three	188	56,846	302	11
Two	188	56,846	302	15
Grade	163	49,644	305	0
Subtotal	**848**	**257,582**	**304**	**48**
Storefront Retail Area				
Grade	Retail	7,200	0	0
Total	**848**	**264,782**	**312**	**48**

Hickory St. Garage Expansion Site 3a

Burns Alley Adjacent to Hickory Street Garage

(Dimensions 62 X 280 Acre .39 Footprint)

Single 1-Bay Flat Level Garage Addition

Parking Levels	Spaces Per Lv.	SF Per Level	SF Per Space	Bldg. Height
Roof	49	17,360	354	11
Five	49	17,360	354	11
Four	49	17,360	354	11
Three	49	17,360	354	11
Two	49	17,360	354	11
Grade	49	17,360	354	0
Total	**294**	**104,160**	**354**	**55**

Hickory St. Garage Expansion Site 3b

Burns Alley Adjacent to Hickory Street Garage
(Dimensions 62 X 345 Acre .49 Footprint)

Single 1-Bay Flat Level Garage Addition

Parking Levels	Spaces Per Lv.	SF Per Level	SF Per Space	Bldg. Height
Roof	63	21,390	340	11
Five	63	21,390	340	11
Four	63	21,390	340	11
Three	63	21,390	340	11
Two	63	21,390	340	11
Grade	63	21,390	340	0
Total	**378**	**128,340**	**340**	**55**

Preliminary Development Cost and Garage Design Efficiency

The preliminary cost and physical description for each of the four different parking garage development possibilities is summarized on the table below.

Garage Site	Garage Street Location	Eliminated Existing Spaces	New Garage Spaces	Net New Garage Spaces	Total Structure Sq. Ft.	Parking Area Sq. Ft.	Retail Area Sq. Ft.	Design Efficiency Per Space Sq. Ft.	Estimated Garage Construction Cost @ $40.00 Per SF	Estimated Retail Construction Cost @ $80.00 Per SF	Total Project Cost Estimate *(Including Retail Space)*
1	Hayes/Churchville	68	605	537	199,800	199,800	0	330	$7,992,000	$0	**$7,992,000**
2	Bond/Thomas	200	848	648	264,782	257,582	7,200	304	$10,591,280	$576,000	**$11,167,280**
3a	Burns Alley	43	294	251	104,160	104,160	0	354	$4,166,400	$0	**$4,166,400**
3b	Burns Alley	57	378	321	128,340	128,340	0	340	$5,133,600	$0	**$5,133,600**

Note: The cost estimate related to the Retail Space assumes area will be unfinished shell space with required basic mechanical systems.

Site Evaluation Criteria

In an effort to effectively evaluate and compare each site, a number of evaluation criteria were developed. Note that these criteria reflect a subjective attempt to evaluate, rate and compare a great number of physical and developmental impacts associated with parking garage construction. As such, those with a different perspective may agree or disagree with the criteria or even the rating system. Nonetheless, DESMAN attempted to obtain as much information about each site in an effort to comprehensively compare and contrast the advantages and disadvantages. A brief description of the criteria DESMAN used to evaluate the different parking garage development possibilities follows.

Site Configuration - This criterion refers to the dimensions of the site. Parking structures are best suited to development footprints that are, in general, relatively flat, and have minimum dimensions of 120 ft. wide by 220 ft. long. This accommodates the efficient and cost-effective design of drive isles, parking stalls, ramp slopes, vehicle turning radius, pedestrian amenities, control equipment, and other access, circulation and structural requirements. A high score means the site,

or development footprint, would permit the construction of a very efficient parking structure.

Potential Parking Capacity - This criterion incorporates both the efficiency of design (see site configuration) and height limitation guidelines. If a site presents an efficient footprint for development, design maximizes the number of parking spaces on each floor or level of the structure. Historically, the Town of Bel Air has prohibited any building from being constructed that would exceed the 50 foot height of the Old Courthouse. This means that a new parking garage could not have more than 5 supported parking levels above. Also, depending on the site and physical and visible proximity of other historic buildings in the vicinity, the height of a garage structure may have to be restricted further. Fewer parking levels means a structure will have fewer parking spaces. A high score means the site could support a large number of parking spaces while a low score means the site could support a small number.

Ability to Mask Garage's Negative Visual Impacts - While the facades of parking structures have improved greatly in recent years, sites that have a greater potential to hide or mask much or all of the garage are more desirable than those that do not. As such, sites that exist behind buildings or can "fill the gap" caused by undeveloped or under developed properties are more desirable. A site that can be easily masked received a higher score than a site which cannot.

Adjacency to Parking Need – This criterion reflects the proximity of the parking structure to surrounding parking demand. This becomes significant when analyzing future parking deficits that will result from other development that is or will take place. Sites were given favorable ratings if they were near city blocks with a parking deficit or were able to satisfy more than one block with a shortfall of spaces.

Construction Costs – This includes all costs associated with the development of each parking garage and is based on $40 per sq. ft. for parking and $80 per sq. ft. of retail space as well as the number of levels (height) and footprint (area) included in the design.

Design Efficiency – This relates to the ratio of total square footage of the structure to the number of spaces or capacity that can be achieved within the design and functionality of the given structure. Better efficiencies (with lower sq. ft. figures per space) received higher ratings as they required the least sq. ft. per space.

Displacement of Existing Spaces – The number of currently used parking spaces that will be lost as a result of the construction/development of the new parking structure.

Demolition Requirements - Sites which require the City to demolish existing structures receive lower scores than sites that are undeveloped or presently support surface parking.

Vehicular Accessibility - Sites with poor access to major commercial roadways or sites that require access in/through residential neighborhoods receive lower scores than sites that are adjacent to major roadways. Additionally, facilities located within a one-way system will score lower than those providing two-way access on surrounding streets.

Potential for Mixed Use - This criteria reflects the ability to incorporate ground floor retail, office or community space functions into the parking structure.

Site Evaluation Matrix

With the sites presented and the criteria defined, a scoring matrix was established to evaluate, tabulate and compare the relative value of each site. A scale of 0 to

10 was utilized (0=poor, 10=excellent). As noted in the introduction, scoring is based on the opinion of DESMAN personnel and supported by years of experience in structured parking development and our understanding of the area. As these types of evaluation are subjective, different perspectives could yield different scores. **Table 13** presents the results of the scores for each of the sites. Note that a maximum possible score equals 100.

Table 13 *Parking Development Site Evaluation Matrix*

Site Evaluation Criteria	Potential Parking Facility Sites			
	Garage Site 1	Garage Site 2	Garage Site 3a	Garage Site 3b
Site Configuration *("Developability")*	5	8	7	6
Potential Parking Capacity	8	9	3	5
Ability to Mask Garage's Visual Impacts	5	8	6	6
Adjacency to Parking Need	6	7	9	9
Construction Costs	3	1	8	7
Design Efficiency	6	8	3	5
Displacement of Existing Spaces	5	2	7	6
Demolition Requirements	2	5	8	7
Vehicular Accessibility	5	7	6	6
Potential for Mixed Use Development	1	8	1	1
TOTAL SCORE	**46**	**63**	**58**	**58**
MAXIMUM POSSIBLE SCORE	**100**	**100**	**100**	**100**
PERCENTILE	**46%**	**63%**	**58%**	**58%**

RECOMMENDED PARKING GARAGE DEVELOPMENT SITE

Based on the aforementioned evaluation criteria DESMAN found the Mary Risteau Building parking lot (Site 2) to be the most favorable parking garage development site. A parking garage structure at this site would yield the greatest number of new parking spaces, would offer the best design efficiency, and could include ground level retail space. The site would not require the demolition of existing/significant buildings, site control could be arranged with the County, and, most importantly, the garage would be well positioned to serve the high projected demand for parking within one and a half blocks.

Since Town and County officials generally concurred with DESMAN's recommendation, a refined series of preliminary drawings were developed for a parking development project at this site. In the process of refining the preliminary concept drawings DESMAN discovered that the Development Regulation for Bel Air requires that a structure at this site be setback as much as 25 feet from any front property line. However, since it may be possible to obtain a variance from the setback requirements, DESMAN produced two slightly different conceptual design options for a garage development at this site. The functionality of the two design options is basically the same, but the garage structure shown in the first design option extends to the east and west property line while the length and placement of the garage structure in the second design option respects any 25 foot setback requirement. Both options contain approximately 7,200 square feet of ground level retail space but garage option 1 has more parking capacity by virtue of its added length. **Exhibits 8** though **14** depict the two different preliminary design options for the parking garage development at Site 2. The **Table 14** below provides a physical design and cost comparison of the two potential parking development options for Site 2.

Table 14 *Physical Design and Cost Comparison for the Preferred Garage Development Site*

Garage Option	Risteau Bldg. Preferred Garage Site 2	Eliminated Existing Spaces	New Garage Spaces	Net New Garage Spaces	Total Structure Sq. Ft.	Parking Area Sq. Ft.	Retail Area Sq. Ft.	Parking Design Efficiency Per Space Sq. Ft.	Estimated Garage Construction Cost @ $40.00 Per SF	Estimated Retail Construction Cost @ $80.00 Per SF	Total Project Cost Estimate *(Including Retail Space)*	Average Cost Per New Space
1	Without Setback	200	848	648	264,760	257,578	7,200	304	$10,590,400	$576,000	**$11,166,400**	$13,168
2	With Setback	200	773	573	235,440	230,050	7,200	298	$9,417,600	$576,000	**$9,993,600**	$12,928

Exhibit 8: *Garage Design Option 1 – Ground Level Plan*

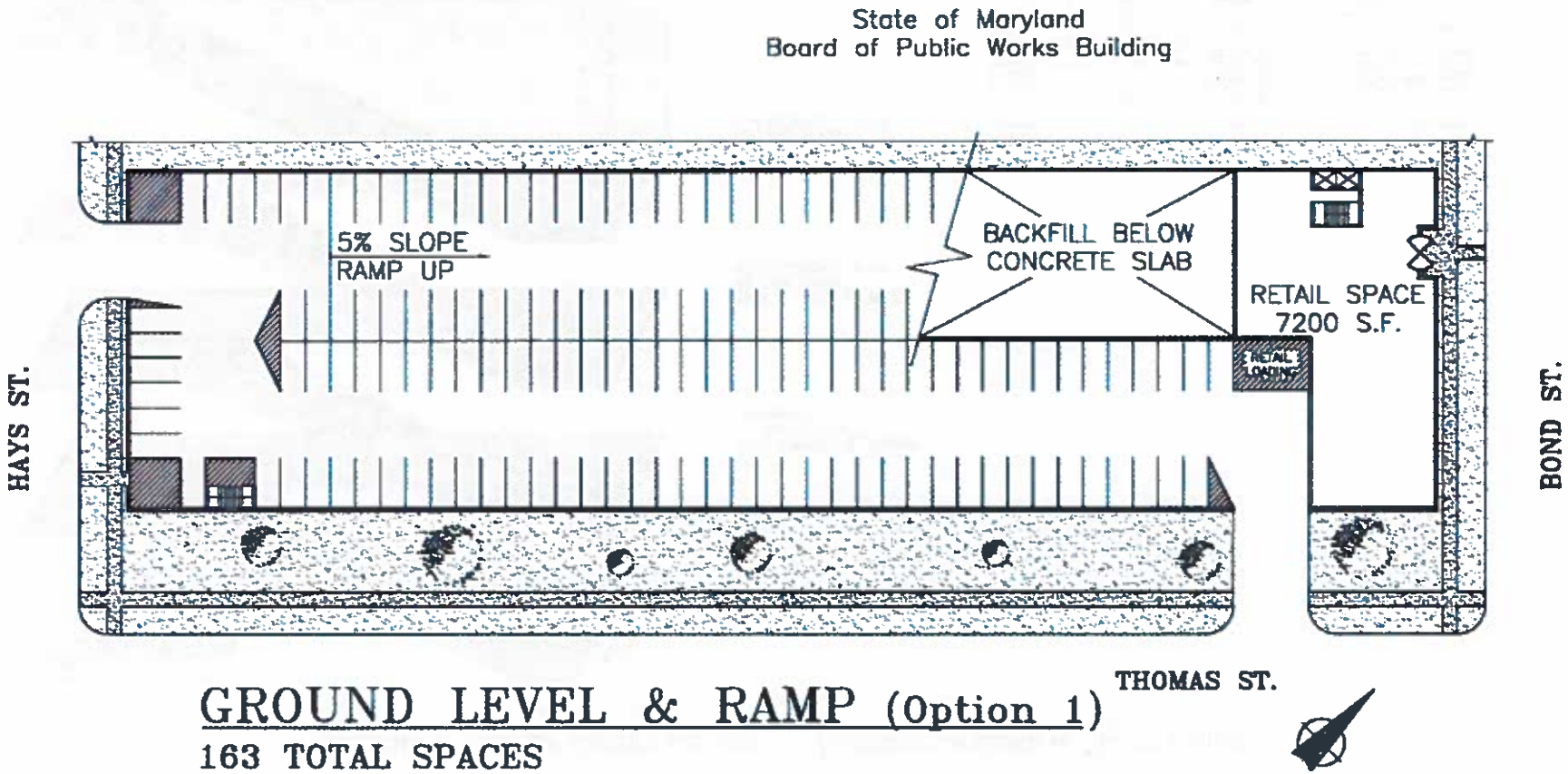
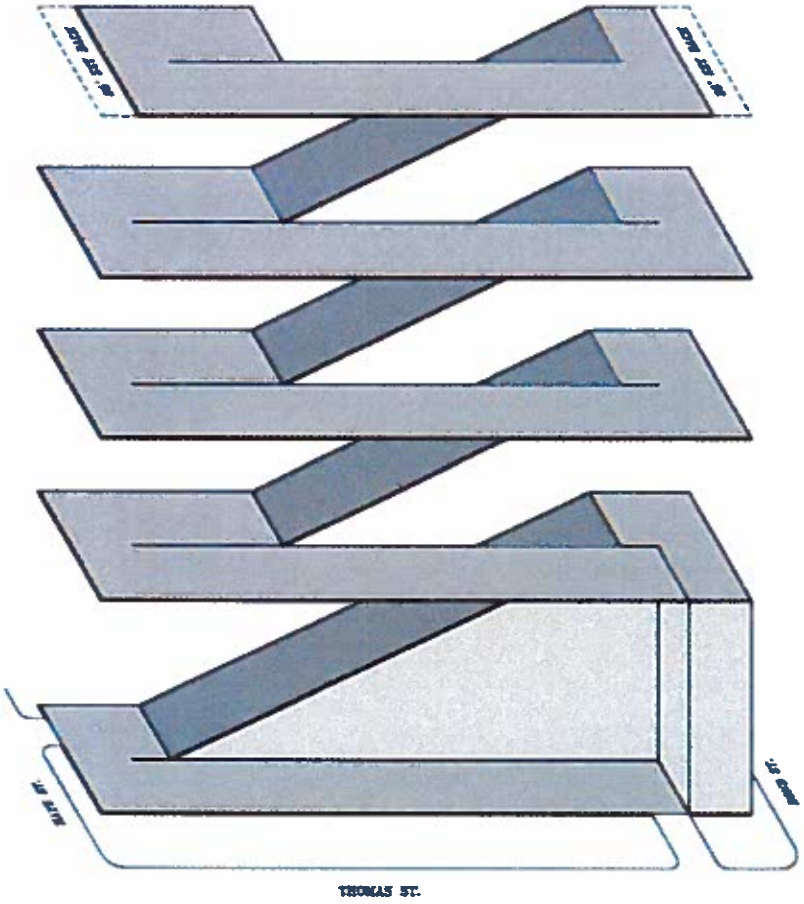


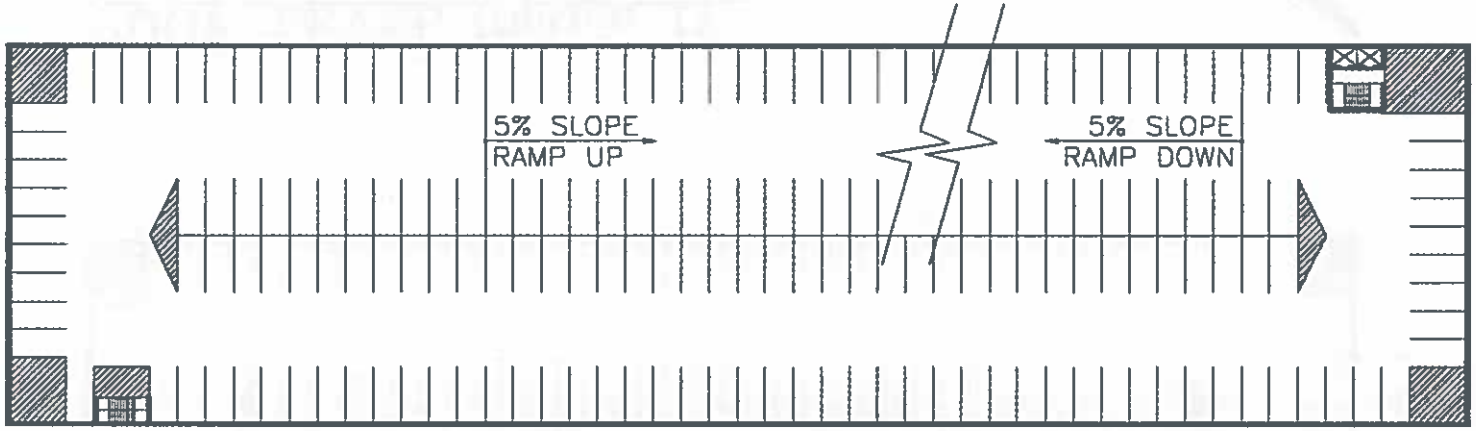
Exhibit 9: *Garage Design Option 1 – Isometric Scheme & Space Count*



Mary Risteau Building Parking Structure
Bond St. & Thomas St. Parking & Retail – Option 1
120' x 468' Single helix, two bay wide parking structure on 1.8 acre site

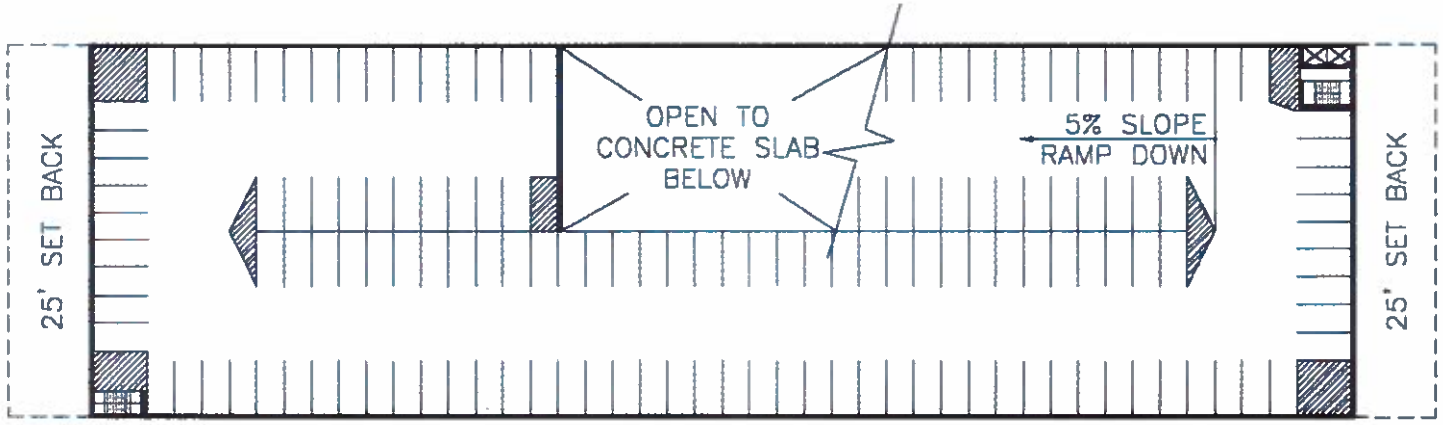
LEVEL	SPACES	AREA (S.F.)	S.F. PER SPACE
1	91	30,204 S.F.	332 S.F. PER SPACE
RAMP	72	19,440 S.F.	270 S.F. PER SPACE
2	135	42,266 S.F.	313 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
3	135	42,266 S.F.	313 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
4	135	42,266 S.F.	313 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
5	121	37,400 S.F.	313 S.F. PER SPACE
TOTAL	848	257,582 S.F.	304 S.F. PER SPACE

Exhibit 10: *Garage Design Option 1 – Typical Level Plan*



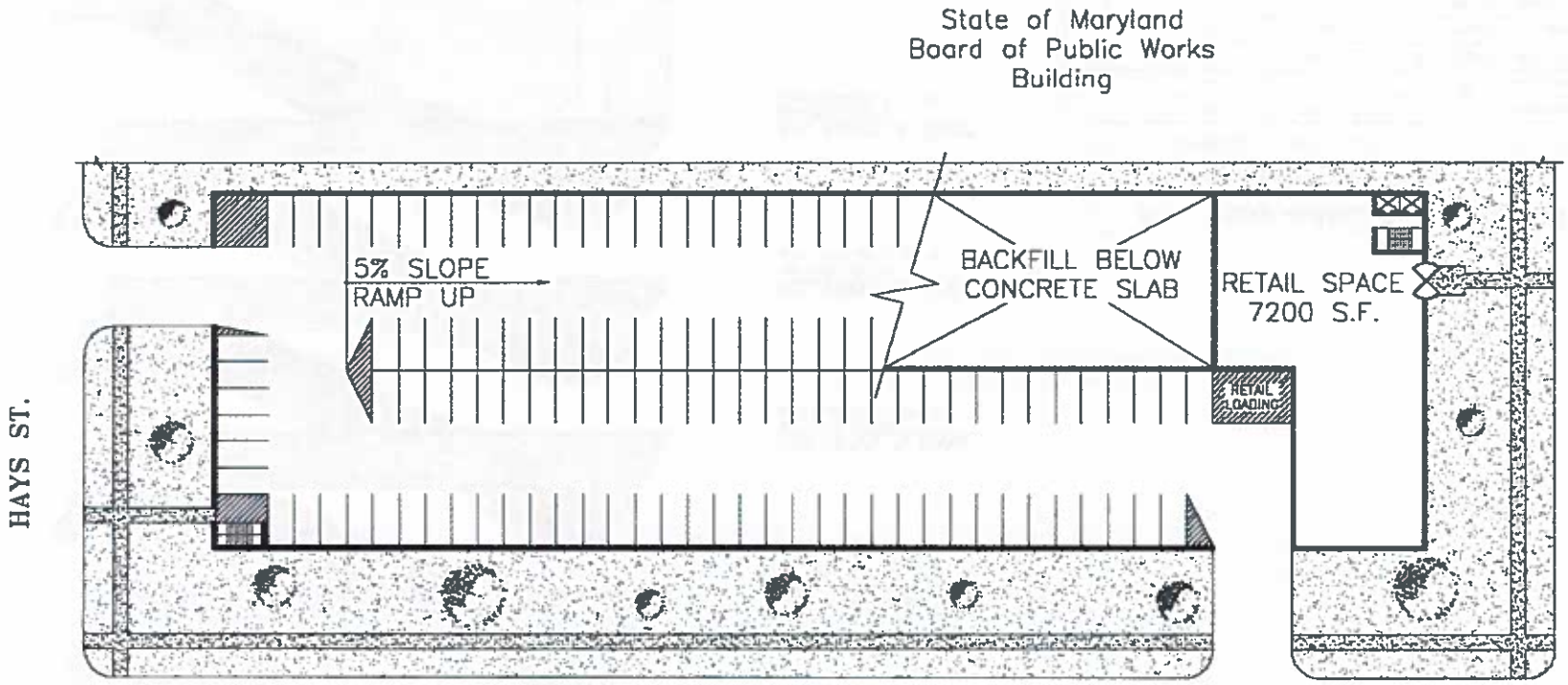
TYPICAL LEVEL & RAMP (Option 1)
188 TOTAL SPACES

Exhibit 10: *Garage Design Option 1 –Roof Level Plan*



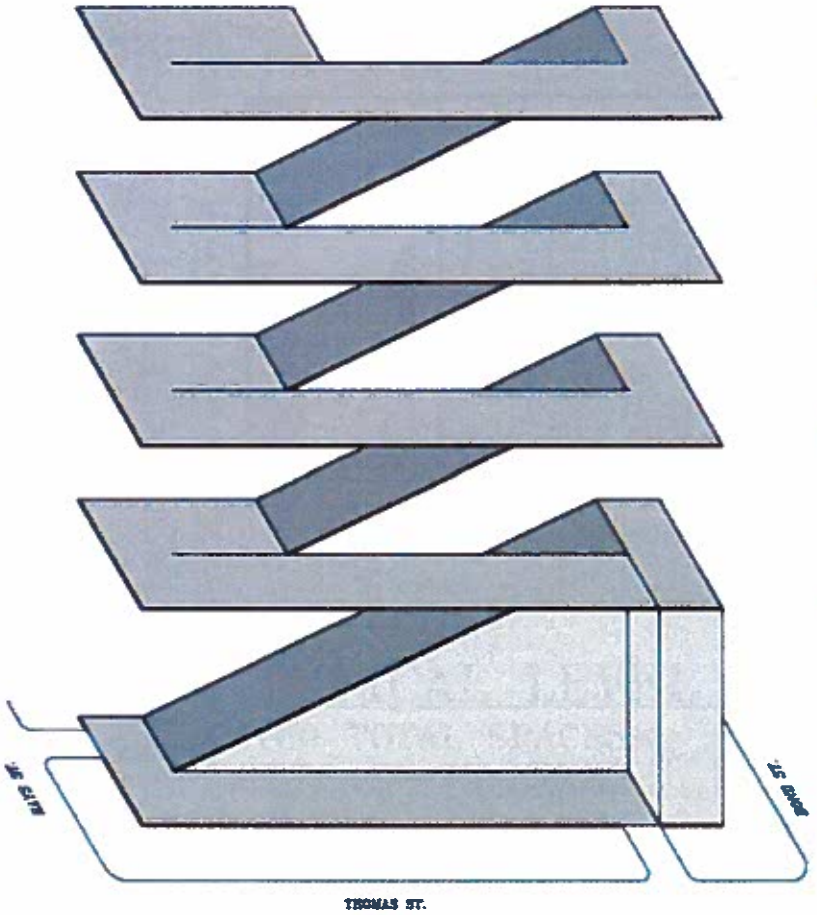
ROOF LEVEL (Option 1)
121 TOTAL SPACES

Exhibit 12: *Garage Design Option 2 – Ground Level Plan*



GROUND LEVEL & RAMP (OPTION 2)
145 TOTAL SPACES

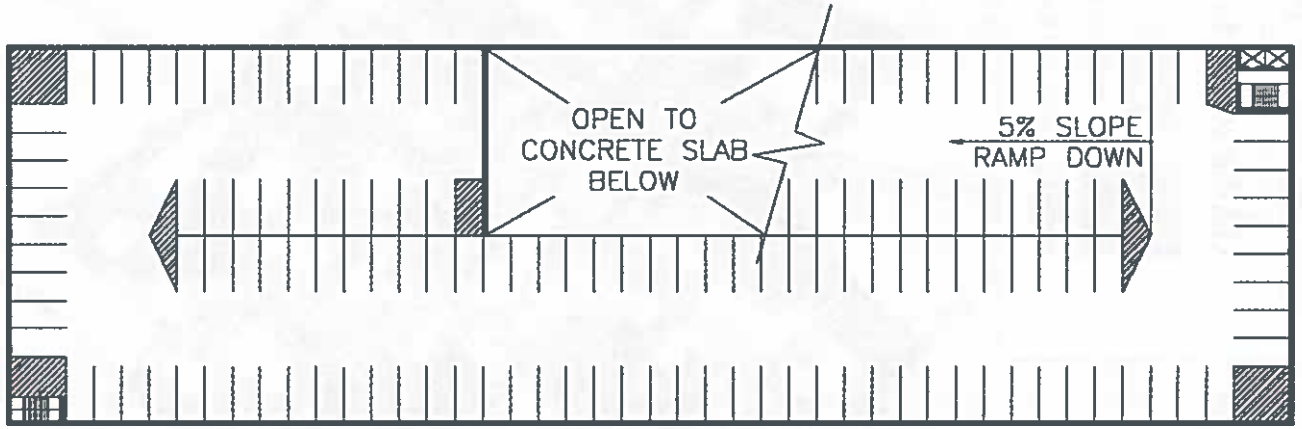
Exhibit 13: *Garage Design Option 2 – Isometric Scheme & Space Count*



Mary Risteau Building Parking Structure
Bond St. & Thomas St. Parking & Retail – Option 2
120' x 414' Single helix, two bay wide parking structure on 1.9 acre site

LEVEL	SPACES	AREA (S.F.)	S.F. PER SPACE
1	75	24,840 S.F.	331 S.F. PER SPACE
RAMP	70	19,440 S.F.	278 S.F. PER SPACE
2	116	35,100 S.F.	303 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
3	116	35,100 S.F.	303 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
4	116	35,100 S.F.	303 S.F. PER SPACE
RAMP	53	14,580 S.F.	275 S.F. PER SPACE
5	121	36,720 S.F.	303 S.F. PER SPACE
TOTAL	773	230,040 S.F.	298 S.F. PER SPACE

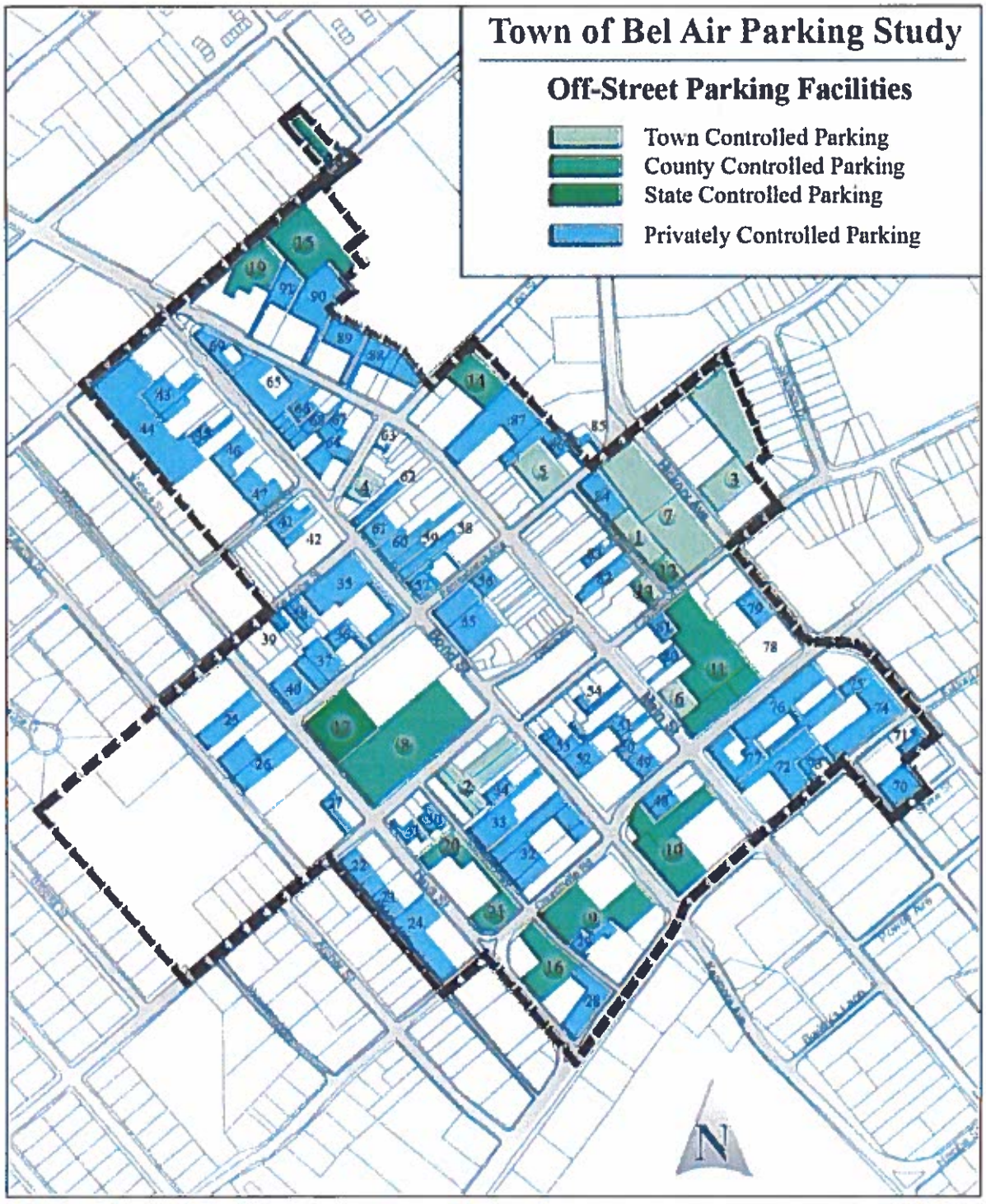
Exhibit 15: *Garage Design Option 2 –Roof Level Plan*



ROOF LEVEL (OPTION 2)
121 TOTAL SPACES

APPENDIX

Appendix A1 *Mapped Identification and Control of Existing Off-Street Parking Facilities*



Appendix A2 *Detailed Inventory, Control and Allocation of Existing Off-Street Parking by City Block*

Block #	Sub-Area	Map #	Existing Off-Street Parking Facilities Addresses/Ownership-Control	Ownership/ Control	Existing Off-Street Space Allocation						Cross-Check	Off-Street Parking Spaces
					HC	Metered Spaces	Signed For Visitors	Official Vehicles	Employee/ Res. Permits	Other Reserved User Spaces		
2	1	22	209 Thomas Street - Chesapeake Home Mortgage	Private	2					16	18	18
2	1	23	116 Hayes Street - RGS Fountainhead	Private	1					29	30	30
2	1	24	120 S. Hayes Street - Thomas Hayes Building	Private	3		79				82	82
2	**Subtotal**				**6**	**0**	**79**	**0**	**0**	**45**		**130**
3	1	25	Verizon Building	Private	1		25				26	26
3	1	26	10 N. Hays Street - AEGIS	Private	5		4			24	33	33
3	1	27	200 S. Hays Street - La Chic Salon	Private			14				14	14
3	**Subtotal**				**6**	**0**	**43**	**0**	**0**	**24**		**73**
4	1	9	Churchville Road - Harford County Health Dept. Lot	County					94		94	94
4	1	16	205 S. Hays Street - Harford Co. Habitat for Humanity	County					28		28	28
4	1	28	130 Baltimore Pike - Kentucky Fried Chicken	Private			33				33	33
4	1	29	112 Baltimore Pike - Ames United Methodist Church	Private			14				14	14
4	**Subtotal**				**0**	**0**	**47**	**0**	**122**	**0**		**169**
5	1	2	Bond/Thomas Lot	Town			20		65		85	85
5	1	20	119 Hays Street - Health Department (North Lot)	County	2					21	23	23
5	1	21	119 Hays Street - Health Department (South Lot)	County						42	42	42
5	1	30	133 Thomas Street	Private			5				5	5
5	1	31	143 Thomas Street - Peppi's Meats	Private			10				10	10
5	1	32	130 Bond Street - Mercantile Bank	Private	4		69				73	73
5	1	33	108 N. Main Street - Bel Air Chamber of Commerce	Private	1		11				12	12
5	1	34	120 S. Bond Street - MaGerk's Grill	Private	2		37				39	39
5	**Subtotal**				**9**	**0**	**152**	**0**	**65**	**63**		**289**
6	1	8	2 S. Bond Street - Harford Co. Court Risteau Bldg. (Side Lot)	County					200		200	200
6	1	17	2 S. Bond Street - MD District Court Risteau Bldg. (Rear Lot)	State			42	5	13		60	60
6	**Subtotal**				**0**	**0**	**42**	**5**	**213**	**0**		**260**
7	1	35	6 N. Bond Street - True Value Hardware Store	Private	3		41				44	44
7	1	36	112 Pennsylvania	Private	2				19		21	21
7	1	37	10 N. Hays Street - AEGIS	Private					32		32	32
7	1	38	10 N. Hays Street - AEGIS	Private					20		20	20
7	1	39	10 N. Hays Street - AEGIS	Private				10			10	10
7	1	40	10 N. Hays Street - AEGIS	Private					26		26	26
7	**Subtotal**				**5**	**0**	**41**	**10**	**97**	**0**		**153**
8	4	41	116 N. Bond Street	Private						10	10	10
8	4	42	108 N. Bond Street	Private						8	8	8
8	**Subtotal**				**0**	**0**	**0**	**0**	**0**	**18**		**18**
9	4	43	142 N. Bond Street - Hamilton Building	Private						36	36	36
9	4	44	200 N. Main Street Hartford Mutual	Private					94	3	97	97
9	4	45	138 N. Bond Street - Moores Candies/Bakery	Private						8	8	8
9	4	46	130 N. Bond Street	Private	2		22				24	24
9	4	47	128 N. Bond Street - The Church of The Reconciliation	Private			28				28	28
9	**Subtotal**				**2**	**0**	**50**	**0**	**94**	**47**		**193**
10	2	10	220 N. Main Street - Harford Co. Admin Building	County	5		55			43	103	103
10	2	48	200 N. Main Street - Brown, Brown & Young Law Office	Private			19				19	19
10	**Subtotal**				**5**	**0**	**74**	**0**	**0**	**43**		**122**
11	2	49	126 Main St.	Private	1					17	18	18
11	2	50	American Red Cross	Private	1					4	5	5
11	2	51	30 S. Main Street - Christian Bookstore	Private						6	6	6
11	2	52	25 W. Cortland	Private						48	48	48
11	2	53	Food Pantry	Private						12	12	12
11	2	54	Archer Building	Private						10	10	10
11	**Subtotal**				**2**	**0**	**0**	**0**	**0**	**97**		**99**
12	3	55	12 Office Street - M & T Bank	Private	2					38	40	40
12	3	56	2 S. Main Street - A.G. Edwards/Johnston Brothers	Private	1		4			31	36	36
12	**Subtotal**				**3**	**0**	**4**	**0**	**0**	**69**		**76**

Appendix A3 *Detailed Inventory, Control and Allocation of Existing Off-Street Parking by City Block*

Block #	Sub-Area	Map #	Existing Off-Street Parking Facilities Addresses/Ownership-Control	Ownership/ Control	Existing Off-Street Space Allocation							Off-Street Parking Spaces
					HC	Metered Spaces	Signed For Visitors	Official Vehicles	Employee/ Res. Permits	Other Reserved User Spaces		
13	3	4	Lee St. Lot (Permit Parking)	Town						24		24
13	3	57	22 W. Pennsylvania Avenue - Gernon Muth & Associates	Private						15		15
13	3	58	Multiple Businesses	Private						36		36
13	3	59	15 N. Bond Street - Clifton Gunderson LLP	Private	1					13		14
13	3	60	21 N. Bond St.	Private	1					20		21
13	3	61	43 N. Bond St.	Private	1			15				16
13	3	62	42 N. Main St.	Private	2					30		32
13	3	63	52 N. Main St.	Private						4		4
13	**Subtotal**				**5**	**0**	**0**	**15**	**0**	**142**		**162**
14	4	64	Bel Air Business Center	Private						28		28
14	4	65	126 N. Main Street - Baynet Community Bank	Private	2					28		30
14	4	66	124 N. Main St.	Private						10		10
14	4	67	108 N. Main St.	Private					4			4
14	4	68	122 N. Main Street - Hair Design Inc.	Private						12		12
14	4	69	140 N. Main Street - Mercantile Bank	Private	1				9			10
14	**Subtotal**				**3**	**0**	**0**	**0**	**13**	**78**		**94**
15	2	70		Private						26		26
15	2	71		Private						8		8
15	2	72	S. Main Street - Sun Trust Bank	Private	2		38					40
15	2	73	20 Fulford Street - Crazy Mountain	Private			10					10
15	2	74	100 Fulford Street - Colonade Imaging Center	Private	4		48					52
15	2	75	100 Fulford Street - Merrill Lynch/HFC Health Dept.	Private	2		20					22
15	2	76	Churchville Road - Terlyn Square Shopping Plaza	Private	4		65					69
15	2	77	201 S. Main Street - Bank of America	Private	1		22					23
15	**Subtotal**				**13**	**0**	**203**	**0**	**0**	**34**		**250**
16	2	6	S. Main Lot	Town		18						18
16	2	11	County Overflow Lot	County	4				80	10		94
16	2	78	Mobil Oil Gas Station (Closed)	Private			12					12
16	2	79	112-118 Hickory Street	Private			12					12
16	2	80	Unknown	Private					8			8
16	2	81	37 S. Main Street - B,B & T Bank	Private					14			14
16	**Subtotal**				**4**	**18**	**24**	**0**	**102**	**10**		**158**
17	3	13	45 S. Main Street - Sheriff's Depart. Burn's Alley (westside)	County				6	2			8
17	3	82	29 S. Main Street - B,B & T Bank/ Tower Restaurant	Private			15					15
17	3	83	23 S. Main Street - Boyd Buford Rx	Private					10			10
17	**Subtotal**				**0**	**0**	**15**	**6**	**12**	**0**		**33**
18	3	12	45 S. Main Street - Sheriff's Depart. Burn's Alley (eastside)	County				27				27
18	3	84	11 S. Main Street	Private					16			16
18	3	1	Burns Alley Meter Lot	Town		19						19
18	3	7	Bel Air Hickory Parking Garage	Town		147			883			1,030
18	**Subtotal**				**0**	**166**	**0**	**27**	**899**	**0**		**1,092**
19	3	3	Hickory Street Lot	Town			95		19			114
19	**Subtotal**				**0**	**0**	**95**	**0**	**19**	**0**		**114**
20	3	5	Pennsylvania Street Lot	Town	2	58	2					62
20	3	14	37 N. Main Street - Harford Armory	County					32			32
20	3	85	30 Pennsylvania Street	Private					11			11
20	3	86	24 Pennsylvania Street	Private					12			12
20	3	87	23 N. Main Street - Harford Family Justice Center	Private	3				77			80
20	**Subtotal**				**5**	**58**	**2**	**0**	**132**	**0**		**197**
21	4	15	45 Gordon Street - Former Board of Ed Bldg	County					22			22
21	4	18	54 Gordon Street - Former Board of Ed Bldg	County					11			11
21	4	19	143 N. Main Street - Harford Historical Society	County					42			42
21	4	88	101-103 N. Main - Speneeola Commercial Center	Private					35			35
21	4	89	125 N. Main Street	Private	1				28			29
21	4	90	139 N. Main Street	Private					54			54
21	4	91	141 N. Main Street - Hopkins House	Private					22			22
21	**Subtotal**				**1**	**0**	**0**	**0**	**214**	**0**		**215**
Grand Total					**69**	**242**	**871**	**63**	**1,982**	**670**	**0**	**3,897**

APPENDIX B

PUBLIC PARKING INVENTORY

2010

PUBLIC PARKING INVENTORY OF LOTS BY TYPE AND SIZE

SUMMARY

Lot Number	Lot	Size	Type	Cost
1	County/Bradford Lot	7,128 sf	15 meters	.50/hr.
2	Burns Alley Lot	7,918 sf	19 meters	.50/hr.
3	Bond/Thomas Lot	27,500 sf	22 meters 52 permits 1 Free 15 min. space	.50/hr. $50/$45/$30/month
4	Parking Garage	270,883 sf	147 meters 210 Town permits 650 County permits	.25/hr. $50/$45/$30/month
5	Hickory Lot	45,800 sf	33 meters 40 permits	.50/hr. $45/$30/$25/month
6	Richardson Lot	19,008 sf	59 time limited	2 hrs. & 15 min.
7	Library patrons only	13,284 sf	41 time limited	2hr. – Library
8	Lee Street Lot	8,340 sf	5 meters 24 permits	.50/hr. $50/$45/$30/month
9	Armory Lot	12,150 sf	6 permits	$50/hr.

ON STREET PARKING*

Main Street Corridor	129
Hickory Avenue Corridor	84
Bond Street Corridor	160

*Source: Town Center Parking Study – Desman Associates – On and Off Street Parking Inventory

APPENDIX C

MAP - PUBLIC PARKING FACILITIES BY TYPE

APPENDIX D

HARFORD COUNTY GLOBAL UTILIZATION PLAN

Global Space Utilization Plan

To Better Serve The Citizens of Harford County

David R. Craig
County Executive

Lorraine Costello
Director of Administration

January 2008

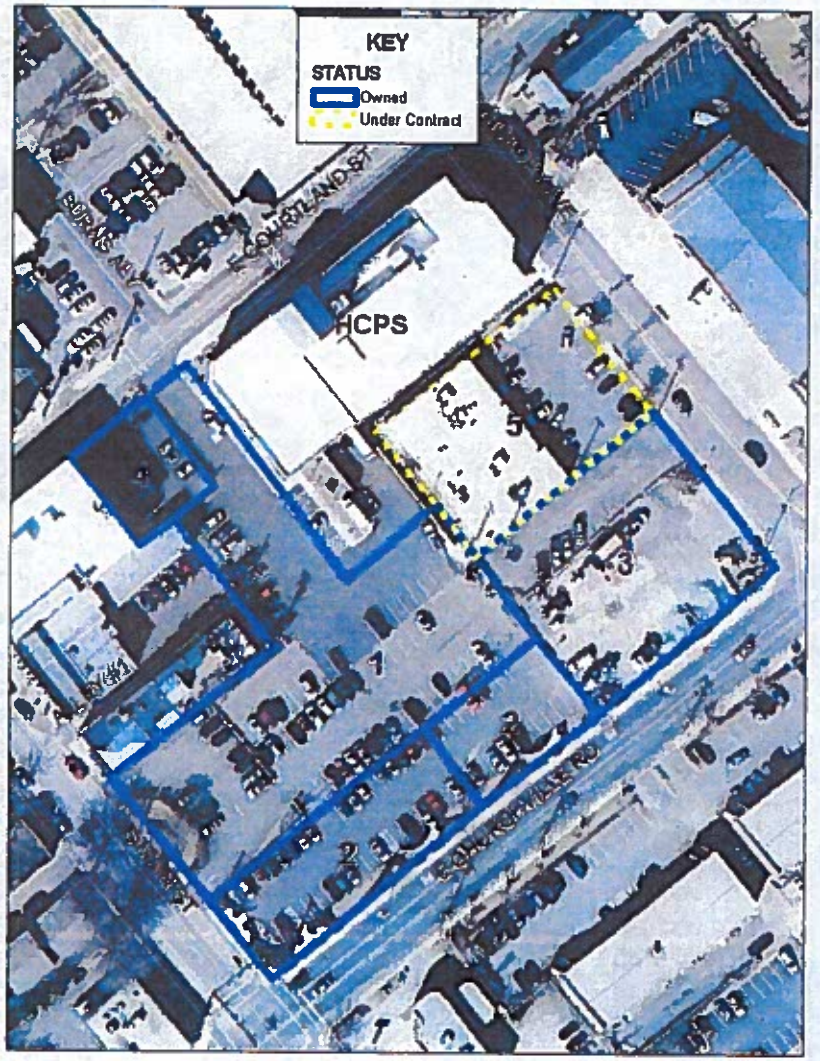
Global Goals

- Best interest of serving our citizens
- Provide for efficiency of operations
- Take energy savings into account
- Make sound economic sense

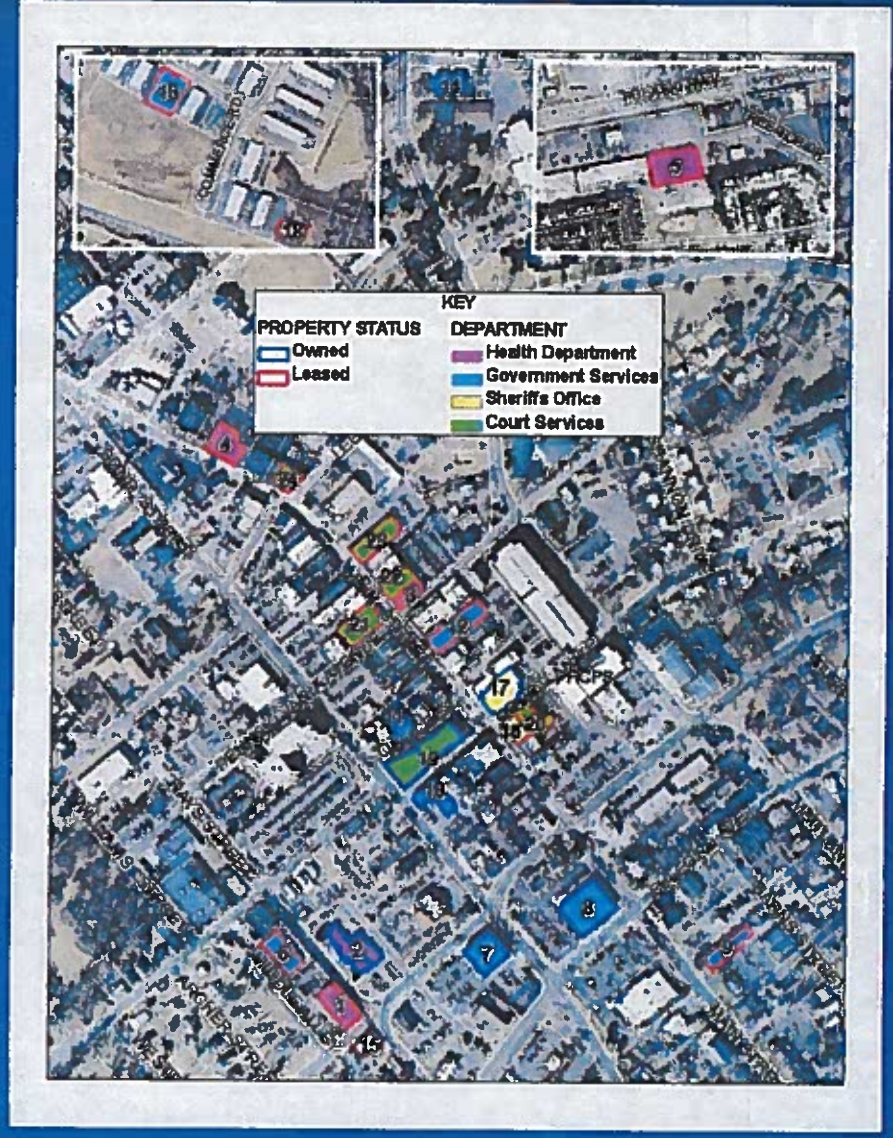
Background Information

- In 1982, County Executive Habern Freeman purchased 53,000 square feet located at 220 S. Main Street for $1,425,000.
- In 1990, County Executive Habern Freeman had plans drawn up for a new building.
- In 1993, County Executive Eileen Rehrmann purchased two lots totaling 22,614 square feet of land located at the corner of Churchville Road and Main Street for $466,500.
- In 1996, County Executive Eileen Rehrmann purchased 29,025 square feet located at 212 S. Bond Street for $1,417,500.
- In 1999, County Executive Eileen Rehrmann commissioned Lukmire Partnership, Inc. to conduct an office feasibility study.
- In 2004, County Executive Harkins contracted Lukmire Partnership, Inc. to update the 1999 study.
- In 2006, County Executive David Craig purchased 23,238 square feet of land located at the corner of Churchville Road and Hickory Avenue for $937,000.
- In 2007, County Executive David Craig purchased 3,926 square feet of land located at 11 W. Courtland Street for $240,000.
- In 2008, County Executive David Craig signed a contract for 16,700 square feet of land located at 116 S. Hickory Avenue for $1,800,000.

- 121 S. Main Street
- Churchville Road & Main Street
- 28 E. Churchville Road
- 11 W. Courtland Street
- 116 S. Hickory Avenue



Current Inventory of Buildings



1. 120 S. Hays St. Leased
2. 119 S. Hays St. Owned
3. 1 N. Main St. Leased
4. 125 N. Main St. Negotiating Lease
5. 1837 Pulaski Hwy. Leased
6. 112 S. Hays St. Leased
7. 212 S. Bond St. Owned
8. 220 S. Main St. Owned
9. 319 S. Main St. Leased
10. 29-33 W. Courtland St. Owned
11. 18 Office St. Owned
12. 11-15 S. Main St. Leased
13. 133 Industry Ln. Leased
14. 145 S. Hickory Ave. Owned
15. 206 S. Hays St. Leased
16. 101 S. Main St. Leased
17. 45 S. Main St. Owned
18. 2201 Commerce Dr. Leased
19. 20 W. Courtland St. Owned
20. 101 S. Main St. Leased
21. 8 N. Main St. Leased
22. 5 N Main St. Leased
23. 23 N. Main St. Leased
24. 109 & 115 N. Main St. Leased

Plan of Action
Step 1

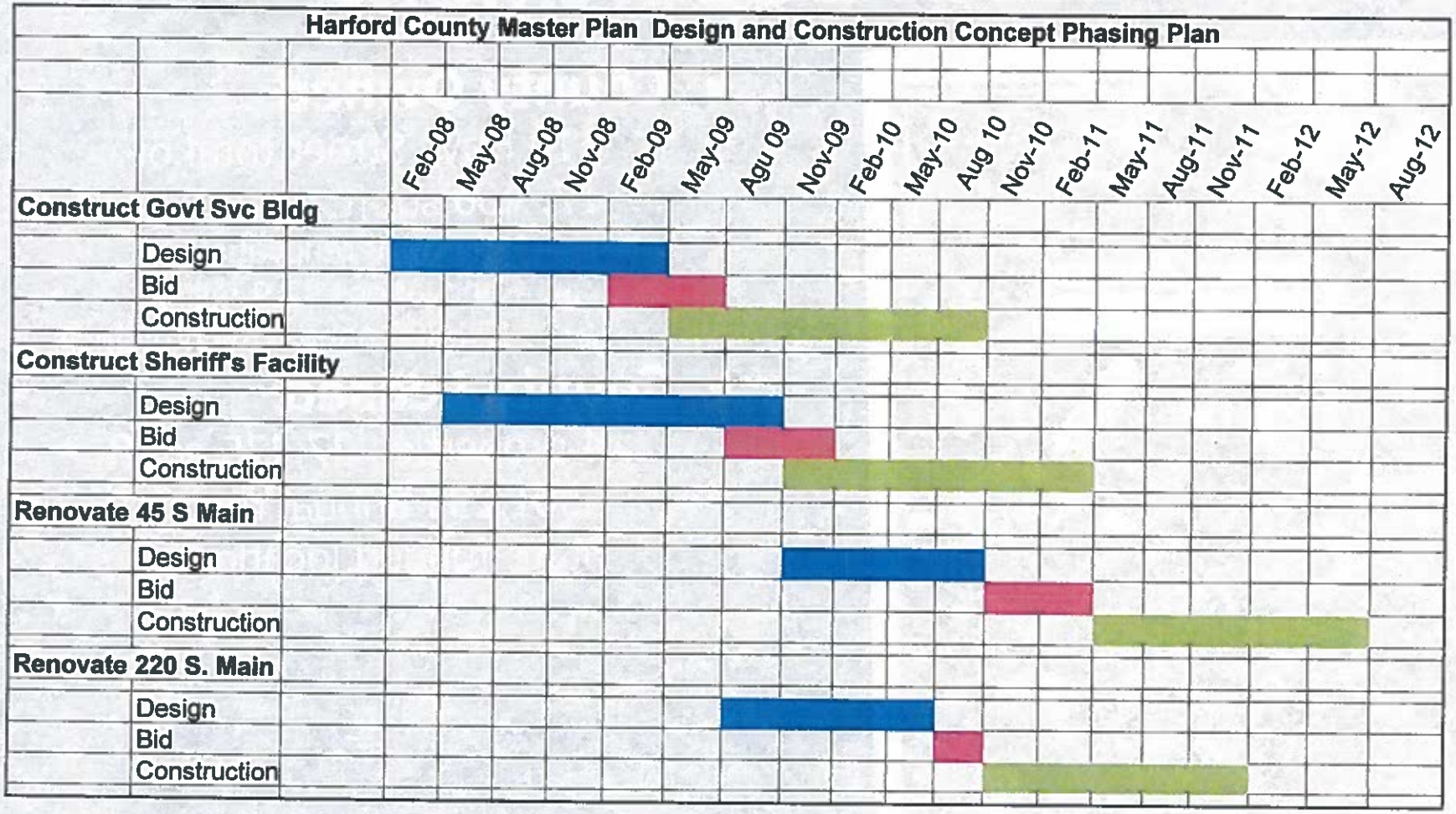
- Abandonment and Demolition of 119 Hays Street
- Southern Resource Center
- Surplus of Courtland Properties
- Short Term Lease-Woodbridge Station

Plan of Action
Step 2

- Construct new Government Services Building at 125 S. Main St
- Surplus of 145 N. Hickory Avenue
- Construct new Sheriff's Office at 119 Hays Street
- Initiate reduction of leases for government services and Sheriff's Office
- Initiate design for renovations of 45 S. Main Street and 220 S. Main Street

Plan of Action
Step 3

- Renovate 45 S. Main Street for State's Attorney
- Renovate 220 S. Main Street for Health Department Administration, Environmental Health, Juvenile and Family Law Center and DPW Division of Construction Management
- Surplus of 18 Office Street
- Secure tenants for 212 S. Bond Street
- Reorganize Circuit Court functions in newly vacated space at 20 W. Courtland Street
- Final reduction of leases effected by the Global Plan


Harford County Master Plan Design and Construction Concept Phasing Plan
Feb-08
May-08
Aug-08
Nov-08
Feb-09
May-09
Agu 09
Nov-09
Feb-10
May-10
Aug 10
Nov-10
Feb-11
May-11
Aug-11
Nov-11
Feb-12
May-12
Aug-12
Construct Govt Svc Bldg
Design
Bid
Construction
Construct Sheriff's Facility
Design
Bid
Construction
Renovate 45 S Main
Design
Bid
Construction
Renovate 220 S. Main
Design
Bid
Construction

Current Space Utilization Health Department

- **County Owned**
  - 119 Hays Street total of 17, 466 sq. ft.
    - Analysis of renovations
    - Renovations $2.9 million
    - $124,000 annual maintenance
- **County Leased**
  - 4 properties-27,475 sq. ft.
  - $561,299 annual rent
  - State-funded locations

The LaSmire Partnership, Inc. Architects & Planners
Division of Facilities & Operations
Department of Procurement

Health Department

County Owned Property

Tag	Department / Agency	Location
2	Health Department	119 Hays Street

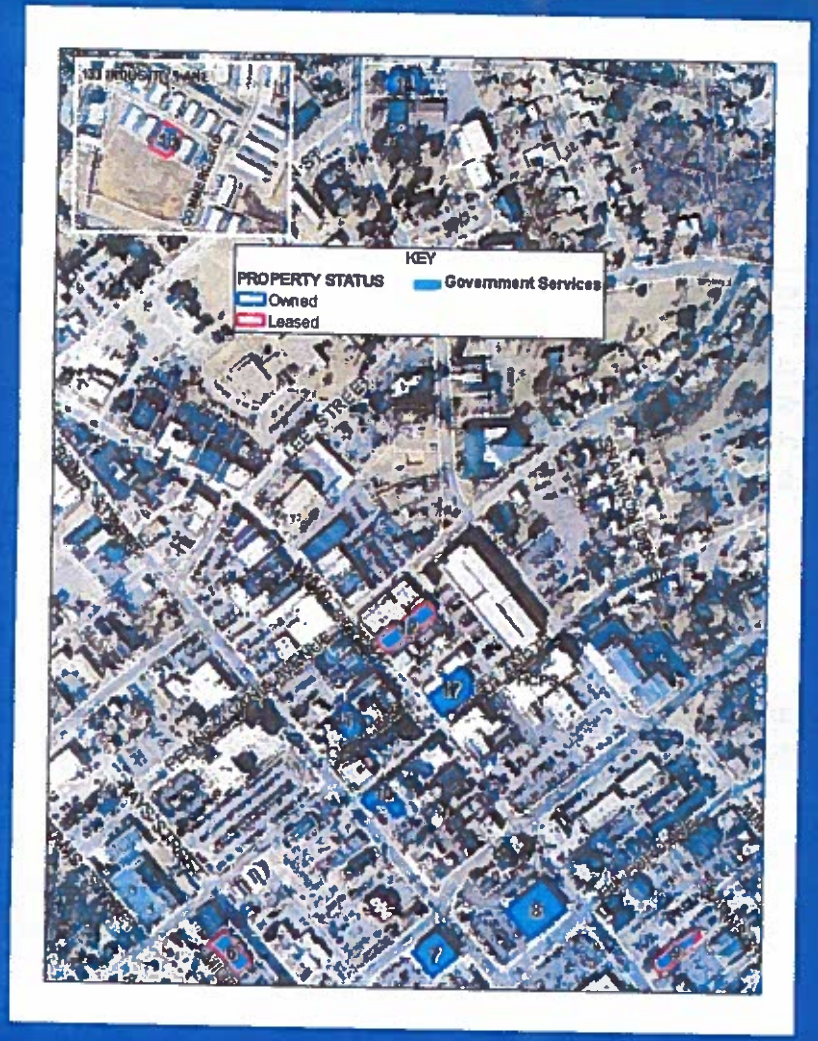
County Leased Properties

Tag	Department / Agency	Location
3	Health Services Division	1 N. Main Street
1	Health Department, Suite 100	120 Hays Street
1	Health Department, Suite 200	120 Hays Street
1	Health Department, Suite 230	120 Hays Street
5	Edgewood Clinic	1837 Pulaski Highway

Negotiating Lease

Tag	Department / Agency	Location
4	Adolescent Addictions	125 N. Main Street

Current Space Utilization Government Services



- **County Owned**
  - 8 properties totaling 149,257 sq. ft.
  - $1,770,609 annual maintenance
  - Inefficiency of functions

- **County Leased**
  - 4 properties totaling 29,609 sq. ft.
  - $436,918 annual rent
  - Escalation of 3% annually

The Lukmire Partnership, Inc. Architects & Planners
Division of Facilities & Operations
Department of Procurement

Government Services

County Owned Properties

Tag	Department / Agency	Location
8	Budget and Management Research	220 South Main Street, 1st Floor
	County Executive	220 South Main Street, 3rd Floor
	Director of Administration	220 South Main Street, 3rd Floor
	Economic Development	220 South Main Street, 1st Floor
	Governmental and Community Relations	220 South Main Street, 3rd Floor
	Human Relations	220 South Main Street, 2nd Floor
	Law Department	220 South Main Street, 3rd Floor
	Licenses, Inspections and Permits	220 South Main Street, 2nd Floor
	Planning and Zoning	220 South Main Street, 2nd Floor
	Procurement	220 South Main Street, 3rd Floor
	Risk Management	220 South Main Street, 3rd Floor
	Security	220 South Main Street, 1st Floor
	Treasury	220 South Main Street, 1st Floor
	Training and Storage	220 South Main Street, Basement
7	County Council	212 South Bond Street, 1st Floor
	DPW - Director	212 South Bond Street, 3rd Floor
	DPW - Engineering	212 South Bond Street, 3rd Floor
	DPW - Water and Sewer	212 South Bond Street, 2nd Floor
10	ARC (Document Scanning)	29 West Courtland Street
	Food Pantry	29 West Courtland Street
10	Vacant	31 West Courtland Street
10	Community Action Agency	33 West Courtland Street
11	DPW Capital Projects	18 Office Street, 1st Floor
	Property Management	18 Office Street, 2nd Floor
	Volunteer Fire Service	18 Office Street, 2nd Floor
14	Office on Aging	145 North Hickory Avenue
17	Information Systems	45 S. Main Street

Government Services Building

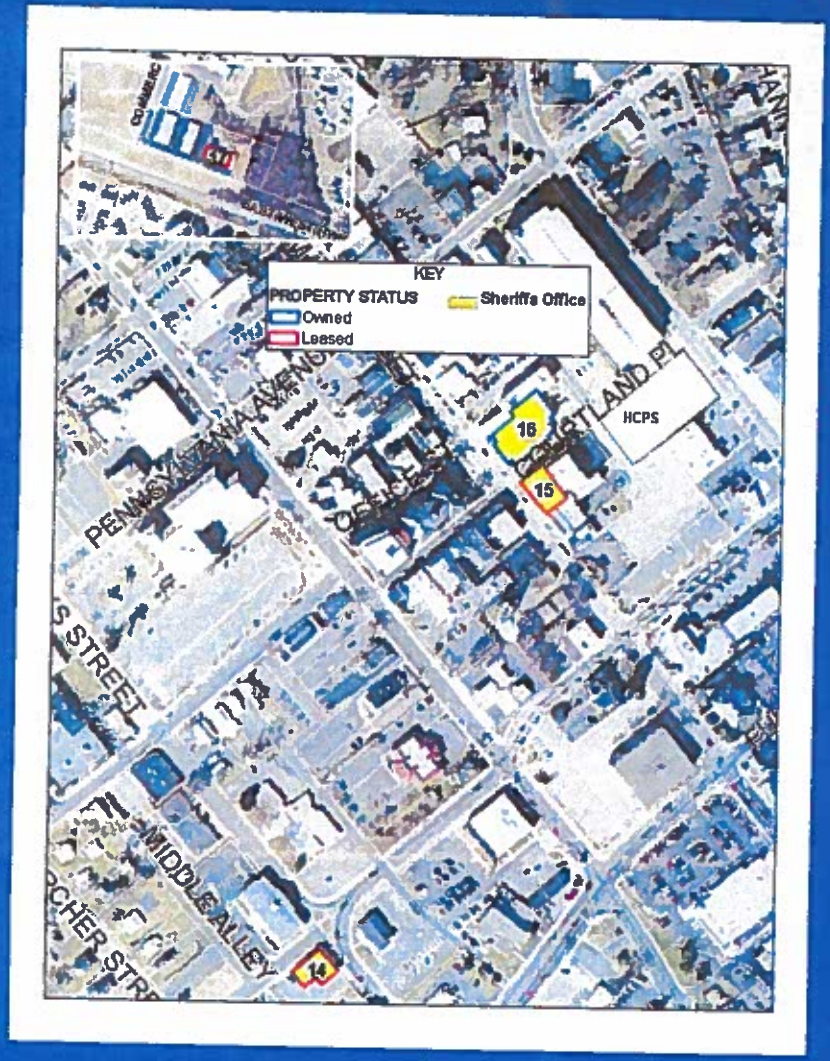
- 165,000 Sq. Ft. Government Services Building
- "One-Stop-Shop" for Harford County Citizens
  - Permit Applications
  - Dog Licenses
  - Voter Registration
  - Pay Tax & Utility Bills
  - General County Information
- Consolidation of County Offices
- LEED Certification

Government Services

County Leased Properties

Tag	Department / Agency	Location
6	Human Resources	112 Hays Street
9	Community Services	319 South Main Street
12	Housing Agency	15 South Main Street
13	Elections Office	133 Industry Lane

Current Space Utilization
Sheriff's Office



- **County Owned**
  - 45 S. Main St.-16,000 sq. ft.
  - $117,500 annual maintenance
  - Shared with Information Systems
- **County Leased**
  - 3 properties-24,500 sq. ft.
  - $313,110 annual rent

The Lukmire Partnership, Inc. Architects & Planners
Division of Facilities & Operations
Department of Procurement

Sheriff's Office

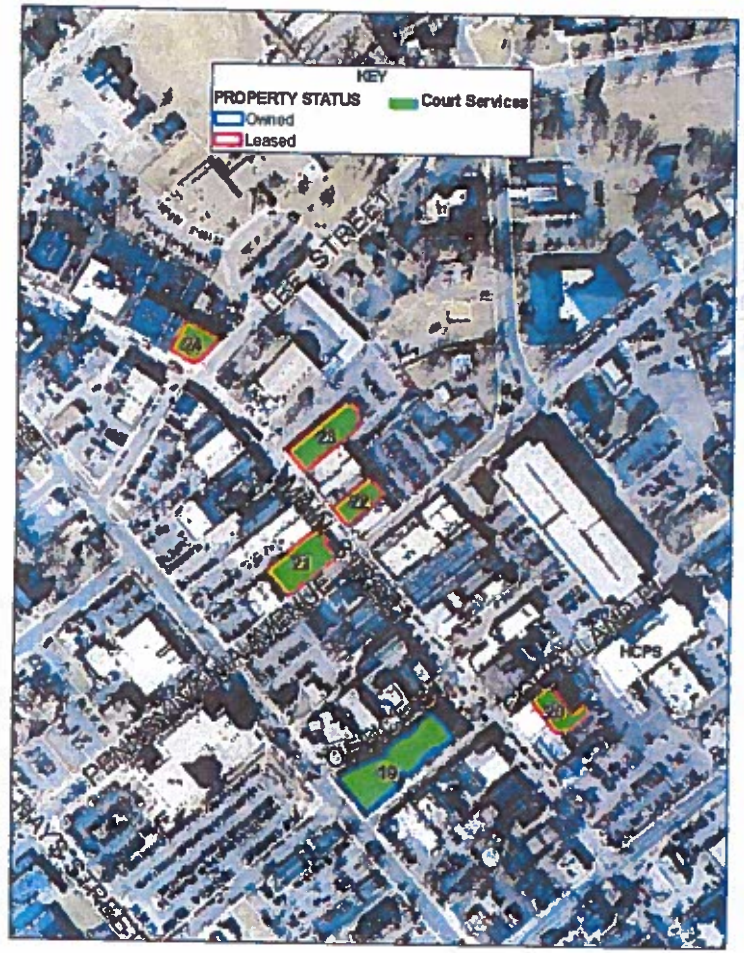
County Owned Property

Tag	Department / Agency	Location
17	Sheriff's Office	45 South Main Street

County Leased Property

Tag	Department / Agency	Location
15	Internal Affairs	206 South Hays Street
18	CID	2201 Commerce Drive
16	Records Unit	101 S. Main Street

Current Space Utilization
Court Services



- **County Owned**
  20 W. Courtland St.
  totaling 111,366 sq. ft.
  $811,926 annual maintenance

- **County Leased**
  5 properties totaling
  32,478 sq. ft.
  $587,668 annual rent

The Lukmire Partnership, Inc. Architects & Planners
Division of Facilities & Operations
Department of Procurement

Court Services

County Owned Property

Tag	Department / Agency	Location
19	Courts, State's Attorney, Register of Wills, Law Library	20 West Courtland Street

County Leased Property

Tag	Department / Agency	Location
20	State's Attorney	101 S. Main Street, 3rd Floor
20	State's Attorney	101 S. Main Street, 1st Floor
20	State's Attorney	101 S. Main Street, Lower Level
23	Child Advocacy Center	23 N. Main Street
22	Juvenile Drug Court	5 N. Main Street
21	Community Work Service	8 N. Main Street
24	State's Attorney	109 and 115 N. Main Street

what would it cost if they didn't do anything

No Build Alternative

- Continue to make rental payments
  - General Government
  - Sheriff's Office
  - Court Services
  - Health Department
  - Elections
- Cost - $73.6 million-20 Years

  $130.2 million-30 Years

No Build Alternative

- Renovations for compliance with
  - Building Code
  - Fire/Life Safety Code
  - Accessibility Code
  - Energy Code
- Cost - $18.9 million
- Borrowing Cost - $7.7 million
- Total - $100.2 million-20 year
  $156.8 million-30 year

Global Plan of Improvement

- Construct and/or renovate buildings
  - Construct new Government Services Building at 125 S. Main Street
  - Construct new Sheriff's Office at 119 Hays Street
  - Renovate 45 S. Main Street for State's Attorney's Office
  - Renovate 220 S. Main Street for Health Department Administration, Environmental Health, Juvenile and Family Law Center, and DPW Division of Construction Management
- Construction - $80.3 million
- Borrowing Cost- $43.1 million-20 Year GO Bonds
  $67.6 million-30 Year Lease Finance
- Leased Income -212 S. Bond Street $14.0 million (20 Years)
  $24.9 million (30 Years)
- Sale of surplus properties-$6.0 million
- Total - $103.4 million-20 Year GO Bonds
  $117.0 million-30 Year Lease Finance

Cost Comparison
20 Year General Obligation Bonds

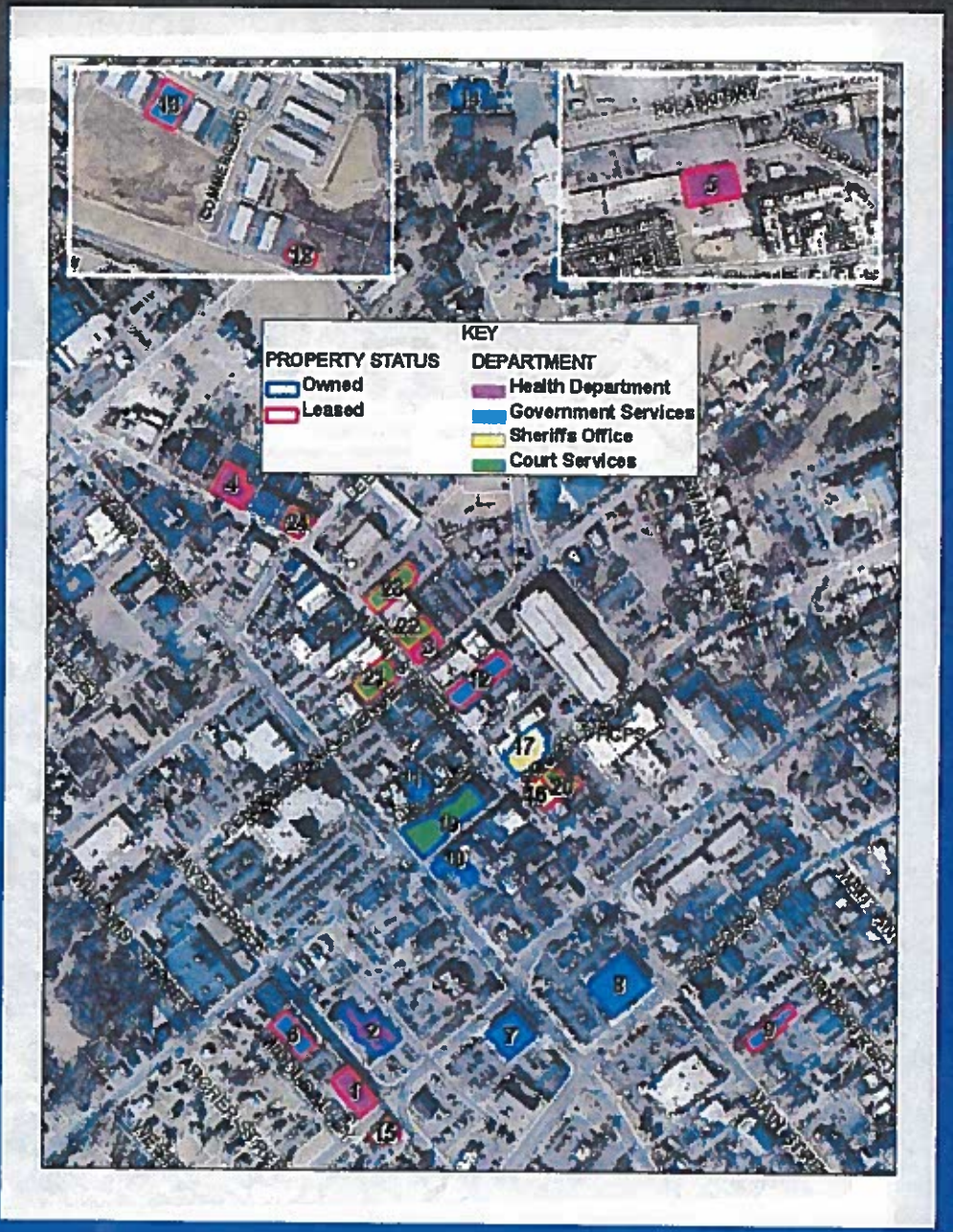
	No Build Alternative	Global Plan
Rental Payments	**$73.6**	**$0.0**
Rental Income	**0.0**	**(14.0)**
Construction	**18.9**	**80.3**
Borrowing Cost	**7.7**	**43.1**
Sale of Property	**0.0**	**(6.0)**
Total	**$100.2**	**$103.4**

Traditional Method

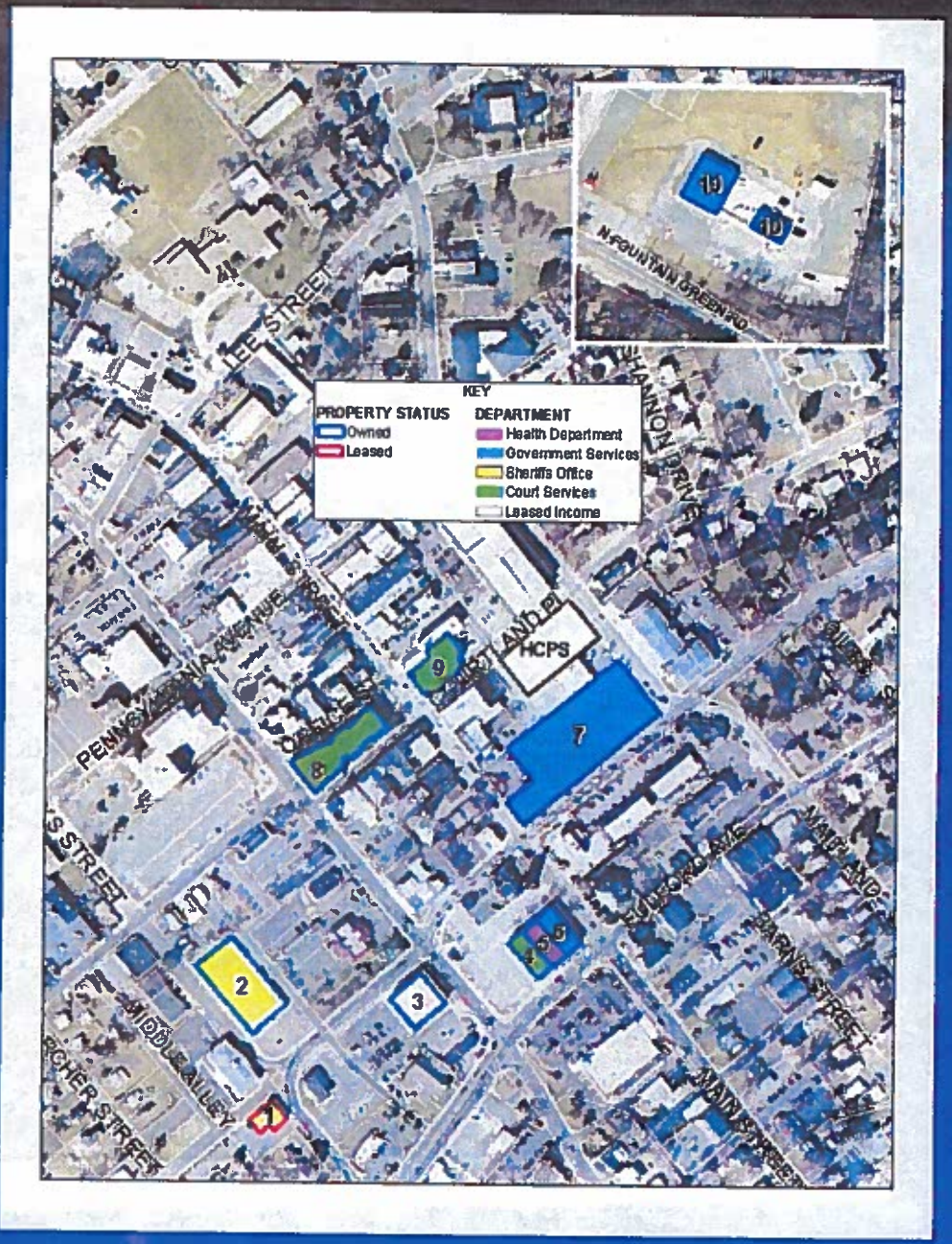
Cost Comparison
30 Year Lease Finance

	No Build Alternative	Global Plan
Rental Payments	**$130.2**	**$0.0**
Rental Income	**0.0**	**(24.9)**
Construction	**18.9**	**80.3**
Borrowing Cost	**7.7 (20 yr)**	**67.6**
Sale of Property	**0.0**	**(6.0)**
Total	**$156.8**	**$117.0**

Alternative Method


KEY
PROPERTY STATUS
Owned
Leased
DEPARTMENT
Health Department
Government Services
Sheriffs Office
Court Services
FCPS

HARFORD COUNTY
MARYLAND



Proposed Office Space Locations

Tag	Color	Department / Agency	Location
7	Blue	**Government Services:** Budget and Management Research Central Services Community Services County Council County Executive DPW Director DPW Engineering DPW Water and Sewer Director of Administration Economic Development Governmental and Community Relations Human Relations Human Resources Information Systems Law Department Licenses, Inspections and Permits Office on Aging Planning and Zoning Procurement Property Management Risk Management Security Treasury	125 South Main Street *New Administration Building*
10	Blue	Elections	611 N. Fountain Green Road
6	Blue	DPW Division of Construction Management	220 S. Main Street

Proposed Office Space Locations - Continued

Tag	Color	Department / Agency	Location
2	Yellow	**Sheriff's Office:** Headquarters Records Special Operations CID	*New Sheriff's Office* *119 Hays Street*
1	Yellow	Internal Affairs	206 Hays Street
		Court Services:	
8	Green	Circuit Court	20 West Courtland Street
4	Green	Juvenile and Family Law Center	220 South Main Street
4	Green	Community Work Service	220 South Main Street
9	Green	State's Attorney	45 South Main Street
		Health Department:	
5	Blue	Health Department Administration	220 South Main Street
5	Blue	Vital Records	220 South Main Street
5	Blue	Environmental Services	220 South Main Street

Proposed Office Space Locations - Continued

8	Purple	Health Education	Edgewood Area
8	Purple	Health Service Divisions	*New Facility in Edgewood*
8	Purple	Adolescent Addictions	*New Facility in Edgewood*
8	Purple	WIC, Nursing and Clinical Services	*New Facility in Edgewood*
8	Purple	Family Planning	*New Facility in Edgewood*
8	Purple	Reproductive Services	*New Facility in Edgewood*
8	Purple	Communicable Disease	*New Facility in Edgewood*
8	Purple	Edgewood Health Clinic	*New Facility in Edgewood*
8	Purple	Emergency and Response	*New Facility in Edgewood*
8	Purple	Epidemiology	*New Facility in Edgewood*
8	Purple	MCHP	*New Facility in Edgewood*
8	Purple	Core Services	*New Facility in Edgewood*
8	Purple	Food Pantry	*New Facility in Edgewood*
8	Purple	Housing Agency	*New Facility in Edgwood*

What is the next step?

- Introduction of authorizing legislation for a maximum 30 year term annual appropriation lease financing (alternative financing) for the Global Plan .