

TECHNICAL MEMORANDUM

To: Kirk Johnson
Graystone Companies

From: Kayla Ord, PE, PTOE
Gee Sreekanth Gopi, EIT
Mike King

Date: February 26, 2026

Subject: **Schoolhouse Commons – Shared Parking Analysis Memo**

Introduction

This memorandum presents the findings of a shared parking analysis for the proposed Schoolhouse Commons (formerly 14600 Washington Street) development located in the Town of Haymarket, in Prince William County, Virginia. This memorandum includes the following elements:

- A review of the applicable parking requirements.
- A review of the proposed on-site shared parking for the development plan.
- A discussion on the anticipated average parking demand and how the proposed supply exceeds the demand.

The site is currently occupied with approximately 32,000 SF of commercial and office space. The planned development program for the site includes approximately 22,218 SF of commercial/office land uses and about 58 single family attached (townhome) units. Please note, a portion of the commercial uses and office space are planned to be removed with this application while the remaining 22,218 SF is anticipated remain. The location of the site is shown in Figure 1.



Figure 1: Site Location

Background

The proposed development is to be situated on one (1) parcel of land with the land area of approximately 8.8 acres. The parcel is located within the Town of Haymarket and can be identified on Prince William County Mapper with the GPIN: 7397-19-1734. As previously mentioned, the planned development program for the site includes mix uses with approximately 22,218 SF of commercial/office land uses and up to 58 single family attached (townhome) units. Total site build-out is planned for the year 2029.

Minimum Off-Street Parking and Loading

The Town of Haymarket Code of Zoning Ordinance stipulates parking ratios (i.e., the number of parking spaces per unit) in Section 58-6.1. The municipality's minimum parking requirements for the proposed (Mixed-Use) land uses and the number of spaces provided are summarized in Table 1.

Table 1: Off-Street Parking Requirements & Tabulations (Mixed-Use)

Proposed Use	Density (SF)	*Parking Rate (Required)	# Spaces Required
QBE	6,925	1 space/300 sf	23.08
Zandras	2,865	1 space/100 sf	28.65
Trouvaille	3,300	1 space/100 sf	33.00
Jiu Jitsu	5,170	1 space/300 sf	17.23
Jazzercise	1,750	1 space/300 sf	5.83
**Restaurant	2,208	1 space/100 sf	22.08
Total	22,218		130

*Town of Haymarket Zoning Ordinance;

**Assumed restaurant space is currently vacant.

*** Mixed Use parking requirement total rounded up from 129.87 to 130 spaces.

Per the Town’s parking requirements, the mixed-use portion of the Schoolhouse Commons development would require 130 parking spaces. The development proposes 132 parking spaces for mixed-use purposes, on the surface level parking lot. Please note this exceeds the Town of Haymarket requirements for the proportion of proposed land uses shown in Table 1 above.

Similarly, the Town of Haymarket’s minimum parking requirements for the proposed residential use are shown in Table 2 below.

Table 2: Off-Street Parking Requirements & Tabulations (Residential)

Proposed Use	Density (units)	*Parking Rate (Required)	# Required
Single Family Attached	58	2.25/du	131

*Town of Haymarket Zoning Ordinance

Per the Town’s parking requirements, the residential portion of the Schoolhouse Commons development would require 131 parking spaces (116 reserved for residential & 15 reserved for visitor parking). Approximately 128 parking spaces are planned to be provided within the residential units and reserved for residents with the remaining 15 spaces to be provided in the surface lot.

Shared Parking Analysis

Section 58-6.1.B states “The minimum required parking spaces may be reduced if a land owner can provide parking that will be shared by complementary adjacent land uses. Such a proposal must be prepared using the methods set forth in the latest edition of the Shared Parking Manual of the Urban Land Institute (ULI). The necessary calculations and other data that show the suitability of a shared parking proposal must be submitted to the Town in conjunction with a site plan or other applicable development application...”

Shared parking is planned on-site to accommodate the proposed parking reduction. Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- Relationships among the land uses that result in visiting multiple land uses on the same trip.

The key goal of shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking.

The process below outlines the shared parking methodology:

1. *Determine* the applicable parking ratios – The base parking ratios were split between residents/employees and visitors using the parking ratios provided in the Urban Land Institute’s (ULI) *Shared Parking*, 3rd Edition (2020). The base parking ratios per the Town of Haymarket Zoning Ordinance is shown in Table 3.

Table 3: Required Base Parking Supply (Haymarket ZO)

Land Use	Development	*Base Parking Ratio	Base Parking Requirement
Proposed Use (Mixed Use)			
Recreation Facility (Jiu Jitsu/Jazzercise)	6,920	1.0 /300 SF	23.07 spaces
General Office (QBE)	6,925 SF	1.0 /300 SF	23.08 spaces
**Restaurant	2,208 SF	1.0 /100 SF	22.08 spaces
Dine-In Restaurant (Trouvaille)	3,300 SF	1.0 /100 SF	33.00 spaces
Fast Casual Restaurant (Zandras)		1.0 /100 SF	28.65 spaces
***Mixed Use Total			130 spaces
Proposed Use (Residential)			
Residential (Reserved)	58 DU	2.00 /DU	116 spaces
Residential (Visitor)	58 DU	0.25 /DU	15 spaces
Residential Total			131 spaces
Total for Parcel (7397-19-1734)			261 spaces

*Town of Haymarket Off-Street Parking Requirements per Zoning Ordinance;

**Assumed restaurant space is currently vacant;

*** Mixed Use parking requirement total rounded up from 129.87 to 130 spaces.

2. *Determine* the number of reserved parking spaces – For the purposes of this analysis, reserved spaces were assumed for only the residential portion of the development.

3. *Determine* the peak parking scenario – This is shown in the following tables. The hourly factors are based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition (2020) time-of-day factors. The hourly factors are applied to the base parking ratios shown in Table 3 to determine the peak parking scenario.
4. *Determine* the peak parking demand – This is shown in the tables in the following sections.

The shared parking analysis includes all the proposed uses.

On-Site Parking Supply – (275 spaces)

The Applicant is planning to provide a total of 275 parking spaces on-site for the development. The final breakdown of parking provided for each use is subject to change as the project develops and final mix and density are approved. The summarized parking breakdown is shown on Table 4 below.

Table 4: Summarized Parking Tabulations

Proposed Use	# Spaces Required	Provided Spaces	Provided Spaces by Zoning	
			B-1 Zoned	R-2 Zoned
Mixed-Use	130	132	76	56
Residential	131	143	--	143
TOTAL	261	275	76	199

Weekday

The weekday parking accumulation calculations are shown in Table 5 and Figure 2. The peak weekday parking demand is anticipated to occur at 1:00 PM. Based on the ULI time-of-day factors, the peak weekday demand is 233 parking spaces, which is less than the 275 spaces provided.

Table 5: Weekday Shared Parking Hourly Characteristics

ULI - 3rd Edition		Proposed														Total	Surplus
		Residential - Reserved		Residential - Visitor		**Restaurant ⁶		Dine-In Restaurant ⁸		Fast Casual Restaurant ¹⁰		Recreation Facilities ²		General Office - Employees ⁴			
		Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand		
Time of Day	6:00 AM	100%	116	0%	0	5%	2	0%	0	5%	2	70%	17	3%	1	138	152
	7:00 AM	100%	116	10%	2	10%	3	0%	0	10%	3	40%	10	15%	4	138	137
	8:00 AM	100%	116	20%	3	20%	5	0%	0	20%	6	40%	10	50%	12	152	123
	9:00 AM	100%	116	20%	3	30%	7	0%	0	30%	9	70%	17	90%	21	173	102
	10:00 AM	100%	116	20%	3	55%	13	15%	5	55%	16	70%	17	100%	24	194	81
	11:00 AM	100%	116	20%	3	85%	19	40%	14	85%	25	80%	19	100%	24	220	55
	12:00 PM	100%	116	20%	3	100%	23	75%	25	100%	29	60%	14	85%	20	230	45
	1:00 PM	100%	116	20%	3	100%	23	75%	25	100%	29	70%	17	85%	20	233	42
	2:00 PM	100%	116	20%	3	90%	20	65%	22	90%	26	70%	17	95%	22	226	49
	3:00 PM	100%	116	20%	3	60%	14	40%	14	60%	18	70%	17	95%	22	204	71
	4:00 PM	100%	116	20%	3	55%	13	50%	17	55%	16	80%	19	85%	20	204	71
	5:00 PM	100%	116	40%	6	60%	14	75%	25	60%	18	90%	21	60%	14	214	61
	6:00 PM	100%	116	60%	9	85%	19	95%	32	85%	25	100%	24	25%	6	231	44
	7:00 PM	100%	116	100%	15	80%	18	100%	33	80%	23	90%	21	15%	4	229	46
8:00 PM	100%	116	100%	15	50%	12	100%	33	50%	15	80%	19	5%	2	212	63	
9:00 PM	100%	116	100%	15	30%	7	100%	33	30%	9	70%	17	3%	1	198	77	
10:00 PM	100%	116	100%	15	20%	5	95%	32	20%	6	35%	9	1%	1	184	91	
11:00 PM	100%	116	80%	12	10%	3	75%	25	10%	3	10%	3	0%	0	162	113	
12:00 AM	100%	116	50%	8	5%	2	25%	9	5%	2	0%	0	0%	0	137	138	

Time of Day Sources:

- 2. Recreation Facilities (Health Club) - ULI Shared Parking, 3rd Edition;
- 4. General Office Employees - ULI Shared Parking, 3rd Edition;
- 6. Retail Employees - ULI Shared Parking, 3rd Edition;
- 8. Dine-In Restaurant Visitors - ULI Shared Parking, 3rd Edition;
- 10. Fast Casual Restaurant Visitors - ULI Shared Parking, 3rd Edition;

**Assumed restaurant space currently vacant.

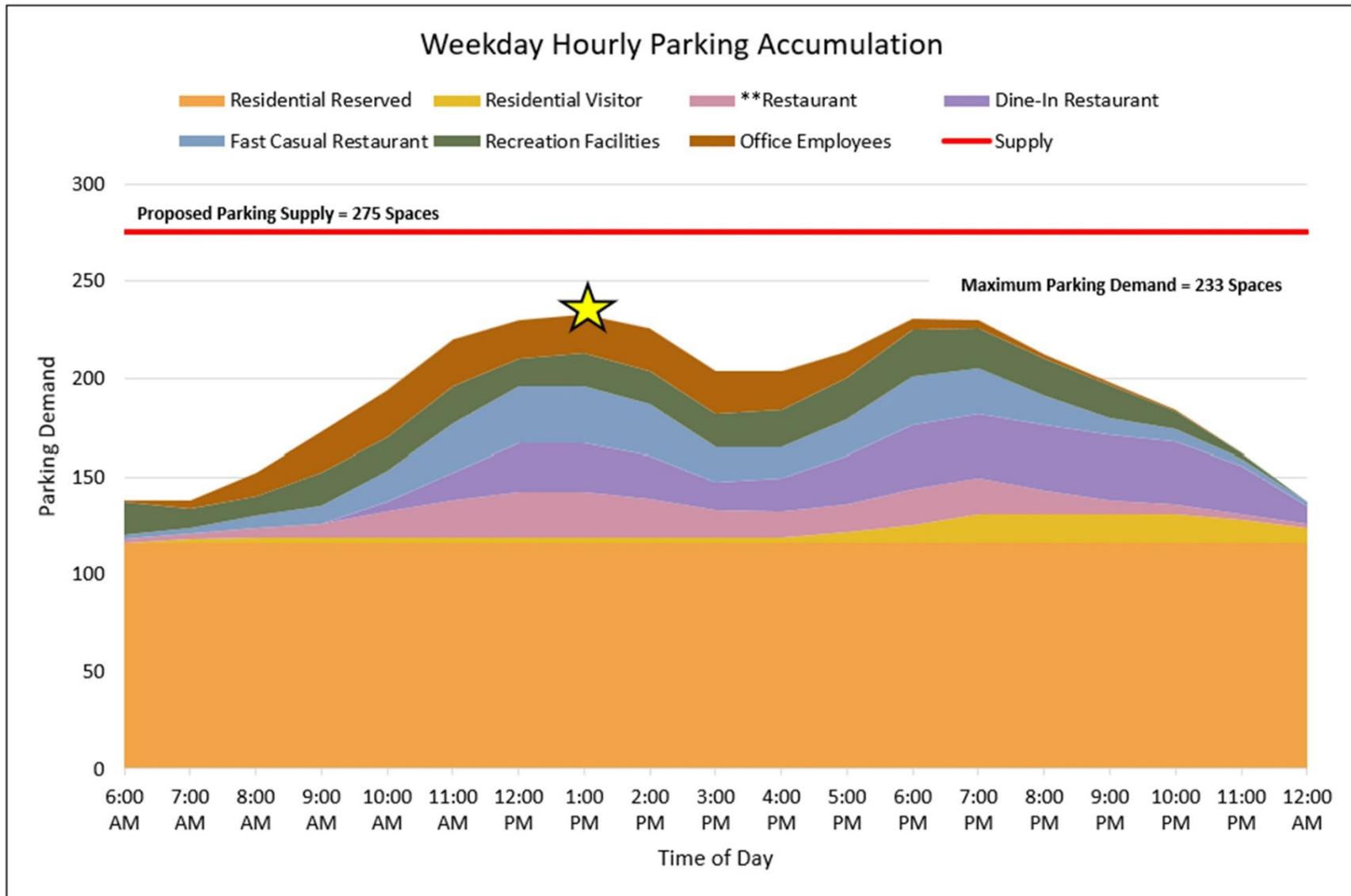


Figure 2: Weekday Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed of the demand during the week by 42 spaces with development plan.

Weekend

The weekend parking accumulation calculations are shown in Table 6 and Figure 3. The peak weekend parking demand is anticipated to occur at 6:00 PM. Based on the ULI time-of-day factors, the peak weekend demand is 223 parking spaces, which is less than the 275 spaces provided.

Table 6: Weekend Shared Parking Hourly Characteristics

ULI - 3rd Edition		Proposed														Total	Surplus
		Residential - Reserved		Residential - Visitor		**Restaurant ⁶		Dine-In Restaurant ⁸		Fast Casual Restaurant ¹⁰		Recreation Facilities ²		General Office - Employees ⁴			
		Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand	Time of Day Adjust	Demand		
Time of Day	6:00 AM	100%	116	0%	0	5%	2	0%	0	5%	2	80%	19	0%	0	139	151
	7:00 AM	100%	116	20%	3	10%	3	0%	0	10%	3	45%	11	20%	5	141	134
	8:00 AM	100%	116	20%	3	20%	5	0%	0	20%	6	35%	9	60%	14	153	122
	9:00 AM	100%	116	20%	3	30%	7	0%	0	30%	9	50%	12	80%	19	166	109
	10:00 AM	100%	116	20%	3	55%	13	0%	0	55%	16	35%	9	90%	21	178	97
	11:00 AM	100%	116	20%	3	85%	19	15%	5	85%	25	50%	12	100%	24	204	71
	12:00 PM	100%	116	20%	3	100%	23	50%	17	100%	29	50%	12	90%	21	221	54
	1:00 PM	100%	116	20%	3	100%	23	55%	19	100%	29	30%	7	80%	19	216	59
	2:00 PM	100%	116	20%	3	90%	20	45%	15	90%	26	25%	6	60%	14	200	75
	3:00 PM	100%	116	20%	3	60%	14	45%	15	60%	18	30%	7	40%	10	183	92
	4:00 PM	100%	116	20%	3	55%	13	45%	15	55%	16	55%	13	20%	5	181	94
	5:00 PM	100%	116	40%	6	60%	14	60%	20	60%	18	100%	24	10%	3	201	74
	6:00 PM	100%	116	60%	9	85%	19	90%	30	85%	25	95%	22	5%	2	223	52
7:00 PM	100%	116	100%	15	80%	18	95%	32	80%	23	60%	14	0%	0	218	57	
8:00 PM	100%	116	100%	15	50%	12	100%	33	50%	15	30%	7	0%	0	198	77	
9:00 PM	100%	116	100%	15	30%	7	90%	30	30%	9	10%	3	0%	0	180	95	
10:00 PM	100%	116	100%	15	20%	5	90%	30	20%	6	1%	1	0%	0	173	102	
11:00 PM	100%	116	80%	12	10%	3	90%	30	10%	3	1%	1	0%	0	165	110	
12:00 AM	100%	116	50%	8	5%	2	50%	17	5%	2	0%	0	0%	0	145	130	

Time of Day Sources:

2. Recreation Facilities (Health Club) - ULI Shared Parking, 3rd Edition;

4. General Office Employees - ULI Shared Parking, 3rd Edition;

6. Retail Employees - ULI Shared Parking, 3rd Edition;

8. Dine-In Restaurant Visitors - ULI Shared Parking, 3rd Edition;

10. Fast Casual Restaurant Visitors - ULI Shared Parking, 3rd Edition;

**Assumed restaurant space currently vacant.

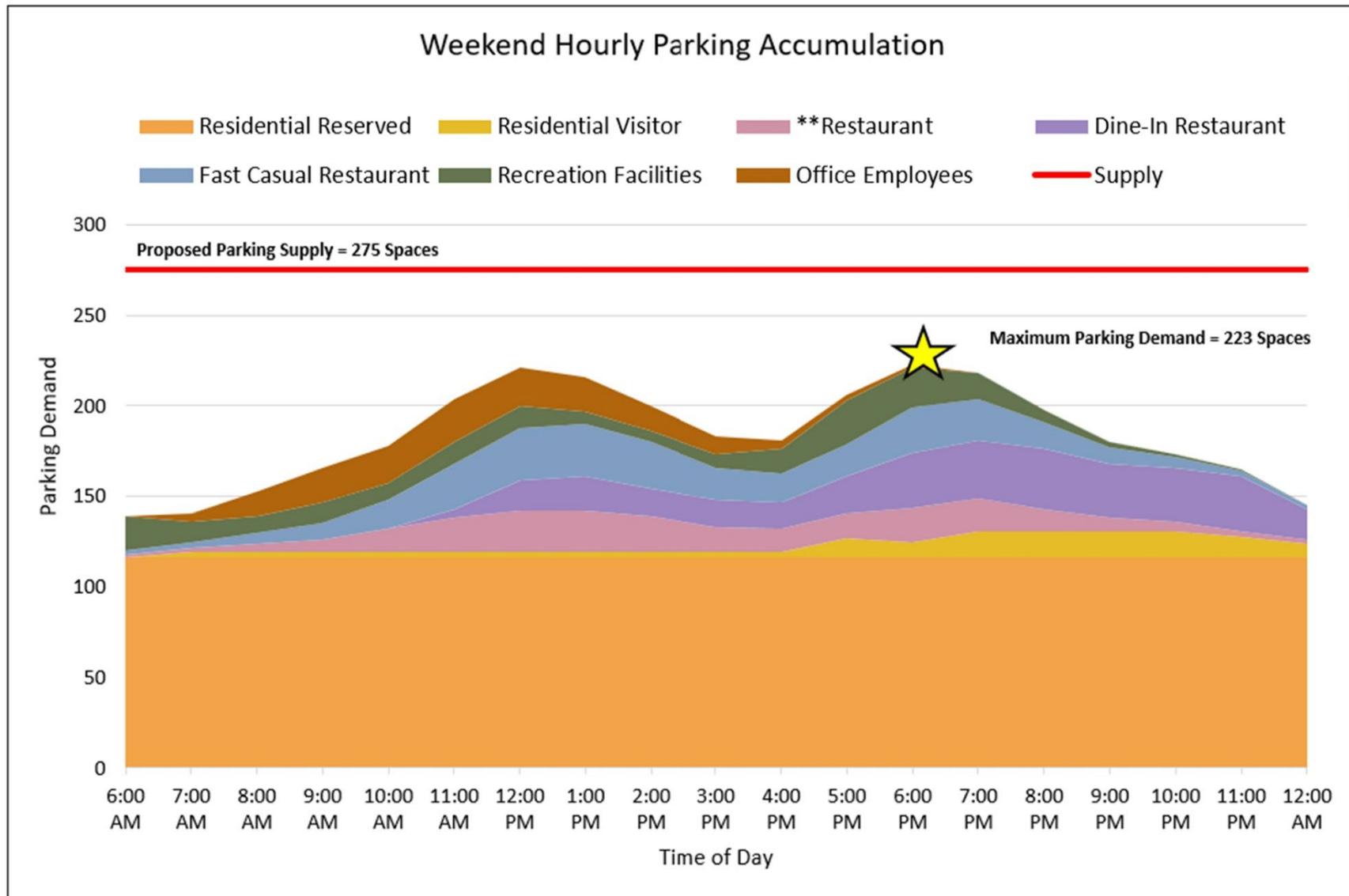


Figure 3: Weekend Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed the demand on the weekend with a surplus of 52 spaces with development plan.

Conclusion

This memorandum presented the findings of a shared parking analysis conducted in conjunction with the redevelopment of the Schoolhouse Commons site in the Town of Haymarket Virginia. This memorandum supports the following conclusions:

- Per the Town of Haymarket *Code of Ordinances*, a total of 261 parking spaces would be required for the application.
- Shared parking could be provided on-site in the surface parking lot to further accommodate the minimum parking requirements.
- The provided parking supply would approximately be 275 spaces which would exceed the weekday peak demand (233) by 42 spaces and the weekend peak demand (223) by 52 spaces.
- The shared parking tables and figures show that the uses peak at different times of day and that the on-site surface lot can accommodate the uses at all times of the day.
- The final breakdown of parking provided for each use is subject to change as the project develops and final mix and density are approved.

TECHNICAL APPENDIX

ULI Shared Parking Rates (3rd Edition) Scanned Pages

FIGURE 2-2 Base Parking Ratios

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Retail <400,000 sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	1
Retail 400,000-600,000 sq ft	sliding scale between <400,000 and 600,000				scaled 4.00 to 4.50	ksf GLA	1
Retail 600,000-1 million sq ft	3.20	0.80	3.60	0.90	4.50	ksf GLA	1
Retail 1 million-2 million sq ft	sliding scale between 1 million and 2 million sq ft				scaled 4.00 to 4.50	ksf GLA	2
Retail >2 million sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	2
Supermarket/grocery	4.00	0.75	4.00	0.75	4.75	ksf GLA	2,3
Pharmacy	3.00	0.40	3.00	0.40	3.40	ksf GLA	3
Discount stores/superstores	3.40	0.85	3.80	0.95	4.75	ksf GLA	3
Home improvement stores/garden	3.10	0.80	3.45	0.90	4.35	ksf GLA	2
Fine/casual dining	13.25	2.25	15.25	2.50	17.75	ksf GLA	2,3
Family restaurant	15.25	2.15	15.00	2.10	17.10	ksf GLA	2,3
Fast casual/fast food	12.40	2.00	12.70	2.00	14.70	ksf GLA	3
Bar/lounge/nightclub	15.25	1.25	17.50	1.50	19.00	ksf GLA	2
Family entertainment	1.80	0.20	2.50	0.25	2.75	ksf GLA	2
Active entertainment	1.50	0.15	1.80	0.20	2.00	ksf GLA	2
Amusement park/water park	3.00	0.30	3.70	0.37	4.07	ksf GLA	2
Adult active entertainment	9.00	1.00	10.00	1.20	11.20	ksf GLA	2
Cineplex	0.15	0.01	0.24	0.01	0.25	seat	2,3
Specialty movie theater	0.18	0.02	0.29	0.01	0.30	seat	2,3
Live theater	0.30	0.07	0.33	0.07	0.40	seat	2
Outdoor amphitheater	0.30	0.07	0.33	0.07	0.40	seat	2
Public park/destination open space	4.00	0.40	5.00	0.50	5.50	acre	2
Museum/aquarium	4.00	0.40	4.50	0.50	5.00	ksf GLA	2
Public library	2.00	0.25	1.90	2.00	3.90	ksf GLA	2
Health club	6.60	0.40	5.50	0.25	7.00	ksf GLA	2,3
Daycare center	1.50	2.00			3.50	ksf GFA	2,3
Convention center	5.50	0.50	5.50	0.50	6.00	ksf GFA	2

(continued on next page)

FIGURE 2-2 (continued)

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2,3
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2,3
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3
Meeting/banquet (0-20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3
Meeting/banquet (20-50 sq ft/key)	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3
Meeting/banquet (50-100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3
Convention (100-200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2,3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2,3
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2,3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2,3
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2,3
Office <25,000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3
Office 25,000-100,000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3
Office 100,000-500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3
Office >500,000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3
Open plan/high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2,3
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksf GFA	2,3
Arena	0.27	0.03	0.30	0.03	0.33	seat	2
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation*, 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in **bold**. Changes or new ratios are highlighted in blue.

Parking Tabulations

DWG PATH: S:\PROJECTS\PACE WEST SCHOOL VENG ZONING MAP AMENDMENT\DELIVERABLES\SCHOOLHOUSE COMMONS ZMAP.dwg

SCHOOLHOUSE COMMONS		
GROSS PARCEL AREA	8.8353 AC GPN 7397-19-1734	
ZONING:	B-1 (EXISTING)	8.83 AC
	R-2 (PROPOSED)	7.25 AC
	B-1 (REMAINING)	1.58 AC
SITE TABULATIONS		
B-1, TOWN CENTER DISTRICT		
GROSS SITE AREA	1.58 AC	
	REQUIRED	PROVIDED
BUILDING LOT COVERAGE	85% (MAX)	35.22%
BUILDING HEIGHT	3 STORIES (35' MAX)	35' (MAX)
FLOOR AREA RATIO	NO MAXIMUM	N/A
YARD REQUIREMENTS		
FRONT YARD	10'	37'
SIDE YARD	25' ABUTTING RESIDENTIAL DISTRICT	25'
REAR YARD	25' ABUTTING RESIDENTIAL DISTRICT	44'
BUFFER YARD REQUIREMENTS		
ADJOINING RESIDENTIAL	25' BUFFER YARD (TS)	25'
R-2 RESIDENTIAL (TOWNHOUSE)		
SECT. 58-10.1 INTENT - AMENITIES AND CONVENIENCE OF TOWNHOUSE OR SMALL LOT DETACHED		
GROSS SITE AREA	7.25 AC	
	REQUIRED	PROVIDED
MINIMUM LOT SIZE	1,500 S.F. (MIN. LOT AREA)	1,500 S.F. (MIN. LOT AREA)
	2,000 S.F. (MIN. AVERAGE LOT AREA)	2,000 S.F. (MIN. AVERAGE LOT AREA)
BUILDING HEIGHT	2 1/2-STORIES (35' MAX)	40' (MAX)
	* THE BUILDING HEIGHT MAY BE EXTENDED TO 3 STORIES OR 40' MAX. IF EACH SIDE YARD IS INCREASED 0.5 FEET FOR EACH ADDITIONAL FOOT OF BUILDING HEIGHT	* SIDE YARD SETBACKS HAVE BEEN ESTABLISHED AT 17.5' TO ALLOW FOR 3 STORIES AND 40' MAX. BUILDING HEIGHT
MAXIMUM NUMBER OF UNITS PER GROSS ACRE	8 UNITS/AC (MAX)	8 UNITS/AC
TOTAL NUMBER OF UNITS ALLOWED	58	58
MINIMUM LOT FRONTAGE	20' (INTERIOR UNIT)	24'
	35' (END UNIT)	39'
MINIMUM COMMON AREA	NONE	2.59 AC
YARD REQUIREMENTS		
FRONT YARD	15'	15'
SIDE YARD	15' (END UNIT)	15' (MIN.) 17.5' (MAX.)
REAR YARD	20'	20'

OPERATION OF MIXED-USE DEVELOPMENT NARRATIVE:

THE SUBJECT SITE IS CURRENTLY COMPRISED OF APPROXIMATELY 32,000 S.F. OF COMMERCIAL AND OFFICE USES. THE PROPOSED DEVELOPMENT PROGRAM FOR THE SITE INCLUDES APPROXIMATELY 22,218 S.F. OF COMMERCIAL/OFFICE USES AND 58 SINGLE-FAMILY ATTACHED (TOWNHOUSE) UNITS. ACCORDINGLY, 9,782 S.F. OF COMMERCIAL/OFFICE SPACES ARE PLANNED TO BE REMOVED WITH THIS APPLICATION.

BASED ON THE TOWN'S MINIMUM PARKING REQUIREMENTS, 15 VISITOR PARKING SPACES ARE REQUIRED TO SERVE THE PROPOSED TOWNHOUSE UNITS AND A TOTAL OF 130 PARKING SPACES ARE REQUIRED TO SERVE THE 22,218 S.F. OF COMMERCIAL/OFFICE USES FOR A TOTAL OF 145 REQUIRED SPACES. THE CONCEPT DEVELOPMENT PLAN PROPOSES A TOTAL OF 147 SURFACE PARKING SPACES UNDER THE PROPOSED LAYOUT. ADDITIONALLY, THE VISITOR PARKING SPACES WILL BE INCORPORATED INTO THE PROPOSED SURFACE PARKING SPACES AND IDENTIFIED WITH APPROPRIATE SIGNAGE.

AT THE REQUEST OF THE APPLICANT, A SHARED PARKING ANALYSIS HAS BEEN PREPARED BY GOROVE SLADE TRANSPORTATION PLANNERS AND ENGINEERS DATED FEBRUARY 18, 2026. THE ANALYSIS CONCLUDES THAT THE TOTAL PROPOSED PARKING SPACES UNDER THE BASE SCENARIO (275 SPACES) WOULD EXCEED THE WEEKDAY PEAK DEMAND (233 SPACES) BY 42 SPACES AND THE WEEKEND PEAK DEMAND (223 SPACES) BY 52 SPACES.

PARKING TABULATIONS				
PROPOSED USE	PARKING REQUIREMENTS	TENANT SPACE SQ. FT.	REQUIRED PARKING	PROPOSED PARKING
OBE	1 SPACE PER 300 S.F. OF GROSS FLOOR AREA	6,925	23.08	
ZANDRAS	1 SPACE PER 100 S.F. OF GROSS FLOOR AREA	2,865	28.65	
TROUVAILLE	1 SPACE PER 100 S.F. OF GROSS FLOOR AREA	3,300	33.00	
JUIJITSU	1 SPACE PER 300 S.F. OF GROSS FLOOR AREA	5,170	17.23	
JAZZERCISE	1 SPACE PER 300 S.F. OF GROSS FLOOR AREA	1,750	5.83	
RESTAURANT	1 SPACE PER 100 S.F. OF GROSS FLOOR AREA	2,208	22.08	
SUBTOTAL		22,218	129.88	132 SPACES (SURFACE PARKING) (INCLUDES 5 H.C. PARKING SPACES)
TOWNHOUSE (RESIDENT PARKING)	58 UNITS X 2 SPACES PER UNIT		116.00	128 (DRIVEWAY)
TOWNHOUSE (VISITOR PARKING)	58 UNITS X 0.25 SPACES PER UNIT		15.00	15 (SURFACE PARKING)
SUBTOTAL			131.00	143 SPACES
TOTAL			260.88	275 SPACES
SHARED PARKING STUDY RESULTS			-30	
REDUCED TOTAL			230.88	275 SPACES

SHARED PARKING ANALYSIS EXHIBIT:

Shared Parking Analysis

Section 58-6.1B states "The minimum required parking spaces may be reduced if a land owner can provide parking that will be shared by complementary adjacent land uses. Such a proposal must be prepared using the methods set forth in the latest edition of the Shared Parking Manual of the Urban Land Institute (ULI). The necessary calculations and other data that show the suitability of a shared parking proposal must be submitted to the Town in conjunction with a site plan or other applicable development application..."

Shared parking is planned on-site to accommodate the proposed parking reduction. Shared parking is the use of a parking space to serve two or more individual land uses without conflict or encroachment. The ability to share parking spaces is the result of two conditions:

- Variations in the accumulation of vehicles by hour, by day, or by season at the individual land uses, and
- Relationships among the land uses that result in visiting multiple land uses on the same trip.

The key goal of shared parking analysis is to find the balance between providing adequate parking to support a development from a commercial viewpoint and minimizing the negative aspects of excessive land area or resources devoted to parking.

The process below outlines the shared parking methodology:

- Determine the applicable parking ratios – The base parking ratios were split between residents/employees and visitors using the parking ratios provided in the Urban Land Institute's (ULI) *Shared Parking*, 3rd Edition (2020). The base parking ratios per the Town of Haymarket Zoning Ordinance is shown in Table 3.

Table 3: Required Base Parking Supply (Haymarket ZO)

Land Use	Development	*Base Parking Ratio	Base Parking Requirement
Proposed Use (Mixed Use)			
Recreation Facility (Jiu Jitsu/Jazzercise)	6,920	1.0 /300 SF	23.07 spaces
General Office (QBE)	6,925 SF	1.0 /300 SF	23.08 spaces
**Restaurant	2,208 SF	1.0 /100 SF	22.08 spaces
Dine-in Restaurant (Trouvaille)	3,300 SF	1.0 /100 SF	33.00 spaces
Fast Casual Restaurant (Zandras)		1.0 /100 SF	28.65 spaces
***Mixed Use Total			130 spaces
Proposed Use (Residential)			
Residential (Reserved)	58 DU	2.00 /DU	116 spaces
Residential (Visitor)	58 DU	0.25 /DU	15 spaces
Residential Total			131 spaces
Total for Parcel (7397-19-1734)			261 spaces

*Town of Haymarket Off-Street Parking Requirements per Zoning Ordinance.

**Assumed restaurant space is currently vacant.

*** Mixed Use parking requirement total rounded up from 129.87 to 130 spaces.

- Determine the number of reserved parking spaces – For the purposes of this analysis, reserved spaces were assumed for only the residential portion of the development.
- Determine the peak parking scenario – This is shown in the following tables. The hourly factors are based on the Urban Land Institute (ULI) *Shared Parking*, 3rd Edition (2020) time-of-day factors. The hourly factors are applied to the base parking ratios shown in Table 3 to determine the peak parking scenario.
- Determine the peak parking demand – This is shown in the tables in the following sections.

The shared parking analysis includes all the proposed uses.

On-Site Parking Supply – (263 spaces)

The Applicant is planning to provide a total of 263 parking spaces on-site for the development. The final breakdown of parking provided for each use is subject to change as the project develops and final mix and density are approved. The summarized parking breakdown is shown on Table 4 below.

Table 4: Summarized Parking Tabulations

Proposed Use	# Spaces Required	Provided Spaces	Provided Spaces by Zoning	
			B-1 Zoned	R-2 Zoned
Mixed-Use	130	132	76	56
Residential	131	131	--	131
TOTAL	261	263	76	187

Conclusion

This memorandum presented the findings of a shared parking analysis conducted in conjunction with the redevelopment of the Schoolhouse Commons site in the Town of Haymarket Virginia. This memorandum supports the following conclusions:

- Per the Town of Haymarket *Code of Ordinances*, a total of 261 parking spaces would be required for the application.
- Shared parking could be provided on-site in the surface parking lot to further accommodate the minimum parking requirements.
- The provided parking supply would approximately be 263 spaces which would exceed the weekday peak demand (233) by 30 spaces and the weekend peak demand (223) by 40 spaces.
- The shared parking tables and figures show that the uses peak at different times of day and that the on-site surface lot can accommodate the uses at all times of the day.
- The final breakdown of parking provided for each use is subject to change as the project develops and final mix and density are approved.

REZ2025-001

SCALE: H) AS NOTED
 V)
 DATE: AUGUST 2025
 CHECKED:
 DRAWN: JHD
 FILE NO: ZMAP-004-HAY
 SHEET NO.

SITE TABULATIONS
SCHOOLHOUSE COMMONS
 ZONING MAP AMENDMENT

PRINCE WILLIAM COUNTY, VIRGINIA

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