GOROVE SLADE
Transportation Planners and Engineers

TECHNICAL MEMORANDUM

To:	Kirk Johnson	Graystone Companies
From:	Kayla Ord, PE, PTOE	
	Gee Sreekanth Gopi, EIT	
	Mike King	
Date:	December 10, 2025	
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 two layout options 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	24
Zandras	2,865	1 space/100 sf	29
Trouvaille	3,300	1 space/100 sf	33
Jiu Jitsu	5,170	1 space/300 sf	18
Jazzercize	1,750	1 space/300 sf	6
Vacant	2,208	1 space/300 sf	8
Total	**22,218**		**118**

**Town of Haymarket Zoning Ordinance*

Per the Town's parking requirements, the mixed-use portion of the Schoolhouse Commons development would require 118 parking spaces. Based on the two (2) parking supply options for the development, option 1 proposes 132 spaces and option 2 proposes 141 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 116 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. Please note that both the plan options propose 131 parking spaces for the residential development.

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 Supply
Recreation Facility (Jiu Jitsu/Jazzercize)	6,920 SF	1.0 /300 SF	24 spaces
General Office (QBE)	6,925 SF	1.0 /300 SF	24 spaces
Vacant	2,208 SF	1.0 /300 SF	8 spaces
Dine-In Restaurant (Trouvaille)	3,300 SF	1.0 /100 SF	33 spaces
Residential (Reserved)	58 DU	2.00 /DU	116 spaces
Residential (Visitor)	58 DU	0.25 /DU	15 Spaces
Fast Casual Restaurant (Zandras)	2,865 SF	1.0 /100 SF	29 spaces
			249 spaces

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

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.

Parking Supply Options

On-Site Parking Supply - Option 1 (263 spaces)

The Applicant is planning to provide a total of 263 parking spaces on-site with this alternative option 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
Mixed-Use	118	132
Residential	131	131
TOTAL	**249**	**263**

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Weekday

The weekday parking accumulation calculations are shown in Table 5 and Figure 2. The peak weekday parking demand is anticipated to occur at 7:00 PM. Based on the ULI time-of-day factors, the peak weekday demand is 218 parking spaces, which is less than the 263 spaces provided.

Table 5: Weekday Shared Parking Hourly Characteristics

		Proposed																	
ULI - 3rd Edition		Recreation Facilities - Employees[1]		Residential - Reserved		General Office - Employees[3]		Residential - Visitor		**Vacant[6]		Dine-In Restaurant - [8]		Fast Casual Restaurant - [10]		Recreation Facilities - [2]		General Office - Employees[4]		Total	Surplus
		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 Adjust	Demand	Time of Day Adjust	Demand	Demand	
Time of Day	*6:00 AM*	75%	0	100%	116	3%	0	0%	0	1%	1	0%	0	5%	2	70%	17	3%	1	137	141
	7:00 AM	75%	0	100%	116	15%	0	10%	2	5%	1	0%	0	10%	3	40%	10	15%	4	136	127
	8:00 AM	75%	0	100%	116	50%	0	20%	3	15%	2	0%	0	20%	6	40%	10	50%	12	149	114
	9:00 AM	75%	0	100%	116	90%	0	20%	3	35%	3	0%	0	30%	9	70%	17	90%	21	169	94
	10:00 AM	75%	0	100%	116	100%	0	20%	3	60%	6	15%	5	55%	16	70%	17	100%	24	187	76
	11:00 AM	75%	0	100%	116	100%	0	20%	3	75%	7	40%	14	85%	25	80%	19	100%	24	208	55
	12:00 PM	75%	0	100%	116	85%	0	20%	3	100%	9	75%	25	100%	29	60%	14	85%	20	216	47
	1:00 PM	75%	0	100%	116	85%	0	20%	3	100%	9	75%	25	100%	29	70%	17	85%	20	219	44
	2:00 PM	75%	0	100%	116	95%	0	20%	3	95%	8	65%	22	90%	26	70%	17	95%	22	214	49
	3:00 PM	75%	0	100%	116	95%	0	20%	3	85%	8	40%	14	60%	18	70%	17	95%	22	198	65
	4:00 PM	75%	0	100%	116	85%	0	20%	3	85%	8	50%	17	55%	16	80%	19	85%	20	199	64
	5:00 PM	100%	0	100%	116	60%	0	40%	6	85%	8	75%	25	60%	18	90%	21	60%	14	208	55
	6:00 PM	100%	0	100%	116	25%	0	60%	9	90%	8	95%	32	85%	25	100%	24	25%	6	220	43
	7:00 PM	75%	0	100%	116	15%	0	100%	15	80%	7	100%	33	80%	23	90%	21	15%	4	218	45
	8:00 PM	50%	0	100%	116	5%	0	100%	15	65%	6	100%	33	50%	15	80%	19	5%	2	206	57
	9:00 PM	20%	0	100%	116	3%	0	100%	15	45%	4	100%	33	30%	9	70%	17	3%	1	195	68
	10:00 PM	20%	0	100%	116	1%	0	100%	15	15%	2	95%	32	20%	6	35%	9	1%	1	181	82
	11:00 PM	20%	0	100%	116	0%	0	80%	12	5%	1	75%	25	10%	3	10%	3	0%	0	160	103
	12:00 AM	0%	0	100%	116	0%	0	50%	8	0%	0	25%	9	5%	2	0%	0	0%	0	135	128

Time of Day Sources:

2. Health Club Visitors - ULI Shared Parking, 3rd Edition,

4. 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

***Vacant spaces anticipated to be used*

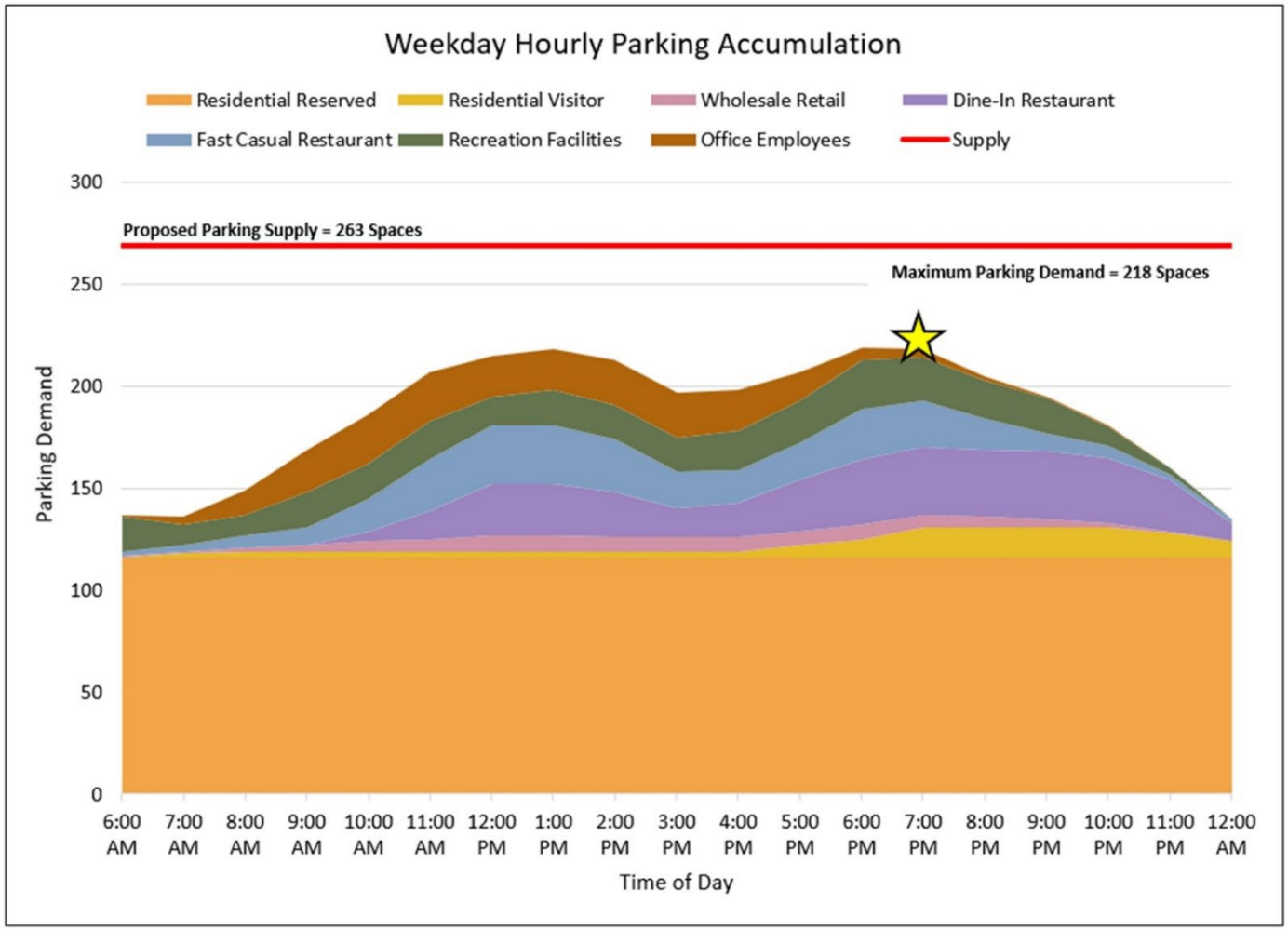

Figure 2: Weekday Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed of the demand during the week by 45 spaces with development plan option 1.

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 210 parking spaces, which is less than the 263 spaces provided.

Table 6: Weekend Shared Parking Hourly Characteristics

Proposed																
ULI - 3rd Edition		Residential - Reserved		Residential Visitor		**Vacant[6]		Dine-In Restaurant - [8]		Fast Casual Restaurant - [10]		Recreation Facilities - [2]		General Office - Employees[4]		Total	Surplus
		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	Demand	
Time of Day	*6:00 AM*	100%	116	0%	0	1%	1	0%	0	5%	2	80%	19	0%	0	138	125
	7:00 AM	100%	116	20%	3	5%	1	0%	0	10%	3	45%	11	20%	5	139	124
	8:00 AM	100%	116	20%	3	30%	3	0%	0	20%	6	35%	9	60%	14	151	112
	9:00 AM	100%	116	20%	3	50%	4	0%	0	30%	9	50%	12	80%	19	163	100
	10:00 AM	100%	116	20%	3	70%	6	0%	0	55%	16	35%	9	90%	21	171	92
	11:00 AM	100%	116	20%	3	90%	7	15%	5	85%	25	50%	12	100%	24	192	71
	12:00 PM	100%	116	20%	3	95%	7	50%	17	100%	29	50%	12	90%	21	205	58
	1:00 PM	100%	116	20%	3	100%	8	55%	19	100%	29	30%	7	80%	19	201	62
	2:00 PM	100%	116	20%	3	100%	8	45%	15	90%	26	25%	6	60%	14	188	75
	3:00 PM	100%	116	20%	3	95%	7	45%	15	60%	18	30%	7	40%	10	176	87
	4:00 PM	100%	116	20%	3	90%	7	45%	15	55%	16	55%	13	20%	5	175	88
	5:00 PM	100%	116	70%	11	80%	6	60%	20	60%	18	100%	24	10%	3	198	65
	6:00 PM	100%	116	60%	9	75%	6	90%	30	85%	25	95%	22	5%	2	210	53
	7:00 PM	100%	116	100%	15	70%	6	95%	32	80%	23	60%	14	0%	0	206	57
	8:00 PM	100%	116	100%	15	65%	5	100%	33	50%	15	30%	7	0%	0	191	72
	9:00 PM	100%	116	100%	15	50%	4	90%	30	30%	9	10%	3	0%	0	177	86
	10:00 PM	100%	116	100%	15	30%	3	90%	30	20%	6	1%	1	0%	0	171	92
	11:00 PM	100%	116	80%	12	10%	1	90%	30	10%	3	1%	1	0%	0	163	100
	12:00 AM	100%	116	50%	8	0%	0	50%	17	5%	2	0%	0	0%	0	143	120

Time of Day Sources:

2. Health Club Visitors - ULI Shared Parking, 3rd Edition,

4. 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

***Vacant spaces anticipated to be used*

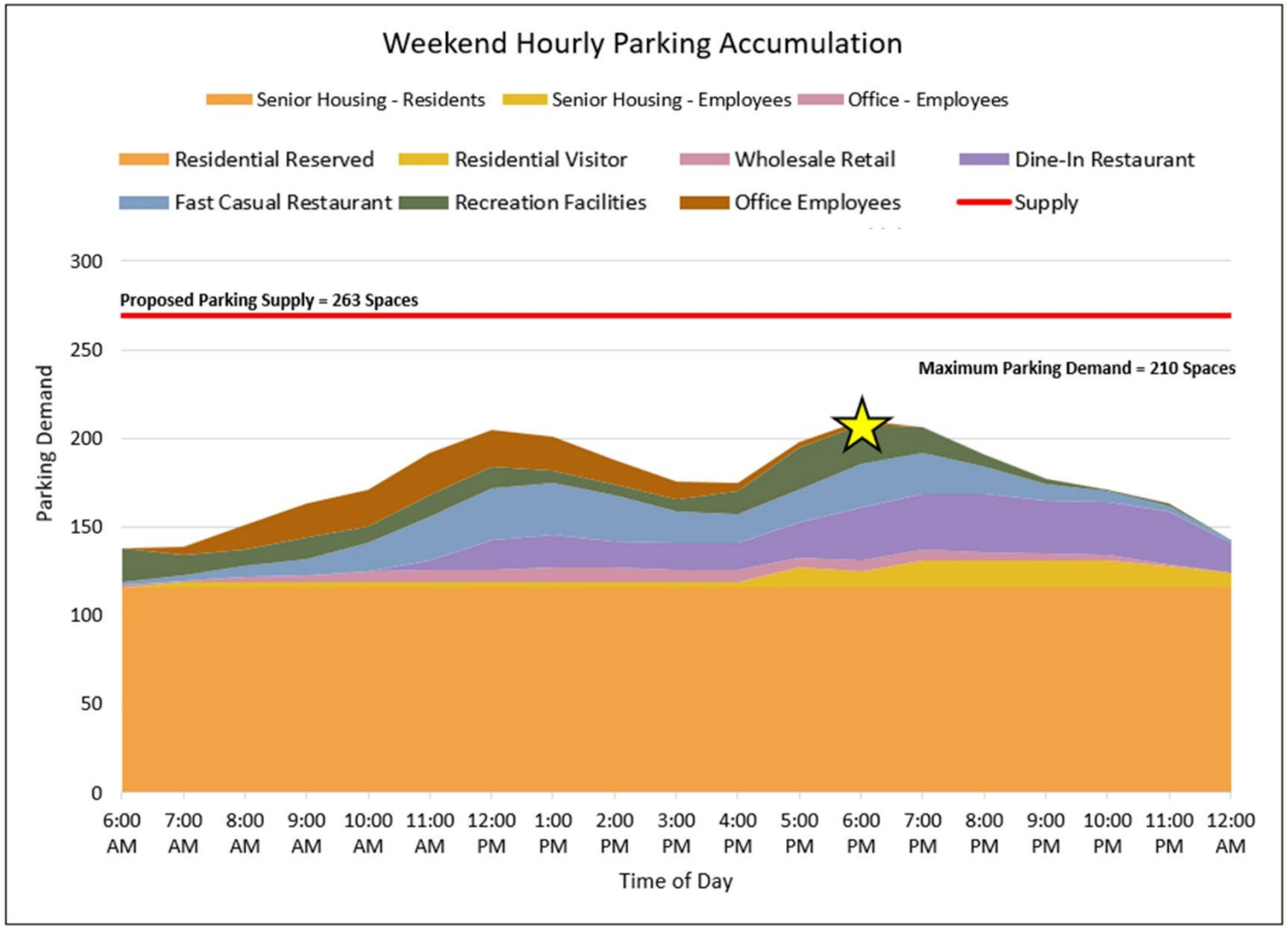

Figure 3: Weekend Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed the demand on the weekend with a surplus of 53 spaces with development plan option 1.

On-Site Parking Supply – Option 2 (272 spaces)

The Applicant is planning to provide a total of 272 parking spaces on-site with this alternative option 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 7 below.

Table 7: Summarized Parking Tabulations

Proposed Use	# Spaces Required	Provided Spaces
Mixed-Use	118	141
Residential	131	131
TOTAL	**249**	**272**

Weekday

The weekday parking accumulation calculations are shown in Table 8 and Figure 4. The peak weekday parking demand is anticipated to occur at 7:00 PM. Based on the ULI time-of-day factors, the peak weekday demand is 218 parking spaces, which is less than the 272 spaces provided.

Table 8: Weekday Shared Parking Hourly Characteristics

		Proposed																	
ULI - 3rd Edition		Recreation Facilities - Employees[1]		Residential - Reserved		General Office - Employees[3]		Residential - Visitor		**Vacant[6]		Dine-In Restaurant - [8]		Fast Casual Restaurant - [10]		Recreation Facilities - [2]		General Office - Employees[4]		Total	Surplus
		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 Adjust	Demand	Time of Day Adjust	Demand	Demand	
Time of Day	*6:00 AM*	75%	0	100%	116	3%	0	0%	0	1%	1	0%	0	5%	2	70%	17	3%	1	137	150
	7:00 AM	75%	0	100%	116	15%	0	10%	2	5%	1	0%	0	10%	3	40%	10	15%	4	136	136
	8:00 AM	75%	0	100%	116	50%	0	20%	3	15%	2	0%	0	20%	6	40%	10	50%	12	149	123
	9:00 AM	75%	0	100%	116	90%	0	20%	3	35%	3	0%	0	30%	9	70%	17	90%	21	169	103
	10:00 AM	75%	0	100%	116	100%	0	20%	3	60%	6	15%	5	55%	16	70%	17	100%	24	187	85
	11:00 AM	75%	0	100%	116	100%	0	20%	3	75%	7	40%	14	85%	25	80%	19	100%	24	208	64
	12:00 PM	75%	0	100%	116	85%	0	20%	3	100%	9	75%	25	100%	29	60%	14	85%	20	216	56
	1:00 PM	75%	0	100%	116	85%	0	20%	3	100%	9	75%	25	100%	29	70%	17	85%	20	219	53
	2:00 PM	75%	0	100%	116	95%	0	20%	3	95%	8	65%	22	90%	26	70%	17	95%	22	214	58
	3:00 PM	75%	0	100%	116	95%	0	20%	3	85%	8	40%	14	60%	18	70%	17	95%	22	198	74
	4:00 PM	75%	0	100%	116	85%	0	20%	3	85%	8	50%	17	55%	16	80%	19	85%	20	199	73
	5:00 PM	100%	0	100%	116	60%	0	40%	6	85%	8	75%	25	60%	18	90%	21	60%	14	208	64
	6:00 PM	100%	0	100%	116	25%	0	60%	9	90%	8	95%	32	85%	25	100%	24	25%	6	220	52
	7:00 PM	75%	0	100%	116	15%	0	100%	15	80%	7	100%	33	80%	23	90%	21	15%	4	218	54
	8:00 PM	50%	0	100%	116	5%	0	100%	15	65%	6	100%	33	50%	15	80%	19	5%	2	206	66
	9:00 PM	20%	0	100%	116	3%	0	100%	15	45%	4	100%	33	30%	9	70%	17	3%	1	195	77
	10:00 PM	20%	0	100%	116	1%	0	100%	15	15%	2	95%	32	20%	6	35%	9	1%	1	181	91
	11:00 PM	20%	0	100%	116	0%	0	80%	12	5%	1	75%	25	10%	3	10%	3	0%	0	160	112
	12:00 AM	0%	0	100%	116	0%	0	50%	8	0%	0	25%	9	5%	2	0%	0	0%	0	135	137

Time of Day Sources:

2. Health Club Visitors - ULI Shared Parking, 3rd Edition,

4. 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

***Vacant spaces anticipated to be used*

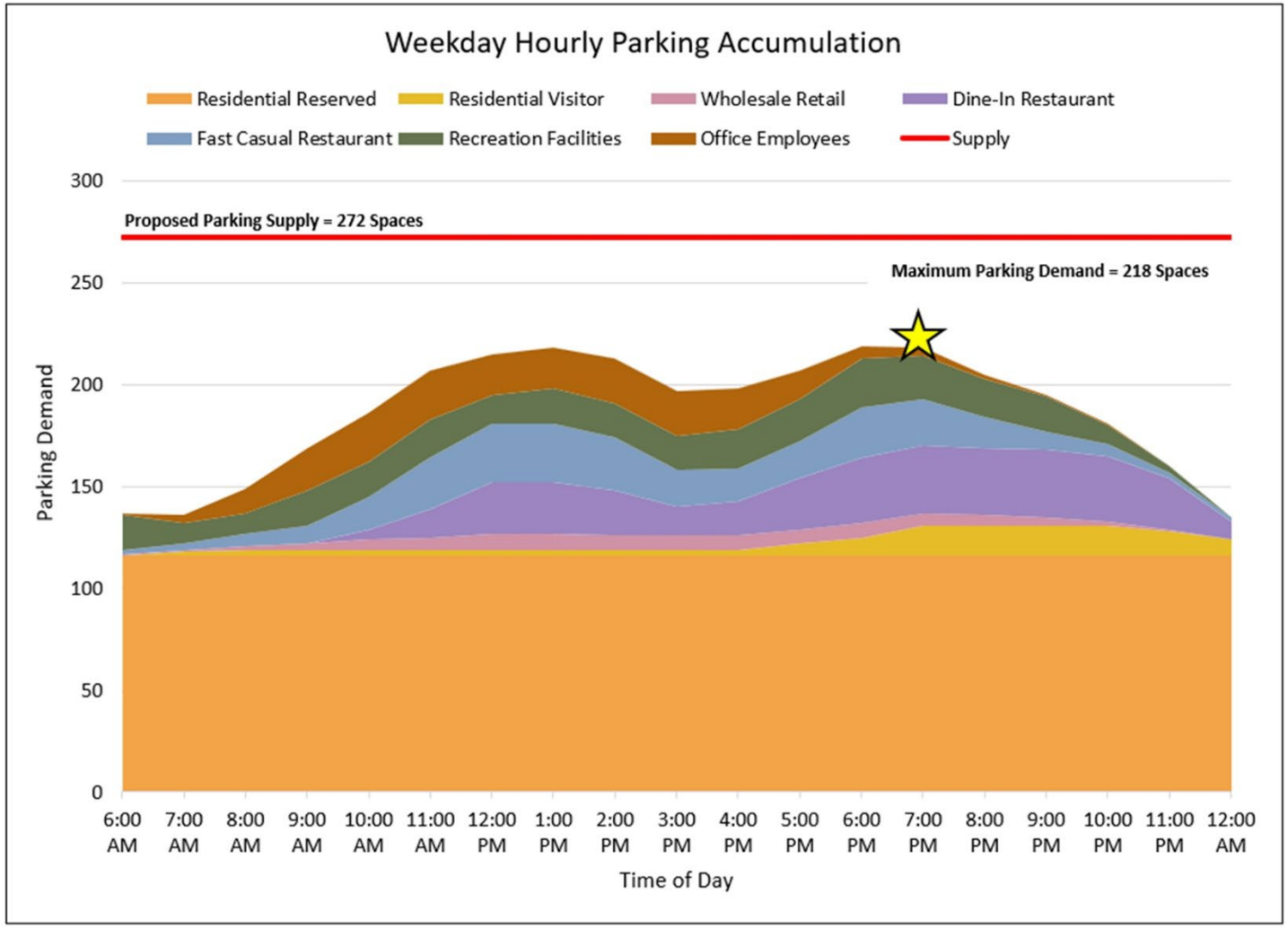

Figure 4: Weekday Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed of the demand during the week by 54 spaces with development plan option 2.

Weekend

The weekend parking accumulation calculations are shown in Table 9 and Figure 5. 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 210 parking spaces, which is less than the 272 spaces provided.

Table 9: Weekend Shared Parking Hourly Characteristics

		Proposed															
ULI - 3rd Edition		Residential - Reserved		Residential Visitor		**Vacant[6]		Dine-In Restaurant - [8]		Fast Casual Restaurant - [10]		Recreation Facilities - [2]		General Office - Employees[4]		Total	Surplus
		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	Demand	
Time of Day	*6:00 AM*	100%	116	0%	0	1%	1	0%	0	5%	2	80%	19	0%	0	138	134
	7:00 AM	100%	116	20%	3	5%	1	0%	0	10%	3	45%	11	20%	5	139	133
	8:00 AM	100%	116	20%	3	30%	3	0%	0	20%	6	35%	9	60%	14	151	121
	9:00 AM	100%	116	20%	3	50%	4	0%	0	30%	9	50%	12	80%	19	163	109
	10:00 AM	100%	116	20%	3	70%	6	0%	0	55%	16	35%	9	90%	21	171	101
	11:00 AM	100%	116	20%	3	90%	7	15%	5	85%	25	50%	12	100%	24	192	80
	12:00 PM	100%	116	20%	3	95%	7	50%	17	100%	29	50%	12	90%	21	205	67
	1:00 PM	100%	116	20%	3	100%	8	55%	19	100%	29	30%	7	80%	19	201	71
	2:00 PM	100%	116	20%	3	100%	8	45%	15	90%	26	25%	6	60%	14	188	84
	3:00 PM	100%	116	20%	3	95%	7	45%	15	60%	18	30%	7	40%	10	176	96
	4:00 PM	100%	116	20%	3	90%	7	45%	15	55%	16	55%	13	20%	5	175	97
	5:00 PM	100%	116	70%	11	80%	6	60%	20	60%	18	100%	24	10%	3	198	74
	6:00 PM	100%	116	60%	9	75%	6	90%	30	85%	25	95%	22	5%	2	210	62
	7:00 PM	100%	116	100%	15	70%	6	95%	32	80%	23	60%	14	0%	0	206	66
	8:00 PM	100%	116	100%	15	65%	5	100%	33	50%	15	30%	7	0%	0	191	81
	9:00 PM	100%	116	100%	15	50%	4	90%	30	30%	9	10%	3	0%	0	177	95
	10:00 PM	100%	116	100%	15	30%	3	90%	30	20%	6	1%	1	0%	0	171	101
	11:00 PM	100%	116	80%	12	10%	1	90%	30	10%	3	1%	1	0%	0	163	109
	12:00 AM	100%	116	50%	8	0%	0	50%	17	5%	2	0%	0	0%	0	143	129

Time of Day Sources:

2. Health Club Visitors - ULI Shared Parking, 3rd Edition,

4. 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

***Vacant spaces anticipated to be used*

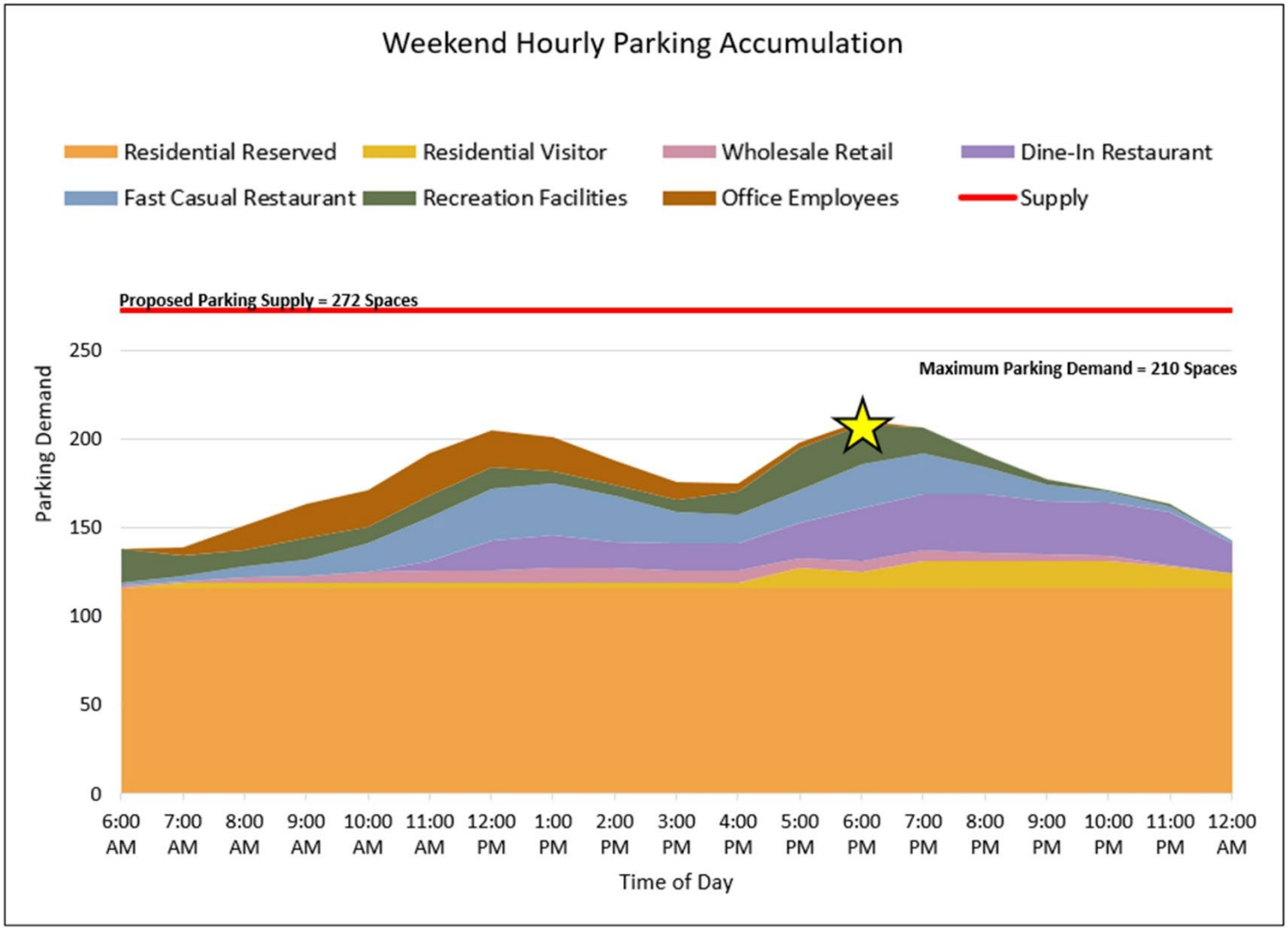

Figure 5: Weekend Shared Parking Hourly Characteristics

The parking supply is anticipated to exceed the demand on the weekend with a surplus of 62 spaces with development plan option 2.

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 249 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.
- Option 1 – The provided parking supply would approximately be 263 spaces which would exceed the weekday peak demand (218) by 45 spaces and the weekend peak demand (210) by 53 spaces.
- Option 2 – The provided parking supply would approximately be 272 spaces which would exceed the weekday peak demand (218) by 54 spaces and the weekend peak demand (210) by 62 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.