

# Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

**Memorandum:**

**Date:** April 19, 2024

TO: Montgomery County  
Planning Department  
2425 Reedie Drive, 14<sup>th</sup> Floor  
Wheaton, MD 20902

FROM: Mike Lenhart

RE: Parking Waiver Request for 16650 Georgia Avenue

This parking analysis has been prepared in support of a parking waiver to reduce parking requirements for the proposed redevelopment of the property located at 16650 Georgia Avenue. The property is currently developed with multiple uses, including warehousing and a variety of small retail spaces in the “Antique Village” main structure and outbuildings. The 5,929 square foot warehousing building will be razed along with a 658 square foot outbuilding and 431 square foot crab shack. A 12,000 square foot structure is proposed to be constructed to be utilized as a day care for 165 students. The 8,400 square foot “Antique Village” structure and adjacent 2,152 square foot structure utilized by the small retail shops will be retained with the redevelopment. The location of the property is shown on **Exhibit 1**.

Table 6.2.4B of the Montgomery County Zoning Ordinance specifies the off-street parking requirements for motor vehicles. The parking requirements for the proposed redevelopment are shown below:

- Antique Village (using rate for general retail): 5 spaces per 1,000 square feet GLA
- Child Day Care Facility: 3 spaces per 1,000 square feet

Based on the above zoning parking requirements, the antique village will require 53 parking spaces and the day care facility will require 36 parking spaces for a total parking requirement of 89 parking spaces.

However, the antique village facility is not a typical retail facility and should not be considered as such. The antique village consists of numerous small specialty stores which do not generate a significant amount of traffic or parking. A parking survey was conducted at the existing site to determine the actual parking generated by the existing facilities. The results of the parking survey are included in Appendix A and indicate a weekday peak parking demand of 15 parking spaces. While some of the observed parking demand may be associated with the warehousing use (which will be razed with the proposed redevelopment), the entirety of the parking demand for the existing site will be assumed to be associated with the antique village in order to provide a conservative estimate of the actual parking demand for the proposed site.

Parking data for the day care facility was obtained from Primrose Schools regarding typical parking requirements for their facilities. The data is based on a parking survey of an 87-student day care facility and includes parking demand in 5-minute intervals throughout the peak periods of the day. The 87-student facility had a peak parking demand of 19 spaces, or a peak parking demand rate of 0.218 parking spaces per student. It should be noted that employee parking is included in the overall parking data obtained from Primrose Schools. Applying this rate to the proposed 165-student day care facility, a peak parking demand



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## Transportation Planning & Traffic Engineering

of 36 spaces is determined. This parking demand is consistent with the zoning parking demand discussed above.

The project site is proposed to be redeveloped to include a 165-student day care facility and retain the existing 10,552 square foot antique village. Based on the above discussion, the antique village requires 15 parking spaces and the 165-student day care facility requires 36 parking spaces for a total requirement of 51 parking spaces. However, this does not take into account the fact that peak parking does not occur at the same time for every land use type. The ITE Parking Generation Manual, 5<sup>th</sup> Edition, provides hourly parking demands for a variety of land uses. **Exhibit 2** shows a shared parking analysis which takes into account the actual hourly parking demand for the two land uses.

The hourly parking demand for the antique village is based on ITE land use 820 (shopping center) as this use most closely relates to the antique village. ITE does not provide hourly parking demand data for day care facilities and as such the hourly parking data from Primrose Schools was utilized. The ratio of hourly parking demand to the peak parking demand was used to determine the hourly parking demand. For example, for the hour beginning at 7:00 AM, a maximum of 13 vehicles were parked at any given time. With a peak parking demand of 19 vehicles, the percentage of peak parking demand for the 7:00 AM hour is 68.4%. (13 vehicles / 19 vehicles). Hours in which data is not supplied (hours beginning with 10:00 AM, 2:00 PM, and 3:00 PM) were interpolated from the remaining data.

As shown on Exhibit 2, the proposed development generates a peak parking demand of 46 parking spaces, occurring at 4:00 PM. Based on the information contained in this report, it is our opinion that 46 parking spaces will provide adequate parking in a safe and efficient manner, as required for a parking waiver to be granted. As such, a parking waiver should be granted requiring at least 46 parking spaces with the redevelopment of the property.

Based on the information contained in this report:

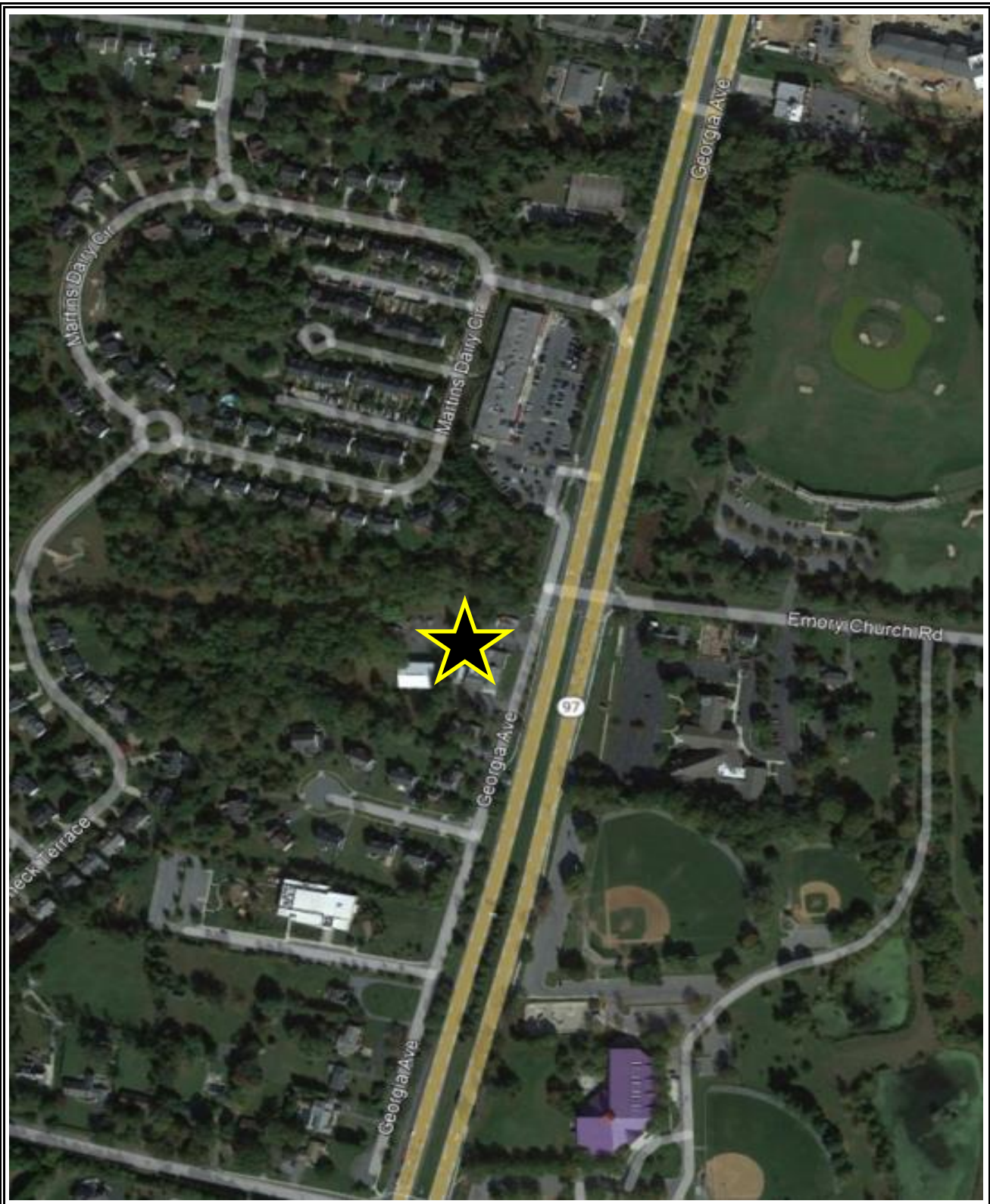
- The property located at 16650 Georgia Avenue is proposed to be redeveloped. This includes the construction of a 165-student day care facility while retaining the existing 10,552 square foot antique village.
- Based on the Montgomery County Zoning Ordinance, the site should be constructed with 89 parking spaces. The developer is pursuing a parking waiver to reduce the parking requirement for this property.
- A parking survey was conducted for the existing site, which includes the antique village and a small amount of other land uses. The parking survey determined that the site currently has a peak parking demand of 15 spaces.
- Primrose Schools, the proposed day care for the property, provided parking generation data on an hourly basis throughout the peak periods of the day. Based on this data, the proposed 165-student day care generates a peak parking demand of 36 parking spaces. This is consistent with the Montgomery County Zoning Ordinance requirement of 36 spaces.
- A shared parking analysis was conducted based on the parking survey of the existing site, ITE Parking Generation Manual, 5<sup>th</sup> Edition, and the data provided by Primrose Schools. Based on this analysis, a parking waiver should be granted requiring at least 46 parking spaces with the redevelopment of the site.

If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,  
Mike



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Shared Parking Analysis

Site Location  
Map

**Exhibit  
1**



**LENHART TRAFFIC CONSULTING, INC.**  
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**EXHIBIT 2**  
**16650 Georgia Avenue**  
**SHARED PARKING ANALYSIS**  
**Based on ITE Parking Generation Manual, 5th Edition**

**Land Use**                      **Density**

Antique Village (Retail) =      10,552    sq. ft.  
Day Care =                              165    students

**Peak Parking Demand:**

Peak Parking Demand for Antique Village (Based on Observed Parking Demand) =    15  
Peak Parking Demand for Day Care (per Primrose Data) =    36

**Weekday Hourly Parking Demand:**

Time of Day	Retail %	Retail Demand	Day Care %	Day Care Demand	Total Demand
5:00 AM	0%	0	5.3%	2	<b>2</b>
6:00 AM	0%	0	5.3%	2	<b>2</b>
7:00 AM	0%	0	68.4%	25	<b>25</b>
8:00 AM	15%	2	100.0%	36	<b>38</b>
9:00 AM	32%	5	84.2%	30	<b>35</b>
10:00 AM	54%	8	84.2%	30	<b>38</b>
11:00 AM	71%	11	89.5%	32	<b>43</b>
12:00 PM	99%	15	84.2%	30	<b>45</b>
1:00 PM	100%	15	78.9%	28	<b>43</b>
2:00 PM	90%	14	84.2%	30	<b>44</b>
3:00 PM	83%	12	84.2%	30	<b>42</b>
4:00 PM	81%	12	94.7%	34	<b>46</b>
5:00 PM	84%	13	84.2%	30	<b>43</b>
6:00 PM	86%	13	0.0%	0	<b>13</b>
7:00 PM	80%	12	0.0%	0	<b>12</b>
8:00 PM	63%	9	0.0%	0	<b>9</b>
9:00 PM	42%	6	0.0%	0	<b>6</b>
10:00 PM	15%	2	0.0%	0	<b>2</b>
11:00 PM	0%	0	0.0%	0	<b>0</b>
12:00 AM	0%	0	0.0%	0	<b>0</b>

**Maximum Weekday Hourly Demand =      46      Spaces**

# Appendix A

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Supplemental Information

Parking Survey Lot 1

Time	In	Out	Total
			0
10:51:59 AM	1		1
11:23:11 AM	1		2
11:38:48 AM	1		3
12:07:22 PM		1	2
12:08:11 PM		1	1
2:30:44 PM	1		2
2:44:51 PM	1	1	2
3:11:39 PM	1		3
3:16:40 PM	1		4
3:31:18 PM		1	3
3:35:44 PM		1	2
4:06:34 PM	1		3
4:25:33 PM	1		4
4:30:15 PM		1	3
4:33:55 PM		1	2
4:49:23 PM		1	1
5:38:16 PM		1	0

Parking Survey Lot 2

Time	In	Out	Total
			3
6:57:10 AM	1		4
7:00:15 AM	1		5
7:40:05 AM		1	4
8:23:50 AM		1	3
8:57:38 AM		1	2
9:07:50 AM	1		3
10:37:05 AM	1		4
10:38:05 AM	1	1	4
10:49:16 AM	1		5
10:58:03 AM	1		6
11:01:04 AM	1		7
11:03:33 AM	1		8
11:16:31 AM		1	7
11:18:41 AM	1		8
11:19:55 AM	1	1	8
11:26:40 AM		1	7
11:33:24 AM	1		8
11:41:05 AM		1	7
11:45:12 AM	1		8
11:49:18 AM	1		9
11:52:53 AM	1	1	9
11:58:13 AM		1	8
12:10:25 PM		1	7
12:23:01 PM	1		8
12:32:13 PM	2		10
12:35:39 PM	1		11
12:39:06 PM	1	1	11
12:47:22 PM	1		12
12:53:57 PM		2	10
12:58:08 PM	1	1	10
1:08:08 PM		1	9
1:12:13 PM	1	1	9
1:33:01 PM	1	1	9
1:50:04 PM		1	8
1:53:05 PM	1		9
2:01:05 PM	1		10
2:06:45 PM		1	9
2:11:18 PM		1	8
2:21:03 PM	2		10
2:44:04 PM		1	9
2:46:44 PM		1	8
2:56:12 PM	2		10
2:59:12 PM		2	8
3:17:45 PM	1		9
3:19:45 PM		1	8
3:28:33 PM	1		9
3:32:33 PM	1	1	9
3:26:07 PM	1		10
3:45:34 PM	1	1	10
3:52:51 PM	1		11
3:59:45 PM		1	10
4:01:29 PM		1	9
4:04:41 PM		1	8
4:15:51 PM		1	7
4:22:41 PM		1	6
4:26:26 PM	1		7
4:28:18 PM	1		8
5:03:48 PM	1		9
5:07:52 PM		1	8
5:12:25 PM	1		9
5:20:44 PM		1	8
6:01:30 PM		1	7
6:20:55 PM		1	6
6:59:37 PM		1	5
7:05:28 PM		2	3

Combined Hourly Parking Demand

Hourly Totals	
Time	Peak
12:00 AM	3
1:00 AM	3
2:00 AM	3
3:00 AM	3
4:00 AM	3
5:00 AM	3
6:00 AM	4
7:00 AM	5
8:00 AM	3
9:00 AM	3
10:00 AM	7
11:00 AM	12
12:00 PM	14
1:00 PM	10
2:00 PM	12
3:00 PM	15
4:00 PM	13
5:00 PM	10
6:00 PM	7
7:00 PM	5
8:00 PM	3
9:00 PM	3
10:00 PM	3
11:00 PM	3
<b>Peak:</b>	<b>15</b>

# STONEFIELD ENGINEERING AND DESIGN, LLC

120 Washington Street, Suite 201, Salem, MA, 01970 - Phone: (201) 340-4468 - Fax (201) 340-4472

<b>Project:</b>	<u>Primrose School</u>	<b>Location:</b>	<u>201 Copeland Drive</u>		
<b>SE&amp;D No.:</b>	<u>BOS-210005</u>	<b>Municipality:</b>	<u>Mansfield</u>	<b>County:</b>	<u>Bristol</u>
<b>Weather:</b>	<u>Good/Dry</u>	<b>Surveyor's Name:</b>	<u>EA</u>	<b>Date:</b>	<u>Friday, October 7, 2022</u>



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**Project:** Primrose School      **Location:** 201 Copeland Drive  
**SE&D No.:** BOS-210005      **Municipality:** Mansfield      **County:** Bristol  
**Weather:** Good/Dry      **Surveyor's Name:** EA      **Date:** Friday, October 7, 2022

Time Begin	Section 1 (18 Spaces)	Section 2 (19 Spaces)	Section 3 (7 Spaces)	Section 4 (6 Spaces)	Total	Total Parking Supply	Total Parking Utilization
6:30 AM	0	1	0	0	1	50	2%
6:35 AM	0	1	0	0	1	50	2%
6:40 AM	0	1	0	0	1	50	2%
6:45 AM	0	1	0	0	1	50	2%
6:50 AM	0	1	0	0	1	50	2%
6:55 AM	0	1	0	0	1	50	2%
7:00 AM	0	1	0	0	1	50	2%
7:05 AM	0	1	0	0	1	50	2%
7:10 AM	0	2	0	0	2	50	4%
7:15 AM	0	2	0	0	2	50	4%
7:20 AM	0	2	0	0	2	50	4%
7:25 AM	1	2	1	1	5	50	10%
7:30 AM	2	2	4	1	9	50	18%
7:35 AM	3	3	4	1	11	50	22%
7:40 AM	5	2	4	1	12	50	24%
7:45 AM	3	2	4	1	10	50	20%
7:50 AM	4	4	4	1	13	50	26%
7:55 AM	4	2	5	1	12	50	24%
8:00 AM	3	4	5	1	13	50	26%
8:05 AM	2	2	5	1	10	50	20%
8:10 AM	5	2	5	1	13	50	26%
8:15 AM	4	3	5	1	13	50	26%
8:20 AM	3	4	5	1	13	50	26%
8:25 AM	2	4	5	2	13	50	26%
8:30 AM	6	5	5	2	18	50	36%
<b>8:35 AM</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>19</b>	<b>50</b>	<b>38%</b>
8:40 AM	--	--	--	--	--	50	--
8:45 AM	3	3	5	2	13	50	26%
8:50 AM	4	4	5	2	15	50	30%
8:55 AM	3	4	5	2	14	50	28%
9:00 AM	4	4	5	2	15	50	30%
9:05 AM	3	4	5	2	14	50	28%
9:10 AM	3	4	5	2	14	50	28%
9:15 AM	3	4	5	2	14	50	28%
9:20 AM	4	5	5	2	16	50	32%
9:25 AM	3	4	5	2	14	50	28%
9:30 AM	4	4	5	2	15	50	30%
<b>MAX</b>	<b>7</b>	<b>5</b>	<b>5</b>	<b>2</b>	<b>19</b>	<b>50</b>	<b>38%</b>



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Time Begin	Section 1 (18 Spaces)	Section 2 (19 Spaces)	Section 3 (7 Spaces)	Section 4 (6 Spaces)	Total	Total Parking Supply	Total Parking Utilization
11:00 AM	4	5	3	2	14	50	28%
11:05 AM	4	5	3	2	14	50	28%
11:10 AM	4	5	3	2	14	50	28%
11:15 AM	4	5	3	2	14	50	28%
11:20 AM	4	5	3	2	14	50	28%
<b>11:25 AM</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>50</b>	<b>34%</b>
11:30 AM	5	6	4	2	17	50	34%
11:35 AM	5	6	4	2	17	50	34%
11:40 AM	5	6	4	2	17	50	34%
11:45 AM	4	6	4	2	16	50	32%
11:50 AM	4	6	4	2	16	50	32%
11:55 AM	4	6	4	2	16	50	32%
12:00 PM	4	6	4	2	16	50	32%
12:05 PM	4	6	4	2	16	50	32%
12:10 PM	4	6	4	2	16	50	32%
12:15 PM	4	6	4	2	16	50	32%
12:20 PM	4	6	4	2	16	50	32%
12:25 PM	4	6	4	2	16	50	32%
12:30 PM	4	6	4	2	16	50	32%
12:35 PM	4	6	3	2	15	50	30%
12:40 PM	4	6	3	2	15	50	30%
12:45 PM	4	6	3	2	15	50	30%
12:50 PM	4	6	4	2	16	50	32%
12:55 PM	4	6	4	2	16	50	32%
1:00 PM	4	6	4	2	16	50	32%
1:05 PM	4	6	3	2	15	50	30%
1:10 PM	4	6	3	2	15	50	30%
1:15 PM	4	6	3	2	15	50	30%
1:20 PM	4	6	3	2	15	50	30%
1:25 PM	4	6	3	2	15	50	30%
1:30 PM	4	6	3	2	15	50	30%
<b>MAX</b>	<b>5</b>	<b>6</b>	<b>4</b>	<b>2</b>	<b>17</b>	<b>50</b>	<b>34%</b>

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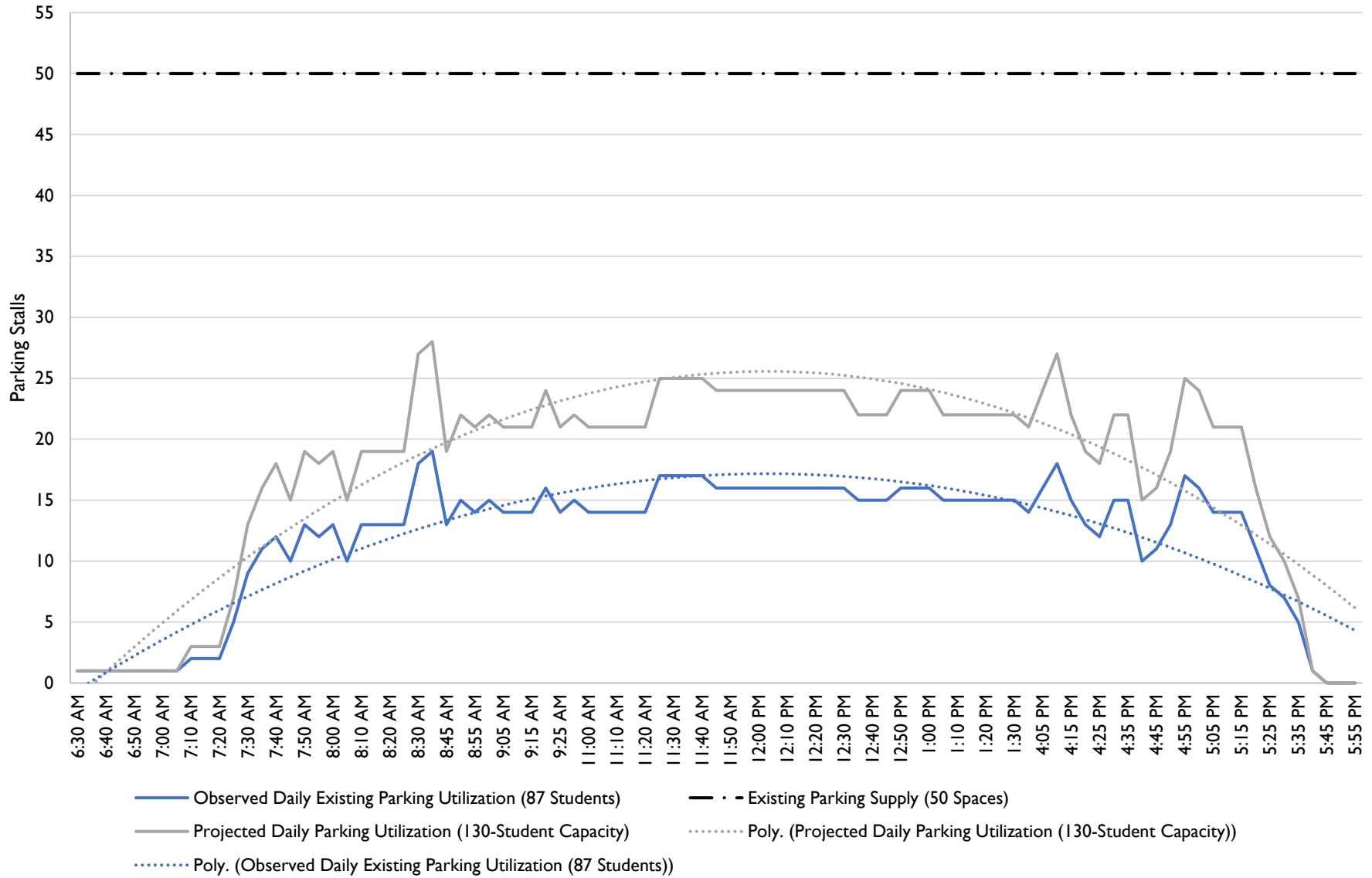
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Time Begin	Section 1 (18 Spaces)	Section 2 (19 Spaces)	Section 3 (7 Spaces)	Section 4 (6 Spaces)	Total	Total Parking Supply	Total Parking Utilization
4:00 PM	3	6	3	2	14	50	28%
4:05 PM	5	6	3	2	16	50	32%
<b>4:10 PM</b>	<b>5</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>18</b>	<b>50</b>	<b>36%</b>
4:15 PM	2	8	3	2	15	50	30%
4:20 PM	2	6	3	2	13	50	26%
4:25 PM	2	5	3	2	12	50	24%
4:30 PM	5	5	3	2	15	50	30%
4:35 PM	6	4	3	2	15	50	30%
4:40 PM	3	2	3	2	10	50	20%
4:45 PM	3	3	3	2	11	50	22%
4:50 PM	4	4	3	2	13	50	26%
4:55 PM	6	6	3	2	17	50	34%
5:00 PM	5	6	3	2	16	50	32%
5:05 PM	5	4	3	2	14	50	28%
5:10 PM	7	4	2	1	14	50	28%
5:15 PM	8	4	1	1	14	50	28%
5:20 PM	4	5	1	1	11	50	22%
5:25 PM	5	1	1	1	8	50	16%
5:30 PM	5	1	0	1	7	50	14%
5:35 PM	3	1	0	1	5	50	10%
5:40 PM	1	0	0	0	1	50	2%
5:45 PM	0	0	0	0	0	50	0%
5:50 PM	0	0	0	0	0	50	0%
5:55 PM	0	0	0	0	0	50	0%
<b>MAX</b>	<b>8</b>	<b>8</b>	<b>3</b>	<b>2</b>	<b>18</b>	<b>50</b>	<b>34%</b>

## Existing Daily Parking Utilization

Primrose School of Mansfield - 201 Copeland Drive  
Friday, October 7, 2022



## Land Use: 820 Shopping Center

### Description

A shopping center is an integrated group of commercial establishments that is planned, developed, owned, and managed as a unit. A shopping center's composition is related to its market area in terms of size, location, and type of store. A shopping center also provides on-site parking facilities sufficient to serve its own parking demands.

### Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand **during the month of December** on a weekday (seven study sites), a Friday (eight study sites), and a Saturday (19 study sites).

Hour Beginning	Percent of Peak Parking Demand during December		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	–	–	–
9:00 a.m.	–	–	–
10:00 a.m.	–	74	–
11:00 a.m.	–	87	85
12:00 p.m.	77	97	97
1:00 p.m.	100	100	98
2:00 p.m.	98	92	100
3:00 p.m.	90	85	97
4:00 p.m.	76	84	88
5:00 p.m.	82	78	77
6:00 p.m.	89	75	64
7:00 p.m.	90	63	–
8:00 p.m.	84	–	–
9:00 p.m.	–	–	–
10:00 p.m.	–	–	–
11:00 p.m.	–	–	–

The following table presents a time-of-day distribution of parking demand **during a non-December month** on a weekday (18 study sites), a Friday (seven study sites), and a Saturday (13 study sites).

Hour Beginning	Percent of Non-December Peak Parking Demand		
	Weekday	Friday	Saturday
12:00–4:00 a.m.	–	–	–
5:00 a.m.	–	–	–
6:00 a.m.	–	–	–
7:00 a.m.	–	–	–
8:00 a.m.	15	32	27
9:00 a.m.	32	50	46
10:00 a.m.	54	67	67
11:00 a.m.	71	80	85
12:00 p.m.	99	100	95
1:00 p.m.	100	98	100
2:00 p.m.	90	90	98
3:00 p.m.	83	78	92
4:00 p.m.	81	81	86
5:00 p.m.	84	86	79
6:00 p.m.	86	84	71
7:00 p.m.	80	79	69
8:00 p.m.	63	70	60
9:00 p.m.	42	–	51
10:00 p.m.	15	–	38
11:00 p.m.	–	–	–

### Additional Data

The parking demand database includes data from strip, neighborhood, community, town center, and regional shopping centers. Some of the centers contain non-merchandising facilities, such as office buildings, movie theaters, restaurants, post offices, banks, health clubs, and recreational facilities.

Many shopping centers, in addition to the integrated unit of shops in one building or enclosed around a mall, include outparcels (peripheral buildings or pads located on the perimeter of the center adjacent to the streets and major access points). These buildings are typically drive-in banks, retail stores, restaurants, or small offices. Although the data herein do not indicate which of the centers studied included peripheral buildings, it can be assumed that some of the data show their effect.