

Parking Demand & Operations Plan

D-BAT Ramsey

8252 147th Lane NW, Suite 700

Ramsey, Minnesota

1. Project Overview

This narrative is submitted in support of a Conditional Use Permit application for **D-BAT Ramsey**, an indoor baseball and softball training facility. The purpose of this document is to outline projected occupancy, operational characteristics, and anticipated parking demand to demonstrate that the existing parking supply will adequately serve the proposed use.

D-BAT is a structured, reservation-based training facility specializing in individual and small-group instruction. The operational model inherently limits occupancy due to the fixed number of batting cages and instructional areas.

2. Facility Capacity & Occupancy

Peak Hour Conditions

During the highest anticipated usage periods:

- **15 batting cages**
- **Average of 2 participants per cage**
- **5–6 parents or spectators waiting**
- **2 staff members on duty**
- **Additional allowance of 5 persons (buffer)**

Maximum anticipated occupancy: 40 persons

This represents a conservative, worst-case scenario calculation.

Non-Peak Conditions

During lower traffic periods or alternative programming:

- **Party Room:** 10–20 attendees
- **Camps:** 20 campers
- **2–3 instructors depending on age group**

Importantly:

- Camps and party rentals are not expected to occur simultaneously.
- These activities would occupy the same facility space otherwise used for cage rentals.
- Parking demand would remain consistent with normal peak usage.

Maximum anticipated occupancy: 30 persons (plus buffer)

3. Parking Demand Characteristics

Primary Parking Drivers

The majority of parking demand is generated by:

- Individual cage rentals
- Small group training (1–2 participants)
- Pitching machine use

Most customers arrive in:

- Single vehicles
- Carpools of two participants per vehicle

- Parent + athlete combinations

Because use is structured around scheduled reservations, there is:

- Minimal loitering
 - Limited customer overlap
 - Controlled occupancy at all times
 - Predictable turnover
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4. Retail Component (Pro Shop)

D-BAT includes a small Pro Shop retail area offering sporting goods and apparel.

Retail parking demand characteristics:

- Short duration visits
- High turnover
- Low simultaneous occupancy
- Typically associated with existing training customers

The retail component is accessory in nature and does not significantly increase parking demand beyond the facility's primary use.

5. Operational Controls Limiting Parking Impact

Several operational factors inherently limit parking congestion:

1. **Fixed Number of Cages (15 maximum)**
Occupancy cannot exceed cage capacity.

2. **Reservation-Based Scheduling**
Most usage is booked in advance, reducing unplanned crowding.
3. **Limited Waiting Area**
The facility is not designed for large spectator gatherings.
4. **Staff-Controlled Programming**
Camps and parties are scheduled to avoid operational overlap.
5. **Predictable Peak Periods**
Usage patterns are consistent and manageable.

6. Comparison to Similar D-BAT Facilities

Based on operational experience at numerous other D-BAT locations nationwide:

- Parking shortages have not been a recurring issue.
- Similar-sized facilities operate successfully within standard commercial parking ratios.
- Peak traffic is staggered and short-duration.

The Ramsey location is expected to perform similarly due to identical operational structure and business model.

7. Parking Demand Summary

Scenario	Estimated Occupancy	Estimated Vehicles*
Peak Operations	40 persons	Approximately 20–25 vehicles
Non-Peak / Camps	30 persons	Approximately 15–20 vehicles

*Vehicle estimates assume shared rides (parent + athlete) and small-group usage.

These estimates demonstrate that parking demand remains moderate and well within the capacity typical of multi-tenant commercial developments.

8. Conclusion

D-BAT Ramsey's operational structure, controlled scheduling system, and fixed facility capacity ensure that parking demand remains predictable and limited.

Even under conservative peak assumptions, the anticipated maximum occupancy of 40 persons does not create excessive parking demand. Camps and party events will not increase peak parking demand beyond normal operating levels.

Based on comparable facilities and operational experience, parking congestion is not anticipated to be an issue at this location.

If you have any further questions or concerns please feel free to contact me.

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