

County Council Follow-up Questions on Parking Analysis Presented Oct. 19, 2015

Re. Downtown Columbia Affordable Housing Joint Recommendations

Prepared by the Department of Planning and Zoning

Questions Pertaining to Table 3

1. How was this data gathered? If using vehicle ownership as proxy for parking demand, how is the military population reflected (considering many vehicles may have out-of-state registration)?
2. Please provide a map of these census tracts.
3. How was it determined which census tracts to include or not to include?
4. Please clarify if this data includes individual single-family detached/attached rental properties or only multi-family rental housing.
5. Please add columns to help make the calculations clear, distinguish between ACS reported numbers and numbers which were calculated/extrapolated, and explain those calculations/extrapolations.
6. Please provide any data available on number of bedrooms in these units.
7. Please provide any data available on the number of adults living in these units.
8. Do vehicle ownership rates differ between higher-priced rental communities and lower-priced rental communities?

RESPONSE: Following the October 19 work session, we further evaluated the data and analysis with the DPZ Research Division and determined that given the margins of error associated with the Census data, in combination with utilizing census tracts across the Columbia geography, this was not reliable or valid methodology to use in evaluating parking demand or parking ratios. You will see in the revised parking study a recommendation for how a future parking assessment in Downtown Columbia could be utilized to better monitor the issues identified by Council.

Questions Pertaining to Regional Comparisons

9. What data is available on resident satisfaction with parking?

RESPONSE: We did not uncover any studies on parking satisfaction or quality of life issues stemming from residential parking supply/demand relationships within jurisdictions referenced in this research review. The closest document we reviewed came from a City of Minneapolis 2010 Resident Satisfaction Survey. The city contracted with National Research Center, Inc. to conduct a city-wide resident survey. The survey provided residents the opportunity to rate the quality of life in the city, as well as service delivery and their satisfaction with local government. The survey did not explicitly ask about resident parking satisfaction with parking supply provided in residential developments. Given the lack of post-residential development parking assessment literature for the Baltimore-Washington area, we see value in incorporating a

requirement for assessing both quantitative and qualitative parking utilization measures at specific points in Downtown Columbia's development progression in order to further evaluate how parking standards are functioning and what modifications may be warranted, if any.

10. Please provide comparables from other jurisdictions with very limited transit.

RESPONSE: Table 4 of the research study includes fifteen comparable multi-family developments across the Washington metropolitan area that are transitioning suburban-to-urban areas with limited transit. Examples include Annapolis, Odenton, Towson, Reston, Tysons Gaithersburg and Rockville.

11. What are the parking ratios in the Woodlands?

RESPONSE: The research study has been revised to include commercial parking ratios for the Woodlands Commercial District (see national, number 11). For multi-family or condominium units parking ratios are set at 1.0 spaces/unit for efficiencies, 1.5 spaces/unit for one bedroom, 2.0 spaces/unit for two bedroom, 2.5 spaces/unit for three bedroom and 0.5 spaces/unit per each additional bedroom.

12. Is there an inclusionary zoning requirement in the Woodlands? What level of affordable housing exists in the Woodlands?

RESPONSE: From a review, it does not appear that inclusionary housing requirements exist for the Woodlands. Please see the attached for information on specific affordable housing developments available in the Woodlands.

13. How is senior housing addressed in required parking ratios?

RESPONSE: The research study provides several references to how jurisdictions treat parking ratios for senior housing. Examples include Montgomery County, Maryland; Denver, Colorado; Eugene, Oregon and San Diego, California.

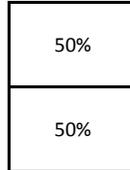
Question Pertaining to DPZ’s Recommendation

14. Given the projected mix of unit types (number of bedrooms), how many fewer total spaces would be required under the recommendation as opposed to under our existing regulations?

RESPONSE:

1. Unit Type Breakdown

Type	Mix
Studio	15%
1-Bedroom	35%
2-Bedroom	40%
3-Bedroom	10%



2. Total New Units

Market Rate	4,963	5,500 - 817 (built) + 460 (density bonus) - 180 (low market end at 80% AMI)		
Affordable Units	970			
Total	5,933			
		Studio or 1-Bedroom	2- or 3-Bedroom	Net Total
		50%	50%	
Market Rate	2,482	2,481		4,963
Affordable Units	485	485		970
Total	2,967	2,966		5,933

Existing Parking Standards:

At 1.65 spaces/unit: 5,933 units x 1.65 = 9,789 spaces

Recommended Parking Standards:

At 1.3 spaces for studio and 1 bedroom: 2,967 units x 1.3 = 3,857 spaces

At 1.65 spaces for 2 and 3 bedroom: 2,966 units x 1.65 = 4,893 spaces

Total spaces: 8,750 spaces

Existing/Recommended Standards Yield Difference: 1,039

Note: Policy regarding further parking reductions for affordable units will modify totals as calculated.