Questions in Preparation for Downtown Columbia Work Session on Monday, July 11, 2016

Housing (Administration):

1. What issues are there around possible precedent of exclusion of Affordable Housing? (Fox)

2. What is the cap on the Affordable Housing if it doesn't count against the cap? (Fox)

3. What units do not count against the cap? (Fox)

4. What is purpose of excluding the Affordable Housing Units versus being transparent about the total number of units and increasing the number of units? (Fox)

5. Is the parking reduction permanent or could it be adjusted based on various on-going reviews on a scheduled basis? Why not start with the current standards and then slowly shift down based on experience? (Fox)

6. I believe there are additional ways to utilize the Flyer Building and would like to discuss those at the meeting? (Fox)

7. With the change in the Affordable Housing approach, will the units be more or less likely to be grouped together or dispersed? (Fox)

8. Looking to fully discuss fiscal components at a detailed level (Fox)

9. If the Affordable Housing Units are coming on quicker, has that change been modeled into the financials? (Fox)

10. Parking requirements: Actual data from Downtown Columbia – residential, commercial and retail – parking spaces used on a weekly / monthly basis

11. Flier building: although a piece of the Administration’s proposal, it is located outside of the Downtown Columbia boundaries. Could those units be located elsewhere within DTC boundaries?

12. Banneker fire station site: potential number of units or relocate the units elsewhere within DTC

13. Discussion of the DRRA from a legal perspective
    a. Can it be altered?
    b. Under what conditions?
    c. By whom?

14. How are the 900 units "guaranteed"?

15. How are the affordable units covering the full spectrum of income types compared with Terrasa legislation?

16. What do surrounding jurisdictions do in comparison to this plan for affordable housing? How is this a better approach?

17. Compare the development stages to demonstrate how the plan brings units online earlier than the Terrasa legislation.

18. Discuss how this plan meets the Downtown Columbia Plan's elements related to Diverse/Affordable Housing?

19. What are the specific concerns you have (each HHC, HCHC, CDHC) with Jen Terrasa's plan.

Housing (Terrasa):

1. 15% requirement...does it contemplate the Carbo scale? (Fox)

2. How does this plan keep Howard Hughes whole? While I am concerned in the other proposal that it might be a windfall to Howard Hughes and a detriment to the County financially, I still don't want to put Howard Hughes in a negative position in comparison to the original agreement as I believe that would not be predictable or fair? (Fox)

TIF:

1. Please be able to demonstrate how the prioritization of the flow of dollars from the taxes will occur and how you will be addressing my concerns that I presented at our previous meeting. Specifically, I am concerned about other County capital and operational monies that are needed could be a lower priority. While I understand that the TIFF guarantees the shortfall does not impact the county, it does not address the risk to the County related to the need for the expected excess dollars for other improvements nor assure a positive cash flow for the County as one of the reasons for the County to proceed with this effort. (Fox)

2. While I appreciate the look back provision, I am more concerned with the County getting what it needs to address its needs and, other than projects done with TIFF monies, less concerned about the profit that Howard Hughes achieves. As long as the County is covered for what it needs, the other issues are not nearly as relevant. Please be prepared to discuss this and possible alternatives. (Fox)

3. Please bring any similar agreements? Specifically, I would like to see the agreement for the Woodlands and any others that Howard Hughes has done. (Fox)

4. District Maps are labeled "Subject to Change." What are some potential changes?

5. Some are concerned with the use of TIF in an area that is a potential desirable area for redevelopment without such an arrangement; TIFs typically being used to renew areas in distress, like Long Reach.

6. There are roads with portions outside the district. Are these sections not paid for using the TIF? Are these sections not "qualified" for TIF funding?

7. Special tax will require HHC to pay a shortfall in the taxes collected. Walk through scenario where this would occur and how.

Downtown Columbia Questions – Round 2 (7/9/16)

1. Please provide details on any property the Housing Commission or County currently own downtown. Even though the Flier building isn't technically downtown, but please include it and any other appropriate properties in close proximity. Please include: address, acreage, if it's improved, how much was paid, current value, if there's a current plan in place for the future, whatever else you think we should know.

2. Does the County have or have we had any MOU/agreement with The Mall in Columbia or Sears?

3. What is the term of the bonds for the TIF? Considering our bond rating, is this fiscally advisable?

4. What exactly will the TIF cover and what would happen to those projects if there is no TIF?

5. What is priority order of the TIF projects should the amount of the TIF be reduced?

6. Exactly what is the Housing Commission's funding plan for the Banneker Fire Station project?

7. What is the exact plan for Toby's? Are HHC, the Housing Commission, and the County committed to moving forward with Toby's in the same way on the same timeline regardless of what's passed?

8. Exactly what is the maximum amount of density permitted under: the current plan, the administration proposal, and Terrasa's plan?

Questions from TIF Briefing with Stan Milesky and Diane Wilson 5/26/16

1. How were costs estimated?

2. Who does the work? What stops contractors with ties to HHC, developer fees, etc.?

3. Authorizes bonds “not to exceed” $90 million – what if it costs more?

4. Waterfall priority – why aren’t the County’s capital and operating costs covered before TIF?

5. Looking at models of TIFs from other jurisdictions, what protections do they have?

6. Revise page 10 of presentation to show 5,500 units from the approved plan.

7. How does Phase I development on page 11 compare to phasing in the Downtown Columbia Plan? (Add in Metropolitan and mall expansion as well.)

8. For the look-back provision, how do we have a true sense of their rate of return?

9. In the waterfall on page 17, could the set aside (#3 priority) be moved ahead of TIF it was only covering capital expenses?

10. For projections on page 18, how would those be adjusted to account for the present value/future value of the dollars shown?

11. Also on page 18, does the red represent bucket #3 from the waterfall or is it buckets #3, 4, and 5? How much of it needs to be set aside to cover bucket #3?

12. On page 20, how much State funding is assumed for the elementary school?

Follow-Up Requests after Work Session of July 11, 2016

1. Please provide a copy of the full allocations chart projected to show all 6400 units for Downtown Columbia.

2. Please provide a merged table to show how the allocations chart relates to the phasing progression chart.

3. Please clarify how parking spaces reserved for (the customers or employees of) a particular tenant relate to the shared parking calculations.

4. How many parking spaces will be financed through the TIF?

5. When will the parking spaces be constructed and where will they be located?

6. How much of the TIF (in dollars) is parking related?

7. How will the utilization of public parking be allocated toward satisfying private developers' parking requirements?

8. Please provide an update on the current plan for enhancing transit options Downtown to help accommodate the decreased parking requirements.

9. Please update to the parking analysis provided last fall.

10. Please review and correct if needed the Administration's FAQ regarding gap financing.

11. Please provide a copy of the proposed FDP amendment that includes the area of the Crescent where the new library is currently envisioned.

12. For the library site, please provide a comparison of the value of the land at the current site, the value of the new site, the value of the air rights at each, and the cost of providing parking for the new library.

13. Please provide the value of the land and/or air rights being conveyed by HHC at each of the LIHTC sites.

14. Please have Office of Transportation attend future work session to address questions and concerns about the Transit Center.

15. Please review and correct the Administration's FAQs regarding the TIF.

16. Please provide a document to clarify all of the assumptions that went into the TIF documents provided, including the underlying assumptions about the development program and the rate of development.

17. How do those assumptions relate to the broader economic forecasts for the County?

18. How might issuing this TIF impact the County's bond rating?

19. Please provide an alternative version of Schedule XXXVIII showing only property tax revenue.

20. Please provide an alternative projection for Schedule XXXVIII using a lower inflation factor.

21. Please provide an alternative version of Schedule XXXVIII reflecting the full cost of all the capital projects included in the "estimated capital costs" column.

22. Please provide additional detail clarifying how the special tax would potentially impact LIHTC projects.

23. Please provide an example of the "waterfall" model using hypothetical numbers.

24. Please provide (draft) copies of the bond documents and trust indenture which lay out the specific details of the waterfall model.

25. Where exactly is any shortfall in debt service for the school guaranteed by the special tax?

26. Please provide a detailed explanation of the "but for" test including what part(s) of the development program could or could not go forward without the TIF, or with only certain portions of the TIF.

27. What would happen if it turns out that the costs of projects to be financed by the TIF were underestimated?

28. Has school excise tax revenue projected to be generated from Downtown development been factored into the plan for financing the new elementary school? What are those school excise tax revenue projections?

29. What are the current projections for how many students will be generated from Downtown development? Where and when are they expected? What is the methodology for these projections? What is the plan for accommodating these students? Which schools will be impacted?

Additional Council Questions – July 21, 2016

Housing

1. Please compare the spectrum of affordability offered by the Administration's proposal with Jen Terrasa's proposal.
2. In a few documents, the proposal requires 3% of MIHU "should be set aside for household who work within 5 miles of the limits of Downtown Columbia as determined by regulations of the Department of Housing and Community Development." Do these regulations exist? If not, have they been drafted? If not, please provide insight into how this requirement might be met/implemented.
3. Explain the thinking behind changing from per unit fees to per square foot fees? What is the estimated difference in fees collected between these two methods of assessing the fee?
4. CB54, Section 125.0.A.9.f.2.e (page 2) – Why is item (i) Construction of MIHU being removed here?
5. CB54, Section 125.0.A.9.f.5 (pages 3-4) – Please confirm that MIHU requirements do not apply to for-sale units and that for-sale units only require a fee. Please provide insight on this section in the legislation.
6. CB55, Section 13.400 (page 2) – Please explain the deletions/changes in this section.
7. CB55, Section 16.1104.f – Why add Downtown Columbia as an exception for the allocation process? What are the implications for APFO related to other zones?
8. What is the cost to the developer for affordable housing under each of the three plans--current trust fund, Jen Terrasa's proposal, and the Administration proposal?
9. Please clarify how many affordable units would be required to be built under:
    a. the current plan
    b. Jen Terrasa's plan
    c. the Administration's plan
10. Is the DRRA really needed? If so, why?
11. For the existing housing trust fund, exactly what can these funds currently be used for?
12. For the proposed LIHTC projects, what is the maximum number of units that can be built on each of the sites? What is the current suggested mix for each site? Please provide any other details for each site (for example, Toby's is supposed to be artist housing – how will that happen?).
13. How does the Affordable Housing Land Trust Act relate to the Administration's proposal? Are there additional opportunities under the Act which should be explored?
14. How will the need for additional school capacity and additional school parking impact the balance of credited open space required under New Town?
15. What would happen if 200 units can't be built (can't fit) at the Banneker site? Will the difference in affordable units be "due" somewhere else? If so, how will their delivery be ensured?

TIF

1. What is the governance/operation process for bond issuance and expenditure?
2. Can we preserve some specific tax within the TIF area (e.g., fire) or a portion of the general tax that would have been collected for a specific purpose, either in whole or in part (e.g., schools)? If so, what's the impact on the financials for the TIF?

3. Please provide DPW's analysis and cost estimates for the capital improvements to be financed through the TIF.
4. Please also provide DPW's cost estimates for the North-South Connector Road to connect into Broken Land Parkway.
5. Please provide a detailed explanation of the scope and cost of the TIF road improvements from the intersection of South Entrance Road and Symphony Woods Road to the intersection of South Entrance Road and Little Patuxent Parkway.
6. What is the timeline for converting from the proposed TIF-funded T intersection of Symphony Drive and Little Patuxent Parkway to the North-South Connector called for in the Downtown Columbia Plan?
7. What are the projected timelines and specific plans for intersection improvements at Twin Rivers Road and Governor Warfield Parkway and at Twin Rivers Road and Broken Land Parkway? How will current sidewalk projects and the shared-use pathway from Wilde Lake to Downtown fit into these plans?
8. What will be the ownership structure for the parking garage financed through the TIF (for both the land and the building)?

Questions by Category	Discussed at 7/11 Work Session	Next Steps
Zoning		
What issues are there around possible precedent of exclusion of Affordable Housing?	X	
What is the cap on the Affordable Housing if it doesn't count against the cap?	X	
What units do not count against the cap?	X	
What is purpose of excluding the Affordable Housing Units versus being transparent about the total number of units and increasing the number of units?	X	
What do surrounding jurisdictions do in comparison to this plan for affordable housing? How is this a better approach?	X	
Please provide a copy of the full allocations chart projected to show all 6400 units for Downtown Columbia.	X	Administration submitting to Council for 7/25 work session
Please provide a merged table to show how the allocations chart relates to the phasing progression chart.	X	Administration submitting to Council for 7/25 work session
Parking		
Is the parking reduction permanent or could it be adjusted based on various on-going reviews on a scheduled basis? Why not start with the current standards and then slowly shift down based on experience?	X	
Parking requirements: Actual data from Downtown Columbia – residential, commercial and retail – parking spaces used on a weekly / monthly basis	X	Administration is gathering the relevant data
How will the utilization of public parking be allocated toward satisfying private developers' parking requirements?	X	Information will be included in updated parking study
Please provide an update on the current plan for enhancing transit options Downtown to help accommodate the decreased parking requirements.	X	Clive Graham is attending 7/25 work session
Please update to the parking analysis provided last fall.	X	Administration is updating parking study
How will the utilization of public parking be allocated toward satisfying private developers'	X	Information will be included in updated parking study
Flier Building		
I believe there are additional ways to utilize the Flyer Building and would like to discuss those at the meeting?	X	
Flier building: although a piece of the Administration's proposal, it is located outside of the Downtown Columbia boundaries. Could those units be located elsewhere within DTC boundaries?	X	
Unit Mix		
With the change in the Affordable Housing approach, will the units be more or less likely to be grouped together or dispersed?		
Discuss how this plan meets the Downtown Columbia Plan's elements related to Diverse/Affordable Housing?		
Fiscal Impacts		
Looking to fully discuss fiscal components at a detailed level		
If the Affordable Housing Units are coming on quicker, has that change been modeled into the financials?		

Questions by Category	Discussed at 7/11 Work Session	Next Steps
LIHTC Sites		
Banneker fire station site: potential number of units or relocate the units elsewhere within DTC	X	
Please provide details on any property the Housing Commission or County currently own downtown. Even though the Flier building isn't technically downtown, but please include it and any other appropriate properties in close proximity. Please include: address, acreage, if it's improved, how much was paid, current value, if there's a current plan in place for the future, whatever else you think we should know.		
Exactly what is the Housing Commission's funding plan for the Banneker Fire Station project?	X	
What is the exact plan for Toby's? Are HHC, the Housing Commission, and the County committed to moving forward with Toby's in the same way on the same timeline regardless of what's passed?	X	
Please provide a copy of the proposed FDP amendment that includes the area of the Crescent where the new library is currently envisioned.		Please refer to Exhibit C of the DRRA
For the library site, please provide a comparison of the value of the land at the current site, the value of the new site, the value of the air rights at each, and the cost of providing parking for the new library.	X	Administration is preparing
Please provide the value of the land and/or air rights being conveyed by HHC at each of the LIHTC sites.	X	Administration is preparing
Please have Office of Transportation attend future work session to address questions and concerns about the Transit Center.	X	Clive Graham is attending 7/25 work session
Please provide additional detail clarifying how the special tax would potentially impact LIHTC projects.		
For the proposed LIHTC projects, what is the maximum number of units that can be built on each of the sites? What is the current suggested mix for each site? Please provide any other details for each site (for example, Toby's is supposed to be artist housing – how will that happen?).		
What would happen if 200 units can't be built (can't fit) at the Banneker site? Will the difference in affordable units be "due" somewhere else? If so, how will their delivery be ensured?		
Please review and correct if needed the Administration's FAQ regarding gap financing.	X	Corrected
DRRA		
Discussion of the DRRA from a legal perspective Can it be altered? Under what conditions? By whom?		
Is the DRRA really needed? If so, why?		
Unit Counts		
How are the 900 units "guaranteed"?	X	

Questions by Category	Discussed at 7/11 Work Session	Next Steps
Councilwoman Terrasa's Legislation		
How are the affordable units covering the full spectrum of income types compared with Terrasa legislation?		
Compare the development stages to demonstrate how the plan brings units online earlier than the Terrasa legislation.		
What are the specific concerns you have (each HHC, HCHC, CDHC) with Jen Terrasa's plan?		
15% requirement...does it contemplate the Carbo scale?		
How does this plan keep Howard Hughes whole? While I am concerned in the other proposal that it might be a windfall to Howard Hughes and a detriment to the County financially, I still don't want to put Howard Hughes in a negative position in comparison to the original agreement as I believe that would not be predictable or fair?		
What is the cost to the developer for affordable housing under each of the three plans--current trust fund, Jen Terrasa's proposal, and the Administration proposal?		
Please clarify how many affordable units would be required to be built under: The current plan Jen Terrasa's plan The Administration's plan		
Exactly what is the maximum amount of density permitted under: the current plan, the administration proposal, and Terrasa's plan?		
Student Yield		
What are the current projections for how many students will be generated from Downtown development? Where and when are they expected? What is the methodology for these projections? What is the plan for accommodating these students? Which schools will be impacted?		Administration submitting origninal and revised Student Yield memos and HCPSS' Feasibility Study recommendations for discussion at 7/25 work session
How will the need for additional school capacity and additional school parking impact the balance of credited open space required under New Town?		
MIHU Requirement		
In a few documents, the proposal requires 3% of MIHU "should be set aside for household who work within 5 miles of the limits of Downtown Columbia as determined by regulations of the Department of Housing and Community Development." Do these regulations exist? If not, have they been drafted? If not, please provide insight into how this requirement might be met/implemented.		
Trust Fund		
CB54, Section 125.0.A.9.f.5 (pages 3-4) – Please confirm that MIHU requirements do not apply to for-sale units and that for-sale units only require a fee. Please provide insight on this section in the legislation.		
For the existing housing trust fund, exactly what can these funds currently be used for?		
Explain the thinking behind changing from per unit fees to per square foot fees? What is the estimated difference in fees collected between these two methods of assessing the fee?		
Public Art Requirement		
CB54, Section 125.0.A.9.f.2.e (page 2) – Why is item (i) Construction of MIHU being removed here?		

Questions by Category	Discussed at 7/11 Work Session	Next Steps
Housing Code		
CB55, Section 13.400 (page 2) – Please explain the deletions/changes in this section.		
APFO		
CB55, Section 16.1104.f – Why add Downtown Columbia as an exception for the allocation process? What are the implications for APFO related to other zones?		
Affordable Land Trust Act		
How does the Affordable Housing Land Trust Act relate to the Administration's proposal? Are there additional opportunities under the Act which should be explored?		

Follow-Up Requests after Work Session of July 11, 2016

1. Please provide a copy of the full allocations chart projected to show all 6400 units for Downtown Columbia. See attachment

2. Please provide a merged table to show how the allocations chart relates to the phasing progression chart. See attachment

3. Please clarify how parking spaces reserved for (the customers or employees of) a particular tenant relate to the shared parking calculations.

   The spaces will not be reserved for any particular tenant. It is going to be open to the public. The shared parking methodology done by DPZ will calculate how many spaces are needed for retail v. tenant parking related to the surrounding buildings. The County may choose to make some spaces time limited to accommodate turnover of spaces for restaurants and retail but these are decisions to be made at a later time.

4. How many parking spaces will be financed through the TIF?

   The Crescent Phase I project request presently before the County is intended to fund a 2,545 space garage.

	TIF Funded Parking	
Crescent Phase I:	2,545	2017

Planned future phases including the Phase II Crescent in 2019, the Lakefront STD 2 in 2018, and the Symphony Overlook STD 3 in 2019 also contemplate additional parking.

Future TIF Requests:		
Crescent Phase II	190	2019
Crescent Phase II	100	2019
Lakefront – STD 2	598	2018
Symphony Overlook – STD 3	2,000	2019
Subtotal Future TIF Requests	2,888	
Total Projected	5,443	

5. When will the parking spaces be constructed and where will they be located?

   Please see the response to question 4

6. .How much of the TIF (in dollars) is parking related?

	Parking Cost	Total Est TIF
Crescent Phase I:	51,168,911	66,031,118
Future TIF Requests:		
Crescent Phase II	5,787,994	
Crescent Phase II	3,046,313	24,773,307

Lakefront – STD 2	11,780,409	11,780,409
Symphony Overlook – STD 3	39,399,360	25,099,360
Total Projected	111,182,987	127,684,194

7. How will the utilization of public parking be allocated toward satisfying private developers' parking requirements? In process of gathering information

8. Please provide an update on the current plan for enhancing transit options Downtown to help accommodate the decreased parking requirements.

   In the context of Downtown Columbia, the Office of Transportation (OoT) understands the term "transit" broadly, to include not only buses but the walking and bicycle routes that provide access to transit and that will enable people to move to, from, and around Downtown without having to use automobiles. Together, these initiatives will result in less demand for parking and support decreased parking requirements.

   Traffic Demand Management Plan (TDMP). The OoT is currently working with the Downtown Columbia Partnership on a Traffic Demand Management Plan (TDMP). A first draft is expected in August 2016. The TDMP will serve as an umbrella plan with measurable objectives and implementation strategies to reduce the demand for automobile trips – "more trips, fewer cars".

   Multi Use Pathways. A "spine-route" multi use pathway is currently under construction and is expected to be complete in November 2016. The pathway will provide a high quality off-road bicycle and pedestrian connection to Downtown Columbia from Howard County General Hospital and from Blandair Park. Other pathways will connect to this spine, such as from the Crescent.

   Bike Share. The County has initiated a bike share program which will have seven bike share stations and 70 bicycles serving Downtown and nearby areas. Some of the stations will be on the multi-use pathways. The system is expected to be in operation the spring/summer of 2017 and will offer a quick and cost effective way to travel to, from, and within Downtown Columbia.

   US 29 Pedestrian/Bicycle Bridge. The County is currently undertaking a preliminary design study to develop safety, lighting and aesthetic treatments for the bridge. The designs will improve the user experience on the bridge by providing a safe, well-lit and attractive option to walk and bicycle between Downtown Columbia and Oakland Mills.

   Sidewalks, walking paths, bus stops. Requirements for pedestrian infrastructure are embedded into the Downtown Columbia Master plan and related documents such as design guidelines. The OoT, as part of the development review process, works to ensure that high quality pedestrian facilities are included in Downtown Columbia development plans and that provision is made for new or relocated bus stops. The OoT is also engaged in advancing pedestrian connections to improve access in existing developed areas (i.e., retrofit projects). One example is an improved and accessible connection between the lakefront and the Columbia Mall.

Transit Center. CEPPA 14 calls for conveyance to the County of a mutually-agreed-upon site for a Transit Center prior to issuance of a building permit for the 1,300,000th square foot of development (anticipated in mid-2017). The OoT has identified a general location for the Transit Center in what will be the northwest quadrant of the intersection of Little Patuxent Parkway and the North-South Connector. The Center is being planned to serve Howard County transit, regional transit including bus rapid transit, and a downtown shuttle. The OoT expects to finalize its recommendation for a site in late 2016/early 2017.

To enhance access to the Transit Center the OoT has requested Howard Hughes provide queue-jumping lanes along the North-South Connector which would allow buses to bypass expected traffic at signals and save transit time.

Bus Rapid Transit. The County continues to advance a phased planning effort to improve transit on the US 29 corridor between Downtown Columbia and points south in coordination with Montgomery County. The effort will study, design and develop options to improve transit travel times using bus on shoulder, transit signal priority, queue jumps and other strategies.

Electric buses. Three electric buses are in production and are expected to be delivered by the end of 2016. The County is also implementing all the supporting infrastructure for the buses, including a charging location at the Mall.

Transit Development Plan. The OoT has begun a regional Transit Development Plan (TDP) in conjunction with Anne Arundel County. This plan will recommend improvements including new service and/or revisions to existing service. Routes to and from Downtown Columbia will be specifically addressed in that Plan including Bridge Columbia – a transit bridge over US 29 contemplated to be part of a new east-west transit route connecting east and west Columbia. The OoT expects a draft plan by spring 2017.

Downtown Shuttle. The County accepted a Downtown Shuttle study (by HRD) in 2011. It suggested short and longer term routes on a 15-minute cycle. CEPPA 23 calls for a developer funding contribution for the shuttle prior to issuance of building permits for the 5,000,000th square foot of development. The OoT will study demand for and an actual route as that milestone approaches (anticipated to be at least four to five years from today).

9. Please update to the parking analysis provided last fall. In process of gathering information

10. Please review and correct if needed the Administration's FAQ regarding gap financing.

    Completed

11. Please provide a copy of the proposed FDP amendment that includes the area of the Crescent where the new library is currently envisioned. In process of gathering information

12. For the library site, please provide a comparison of the value of the land at the current site, the value of the new site, the value of the air rights at each, and the cost of providing parking for the new library. In process of gathering information

13. Please provide the value of the land and/or air rights being conveyed by HHC at each of the LIHTC sites. In process of gathering information

14. Please have Office of Transportation attend future work session to address questions and concerns about the Transit Center. Ok. They have been alerted.

15. Please review and correct the Administration's FAQs regarding the TIF. Corrected

16. Please provide a document to clarify all of the assumptions that went into the TIF documents provided, including the underlying assumptions about the development program and the rate of development. Will provide at work session.

17. How do those assumptions relate to the broader economic forecasts for the County?

New Growth in Howard County, 2015 to 2040

	Housing Units	Population	Jobs
Downtown Columbia Plan (1)	6,400	11,700	18,700
Total Howard County (2)	28,900	60,500	63,900

	Housing Units	Population	Jobs
Downtown Columbia as % of Total	22%	19%	29%

(1) Inclusive of The Metropolitan, already built.

(2) Total Howard County is ound 8C , which is the latest DPZ projections completed in September,2015, and forwarded to the Baltimore Metropolitan Council as part of the Cooperative Forecasting process.

Source: Howard County DPZ, Research Division

18. How might issuing this TIF impact the County's bond rating?

The County's TIF Guidelines require that the TIF project not have an adverse impact on the County's debt rating. Consequently, we have specifically evaluated the financing request to determine if the project would negatively impact the County's AAA bond rating. Please see Staff report page 21.

Additionally, we note that the ratings agencies encourage the responsible use of tax increment financing and look for the following practices:

- Guidelines and policies consistent with industry best practices
- Consistent application of those guidelines and best practices
- Use of tax increment financing to support fulfillment strategic or master plans
- Demonstrated history of responsible management by the issuing governmental unit
- Responsible and effective use of the tax increment and other governmental resources included in the structuring of the financing request

19. Please provide an alternative version of Schedule XXXVIII showing only property tax revenue. MuniCap to provide

20. Please provide an alternative projection for Schedule XXXVIII using a lower inflation factor.

    MuniCap to provide

21. Please provide an alternative version of Schedule XXXVIII reflecting the full cost of all the capital projects included in the "estimated capital costs" column.

    MuniCap to provide

22. Please provide additional detail clarifying how the special tax would potentially impact LIHTC projects.

    Any property owned by a public body or that is exempt from regular property taxes would also be exempt from special taxes. For income restricted units that will be privately owned and subject to regular property taxes, there are three categories of income restricted units with the special taxes set based on the lower values that result from restricting income.

23. Please provide an example of the "waterfall" model using hypothetical numbers.

    MuniCap to provide

24. Please provide (draft) copies of the bond documents and trust indenture which lay out the specific details of the waterfall model.

    The bond documents, including the trust indenture have not been prepared at this point. Bond documents for transactions of this nature are typically not prepared by the County's bond counsel until there is a clear indication that the necessary approvals will be obtained and that the deal will be moving forward.

25. Where exactly is any shortfall in debt service for the school guaranteed by the special tax?

    The special taxes to be levied and collected as contemplated in Council Bill 56-2016 will not be pledged or used to pay for debt service (or any shortfalls in debt service) related to the school. Under Maryland law any special taxes collected in the special taxing district must be used to pay debt service on any TIF bonds issued by the County pursuant to Council Bill 56-2016. [MORE FROM MUNICAP AND STAN ON WATERFALL TO BE DISCUSSED-]

    However, the special taxes will intercept tax increment revenues to pay the TIF bonds, leaving the tax increment available to the County to pay debt service on the GO bonds issued for the new elementary school.

26. Please provide a detailed explanation of the "but for" test including what part(s) of the development program could or could not go forward without the TIF, or with only certain portions of the TIF.

The DCP sets forth a vision of dense, vibrant, mixed-use development for Downtown Columbia. As part of that vision, public parking facilities will play a key role in facilitating a "park once" environment. Additionally, the high development standards, with numerous mandated aesthetic and environmental enhancements, result in costs of development within Downtown Columbia that are generally higher than costs elsewhere. Moreover, the need for structured parking facilities instead of surface lots significantly increases the cost of development.

MuniCap reviewed typical market returns for similar projects by discussing market capitalization rates with the Maryland State Department of Assessments and Taxation, and concluded that the current market rate of return for this type of development is approximately 7.53%. MuniCap also estimated Developer returns under both a TIF and non-TIF scenario. Under the non-TIF scenario, the estimated rate of return was prohibitively lower than the market rate of return, to the extent that it would likely either preclude the private investment of a sophisticated developer or compel such a developer to build the Project with less density, to limit costs of structured payment and to lower standards. Tax increment financing could potentially increase the rate of return to a level that would incentivize a developer to proceed with developing the Project in a manner that meets the requirements of the DCP.

A "look-back" provision will be contained in the agreement with the Developer. This means that the Developer will submit audited statements to show profit earned from the development. The County and the Developer will agree on a reasonable profit to be earned by the Developer. The County and Developer will share in the excess profit (above the "reasonable profit") which the County may use to pay down the TIF debt, thus reducing the time that the incremental revenues will be diverted from the General Fund.

It is not possible to determine what part(s) of the development program could or could not go forward without the TIF, or with only certain portions of the TIF. Howard Hughes would have to answer that question. We believe, however, without the County's infrastructure investment the development of Downtown Columbia would not proceed in an organized and comprehensive manner; the breadth and pacing of the development as presently envisioned would be less likely.

27. What would happen if it turns out that the costs of projects to be financed by the TIF were underestimated?

Howard Hughes is responsible for completing the projects to be financed by the TIF. If the costs of these projects turns out to be underestimated they are responsible for any additional costs.

28. Has school excise tax revenue projected to be generated from Downtown development been factored into the plan for financing the new elementary school? What are those school excise tax revenue projections?

Yes – school excise taxes have been taken into consideration in the fiscal. That should be in a schedule in the broad fiscal. We can discuss further.

29. What are the current projections for how many students will be generated from Downtown development? Where and when are they expected? What is the methodology for these projections? What is the plan for accommodating these students? Which schools will be impacted? See attachment

And the following additional questions from Craig Glendenning:

Additional Housing/TIF Questions:

1. How do you anticipate the County's TIF's will be reported in the CAFR starting FY17 considering the new GASB Statement 77 **Cost** Reporting of Tax Abatements for Economic Development? (question previously asked in an email to Stan)

   Reporting under GASB 77 is not required until the preparation of the FY 2017 CAFR – Fall of 2017. GASB has been unclear as to whether tax increment financing represents a tax abatement. We will carefully consider this issue over the next year and make an appropriate choice in time for the FY 2017 CAFR. During that time we will seek additional clarification from GASB, consider the proposed approach and practice of other local jurisdictions, and discuss the issue with the County's external auditor.

2. I understand that the garages will be owned by the County; however HRD is leasing the land to the County. Please provide a copy and a summary of the terms of the lease. In process of gathering information

3. Where in the legislation and/or agreements does it detail the scope etc. of the annual reporting that Municap will be providing? In process of gathering information

4. Tab 2 p.17 (The "waterfall"): Has there been any thought about paying the principal early if the TIF is successful? In process of gathering information

5. Resolution 105-2016, Section 5 page 8: Why is this section included?

   This section allows the Council to enlarge or, under certain circumstances, reduce the size of the development (TIF) district and the special taxing district, thereby providing for flexibility prior to the issuance of bonds as to the properties from which tax revenues may be pledged. The last sentence typically is included in legislation which establishes development (TIF) and special taxing districts in Maryland. It is prudent, particularly for larger districts, to legislatively provide for de mininis changes in the boundary designations of districts by the executive branch to take into account subdivision or consolidation of properties, tax parcel identification revisions, or other issues which may result in changes to the boundaries of the parcels which are intended to be included in the districts.

6. Where exactly is staff's evaluation of if the "financial assistance resulting from TIF financing is limited to the amount required to make the development feasible"? In process of gathering information.

HOWARD COUNTY DEPARTMENT OF PLANNING AND ZONING
3430 Courthouse Drive ■ Ellicott City, Maryland 21043 ■ 410-313-2350
Voice/Relay

Valdis Lazdins, Director FAX 410-313-3467

July 19, 2016 (Updated with footnote in red on 8/1/2016)

To: Howard County Council, Carl Delorenzo

From: Jeff Bronow

Subject: Further Explanation on Proposed Changes to Allocation and Phasing Charts for Downtown Columbia's Joint Housing Recommendation Proposal (answer to follow-up questions 1 & 2 after July 11, 2016 County Council work session)

Figure 6-10 -- EXTRAPOLATED CURRENT CHART
Howard County APFO Allocations Chart

Year	Downtown Columbia	Max Phase I (3)	Max Phase II (3)	Cumulative Ph. I & II	Max Phase III (3)	Cumulative Ph. I, II & III
2013 (1)	500					
2014 (1)	450					
2015	400					
2016	350					
2017	300					
2018	100					
2019	100					
2020	96	2,296				
2021	400					
2022	350					
2023	300					
2024	225					
2025	200					
2026	200					
2027	200					
2028	179					
2029	175					
2030	175		2,404	4,700		
Post 2030 (2)	800				800	5,500
Total	**5,500**					

(1) The Downtown Columbia Plan was adopted in Feb. 2010, prior to PlanHoward 2030 (which was adopted in Feb. 2013). Therefore, it received 2013 and 2014 allocations based on the 2000 General Plan. These allocations are not shown in Figure 6-10 in PlanHoward 2030 because that chart began in the 2015 allocation year.

(2) Figure 6-10 in PlanHoward 2030 only goes to the year 2030 given that is the end projection year of the plan. To reach the 5,500 units total under the Downtown Columbia Plan, an additional 800 units will need to be allocated for the years after 2030.

(3) The first allocation chart that was adopted after the adoption of the Downtown Columbia Plan, incorporated Phase I to the year 2020, Phase II to the year 2030 and Phase III post 2030. And each of these 3 phases total to the maximum number of units allowed per the Downtown Columbia Plan phasing chart. (The Downtown Phasing Chart is replicated on page 4 of this memo.)

Figure 6-10 - EXTRAPOLATED PROPOSED CHART
Howard County APFO Allocations Chart

Year	Downtown Columbia	Max Phase I (4)	Max Phase II (4)	Cumulative Ph. I & II	Max Phase III (4)	Cumulative Ph. I, II & III
2013	500					
2014	450					
2015	400					
2016	350					
2017	300					
2018	100					
2019	288					
2020	284	2,672				
2021	440					
2022	390					
2023	340					
2024	265					
2025	240					
2026	240					
2027	240					
2028	220					
2029	210					
2030	212		2,797	5,469		
Post 2030 (5)	931				931	6,400
Total	**6,400**					

(4) For the proposed changes to Figure 6-10 in PlanHoward 2030 under the Joint Recommendations, the total units are increased to 6,400. The 900 affordable units over above the original 5,500 are added to each phase proportionately. (Note that the 2013, 2014, and Post 2030 years are not shown in the proposed chart similar to how they are not shown in the original chart. The above chart is an extrapolated version.)

(5) Figure 6-10 in PlanHoward 2030 only goes to the year 2030 given that is the end projection year of the plan. To reach the 6,400 units total under the Joint Recommendation proposal an additional 931 units will need to be allocated for the years after 2030.

Figure 6-10 - EXTRAPOLATED CHART DIFFERENCE (PROPOSED MINUS CURRENT)
Howard County APFO Allocations Chart

Year	Downtown Columbia	Max Phase I (7)	Max Phase II (7)	Cumulative Ph. I & II	Max Phase III (7)	Cumulative Ph. I, II & III
2013	0					
2014	0					
2015	0					
2016	0					
2017	0					
2018	0					
2019 (6)	188					
2020	188	376				
2021	40					
2022	40					
2023	40					
2024	40					
2025	40					
2026	40					
2027	40					
2028	41					
2029	35					
2030	37		393	769		
Post 2030	131				131	900
Total	**900**					

(6) The reason why the additional units under the proposed chart are added beginning in 2019 is because we are currently in the 2019 APFO allocation year. That is, the first year of the currently adopted allocation chart is 2019. (This newest allocation chart was just adopted on July 8, 2016.) If the Joint Recommendations proposal is adopted, then the allocation chart will need to be amended to add these additional allocations to the Downtown Columbia allocation area in the year 2019 through 2028 (as it's a ten year chart).

(7) The additional 900 affordable units were added to Figure 6-10 of PlanHoward 2030 proportionally over the three phases. The table below shows this proportionality showing the original 5,500 units and the 900 new proposed affordable units broken out by phase (percentages are equal by phase).

	Phase I		Phase II		Phase III	
	Max Units	Percent	Max Units	Percent	Max Units	Percent
Market	2,296	86%	4,700	86%	5,500	86%
Affordable	376	14%	769	14%	900	14%
Total	**2,672**	**100%**	**5,469**	**100%**	**6,400**	**100%**

Note: These charts explain how the allocation chart was amended by proportionately increasing the total allocations to 6,400 units from the original 5,500 units. The amended DT Phasing chart establishes all maximums and minimums by phase for the DT plan.

CURRENT DOWNTOWN COLUMBIA PLAN PHASING CHART

DOWNTOWN REVITALIZATION PHASING PROGRESSION													
PHASE I					PHASE II CUMMULATIVE					PHASE III COMPLETION			TOTAL
Use Type	Min		Max		Use Type	Min		Max		Use Type	Up To		
	Units	SF	Units	SF		Units	SF	Units	SF		Units	SF	
Retail		300,000		676,446	Retail		429,270		1,100,000	Retail		820,730	1,250,000
Office/Conf*		1,000,000		1,531,991	Office/Conf*		1,868,956		2,756,375	Office/Conf*		2,431,044	4,300,000
Hotel Rms**	100		640		Hotel Rms**	200***		540***		Hotel Rms**	440		640
Residential**	656		2,296		Residential**	1,442		4,700		Residential**	4,058		5,500

*Office/conference includes hoel conference/banquet space greater than 20 sq ft per hotel room.

** For zoning and phasing purposes, hotel rooms and residential development are tracked by unit. Actual square footage of hotel and residential development will be calcuated for CEPPA compliance

*** The minimum number of hotel rooms required in Phase II is 100 unless more than 540 rooms were constructed in Phase I; the maximum number of hotel rooms for Phase II will be the difference between 640 and the number of rooms constructed in Phase I.

REPORT

HOWARD COUNTY
PUBLIC SCHOOL SYSTEM

BOARD OF EDUCATION OF HOWARD COUNTY
MEETING AGENDA ITEM

TITLE: 2015 Feasibility Study Update **DATE:** November 5, 2015

PRESENTER(S): Joel Gallihue, Manager of School Planning

VISION 2018 GOAL: ☒ Students ☒ Staff ☒ Families and Community ☒ Organization

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OVERVIEW:

The Board of Education reviews long-term capital planning options and redistricting scenarios through the annual Feasibility Study, last presented on June 11, 2015. This report included housing growth associated with the previously approved Downtown Columbia Plan permitting 5,500 multi-family residential units. Now 1,250 new housing units are proposed by Howard Hughes Corporation and are under discussion. The effect of these units on school capacity has been evaluated by the Office of School Planning in a memorandum. A fiscal impact study being prepared by a consultant for Department of Planning and Zoning (DPZ) will also examine capacity impact. Our analysis of the entire impact shows a need that exceeds one new elementary school, requiring at least one middle school addition, and some high school capacity.

Present requirements of Downtown Columbia call for the developer to provide future school sites if needed but do not require funding from the developer to offset capital needs. Capital funding is expected to come from the additional tax revenue assessed on the new development. The fiscal impact study will show that there will be adequate additional tax revenue to offset the capital and operating expenses needed to accommodate Downtown Development. The HCPSS Office of School Planning will continue to collaborate with the Howard County DPZ to monitor and evaluate this project for capital planning needs. A more detailed update follows with relevant attachments from the Feasibility Study, Columbia Town Center Study, and our memorandum on this topic. The fiscal study for DPZ will be issued early next month.

RECOMMENDATION/FUTURE DIRECTION:
To monitor development and ensure that future capital budgets account for growth. Incorporate any approved changes in the June 2016 Feasibility Study.

SUBMITTED BY: ______________________
Joel Gallihue
Manager of School
Planning

APPROVAL/CONCURRENCE: ______________________
Renee A. Foose, Ed.D.
Superintendent

____
Camille B. Jones
Chief Operating Officer

____
Bruce Gist
Executive Director
Facilities, Planning and

Introduction

The 2015 Feasibility Study was presented on June 11, 2015 with a new projection which included housing growth associated with the previously approved Downtown Columbia Plan permitting 5,500 multi-family residential units. (Attachment 1) An additional 1,250 new housing units are now proposed by Howard Hughes Corporation and the proposal is in discussion. The proposed change to the plan would allow a range of affordable and market rate housing units and represents an increase of approximately 23 percent over the originally approved 5,500 new units in this area. Students living in the Town Center are presently assigned to Running Brook Elementary, Wilde Lake Middle, and Wilde Lake High schools. Our currently projected school capacity levels would be insufficient to accommodate the additional student enrollment that would result from the total 6,750 new housing units. Preliminary analysis of the new proposal has been conducted and this document provides an update of the 2015 Feasibility Study. A list of key terms is listed on page 5 of this 2015 Feasibility Study Update.

History

Feasibility Study

The Feasibility Study is an annual report to inform the Board of the long term planning process and facilitate discussion of decisions that may lay ahead. The annual Feasibility Study was presented to the Board on June 11, 2015. The document, and the underlying projection in particular, predate any announcement of an idea to increase the residential units in Downtown Columbia. The pages of the 2015 Feasibility Study which are relevant to this matter are attached and are pages 19, 25, 31 and 40. (Attachment 1) The decision on this development change will not be known for several months so changes to these pages will be contained in the 2016 Feasibility Study.

Projection Methods

Future enrollment may be projected in different ways. The HCPSS projection method is based upon cohort survival or grade succession model with other factors, including birth data, new construction and existing residential housing. The Department of Planning and Zoning (DPZ) housing projection is included in the student enrollment projection model by school attendance area. Housing is divided into single-family attached, single-family detached and multi-family residential units for calculation of yield rates for each new unit type. The number future residential of units, estimated in an absorption schedule, is multiplied by historical pupil yield rates for each future year. The historical yield rates are calculated from the existing attending area or countywide averages if there is very little or no history in the past five years.

In the memo to the DPZ (Attachment 3), staff used the average standing yield rate (2007-2011) for the existing 741 apartments in Downtown Columbia to calculate the effect of new housing. This rate was then multiplied by the estimated absorption schedule for each future year. This was done because there is evidence documented in the Columbia Schools Study that different types of multi-family have different pupil yields. The HCPSS projection method typically combines all multi-family units including all rental apartments and condominiums of all heights. Changes in height, number of bedrooms, age and location are all actually factors which can alter the standing yield for any type of housing, including multi-family. Future Downtown Columbia development is expected to have a lower pupil yield because it is anticipated to have taller and more expensive multi-family units with fewer bedrooms than the typical multi-family units already existing in Howard County.

No projection method is perfect and longer planning horizons are more difficult to project. The HCPSS method serves school system needs with accurate annual projections and accurate estimates for the ten year Long-Range Master Plan in the capital budget. There is evidence that the second decade of the projection is less reliable. One theory is that since there is no adjustment in the projection for changes in grade succession ratios over time, any positive ratio will continuously increase beyond a likely outcome. Additional assumptions could be built into the model to control for this effect, but since the school system makes an annual projection, changes in trends are taken into account, facilitating adjustments to long range plans.

MuniCap, Inc. is a finance consulting firm that specializes in the public finance aspects of redevelopment. MuniCap is under contract with the DPZ and is preparing a relevant fiscal study for the County Council. A study by MuniCap will model enrollment with a standing yield projection, which will not include the cohort survival projection methodology. Selected standing yield rates are multiplied by the total future units to create low, medium and high scenarios. Their study will use actual measured rates from Howard County and Montgomery County to model future enrollment.

The standing yield method used by the consultant will not include any increasing factors like grade succession ratios. Standing yields may actually change depending upon many factors like an aging building becoming more affordable over time, but evidence in the region does not indicate the yields would produce twenty year outcomes as high as those estimated by the HCPSS method. A more detailed study of multi-family yields is possible but, given the short timing, the consultant includes multiple ranges of scenarios. This helps capture any unforeseen changes in yields for this project. This seems to be the best approach in evaluating the long range impact of a specific project. Ongoing school system planning will continue to use the present cohort model, but the Office of School Planning also has standing yield models at its disposal for long range planning.

Recent Evaluations

The Columbia School Study was initiated as a result of the original Downtown Columbia Plan approval and was an attachment to the June 2014 Feasibility Study. (Attachment 2) In light of the pending application for additional residential units and a recent County Council work session discussing the same, the HCPSS Office of School Planning collaborated with the Department of Planning and Zoning to update the Columbia School Study in a memorandum dated October 8, 2015. (Attachment 3) The memorandum gave a preliminary determination of the school accommodations that would be required based on the projected additional growth.

A draft of Municap's fiscal study indicates the fiscal impact of the proposal will be found to be a net positive and, even under a high student yield scenario, the study finds there will be adequate additional tax revenue to offset the capital and operating expenses needed to accommodate downtown development. The MuniCap study finds that future school capacity is needed at a lower rate than the HCPSS analysis indicates. The variation results from different but valid enrollment projection methods. Under either scenario, school sites and capital funding will be needed. A final report is expected from MuniCap sometime in November.

Update to 2015 Feasibility Study

Analysis - Elementary

One additional 600-seat elementary school is included in the approved FY 2016-2025 Long-Range Master Plan. We believe this will accommodate the 5,500 new units already approved for Downtown Columbia development. The FY 2017 proposed capital budget has New ES #44 planned to open in 2027.

The preliminary enrollment analysis of the impact based on the new proposal (attachment 3) shows this school may be needed as early as 2024. An opening this early seems unlikely since the capital funding horizon is constrained by other projects and systemic needs.

The 2015 Feasibility Study notes that the completed addition at Running Brook ES, a planned addition at Swansfield ES, and redistricting including these schools, as well as Bryant Woods ES, Longfellow ES, and Clemens Crossing ES, are an interim capacity solution prior to the opening of a new elementary school. The Swansfield ES renovation completion is scheduled for August 2018, the same time as completion of New ES #42, which will require redistricting. As a result, it may be possible to implement this interim capacity solution in 2018 and provide relief for a number of years.

The HCPSS model indicates we may need a second 600-seat elementary school beyond New ES #44, but the model shows these conditions in the second decade of the projection. The standing yield model will show a more gradual growing enrollment and will not call for a second future elementary school. Conditions should be monitored to watch for stronger trends but our present capital plan and feasible redistricting serve the likely impact of the new proposal. Experience has shown that having a variety of viable sites in the land bank is extremely important since land will only grow more scarce and expensive. The HCPSS model's indication for a second school can be supported by the addition of a property sized for an elementary school to the land bank. The Columbia School Study recommends the site in Clary's Forest.

Analysis – Middle

Replacement of Wilde Lake MS, a project that is scheduled to open in 2017, is identified by the feasibility study as a key feature of the capital improvement plan. The new school is planned to be 293 seats larger than the existing one, and will stay within target utilization until 2024, based on the current projection. The Feasibility Study identified intermittent crowding at Harper's Choice MS but only in the latter years and suggested monitoring for future relocatable classroom consideration.

The preliminary enrollment analysis of the impact based on the new proposal (attachment 3) shows crowding of the Wilde Lake MS replacement after 2024. The FY 2017 proposed capital budget shows systemic renovation of Harper's Choice MS starting in FY 2022 which suggests the project would complete in August of 2023. It is not uncommon to include swing space in renovations. Since program area will be needed and construction will be phased, some additional classrooms can facilitate the project and provide additional capacity. If Harper's Choice MS were expanded in a renovation and if Wilde Lake MS replacement school were overcrowded, the capacity could facilitate redistricting. Other capacity may still remain at Clarksville MS at that time.

Analysis – High

The Columbia West Region high school is Wilde Lake HS. The projection for this school remains (with the approved 5,500 units) remains between 90–110 percent utilization until 2027. This projection models the effect of the Columbia Town Center development. The preliminary enrollment analysis of the impact based on the new proposal (attachment 3) shows Wilde Lake HS will exceed 110% utilization after 2020. The school was replaced in 1996 and does not yet qualify for systemic renovation where additional capacity could be included in the project. The interim measure would be installation of temporary capacity.

Conclusion

Projected school capacity levels would be insufficient to accommodate the additional student enrollment that would result from the total 6,750 new housing units. At the elementary level, the HCPSS model indicates we may need a second new 600-seat elementary school. Funding for this school is not presently budgeted. At the middle school level, capacity is needed above and beyond the larger capacity of the replacement Wilde Lake MS. Funding additional capacity along with the with the renovation of Harper's Choice MS, a likely way to provide this capacity, is not presently budgeted. At the high school level, capacity is needed above and beyond the present capacity of Wilde Lake HS. Funding an addition is not presently budgeted. The HCPSS model shows most of these conditions in the second decade of the projection.

With another model showing more modest growth, conditions should be monitored and viable sites should be added to the land bank. The development agreements of Downtown Columbia only offer land as an option and the available sites are smaller than a middle or high school site. The original study evaluated alternatives like the provision of office or programmatic space within Downtown Columbia. The Board may continue to pursue alternatives in light of the proposed development.

Key Terms

Some terms in the discussion of this proposal may not be familiar so they are defined below:

Absorption schedule – An estimate of the number of residential units that will be constructed per year. This is based upon an estimate of how the local housing market can absorb the proposed development from a separate market study. The schedule has been used to model enrollment scenarios.

CEPPA - Timed or triggered commitments made with Downtown Columbia approval called Community Enhancements, Programs, and Public Amenities (CEPPAs). The CEPPA relevant to the school system is #17 which states, "GGP shall, if deemed necessary by the Board of Education, reserve an adequate school site or provide an equivalent location within Downtown Columbia." This CEPPA must be satisfied by the Downtown Columbia developer prior to the approval of the site development plan for the 1,375th new residential unit (25 percent of the total 5,500 units).

Cohort Survival Projection – An enrollment projection that factors the succession of cohorts through the grades. Measured historical ratios for the succession each grade to the next model increase or decrease the cohort. The HCPSS model uses this method with other components.

Housing Projection – The HCPSS enrollment projection depends upon an annual projection of housing by the Department of Planning and Zoning. Regulatory factors like the Adequate Public Facility Ordinance are also a factor.

Pupil Yield Rate – A rate calculated from the actual number of students coming from a type of housing. Yield rates can be K-12 or broken out by level.

Residential Units – Dwelling units. Commonly referred to homes, apartments or condominiums.

a. High rise residential – Multi-family residential structures more than four stories in height.
b. Low rise residential – Multi-family residential structures up to four stories in height.
c. Multi-family residential – A residential building with multiple units which are either rented or owned as condominiums. The HCPSS enrollment projection groups all apartments and condominiums together for yield calculations.
d. Single-family residential – One family residential units, either detached or townhouse. Pupil yield rates are often higher from groups of this type of home than multi-family residential units. None of these types of units are proposed in Downtown Columbia.

Standing Yield Projection – An enrollment projection made by multiplying an anticipated standing yield by the number of anticipated units. This method has been used by a consultant to the DPZ.

Standing Yield Rate – A pupil yield rate for a specific type of housing (for example, high rise multi-family). The Office of School Planning measures standing yield rates for existing housing by school attendance area and countywide. Average rates are used as a component of the enrollment projection.

FAIRFAX COUNTY
PUBLIC SCHOOLS

Department of Facilities and Transportation Services
8115 Gatehouse Road, Suite 3400
Falls Church, Virginia 22042-1203

November 20, 2014

TO: Peter F. Murphy, Chairman
Fairfax County Planning Commission

Fred Selden, Director
Fairfax County Department of Planning and Zoning

Barbara C. Berlin, Director
Fairfax County Zoning Evaluation Division, DPZ

FROM: Jeffrey Platenberg, Assistant Superintendent
Fairfax County Public Schools

SUBJECT: School Impact Proffer Formula and Student Yield Ratio Update

Periodically, the Office of Facilities Planning Services reviews and updates the suggested per student proffer contribution and student yield ratios. The per student proffer contribution is based on the FCPS Public Facilities Impact Formula and the related implementation of the Fairfax County Comprehensive Plan, Public Facilities Residential Development Criterion, that became effective on January 7, 2003. Pursuant to the implementation of the Public Facilities Criterion, it was anticipated that periodic updates and adjustments to the methodology be provided in order to reflect changes in student yield ratios by unit type and changes in capital construction costs. This includes changes to school capacity, changes in construction costs for elementary, middle, and high school buildings and modular construction costs. The methodology does exclude costs associated with land, fees, and equipment.

Using the adopted methodology, the suggested per student proffer contribution has increased from $10,825 to $11,749. The increase is primarily attributable to increasing construction costs. FCPS recommends that the new proffer amount of $11,749 become effective for all residential rezoning applications accepted on or after December 1, 2014. For ease of reference, the proffer formula and calculations are attached.

In addition to the change in the suggested per student proffer contribution, the student yield ratios used to calculate the suggested proffer contribution have changed. This change reflects the current ratios generated by matching September 30, 2013, student data to 2013 housing counts by unit type. These updated ratios will be used to calculate the potential student yield for new residential development and the suggested school cash proffer amount beginning December 1, 2014.

The updated countywide student yield ratios from 2013-14 are as follows:

Single Family Detached	.270 Elementary .085 Middle .175 High .530 Total	**Low-rise Multi-family** (≤ 4 stories)	.194 Elementary .046 Middle .085 High .325 Total
Single Family Attached (Townhouse)	.252 Elementary .062 Middle .127 High .441 Total	**Mid/High-rise Multi-family** (> 4 stories)	.056 Elementary .016 Middle .028 High .100 Total

To generate the new student yield ratios for school year 2013-14, housing information was obtained from the Integrated Parcel Life-Cycle System (IPLS) data layers that contain housing information by unit type from Fairfax County's Department of Neighborhood and Community Services. The City of Fairfax also provided GIS parcel data along with associated dwelling information. Similarly, Fort Belvoir's GIS Division provided housing data for the residential villages on post. Individual student addresses from the FCPS student information system were then matched to specific dwelling types. The 2013-14 student yield ratios for Low-rise Multi-family saw the biggest change over the 2012-13 ratios. For reference, historic student yield ratios are attached.

Since the methodology used to derive the proffer contribution is based, in part, on current construction costs, and that actual development and construction may not begin for some period of time after rezoning approval, FCPS continues to recommend that an escalation clause be included as part of any monetary school proffer contribution. Many developers have provided appropriate proffer language to address the potential changes in the adopted proffer formula so that when the proffer trigger is reached, the developer contribution is based on the then current student yield ratios and/or contribution formula and suggested proffer amount, whichever is the greater.

If you have any questions, please feel free to contact Kevin Sneed, Special Projects Administrator, Capital Projects and Planning, 571-423-2280.

JP/ks/gjb
Attachments (Proffer Calculation, Historic Proffer and Ratio Trends, Ratios by School Level)

cc: Edward Long, County Executive, Fairfax County
Karen Garza, Superintendent, FCPS
FCPS School Board Members
Susan Quinn, Chief Operating Officer
Kevin Sneed, Special Projects Administrator, Capital Projects and Planning
Warren Jenkins, Director, Administrative Services
Aimee Holleb, Assistant Director, Facilities Planning Services

Attachment 1: Proffer Contribution Calculation (November 2014)

Building Construction Costs

Construction costs for ES, MS & HS:

$207 x 99,937 sf / 975 capacity = $21,217 cost per ES student

$213 x 176,824 sf / 1,250 capacity = $30,130 cost per MS student

$222 x 377,457 sf / 2,500 capacity = $33,518 cost per HS student

Weighted average = **$24,040** cost per student

Adjustment - Modular Construction Cost

Construction cost offset by modular:
$24,040 (Weighted average)
x **0.041** (School capacity provided by modular multiplier)
= **$985**

Construction cost of modular:
$985 (Construction cost offset by modular)
x 0.45 (Cost of modular multiplier)
= **$443**

Cost per student after modular adjustment:
$24,040 (weighted average)
- **$985** (Construction cost offset by modular)
+ **$443** (Construction cost of modular)
= **$23,498**

Adjustment - Level of Service

Cost per student after level of service adjustment:
$23,498 (Cost per student after modular adjustment)
x 0.5 (LOS multiplier)
= ***$11,749 (Recommended Contribution)***

Explanation for "Weighted average":

	Cost per student		# of schools	Total
ES	$21,217	x	140	2,970,380
MS	$30,130	x	26	783,380
HS	$33,518	x	25	837,950
Total			191	4,591,710

4,591,710 / 191 = **24,040** weighted average cost per student

Explanation for "School capacity provided by modular multiplier":
Total Program Capacity
ES, MS, HS 185,756
Modular 7,697

7,697 / 185,756 = **0.041** Modular Capacity Multiplier

Explanation for "Cost of modular multiplier":
Cost of modular construction is 45% of what permanent construction costs = **0.45**

Explanation for "LOS multiplier":
Average age of buildings/Life expectancy of buildings.
25/50 = **0.5**

Attachment 2: Historic County-wide Student Yield Ratios and Proffer Contribution (Updated November, 2014)

Letter Date	School Year Student Data	Effective Date	Proffer (1)	SFD Ratio (2)	SFA Ratio (2)	MF(LR) Ratio (2)	MF(MR/HR) Ratio (2)	Notes
June 13, 2002	2001-2002	January 7, 2003	$ 7,500	0.473	0.372	0.227	0.102	Baseline for Public Facilities Res. Dev. Criteria
May 22, 2006	2005-2006	June 1, 2006	$ 11,630	0.479	0.356	0.199	0.076	
June 28, 2007	2006-2007	July 1, 2007	$ 12,400	0.480	0.348	0.193	0.078	
October 15, 2008	2007-2008	November 1, 2008	$ 11,548	No Change to Ratios (Transition from DIT to FTS)				
July 22, 2009	2008-2009	September 1, 2009	$ 9,378	0.531	0.379	0.234	0.087	Facilities Planning Begins Calculation of Ratios
August 24, 2012	2011-2012	September 1, 2012	$ 10,488	0.531	0.440	0.291	0.110	
September 18, 2013	2012-2013	September 1, 2013	$ 10,825	0.536	0.430	0.302	0.106	
November 20, 2014	2013-2014	December 1, 2014	$ 11,749	0.530	0.441	0.325	0.100	

1) Proffer is per-student contribution recommendation

2) Ratios are county-wide averages

Attachment 3: Comparison of Student Yield Ratios By School Level (Updated November, 2014)

	2001-02	2005-06	2006-07	2008-09	2011-12	2012-13	2013-14
Single Family Detached							
Elementary	0.244	0.239	0.239	0.266	0.268	0.273	0.270
Middle	0.070	0.070	0.069	0.084	0.085	0.086	0.085
High	0.159	0.170	0.172	0.181	0.178	0.177	0.175
Total	**0.473**	**0.479**	**0.480**	**0.531**	**0.531**	**0.536**	**0.530**
Single Family Attached (townhouse)							
Elementary	0.210	0.194	0.190	0.204	0.249	0.243	0.252
Middle	0.053	0.052	0.050	0.057	0.063	0.060	0.062
High	0.109	0.110	0.108	0.118	0.128	0.127	0.127
Total	**0.372**	**0.356**	**0.348**	**0.379**	**0.440**	**0.430**	**0.441**
Low Rise Multi-family (≤ 4 stories)							
Elementary	0.137	0.114	0.109	0.136	0.173	0.181	0.194
Middle	0.030	0.026	0.025	0.032	0.040	0.042	0.046
High	0.060	0.059	0.059	0.066	0.078	0.079	0.085
Total	**0.227**	**0.199**	**0.193**	**0.234**	**0.291**	**0.302**	**0.325**
Mid/High-rise Multi-family (> 4 stories)							
Elementary	0.063	0.042	0.043	0.047	0.059	0.059	0.056
Middle	0.011	0.010	0.011	0.013	0.019	0.017	0.016
High	0.028	0.024	0.024	0.027	0.032	0.030	0.028
Total	**0.102**	**0.076**	**0.078**	**0.087**	**0.110**	**0.106**	**0.100**

Source Data for 2013-14:

Fairfax County GIS Department: January 1st 2013 Housing Unit Data (IPLS)

Fairfax City GIS Office: January 1st 2011 Housing Unit Data

FCPS DIT: September 30th 2013 Student Data (SIS)

Updated: 7/30/2014

Montgomery County Student Generation Rates for Housing Types

December 6, 2013

NORTH

Housing Type	Factors (number of students generated per unit)			
	Elementary	Middle	High	Total K-12
Single Family	0.416	0.175	0.213	0.804
Townhouse	0.242	0.091	0.122	0.455
Multi-Family Low to Mid-rise (4 or fewer floo	0.160	0.057	0.081	0.298
Multi-Family High-rise (5 or more floors)	0.077	0.030	0.038	0.145

SOUTHWEST

Housing Type	Factors (number of students generated per unit)			
	Elementary	Middle	High	Total K-12
Single Family	0.323	0.132	0.153	0.608
Townhouse	0.166	0.072	0.099	0.337
Multi-Family Low to Mid-rise (4 or fewer floo	0.075	0.031	0.047	0.153
Multi-Family High-rise (5 or more floors)	0.042	0.017	0.023	0.082

EAST

Housing Type	Factors (number of students generated per unit)			
	Elementary	Middle	High	Total K-12
Single Family	0.233	0.124	0.196	0.553
Townhouse	0.178	0.062	0.101	0.341
Multi-Family Low to Mid-rise (4 or fewer floo	0.175	0.068	0.090	0.333
Multi-Family High-rise (5 or more floors)	0.074	0.032	0.043	0.149

COUNTYWIDE HOUSING STUDENT YIELD FACTORS

Housing Type	Factors (number of students generated per unit)			
	Elementary	Middle	High	Total K-12
Single Family	0.357	0.153	0.190	0.700
Townhouse	0.214	0.082	0.113	0.409
Multi-Family Low to Mid-rise (4 or fewer floo	0.146	0.055	0.077	0.278
Multi-Family High-rise (5 or more floors)	0.060	0.025	0.033	0.118

Based on 2013 analysis of students residing in single family and townhouse new within the last 10 years, and in multi-family units of any age.

NORTH includes general "upcounty" areas including: Clarksburg, Damascus, Gaithersburg, Magruder, Northwest, Poolesville, Quince Orchard, Seneca Valley, Sherwood, and Watkins Mill clusters.

SOUTHWEST includes: Bethesda-Chevy Chase, Churchill, Walter Johnson, Richard Montgomery, Rockville, Whitman, and Wootton clusters.

EAST includes: Downcounty Consortium (Blair, Einstein, Kennedy, Northwood, and Wheaton, and Northeast Consortium (Blake, Paint Branch and Springbrook), clusters.

Howard County

Memorandum

DEPARTMENT OF PLANNING AND ZONING

To: **Howard County Council**

From: **Jeff Bronow, Chief of Research Division, DPZ**

Date: **November 2, 2015**

Subject: **Updated Student Yield Scenarios for Fiscal Impact Analysis of Downtown Columbia Joint Housing Recommendations**

A question was raised on the difference between the total number of students projected as a result of future development in Downtown Columbia shown in the fiscal study conducted by MuniCap dated September 17, 2015 and in the October 9, 2015 memorandum prepared by the Howard County Public School System (HCPSS). Both of these items were presented during the October 13th County Council work session. The County Council has also requested that a range of student yields be tested. This memorandum responds to the question raised and outlines the scenarios to be tested.

The yields used in both studies (MuniCap's fiscal and the HCPSS memorandum) were based on recent data for the existing apartment units in Downtown Columbia shown in the table on the top of the next page—0.057 for elementary school, 0.028 for middle school, and 0.036 for high school, for a total of 0.121 students per unit. These standing yields were provided to MuniCap from the DPZ Research Division in consultation with the HCPSS Office of Planning, who agreed that these yields were reasonable given they reflect actual yields from apartments in Downtown Columbia now.

It was also stated during the October 13th work session that these yields are *conservative* given that high-rise apartment buildings 5-stories and above to be built in Downtown Columbia (with higher average rents and many studio and 1-bedroom units) will likely generate fewer numbers of students than the existing garden-style apartments. It was stated that the original fiscal impact study conducted on the original Downtown Columbia Plan in 2009 tested a low and high scenario—the low scenario used 0.085 total students per unit (all grades) and a high of 0.167 total students per unit (all grades). This low scenario of 0.085 was based on existing yields in Downtown Columbia at that time *including* condominiums (which generally generate lower yields). That fiscal study assumed 40% condos and 60% rental apartments, so including condos in the yield determination was deemed reasonable. In addition, at that time planners at Fairfax County Schools were contacted to see what they used for yield estimates for buildings 5-stories and above—they used a yield of 0.087, very similar to the existing yields in Downtown Columbia. The high scenario using 0.167 was based on countywide averages for newly constructed rental and condo units in Howard County. Having low and high scenarios is helpful to provide a range of fiscal impacts given the uncertainty of what future yields will actually be. Note that the 0.121 used in MuniCap's recent fiscal study is just about right in the middle of the 0.085 to 0.167 range that had been used in the 2009 fiscal study for the proposed Downtown Columbia Plan.

Columbia Town Center - Standing Student Yields (5 year averages)

				Students				Yields			
Name/Description	**Type**	**Units**	**Year**	**ES**	**MS**	**HS**	**Total**	**ES**	**MS**	**HS**	**Overall**
Archstone Rentals	Rental Apt	531	9/30/07	30	14	13	**57**	0.056	0.026	0.024	0.107
		531	9/30/08	31	11	15	**57**	0.058	0.021	0.028	0.107
		531	9/30/09	39	16	21	**76**	0.073	0.030	0.040	0.143
		531	9/30/10	43	19	27	**89**	0.081	0.036	0.051	0.168
		531	9/30/11	31	19	27	**77**	0.058	0.036	0.051	0.145
			Average	**35**	**16**	**21**	**71**	**0.066**	**0.030**	**0.039**	**0.134**
Gramercy Rentals	Rental Apt	210	9/30/07	12	5	2	**19**	0.057	0.024	0.010	0.090
		210	9/30/08	5	5	4	**14**	0.024	0.024	0.019	0.067
		210	9/30/09	5	5	8	**18**	0.024	0.024	0.038	0.086
		210	9/30/10	8	3	7	**18**	0.038	0.014	0.033	0.086
		210	9/30/11	9	6	10	**25**	0.043	0.029	0.048	0.119
			Average	**8**	**5**	**6**	**19**	**0.037**	**0.023**	**0.030**	**0.090**
TOTAL RENTALS		741	9/30/07	42	19	15	**76**	0.057	0.026	0.020	0.103
		741	9/30/08	36	16	19	**71**	0.049	0.022	0.026	0.096
		741	9/30/09	44	21	29	**94**	0.059	0.028	0.039	0.127
		741	9/30/10	51	22	34	**107**	0.069	0.030	0.046	0.144
		741	9/30/11	40	25	37	**102**	0.054	0.034	0.050	0.138
			Average	**43**	**21**	**27**	**90**	**0.057**	**0.028**	**0.036**	**0.121**
Whitney Town Center Condos	Condo Apt	108	9/30/07	1	1	0	**2**	0.009	0.009	0.000	0.019
		108	9/30/08	1	1	1	**3**	0.009	0.009	0.009	0.028
		108	9/30/09	0	1	3	**4**	0.000	0.009	0.028	0.037
		108	9/30/10	0	2	2	**4**	0.000	0.019	0.019	0.037
		108	9/30/11	0	2	5	**7**	0.000	0.019	0.046	0.065
			Average	**0**	**1**	**2**	**4**	**0.004**	**0.013**	**0.020**	**0.037**
Lakeside Town Center Condos	Condo Apt	48	9/30/07	0	0	1	**1**	0.000	0.000	0.021	0.021
(New Ryland Condos)		48	9/30/08	1	0	1	**2**	0.021	0.000	0.021	0.042
		48	9/30/09	0	0	1	**1**	0.000	0.000	0.021	0.021
		48	9/30/10	2	0	1	**3**	0.042	0.000	0.021	0.063
		48	9/30/11	0	0	1	**1**	0.000	0.000	0.021	0.021
			Average	**1**	**0**	**1**	**2**	**0.013**	**0.000**	**0.021**	**0.033**
TOTAL CONDOS		156	9/30/07	1	1	1	**3**	0.006	0.006	0.006	0.019
		156	9/30/08	2	1	2	**5**	0.013	0.006	0.013	0.032
		156	9/30/09	0	1	4	**5**	0.000	0.006	0.026	0.032
		156	9/30/10	2	2	3	**7**	0.013	0.013	0.019	0.045
		156	9/30/11	0	2	6	**8**	0.000	0.013	0.038	0.051
			Average	**1**	**1**	**3**	**6**	**0.006**	**0.009**	**0.021**	**0.036**
TOTAL CONDOS AND RENTALS		897	9/30/07	43	20	16	**79**	0.048	0.022	0.018	0.088
		897	9/30/08	38	17	21	**76**	0.042	0.019	0.023	0.085
		897	9/30/09	44	22	33	**99**	0.049	0.025	0.037	0.110
		897	9/30/10	53	24	37	**114**	0.059	0.027	0.041	0.127
		897	9/30/11	40	27	43	**110**	0.045	0.030	0.048	0.123
			Average	**44**	**22**	**30**	**96**	**0.049**	**0.025**	**0.033**	**0.107**

Source: Howard County Public School System - official September 30 student counts.

The table below summarizes the number of students projected using the 0.121 yield rate (0.057 for elementary, 0.028 for middle, and 0.036 for high) in MuniCap's September 17, 2015 fiscal study for the total 6,750 new housing units projected in Downtown Columbia assuming buildout of the joint housing recommendation (5,500 original units in the Downtown Columbia Plan plus the 1,250 addition units resulting from the joint housing recommendation including the Columbia Flier building) compared to the total students projected in the October 9, 2015 memorandum from the HCPSS.

	Total Students at Buildout	
	Fiscal Study (1)	HCPSS (2)
Elementary School	349	890
Middle School	171	600
High School	221	710
Total	**741**	**2,200**

(1) September 17, 2015 fiscal study (MuniCap). Note that Municap applied yields to a 90% occupancy rate for the rental units.

(2) Determined from charts in October 9, 2015 HCPSS memorandum subtracting buildout student totals from the existing base student totals.

The same yields were used in both studies, so why the large discrepancy? The reason is due to the fact that the HCPSS did not maintain the standing yield of 0.121 students per housing unit over time for the new units projected in Downtown Columbia. Rather they used their typical model for feasibility planning that includes the following components: new construction yields (which they applied the standing yield rate to), cohort survival ratios, apartment turnover impacts, birth to kindergarten ratios, estimated preschool move-ins, and net out-of-district impacts. Their model also included existing development already on the ground. This methodology using all these components is currently used by HCPSS for all school districts in the county and is useful to account for existing neighborhood housing turnover—that is, in neighborhoods where there may not be a lot of new construction relative to existing housing, which is typically the norm. Furthermore, it tends to work better for short-term (1 to 2 years) to mid-term (3 to 5 years) capital budget-related impacts. It doesn't work as well when trying to analyze the direct impacts due to a single large development over a longer time-frame, such as what is proposed in Downtown Columbia. For that type of analysis it is best to utilize a standing yield methodology. After observing the results of the two methodologies and further discussions with DPZ planning staff and MuniCap, HCPSS planning staff agreed that the standing yield methodology is the more appropriate methodology to use for the Downtown Columbia analysis.

As suggested by Council members during the October 13th County Council work session it would be prudent to evaluate a range of yields for fiscal impact sensitivity testing. As indicated in the original 2009 fiscal analysis for the Downtown Columbia Plan, studying a range of yields is important because:

> …the economy, societal preferences, and trends can certainly change…For example, it can be argued that as the housing supply becomes more limited as the County approaches "build-out," more pressure will be put on existing and new housing (including multi-family housing) to hold more students given the excellent reputation of the HCPSS. Thus, testing a scenario with higher student yields is prudent, particularly given education takes such a large portion of the operating and capital budgets in Howard County.

The table below summarizes the range of yields to be tested in MuniCap's revised fiscal impact analysis utilizing a standing yield methodology. The expected scenario is based on recent student yield data acquired from Montgomery County. (Please see attached memo from Montgomery County.) Note that the 0.118 countywide average yield rate for multi-family high-rise buildings (5-stories and above) is within 2% of the 0.121 that had been used in MuniCap's September 17th fiscal impact analysis. Since Howard County does not currently have much in the way of high-rise multi-family buildings (5-stories and above), Montgomery County yields were used as a proxy. For a higher yield scenario Howard Countywide 5-year average yields for newly constructed multi-family units were used.

	Student Yields	
	Expected (1)	County Avg (2)
Elementary School	0.060	0.101
Middle School	0.025	0.045
High School	0.033	0.036
Total	**0.118**	**0.182**

(1) Based on Montgomery County student generation rates for multi-family high-rise units 5-stories or more, 2013 analysis. (rental and condo apts.)

(2) Based on 2009 to 2014 average Howard Countywide yields from newly constructed multi-family units. (rental and condo apts.)

As another point of reference, Fairfax County Public Schools were also contacted to learn what yield rates they use. (See attached memo from Fairfax County.) Yield rates in Fairfax for multi-family buildings 5-stories and above are slightly less than those in Montgomery County, ranging from 0.087 to 0.110 students per unit over a seven year sample, with the most recent year being 2013-2014. These yields in Fairfax are used to determine per student proffer dollar contributions that are commonly collected from developers as a condition of rezoning approval. Such proffers are a common practice in Virginia.

It is important to note that the expected yield scenario in this case should be considered the *likely* outcome given the type of housing planned in Downtown Columbia, and the countywide average yield scenario should be considered a high end-point for fiscal impact sensitivity testing—that is, a risk assessment to help garner an understanding of how higher yields may impact the fiscal results. The units in Downtown Columbia will likely consist of a large proportion of studio and one-bedroom units in high-rise buildings, and current empirical evidence shows that this generates lower yields as seen in both Montgomery and Fairfax Counties. The table below shows the expected mix of future units based on recent information provided by Howard Hughes. This unit mix, with 50% of the total planned to be studio and 1-bedroom units and another 40% 2-bedroom units. Only 10% are expected to be 3-bedroom units.

Unit Type	Percent Mix
Studio	15%
1-bedroom	35%
2-bedroom	40%
3-bedroom	10%

Source: Howard Hughes

The tables below summarize the total students generated from the original Downtown Columbia plan of 5,500 units and the joint housing recommendation that would result in 6,750 units for both the expected and the countywide average yield scenarios. These same scenarios will be incorporated into MuniCap's model to test the fiscal impacts of this range.

	Student Totals - **5,500 units**	
	Expected	County Avg
Elementary School	330	556
Middle School	138	248
High School	182	198
Total Students	**649**	**1,001**

	Student Totals - **6,750 units**	
	Expected	County Avg
Elementary School	405	682
Middle School	169	304
High School	223	243
Total Students	**797**	**1,229**

Howard County

Memorandum

DEPARTMENT OF PLANNING AND ZONING

To: **Howard County Council, Carl Delorenzo**

From: **Jeff Bronow, Chief of Research Division, DPZ**

Date: **July 25, 2016**

Subject: **Updated Student Yield Estimates with 6,400 Total Units in Downtown**

The tables below summarizes estimated number of new students resulting from 6,750 new housing units in Downtown. This came from the November 2, 2015 memo to the County Council for a work session on the Joint Recommendations held at that time. At that time, the Joint Recommendations were considering 6,750 total units (1,250 units over the 5,500). This number had been revised down to only 900 additional units bringing the total to 6,400 units. The table on the top of the next page shows the expected students results assuming 6,400 units. The 350 less units (1,250 minus 900) is expected to yield 42 less students. (797 minus 755).

	Student Yields	
	Expected (1)	County Avg (2)
Elementary School	0.060	0.101
Middle School	0.025	0.045
High School	0.033	0.036
Total	**0.118**	**0.182**

(1) Based on Montgomery County student generation rates for multi-family high-rise units 5-stories or more, 2013 analysis. (rental and condo apts.)
(2) Based on 2009 to 2014 average Howard Countywide yields from newly constructed multi-family units. (rental and condo apts.)

	Student Totals - **5,500 units**	
	Expected	County Avg
Elementary School	330	556
Middle School	138	248
High School	182	198
Total Students	**649**	**1,001**

	Student Totals - **6,750 units**	
	Expected	County Avg
Elementary School	405	682
Middle School	169	304
High School	223	243
Total Students	**797**	**1,229**

	Student Totals - **5,500 units**	
	Expected	County Avg
Elementary School	330	556
Middle School	138	248
High School	182	198
Total Students	**649**	**1,001**

	Student Totals - **6,400 units**	
	Expected	County Avg
Elementary School	384	646
Middle School	160	288
High School	211	230
Total Students	**755**	**1,165**

As additional information, DPZ also received the following from the HCPSS on May 25, 2016 in response to a question of how many students are currently in the 418 unit Metropolitan, which is fully occupied (less normal expected apartment vacancy rates). The total yield for all school levels is .03 students per unit. This is significantly lower— almost 3.5 times lower— than the Expected Yield used in the analysis above.

Having said that, the Metropolitan was only recently built and leased up. It is likely that more students from this apartment complex will attend the HCPSS this fall, as many families may have moved in mid-school year last year. These yields will be reviewed again once the HCPSS's 2016 September 30 enrollment counts are released. Any updated empirical yield findings can be used to update the Downtown Columbia Schools Feasibility study as called for in the Downtown Plan.

Student Yield from the Metropolitan in Downtown Columbia

Total Apartment Units: **380**

	Students	**Yield**
Elementary Students	5	0.0132
Middle Students	2	0.0053
High Students	6	0.0158
Total	**13**	**0.0342**

Source: HCPSS, May 25, 2016

Development Assumptions per p. 22 of Tax Increment Financing & Fiscal Impact Projections, Total Project, dat

	Total within TIF District		Crescent Phase I	
	Units	Gross SF	Units	Gross SF
Residential Rentals (Market Rate including Metropolitan)	3,261	3,639,450	1,522	1,683,488
Residential Rentals (Affordable Units)	377	378,804	46	48,819
Residential Condos/Townhouses (Non-rental)	322	483,000	0	0
	3,960	4,501,254	1,568	1,732,307
Commercial Office Space		3,429,300		963,000
Commercial Retail Space (including Metropolitan)		204,601		127,276
Commercial Restaurant Space		160,780		83,455
Commercial Hotel Space	250	149,100		0
Civic/Recreation Space		70,000		0
		4,013,781		1,173,731
Total Gross SF of Development		8,515,035		2,906,038
Developer Financed Parking Garages	11,904		2,254	
Proposed TIF financed Parking Garages	5,851		2,545	
Surface Parking	894		0	
	18,649		4,799	

ted May 25, 2016

	Crescent Phase II			Lakefront Phase III			Symphony Overlook P	
Completion	Units	Gross SF	Completion	Units	Gross SF	Completion	Units	Gross SF
2020	944	1,061,776	2025	795	894,186	2022	0	0
2020	196	195,267	2021	75	79,608	2022	60	55,200
	0	0		322	483,000	2022	0	0
	1,140	1,257,043		1,192	1,456,794		60	55,200
2018		1,341,300	2024		0			1,125,000
2018		41,400	2024		22,925	2021		13,000
2018		41,400	2024		22,925	2021		13,000
	250	149,100	2022		0			0
		70,000	2020		0			0
		1,643,200			45,850			1,151,000
		2,900,243			1,502,644			1,206,200
	6,050			2,093			1,507	
	708			598			2,000	
	0			494			400	
	6,758			3,185			3,907	

hase IV
Completion

2025

2029
2029
2029

Downtown Columbia Follow-Up Questions – July 25, 2016

Housing

1. Please provide a revised memo on the allocations chart and phasing progression with footnotes added to clarify that certain “maximum” values are extrapolations, not actual caps.
2. Please provide clarification on the vision for the transit center, its scope, what needs it will address, and its projected timeline.
3. Please propose revised DRRA language for the LIHTC projects to ensure a minimum number of affordable units will be developed.

TIF

1. Please provide a written copy of Jeff Bronow’s presentation from today’s work session.
2. Please provide a chart to illustrate the structure of a typical TIF in Maryland and how this proposed TIF provides additional protections to ensure funding for the elementary school as well as the TIF-financed infrastructure. Please include citations to the specific provisions in the legislation which ensure those protections or indicate how those protections would be ensured if not in the legislation.
3. Please clarify when the agreement on the specific details of the look-back provision will be reached and how it will take into account profits other than those realized at the time of sale of property.
4. Please provide clarification on the “but for” test and how it relates to profits the developer earns as verified through the look-back provision.
5. What portion of the projected increment is comprised of the Metropolitan and other buildings which are already under construction?
6. Please provide a certification of the amount of the original assessable base from the Supervisor of Assessments, which will be used to establish the base for the TIF.
7. According to the “Guidelines for the creation of a tax incremental financing district,” the Administration is required to evaluate if “the financial assistance resulting from the TIF financing is limited to the amount required to make the development feasible.” Was that performed prior to the Council receiving the proposed legislation? If so, please provide a copy.
8. On page 18 of the staff report (under Section C. Guideline #2), it states that “the estimated rate of return was prohibitively lower than the market rate of return.” What is the estimated rate of return without the TIF? Can you please provide support for the lower rate?
9. Also on page 18 of the staff report, the last paragraph discusses the profit share. It states “which the County may use to pay down the TIF debt, thus reducing the time that the incremental revenues will be diverted from the general fund.” Is this something that can be in legislation?

Downtown Columbia, Crescent Neighborhood Phase I

Final Development Plan: FDP-DC-Crescent-1A, Sheet 4 of 9

July, 2016

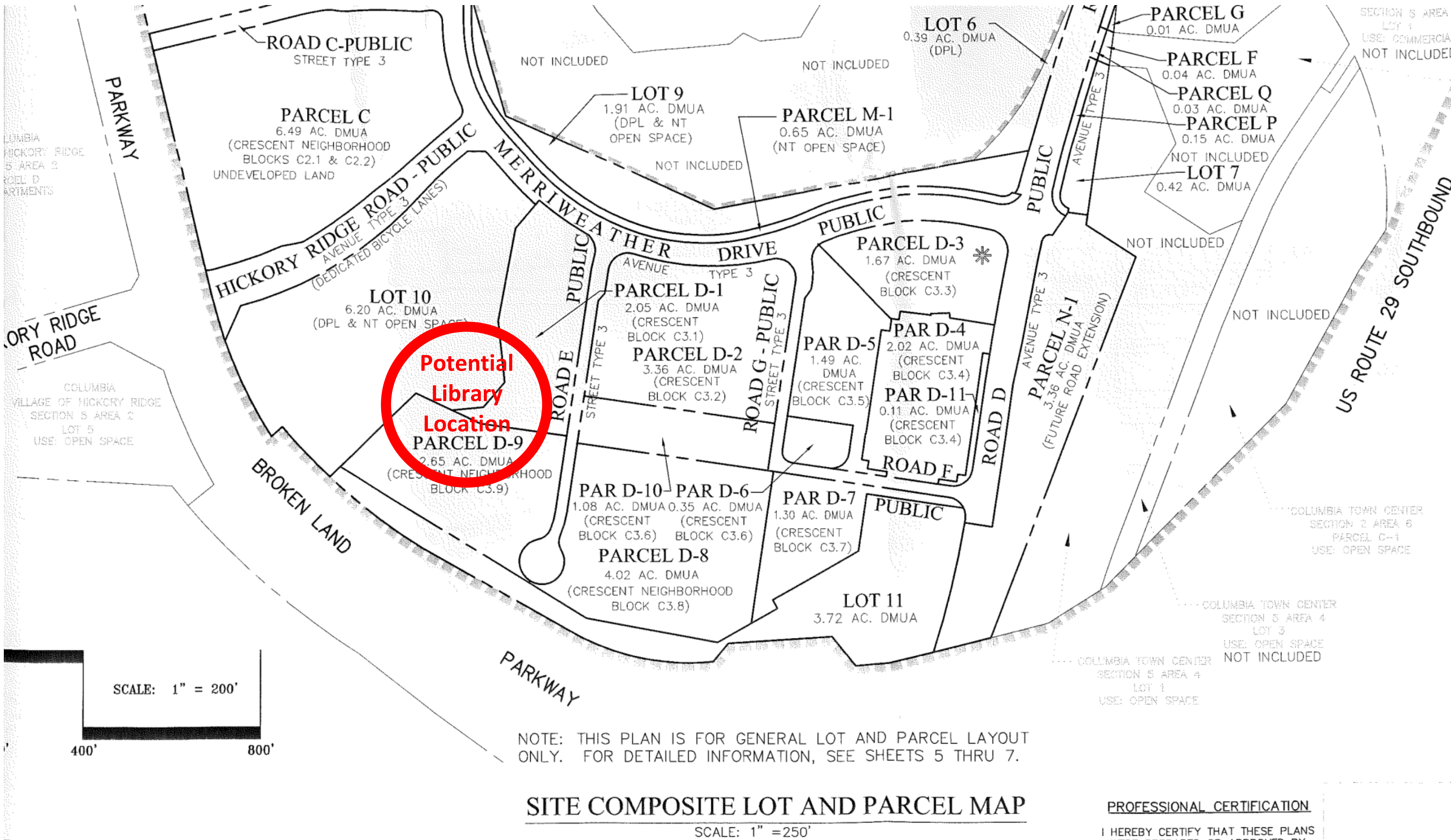
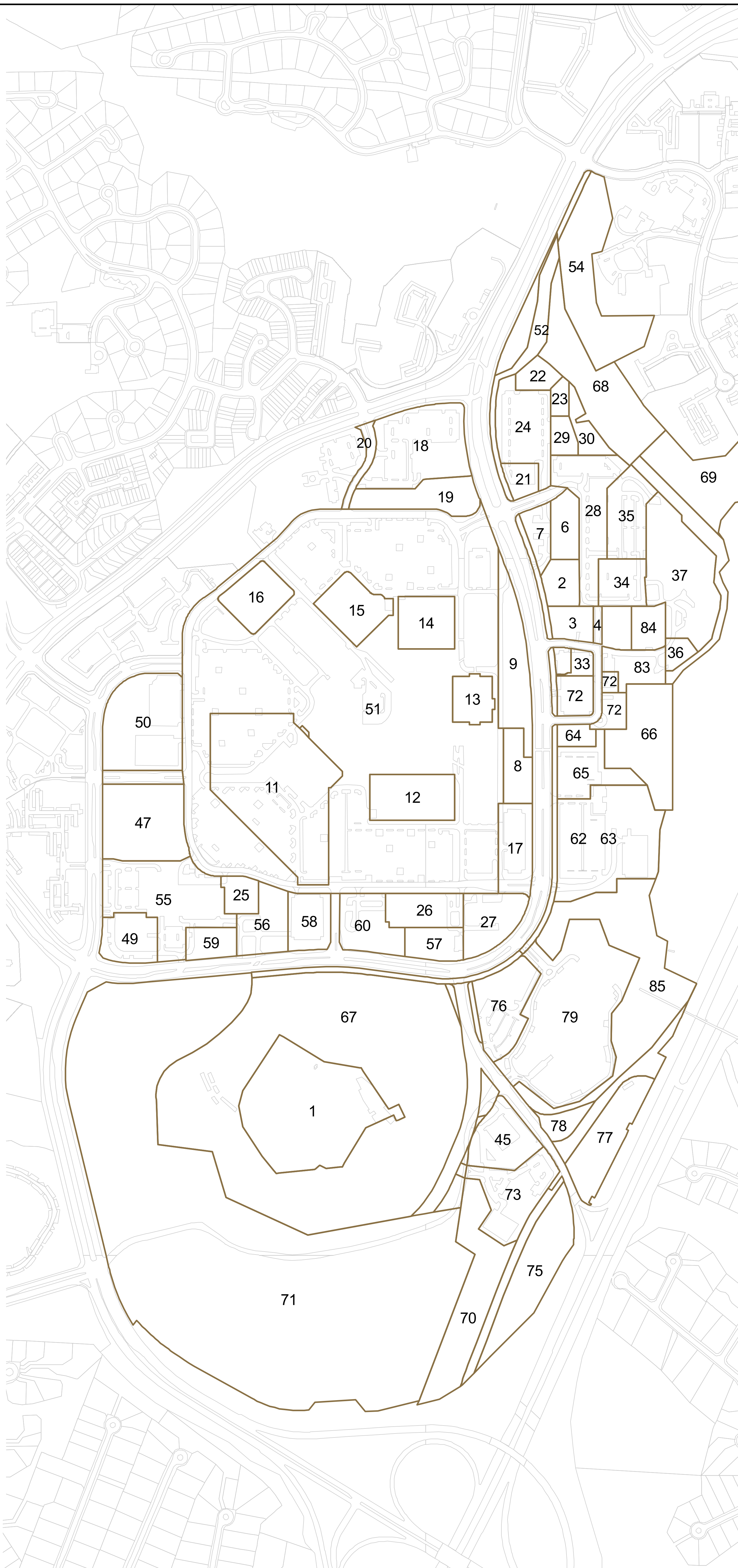


EXHIBIT 1: Potential New Central Library Location

* This exhibit identifies the potential location of a New Central Library in the Crescent Neighborhood. The final timing, location and square footage of a New Central Library has not been finalized and will be determined by the County and HRD as part of the Crescent Neighborhood development process.

Num	OWNNAME1
1	MERRIWEATHER POST BUSINESS
2	COLUMBIA MALL BUSINESS TRUST
3	WCI COMMUNITIES LLC
4	TOWN CENTER EAST PARKING
5	COLUMBIA ASSOCIATION INC
6	5565 STERRETT PLACE LLC
7	SOUTHSIDE OIL LLC
8	BIT INVESTMENT THIRTY-SEVEN LL
9	LOT 48 BUSINESS TRUST
10	SEARS ROEBUCK & COMPANY
11	SEARS ROEBUCK & CO
12	JC PENNEY COMPANY INCORPORA
13	LT PROPCO LLC
14	CM H BUSINESS TRUST
15	CM N BUSINESS TRUST
16	CM THEATRE BUSINESS TRUST
17	LOT 49 BUSINESS TRUST
18	ONE MALL LLC
19	COLUMBIA LAND HOLDINGS INC
20	MALL ENTRANCES BUSINESS TRU
21	HOWARD RESEARCH & DEVELOPM
22	LAKEFRONT LLC 17
23	LAKEFRONT AMER JOINT VENT
24	HOWARD RESEARCH & DEVELOPM
25	PARK SQUARE LIMITED PARTNERS
26	CMI CORPORATE PARKING
27	10 CCC BUSINESS TRUST
28	TOWN CENTER E PARKING LOT
29	MDG LAKEFRONT NORTH (CONDO UNITS)
30	HOWARD RESEARCH & DEVELOPM
31	COLUMBIA ASSIOCIATION INC
32	WINCOPIN RESTAURANT BUSINES
33	HRD PARKING DECK BUSINESS TR
34	TOWN CENTER E PARKING LOT
35	HRD HOLDINGS CORPORATION
36	KINCADE LLC
37	INTERSTATE COLUMBIA LLC
38	COLUMBIA ASSOCIATION INC
39	COLUMBIA ASSOCIATION INC
40	COLUMBIA MALL BUSINESS TRUST
41	HOWARD RESEARCH AND DEVELO
42	HOWARD RESEARCH AND DEVELO
43	HOWARD RESEARCH AND DEVELO
44	HOWARD RESEARCH AND DEVELO
45	TOBYS GENERAL PARTNERSHIP
46	HOWARD RESEARCH AND DEVELO
47	PARCEL D BUSINESS TRUST
48	MALL ENTRANCES BUSINESS TRU
49	SEVENTY COL CORP CTER LTD PT
50	PARCEL C BUSINESS TRUST
51	MALL IN COLUMBIA BUSINESS TRU
52	COLUMBIA ASSOCIATION INC
53	COLUMBIA ASSOCIATION INC
54	COLUMBIA ASSOCIATION INC
55	CMI CORPORATE PARKING
56	PARKVIEW OFFICE BLDG LTD PART
57	20 CCC BUSINESS TRUST
58	CMI CORPORATE PARKING
59	PARKSIDE LIMITED PARTNERSHIP
60	30 CCC BUSINESS TRUST
61	HOWARD RESEARCH AND DEVELO
62	COLUMBIA ASSOCIATION INC
63	CLOVER ACQUISITIONS LLC
64	WINCOPIN ASSOCIATES LLC
65	ACB PARKING BUSINESS TRUST
66	COLUMBIA ASSOCIATION INC
67	COLUMBIA ASSOCIATION INC
68	COLUMBIA ASSOCIATION INC
69	COLUMBIA ASSOCIATION INC
70	HOWARD RESEARCH AND DEVELO
71	HOWARD RESEARCH AND DEVELO
72	COLUMBIA MALL BUSINESS TRUST
73	SYMPHONY WOODS LLC
74	HOWARD COUNTY MARYLAND
75	HOWARD RESEARCH AND DEVELO
76	HOWARD COUNTY MARYLAND
77	STATE HIGHWAY ADMINISTRATION
78	STATE HIGHWAY ADMINISTRATION
79	API COLUMBIA TOWN CENTER LLC
80	COLUMBIA ASSOCIATION INC
81	COLUMBIA ASSOCIATION INC
82	STATE HIGHWAY ADMINISTRATION
83	COLUMBIA MALL BUSINESS TRUST
84	HRD PARKING DECK BUSINESS TR
85	HOWARD RESEARCH AND DEVELO



Downtown Columbia - Property Ownership

Disclaimer: Howard County, Maryland assumes no responsibility for the accuracy of this map or the information contained herein or derived therefrom. The user assumes all risks and liabilities whatsoever resulting from or arising out of the use of this map. There are no oral agreements or warranties relating to the use of this map.

Source: Maryland Department of Assessments and Taxation, Real Property Data, January 2012

Howard County

Internal Memorandum

Subject: Affordable Housing and Parking Standards Research Update

To: Carl DeLorenzo, Policy Director
Dept. of County Administration

Through: Valdis Lazdins, Director
Dept. of Planning and Zoning

From: Randy Clay, AICP, Planner
Division of Comprehensive and Community Planning

Date: August 2, 2016

Overview

This memo is an update to the parking research provided to Council in the Fall of 2015. That memo is appended to this update for reference. The following provides additional information in response to Council's questions raised during the current Downtown Columbia legislative process. Council Bill No. 54-2016 proposes to amend the Downtown Revitalization parking requirements by (1) breaking out the residential land use to reflect studio, one and two or more bedroom unit types and (2) reducing the parking ratio for studio and one bedroom units from 1.65 to 1.3 spaces/unit.

DOWNTOWN COLUMBIA REVITALIZATION SHARED PARKING ANALYSIS

Parking requirements for development in Downtown Columbia either utilize the shared parking methodology for Downtown Revitalization or can request alternative parking compliance under current zoning. Table 1 provides The Metropolitan's shared parking analysis, which quantifies the distribution of parking spaces reserved for residential and the remaining shared by residential, retail and restaurant uses.

Table 1: The Metropolitan: Shared Parking Analysis

Downtown Development				Estimated Parking Space Demand				
N'hood	SDP	Use	Quantity	User	Weekday*	Weekend*	Reserved	Shared
Warfield	SDP-13-007 The Metropolitan	Residential	380 du	Visitor**	57	57	534	
				Unit**	534	534		57
		Retail	4,500 sf	Visitor	9	9		9
				Employee	3	3		3
		Restaurant	9,500 sf	Visitor	87	82		87
				Employee	18	16		18
Sub Total					708	701	534	174

Reserved	534	75%
Visitor	153	22%
Employee	21	3%
Total	**708**	**100%**

* The SDP's Shared Parking Analysis determined peak parking demand occurs in December at 7pm on weekdays.
** The 1.65 spaces/unit residential parking ratio was reduced to 1.555 (1.405/unit, 0.15/guest) spaces/unit resulting in a reallocation of spaces to additional retail.

Tables 2 through 7 provide the base parking ratios for weekdays and weekends used to determine peak parking periods for each land use followed by the shared parking methodology used to determine the mixed-use development's shared parking demand.

Table 2: The Metropolitan: Base Parking Ratios for Weekday and Weekend by Land Use

Land Use	Weekday		Weekend		Estimated Parking Demand		
	Visitor	Employee	Visitor	Employee	Quantity	Unit	Spaces
General Retail/Personal Service, Community Shopping Center (<400 ksf)	2.90	0.70	3.20	0.80	4,500	/ksf GLA	4.5
Fast Food Restaurant	12.75	2.25	12.00	2.00	9,500	/ksf GLA	9.5
Residential*	0.15	1.405	0.15	1.41	380	/unit	380

* The 1.65 spaces/unit residential parking ratio was reduced to 1.555 (1.405/unit, 0.15/guest) spaces/unit resulting in a reallocation of spaces to additional retail.

Step 1: Determine individual weekday and weekend peak parking ratios for each land use.
Step 2: Determine the number of reserved parking spaces for each use.
Step 4: Adjust parking ratios for modal split, auto occupancy, and captive market effects.

Table 3: The Metropolitan: Input Data and Projected Parking Supply

Projected Parking Supply:					Mode Adjustment*				Noncaptive Ratio**			
			Max Parking Spaces		Weekday		Weekend		Weekday		Weekend	
Land Use	**Quantity**		**Weekday**	**Weekend**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**	**Daytime**	**Evening**
Community Shopping Center (<400 ksf)	4,500	sf GLA	13	14	100%	100%	100%	100%	95%	90%	95%	90%
Employee			3	4	95%	95%	95%	95%	100%	100%	100%	100%
Fast Food Restaurant	9,500	sf GLA	121	114	100%	100%	100%	100%	95%	90%	95%	90%
Employee			21	19	95%	95%	95%	95%	100%	100%	100%	100%
Residential, Rental, Shared Spaces	380	units	0	0	100%	100%	100%	100%	100%	100%	100%	100%
Reserved	1.405	sp/unit	534	534	100%	100%	100%	100%	100%	100%	100%	100%
Guest	380	units	57	57	100%	100%	100%	100%	100%	100%	100%	100%
Subtotal Customer/Guest Spaces			191	185								
Subtotal Employee/Resident Spaces			24	23								
Subtotal Reserved Spaces			534	534								
Total Parking Spaces			**749**	**742**								

* Mode Adjustment: A calculation that adjusts parking demand to reflect shift in auto-dominated travel to/from a site to using alternative travel modes. A five (5) percent non-auto share is applied to employees.

** Noncaptive Ratio: A calculation that accounts for residents, visitors or employees already on site visiting another on-site use. Adjustments of five (5) percent and ten (10) percent were applied to the retail and restaurant users to account for interaction between on-site residents and residents and workers drawn as walking trips from adjacent development and the site. The five (5) percent adjustment was assumed for daytime hours and was increased to ten (10) percent during evening hours to account for a greater presence of residents.

Step 3: Select time-of-day and monthly parking variation factors.
Step 5: Calculate the hourly parking demand for weekdays and weekends for each month.

Table 4: The Metropolitan: Monthly Weekday and Weekend Estimated Peak-Hour Demand

December

Weekday Estimated Peak-Hour Parking Demand

	Monthly Adj.	6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 7 PM	AM Peak Hr 11 AM	PM Peak Hr 1 PM	Eve Peak Hr 7 PM
Community Shopping Center (<400 ksf)	100%	-	1	2	4	7	9	11	12	12	12	12	10	9	9	8	6	4	1	-	9	9	12	9
Employee	100%	-	-	1	2	2	3	3	3	3	3	3	3	3	3	3	2	1	-	-	3	3	3	3
Fast Food Restaurant	100%	6	11	23	34	63	98	115	115	103	69	63	69	93	87	54	33	22	11	5	87	98	115	87
Employee	100%	3	4	6	8	15	20	20	20	19	14	12	14	18	18	12	8	6	4	4	18	20	20	18
Reserved	100%	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534
Guest	100%	-	6	11	11	11	11	11	11	11	11	11	23	34	57	57	57	57	46	29	57	11	11	57
TOTAL DEMAND	Customer	6	18	36	49	81	118	137	138	126	92	86	102	136	153	119	96	83	58	34	153	118	138	153
	Employee	3	4	7	10	17	23	23	23	22	17	15	17	21	21	15	10	7	4	4	21	23	23	21
	Reserved	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534
		543	556	577	593	632	675	694	695	682	643	635	653	691	708	668	640	624	596	572	708	675	695	708
																					708	675	695	708

Footnote(s):

December

Weekend Estimated Peak-Hour Parking Demand

		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM	Overall Pk 7 PM	AM Peak Hr 11 AM	PM Peak Hr 1 PM	Eve Peak Hr 7 PM
Community Shopping Center (<400 ksf)	100%	-	1	1	5	8	9	11	13	13	13	13	12	10	9	8	6	4	2	-	9	9	13	9
Employee	100%	-	1	2	3	3	4	4	4	4	4	4	4	3	3	3	2	2	1	-	3	4	4	3
Fast Food Restaurant	100%	5	11	22	32	60	92	108	108	97	65	60	65	87	82	51	31	21	10	5	82	92	108	82
Employee	100%	3	4	5	7	14	18	18	18	17	13	11	13	16	16	11	7	5	4	4	16	18	18	16
Reserved	100%	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534
Guest	100%	-	11	11	11	11	11	11	11	11	11	11	23	34	57	57	57	57	46	29	57	11	11	57
TOTAL DEMAND	Customer	5	23	34	48	79	112	130	132	121	89	84	100	131	148	116	94	82	58	34	148	112	132	148
	Employee	3	5	7	10	17	22	22	22	21	17	15	17	19	19	14	9	7	5	4	19	22	22	19
	Reserved	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534	534
		542	562	575	592	630	668	686	688	676	640	633	651	684	701	664	637	623	597	572	701	668	688	701
																					701	668	688	701

Table 5: The Metropolitan: Time-of-Day Factors for Weekday and Weekend Demand

Time-of-Day Factors for Weekday Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	15%	35%	65%	85%	95%	100%	95%	90%	90%	95%	95%	95%	80%	50%	30%	10%	0%
December	Customer	1%	5%	15%	30%	55%	75%	90%	100%	100%	100%	95%	85%	80%	75%	65%	50%	30%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	95%	95%	90%	75%	40%	15%	0%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest	0%	10%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%

Time-of-Day Factors for Weekend Demand																				
		6 AM	7 AM	8 AM	9 AM	10 AM	11 AM	12 PM	1 PM	2 PM	3 PM	4 PM	5 PM	6 PM	7 PM	8 PM	9 PM	10 PM	11 PM	12 AM
Shopping Center-Typical	Customer	1%	5%	10%	30%	50%	65%	80%	90%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
December	Customer	1%	5%	10%	35%	60%	70%	85%	95%	100%	100%	95%	90%	80%	75%	65%	50%	35%	15%	0%
Late December	Customer	1%	5%	10%	20%	40%	60%	80%	95%	100%	100%	95%	85%	70%	60%	50%	30%	20%	10%	0%
	Employee	10%	15%	40%	75%	85%	95%	100%	100%	100%	100%	100%	95%	85%	80%	75%	65%	45%	15%	0%
Fast Food Restaurant	Customer	5%	10%	20%	30%	55%	85%	100%	100%	90%	60%	55%	60%	85%	80%	50%	30%	20%	10%	5%
	Employee	15%	20%	30%	40%	75%	100%	100%	100%	95%	70%	60%	70%	90%	90%	60%	40%	30%	20%	20%
Residential	Resident	100%	90%	85%	80%	75%	70%	65%	70%	70%	70%	75%	85%	90%	97%	98%	99%	100%	100%	100%
	Reserved	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
	Guest		20%	20%	20%	20%	20%	20%	20%	20%	20%	20%	40%	60%	100%	100%	100%	100%	80%	50%

Table 6: The Metropolitan: Monthly Adjustments for Customer/Visitor and Employee/Resident Parking

Monthly Adjustments for Customer/Visitor Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	56%	57%	64%	63%	66%	67%	64%	69%	64%	66%	72%	100%	80%
Fast Food Restaurant	85%	86%	95%	92%	96%	95%	98%	99%	91%	96%	93%	100%	95%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

Monthly Adjustments for Employee/Resident Parking													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Late Dec
Shopping Center	80%	80%	80%	80%	80%	80%	80%	80%	80%	80%	90%	100%	90%
Fast Food Restaurant	95%	95%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Residential	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

The sum of the adjusted parking demands for each land use are then compared for each scenario (each hour of each day of each month) and the maximum total parking demand represents the shared parking requirement for the development.

Table 7: The Metropolitan: Shared Parking Demand Summary

SHARED PARKING DEMAND SUMMARY

PEAK MONTH: DECEMBER -- PEAK PERIOD: 7 PM, WEEKDAY

	Project Data		Weekday					Weekend					Weekday			Weekend		
Land Use	**Quantity**	**Unit**	**Base Rate**	**Mode Adj**	**Non-Captive Ratio**	**Project Rate**	**Unit**	**Base Rate**	**Mode Adj**	**Non-Captive Ratio**	**Project Rate**	**Unit**	**Peak Hr Adj 7 PM**	**Peak Mo Adj December**	**Estimated Parking Demand**	**Peak Hr Adj 7 PM**	**Peak Mo Adj December**	**Estimated Parking Demand**
Community Shopping Center (<400 ksf)	4,500	sf GLA	2.90	1.00	0.90	2.61	/ksf GLA	3.20	1.00	0.90	2.88	/ksf GLA	0.75	1.00	9	0.75	1.00	9
Employee			0.70	0.95	1.00	0.67	/ksf GLA	0.80	0.95	1.00	0.76	/ksf GLA	0.95	1.00	3	0.80	1.00	3
Fast Food Restaurant	9,500	sf GLA	12.75	1.00	0.90	11.48	/ksf GLA	12.00	1.00	0.90	10.80	/ksf GLA	0.80	1.00	87	0.80	1.00	82
Employee			2.25	0.95	1.00	2.14	/ksf GLA	2.00	0.95	1.00	1.90	/ksf GLA	0.90	1.00	18	0.90	1.00	16
Residential, Rental, Shared Spaces	380	units	0.10	1.00	1.00	0.10	/unit	0.10	1.00	1.00	0.10	/unit	0.97	1.00	0	0.97	1.00	0
Reserved	1	sp/unit	1	1.00	1.00	1	/unit	1	1.00	1.00	1	/unit	1.00	1.00	534	1.00	1.00	534
Guest	380	units	0	1.00	1.00	0	/unit	0	1.00	1.00	0	/unit	1.00	1.00	57	1.00	1.00	57
													Customer		153	Customer		148
													Employee		21	Employee		19
													Reserved		534	Reserved		534
													Total		708	Total		701
													Shared Parking Reduction		6%			7%

DOWNTOWN COLUMBIA EXISTING PARKING CONDITIONS

In 2015 DPZ retained DESMAN Associates to perform a parking study of Downtown Columbia to understand the impact of the possible displacement of Merriweather parking from the development of the Crescent Neighborhood and the potential for Merriweather to share parking with other current parking facilities in the Downtown area. This report analyzed a shared parking strategy between the proposed Crescent parking facilities and existing parking facilities in the Downtown area. Section 4 of the report documents the existing supply and demand parking conditions for The Mall, Little Patuxent Parkway (LPP) Office Core, Lakefront and Symphony Woods East, and is excerpted here to further an understanding of existing parking conditions in Downtown. The full report is included as an attachment.

Downtown Columbia Parking Evaluation

Final Report

Howard County

3430 Courthouse Drive
Ellicott City, MD 21043

April 2015

DESMAN ASSOCIATES

8000 Westpark Drive
Suite 610
McLean, VA 22102
P: 703.448.1190

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4. DOWNTOWN COLUMBIA EXISTING PARKING CONDITIONS

In order to understand the existing parking conditions in the Downtown, parking occupancy surveys were performed during a typical weekday and weekend. These counts were conducted on the following three days in the Downtown area:

- Wednesday, July 23, 2014 (no event at Merriweather)
- Friday, August 1, 2014 (Mad Decent Block Party at Merriweather)
- Saturday, August 9, 2014 (no event at Merriweather)

During the Wednesday and Saturday count there were **NO** events at Merriweather. On Friday, August 1, 2014 Merriweather was hosting the Mad Decent Block Party, which included a number of electronic music groups. This event began at 2 PM and ended at approximately 11 PM.

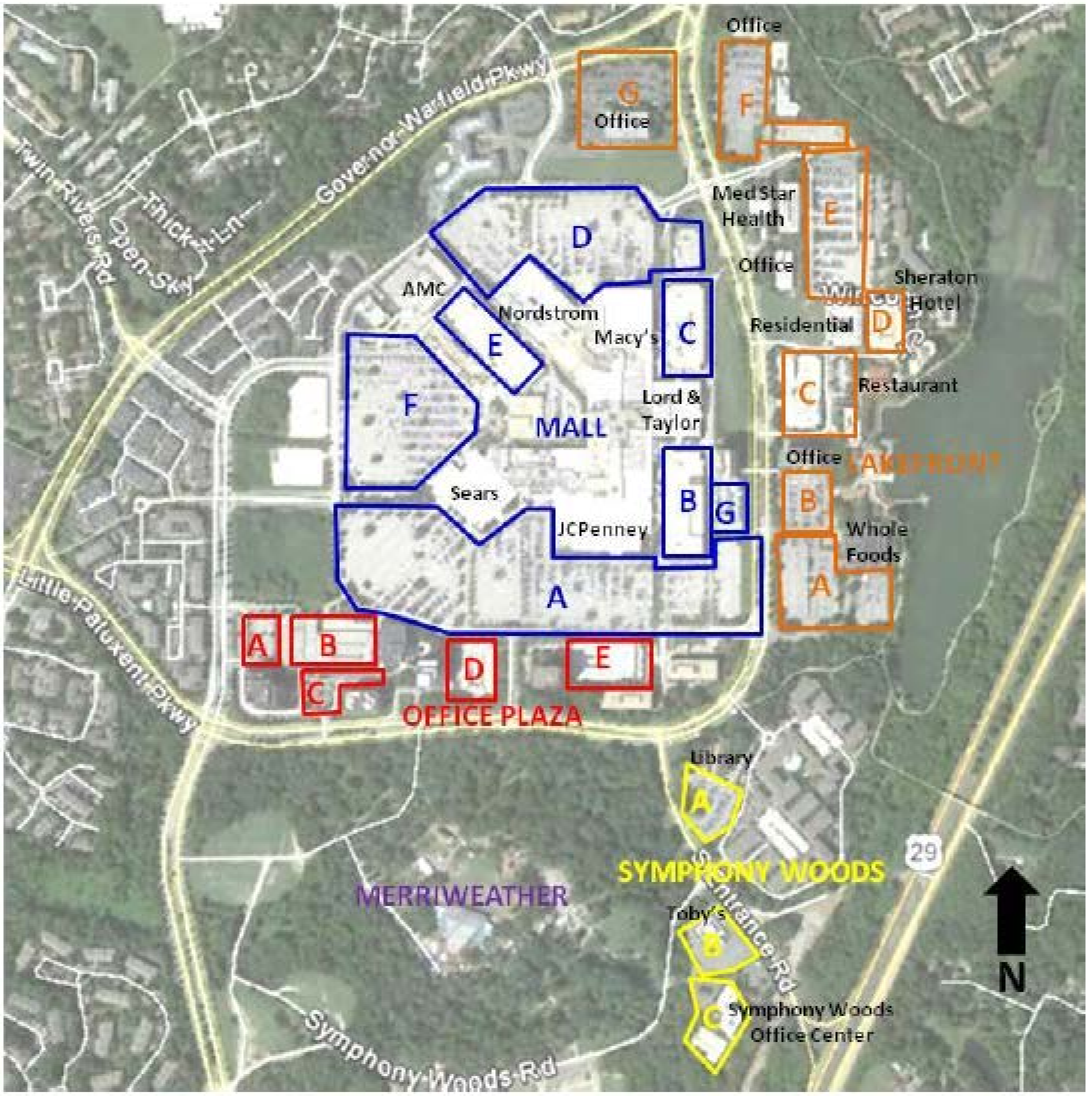
The reasoning for performing parking occupancy counts when there are no events at Merriweather is to understand what the base parking conditions and availability are Downtown. This will help both in calculating the parking demand during Merriweather events as patrons tend to park in surrounding parking facilities (i.e. Mall, Office Center, Lakefront, Symphony Woods Office Center, etc.) and to determine the overall parking demand and availability Downtown during a weekday and weekend.

Figure 2 shows the parking facilities in Downtown Columbia where parking inventory and occupancy counts were performed. The counts were conducted between approximately 10 AM and 10 PM during the weekday and between 11 AM and 10 PM on the weekend. The letter ID's in **Figure 2** coordinate with the parking inventory and occupancy tables. The areas surveyed include the Mall, LPP Office Core south of the Mall, Lakefront area, and the Symphony Woods land uses just east of Merriweather. Below is a description of the parking situation in each of the main areas surveyed.

Mall: The Mall provides free parking with no time restrictions or gated access. Parking lot 'A' on the south end of the Mall is used by both Mall patrons and office parkers from the LPP Office Core. This sharing of parking between the Mall and the LPP Office Core is part of a shared parking agreement defined in the Development Area and Declaration of Agreement (DADA). Parking garage 'G' in the Mall area exclusively serves patrons for the Merrill Lynch Office Building (10320 Little Patuxent Parkway). There is minimal designated parking except for handicapped parking. There is some valet parking in lot 'F' during the evenings. During events at Merriweather signs are posted throughout the Mall restricting event parking. The Mall consists of four parking garages and various lots which total 6,896 spaces.

Little Patuxent Parkway (LPP) Office Core: The parking in the LPP Office Core is intended exclusively for tenants and visitors to the following office buildings: 11000 Broken Land Parkway, 10500 Little Patuxent Parkway, 10490 Little Patuxent Parkway, 10480 Little Patuxent Parkway, 10440 Little Patuxent Parkway, 10420 Little Patuxent Parkway, and 10400 Little Patuxent Parkway. There are three parking garages and various lots. The parking is free with no access control equipment. Some of the spaces are reserved for specific employees and handicap parking, but the majority of the parking is unreserved. During weekend events at Merriweather patrons are allowed to park in the LPP Office Core area. There are a total of 1,851 spaces in the LPP Office Core. On December 18, 2014, Howard Hughes Corporation purchased six of the office buildings (10 – 60 Columbia Corporate Center), and now owns all of the LPP Office Core.

Figure 2 – Downtown Columbia Parking Map



Lakefront Parking: The Lakefront consists of a variety of land uses, including a new Whole Foods Market, the new Haven on the Lake spa, office buildings, restaurants, Sheraton Hotel, and some limited, service retail. There is a residential building (Lakeside Town Center) with a private parking facility exclusively for residents. Also, events are hosted at the Lakefront by both the Columbia Association and the Department of Recreation and Parks. The major event is the 4th of July fireworks celebration. Currently, the parking along the Lakefront is mostly shared. There are two parking garages and various lots throughout the Lakefront totaling 3,070 spaces. Merriweather patrons are permitted to use parking in some areas along the Lakefront during weekend and weekday evening events.

Symphony Woods: Symphony Woods includes the parking at Toby's Dinner Theater, Howard County Library, and Symphony Woods Office Center. The parking in this area is not shared. Security was observed at the Howard County Library during a weekday event at Merriweather. Pay parking ($5) is offered during some Merriweather events at Toby's Dinner Theater. The Symphony Woods Office Center does not permit Merriweather patrons to park on their premises and had signage posted informing that no Merriweather patrons are allowed to park. There are a total of 667 spaces in the Symphony Woods parking area.

Exhibits 1 through 3 provide the results of the parking occupancy counts for each area and on each day surveys were performed. The charts simply extrapolate between each hour if no count was taken for a specific hour. **Table 1** summarizes the peak parking occupancy count in each area for each day.

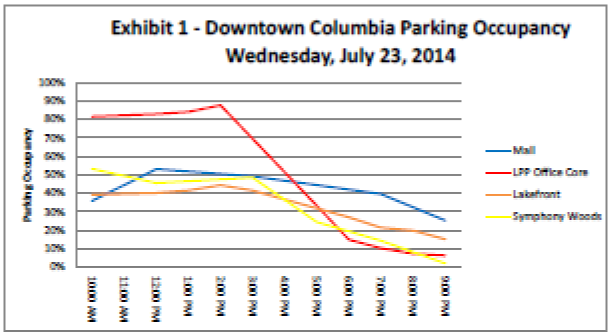


Exhibit 1 - Downtown Columbia Parking Occupancy
Wednesday, July 23, 2014

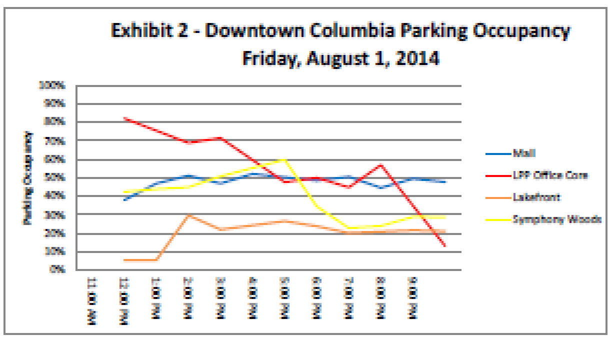


Exhibit 2 - Downtown Columbia Parking Occupancy
Friday, August 1, 2014

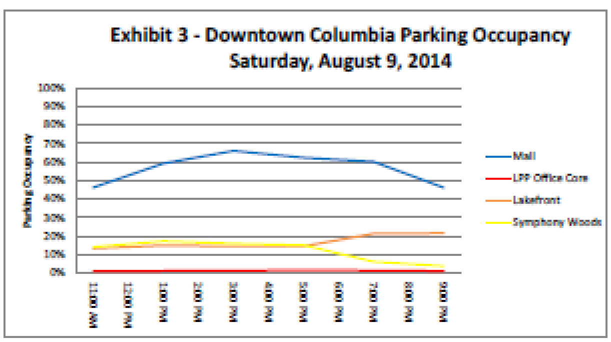


Exhibit 3 - Downtown Columbia Parking Occupancy
Saturday, August 9, 2014

The Mall parking occupancy counts include the employees from the LPP Office Core parking in area 'A' of the Mall. The peak parking occupancy observed at the Mall during all three survey days was 60% occupied at 7 PM during the weekend count. The peak weekday count was during the non-event count on Wednesday, July 23, 2014 when 53% of the parking was occupied at 12 PM. Some of the parking areas in the Mall are operating near capacity including parking areas 'E', 'F', and parts of lot 'A', which are located near the restaurants, AMC, and access door near the food court. **Based on the counts, there is substantial parking capacity available at the Mall.**

The LPP Office Core parking was well utilized during the peak weekday period (2 PM), as 88% of the parking was occupied on July 23, 2014. However, at 9 PM only 117 vehicles were parked in the LPP Office Core, with 1,734 spaces vacant. On Friday, August 1, 2014 the LPP Office Core was 82% occupied during the peak occupancy period (11 AM). A possible reason the parking demand was less during the Friday survey is because more office employees take vacation on a Friday, especially in August. During the weekend count only 32 vehicles were observed parked during the peak period. The counts show that the LPP Office Core is well utilized during the weekday, but has substantial available parking during the weekday evenings and weekend.

The Lakefront had a peak parking occupancy at 2 PM on Wednesday when 44% of the parking was occupied. This analysis does not include the parking spaces at the Whole Foods since it was not yet open. Also, the parking at the office building at 10025 Governor Warfield Parkway was not included in the Wednesday count. On Friday, August 1, 2014 the Lakefront was 36% occupied at the peak period (1 PM). During the weekend only 22% of the spaces were occupied during the peak period at 9 PM. The percent occupied does not include the occupancy or parking spaces at the Whole Foods Market in the calculation. It should be noted that one of the largest office buildings along the Lakefront, the American City Building, is currently mostly vacant.

Table 1 – Peak Downtown Columbia Parking Occupancy for Each Day of Parking Surveys

				Wednesday 7/23/14			Friday 8/1/14			Saturday 8/9/14		
Area	User/Facility	Type	Spaces	Peak Occ.	% Occupied	Vacant	Peak Occ.	% Occupied	Vacant	Peak Occ.	% Occupied	Vacant
Columbia Mall				Peak Time - 12 PM			Peak Time - 3 PM			Peak Time - 7 PM		
A	Mall and Office Plaza	Lot	1,996	1,091	55%	905	1,068	54%	928	1,110	56%	886
B	Mall	Garage	995	351	35%	644	370	37%	625	355	36%	640
C	Mall	Garage	810	450	56%	360	447	55%	363	365	45%	445
D	Mall	Lot	1,070	551	51%	519	661	62%	409	627	59%	443
E	Mall	Garage	776	365	47%	411	450	58%	326	728	94%	48
F	Mall	Lot	984	651	66%	333	430	44%	554	966	98%	18
G	Merrill Lynch Office Building	Garage	265	208	78%	57	160	60%	105	7	3%	258
Total Mall Parking			**6,896**	**3,667**	**53%**	**3,229**	**3,586**	**52%**	**3,310**	**4,158**	**60%**	**2,738**
LPP Office Core				Peak Time - 2 PM			Peak Time - 11 AM			Peak Time - 5 PM		
A	Office Bldg. - 11000 Broken Land Pkwy	Lot	147	115	78%	32	145	99%	2	0	0%	147
B	LPP Office Core	Garage	783	631	81%	152	742	95%	41	12	2%	771
C	Office Bldg. - 10500 Little Patuxent Pkwy	Lot	59	49	83%	10	44	75%	15	0	0%	59
D	Office Bldg. - 10480 Little Patuxent Pkwy	Garage	278	276	99%	2	176	63%	102	4	1%	274
E	LPP Office Core	Garage	584	552	95%	32	410	70%	174	16	3%	568
Total LPP Office Core Parking			**1,851**	**1,623**	**88%**	**228**	**1,517**	**82%**	**334**	**32**	**2%**	**1,819**
Lakefront				Peak Time - 2 PM			Peak Time - 1 PM			Peak Time - 9 PM		
A	Whole Foods	Lot	357	41	11%	316	29	8%	328	0	0%	357
B	Office Bldg. - American City Building	Lot	174	126	72%	48	58	33%	116	101	58%	73
C	Lakefront Parking	Garage/Lot/On-Street	516	188	36%	328	178	34%	338	209	41%	307
D	Sheraton Hotel and Office Building	Garage/Lot	598	196	33%	402	167	28%	431	183	31%	415
E	MedStar Health/ 5575 Little Patuxent Pkwy	Lot	648	370	57%	278	249	38%	399	92	14%	556
F	Sterret Place Office Complex	Lot	443	176	40%	267	150	34%	293	3	1%	440
G	Office Bldg. - 10025 Governor Warfield Pkwy	Lot	334	NA	NA	NA	165	49%	169	11	3%	323
Total Lakefront Parking [1]			**3,070**	**1,097**	**44%**	**1,639**	**996**	**36%**	**1,746**	**599**	**22%**	**2,114**
Symphony Woods				Peak Time - 10 AM			Peak Time - 4 PM			Peak Time - 1 PM		
A	Howard County Library	Lot	150	136	91%	14	107	71%	43	92	657%	58
B	Toby's Dinner Theater	Lot	170	4	2%	166	149	88%	21	19	11%	151
C	Symphony Woods Office Center	Garage/Lot	347	215	62%	132	142	41%	205	5	4%	342
Total Symphony Woods Parking			**667**	**355**	**53%**	**312**	**398**	**60%**	**269**	**116**	**17%**	**551**

[1] *Does not include the parking at Whole Foods in the "% Occupied" or "Vacant" columns since the Whole Foods was not yet open for business.*

As shown in **Table 2**, an additional parking occupancy count was performed along the Lakefront area on Sunday, September 7, 2014, which was recently after the Whole Foods Market opened for business. The counts show that the Whole Foods Market was 56% occupied during the peak period (2 PM). However, additional businesses (spa and office space) were yet to open in the Rouse Building, which will add parking demand. Most areas along the Lakefront have available parking capacity, partially due to office vacancy. Office vacancy in Downtown Columbia is discussed later in the report (see **Table 14**).

The Symphony Woods area had a peak parking occupancy at 4 PM on Friday, August 1, 2014, due to a show at Toby's Dinner Theater. Each parking area in Symphony Woods is well utilized at certain times. The parking at Howard County Library and the Symphony Woods Office Center are busy during the day, but close to empty in the evening. The parking at Toby's Dinner Theater is only well utilized when there is a show, which is typically during the evening.

Table 2 – Lakefront Parking Demand with Whole Foods Market (Sunday, September 7, 2014)

				Parking Occupancy Counts										Peak
Area	User/Facility	Type	Spaces	11:00 AM	12:00 PM	1:00 PM	2:00 PM	4:00 PM	5:00 PM	6:00 PM	8:00 PM	9:00 PM	10:00 PM	Occ.
Lakefront														
A	Whole Foods	Lot	357	65	125	165	**200**	176	150	125	82	54	21	**56%**
B	Office Bldg. - American City Building	Lot	174	65	74	**123**	97	67	59	72	51	35	32	**71%**
C	Lakefront Parking	Garage/Lot	516	57	72	77	80	88	**115**	95	30	79	69	**22%**
D	Sheraton Hotel and Office Building	Garage/Lot	598	25	32	35	44	54	66	**73**	27	34	25	**12%**
E	MedStar Health/ 5575 Little Patuxent Parkway	Lot	648	55	58	54	**80**	56	41	35	14	25	12	**12%**
F	Sterret Place Office Complex	Lot	443	21	35	32	**59**	33	22	12	25	20	7	**13%**
G	Office Bldg. - 10025 Governor Warfield Pkwy.	Lot	334	7	7	7	**7**	5	5	2	2	2	2	**2%**
Total Lakefront Parking Demand			**3,070**	**295**	**403**	**493**	**567**	**479**	**458**	**414**	**231**	**249**	**168**	**18%**

Tables 3 and 4 provide the peak weekday and weekend, afternoon and evening occupancy counts for the entire Downtown Columbia area. The percent occupied and number of vacant spaces in each parking area are also listed in each table. A summary of this analysis is shown in **Figures 3 through 6**. These figures serve as a great visual resource to understand where the parking is available throughout Downtown Columbia during different time periods. There are currently a total of 12,484 spaces in Downtown Columbia, which could potentially be shared by other future users. Based on this analysis, there is substantial amount of parking available throughout the study area during both the afternoon and evening on a weekday and weekend. On a weekday and weekend evening there are almost 9,000 spaces and 7,600 spaces available in the Downtown Columbia area to support additional demand, respectively.

Overall, there is currently adequate parking in Downtown Columbia to support the peak demand for each land use. The Office Plaza and Howard County Library are the only areas that reach their parking capacity. However, Office Plaza employees are permitted to park in the Mall, which has substantial excess parking capacity. During the evening there is substantial parking capacity available in Downtown Columbia to support additional parking demand.

The parking occupancy and parking availability in Downtown Columbia when there is no event at Merriweather provides an understanding of the base parking conditions. This analysis will be applied as a starting point in assessing how the available parking capacity in Downtown Columbia can support future parking demand from proposed developments and Merriweather events.

Table 4 – Peak Weekend Afternoon and Evening Downtown Columbia Parking Conditions

				Weekend					
				Afternoon (3 PM)			Evening (7 PM)		
Area	User/Facility	Type	Spaces	Occupancy	% Occupied	Vacant	Occupancy	% Occupied	Vacant
Columbia Mall									
A	Mall and Office Plaza	Lot	1,996	1,120	56%	876	1,110	56%	886
B	Mall	Garage	995	400	40%	595	355	36%	640
C	Mall	Garage	810	552	68%	258	365	45%	445
D	Mall	Lot	1,070	925	86%	145	627	59%	443
E	Mall	Garage	776	672	87%	104	728	94%	48
F	Mall	Lot	984	870	88%	114	966	98%	18
G	Merrill Lynch Office Building	Garage	265	23	9%	242	7	3%	258
Total Mall Parking			6,896	4,562	66%	2,334	4,158	60%	2,738
LPP Office Core									
A	Office Bldg. - 11000 Broken Land Pkwy	Lot	147	0	0%	147	0	0%	147
B	LPP Office Core	Garage	783	10	1%	773	11	1%	772
C	Office Bldg. - 10500 Little Patuxent Pkwy	Lot	59	0	0%	59	0	0%	59
D	Office Bldg. - 10480 Little Patuxent Pkwy	Garage	278	4	1%	274	4	1%	274
E	LPP Office Core	Garage	584	14	2%	570	14	2%	570
Total Office Plaza Parking			1,851	28	2%	1,823	29	2%	1,822
Lakefront									
A	Whole Foods	Lot	357	0	0%	357	0	0%	357
B	Office Bldg. - American City Building	Lot	174	45	26%	129	96	55%	78
C	Lakefront Parking	Garage/Lot/On-Street	516	138	27%	378	215	42%	301
D	Sheraton Hotel and Office Building	Garage/Lot	598	142	24%	456	191	32%	407
E	MedStar Health/ 5575 Little Patuxent Pkwy	Lot	648	42	6%	606	72	11%	576
F	Sterret Place Office Complex	Lot	443	30	7%	413	7	2%	436
G	Office Bldg. - 10025 Governor Warfield Pkwy	Lot	334	17	5%	317	10	3%	324
Total Lakefront Parking [1]			3,070	414	13%	2,656	591	19%	2,479
Symphony Woods									
A	Howard County Library	Lot	150	82	55%	68	8	5%	142
B	Toby's Dinner Theater	Lot	170	20	12%	150	29	17%	141
C	Symphony Woods Office Center	Garage/Lot	347	5	1%	342	5	1%	342
Total Symphony Woods Parking			667	107	16%	560	42	6%	625
TOTAL PARKING INVENTORY, OCCUPANCY, and VACANT SPACES			12,484	5,111	41%	7,373	4,820	39%	7,664

Table 3 – Peak Weekday Afternoon and Evening Downtown Columbia Parking Conditions

				Weekday					
				Afternoon (12 PM)			Evening (7 PM)		
Area	User/Facility	Type	Spaces	Occupancy	% Occupied	Vacant	Occupancy	% Occupied	Vacant
Columbia Mall									
A	Mall and Office Plaza	Lot	1,996	1,091	55%	905	694	35%	1,302
B	Mall	Garage	995	351	35%	644	270	27%	725
C	Mall	Garage	810	450	56%	360	306	38%	504
D	Mall	Lot	1,070	551	51%	519	416	39%	654
E	Mall	Garage	776	365	47%	411	380	49%	396
F	Mall	Lot	984	651	66%	333	652	66%	332
G	Merrill Lynch Office Building	Garage	265	208	78%	57	17	6%	248
Total Mall Parking			**6,896**	**3,667**	**53%**	**3,229**	**2,735**	**40%**	**4,161**
LPP Office Core							0		
A	Office Bldg. - 11000 Broken Land Pkwy	Lot	147	104	71%	43	5	3%	142
B	LPP Office Core	Garage	783	537	69%	246	45	6%	738
C	Office Bldg. - 10500 Little Patuxent Pkwy	Lot	59	54	92%	5	3	5%	56
D	Office Bldg. - 10480 Little Patuxent Pkwy	Garage	278	274	99%	4	27	10%	251
E	LPP Office Core	Garage	584	566	97%	18	111	19%	473
Total Office Plaza Parking			**1,851**	**1,535**	**83%**	**316**	**191**	**10%**	**1,660**
Lakefront									
A	Whole Foods	Lot	357	56	16%	301	0	0%	357
B	Office Bldg. - American City Building	Lot	174	96	55%	78	42	24%	132
C	Lakefront Parking	Garage/Lot/On-Street	516	164	32%	352	202	39%	314
D	Sheraton Hotel and Office Building	Garage/Lot	598	186	31%	412	153	26%	445
E	MedStar Health/ 5575 Little Patuxent Pkwy	Lot	648	354	55%	294	60	9%	588
F	Sterret Place Office Complex	Lot	443	156	35%	287	52	12%	391
G	Office Bldg. - 10025 Governor Warfield Pkwy	Lot	334	N.A.	N.A.	N.A.	N.A.	N.A.	N.A.
Total Lakefront Parking (1)			**3,070**	**1,012**	**33%**	**2,058**	**509**	**17%**	**2,561**
Symphony Woods									
A	Howard County Library	Lot	150	116	77%	34	79	53%	71
B	Toby's Dinner Theater	Lot	170	11	6%	159	3	2%	167
C	Symphony Woods Office Center	Garage/Lot	347	177	51%	170	14	4%	333
Total Symphony Woods Parking			**667**	**304**	**46%**	**363**	**96**	**14%**	**571**
TOTAL PARKING INVENTORY, OCCUPANCY, and VACANT SPACES			**12,484**	**6,518**	**52%**	**5,966**	**3,531**	**28%**	**8,953**

Figure 3 – Downtown Columbia Peak Weekday Afternoon (12 PM) Parking Occupancy

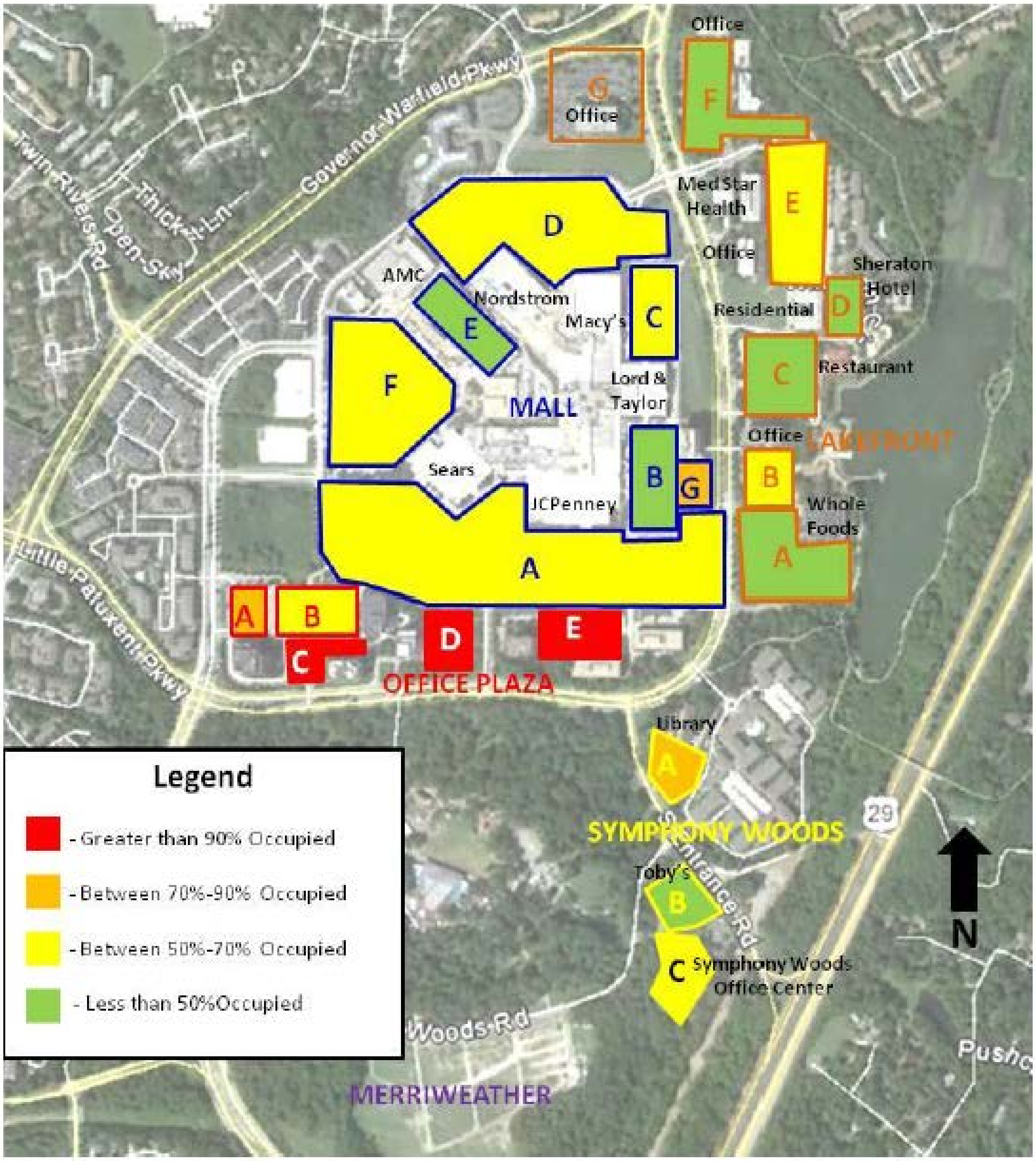


Figure 4 – Downtown Columbia Peak Weekday Evening (7 PM) Parking Occupancy

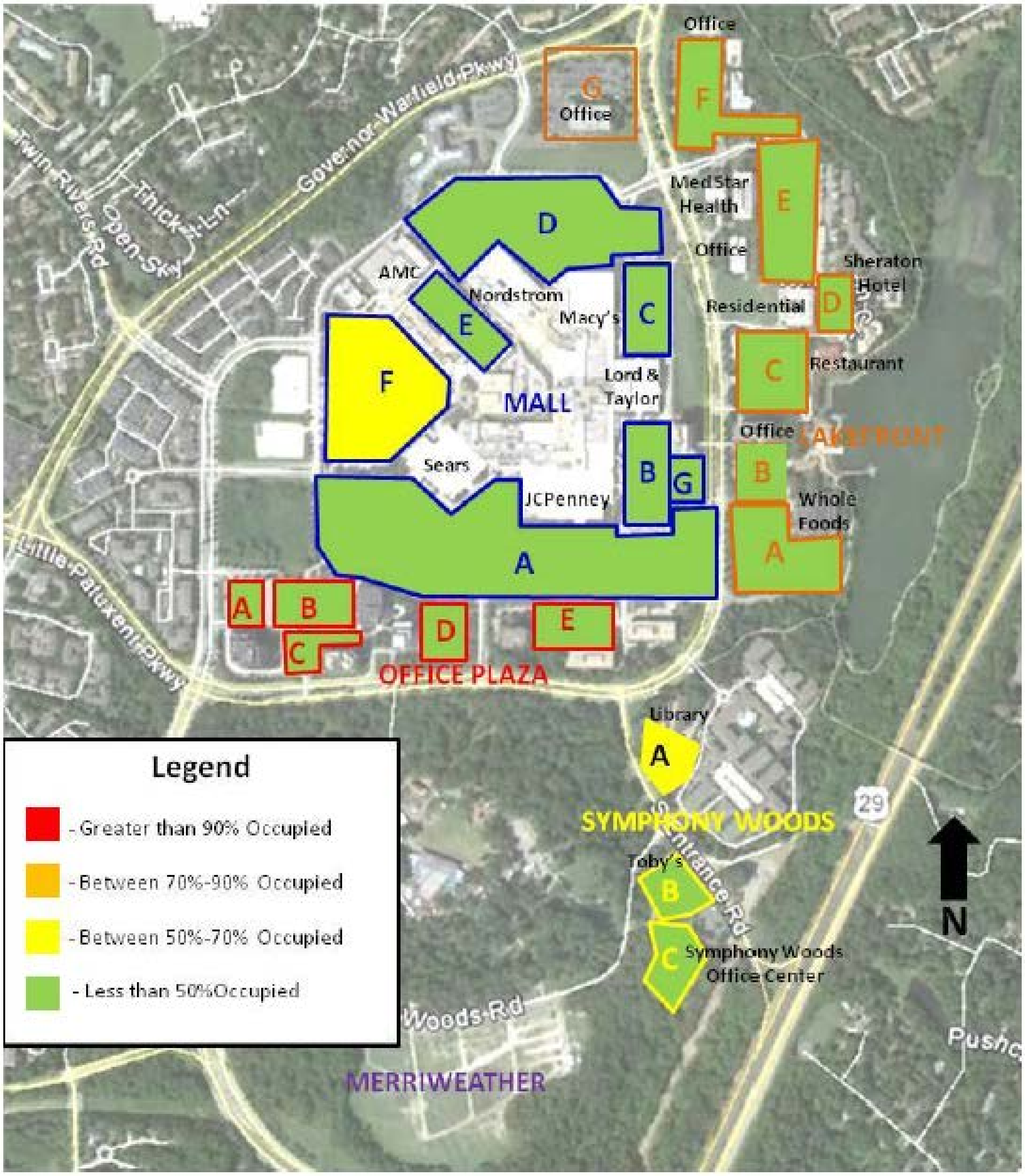


Figure 5 – Downtown Columbia Peak Weekend Afternoon (3 PM) Parking Occupancy

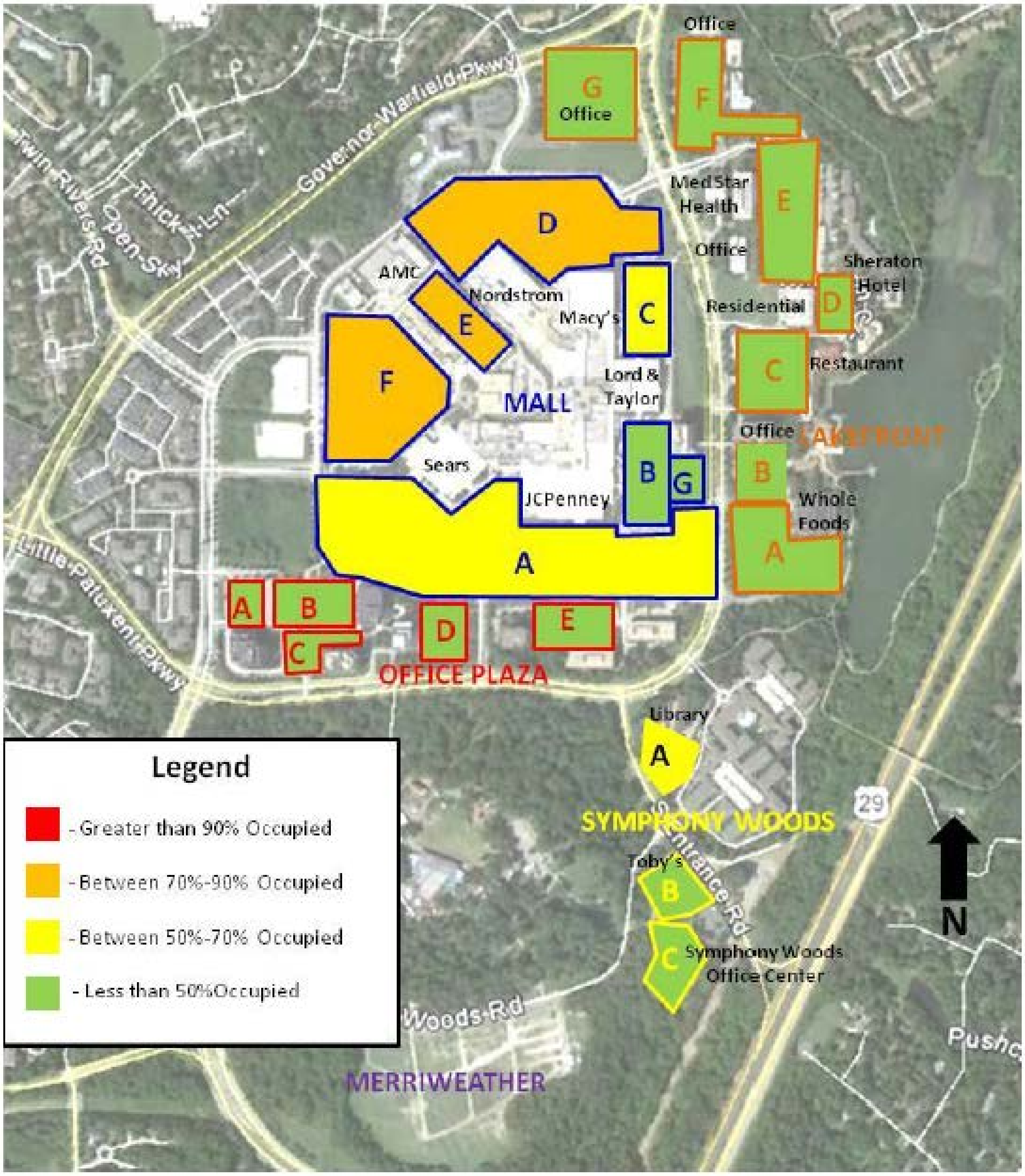
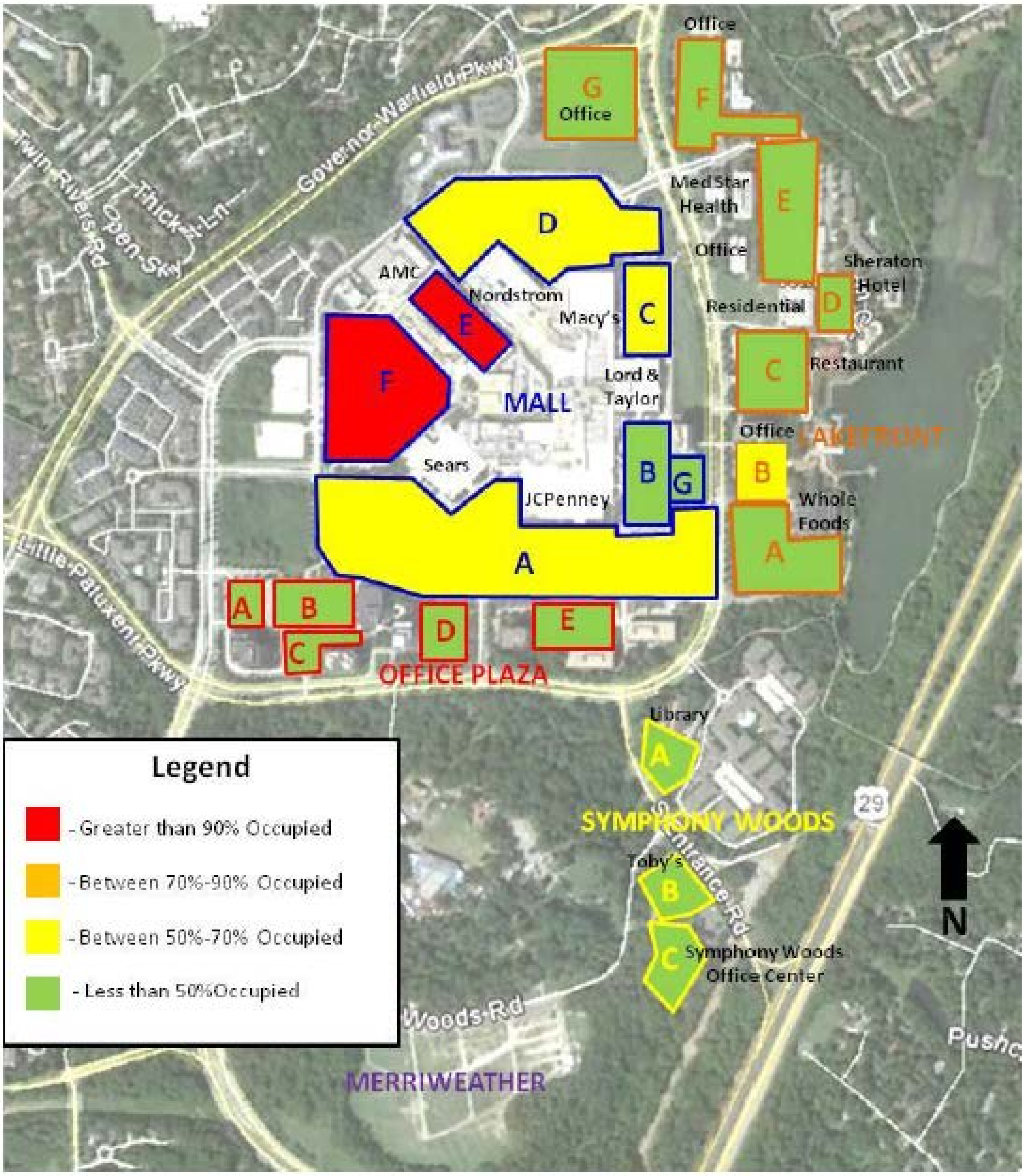


Figure 6 – Downtown Columbia Peak Weekend Evening (7 PM) Parking Occupancy



SHARED PARKING: REGIONAL, NON-TRANSIT SERVED JURISDICTIONS

The following provides additional information on shared parking and other off-street parking requirements implemented by regional jurisdictions primarily auto-dependent and without major mass transit services.

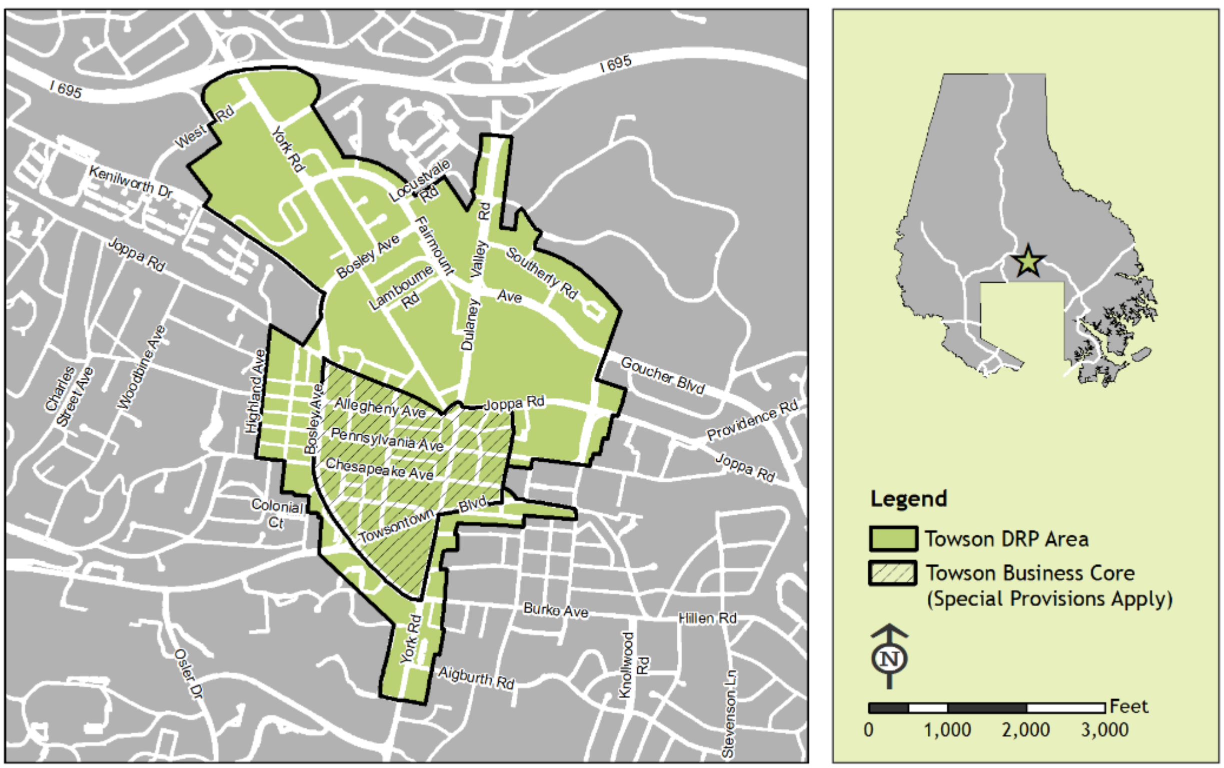
1. Baltimore County, Maryland. Towson Town Center has specific off street parking space requirements for multi-family dwelling units in Towson's Commercial, Town Center Core (C.T.) District (Bill No. 67-2015)

Baltimore (Maryland), County of. 2016. Baltimore County Code. Article 4: Special Regulations, Section 409: Off-Street Parking and Loading, Subsection 409.6: Required Number of Parking Spaces.

Multi-Family Unit: Apartment/Condo Unit Type in Towson C.T. District	No. of Required Parking Spaces/Unit*
Studio	1.0
1 or 2 BR's	1.25
3 or more BR's	1.50

* Adjustments: Only one (1) off street parking space required for studio, 1BR, and 2BR apartments if apartment building has pedestrian entrance located within 300' of an entrance to a structured parking facility that is open to the public.

Source: http://ecode360.com/12148728



The Towson C.T. District is shown in hatch and referenced as the Towson Business Core

Source: http://resources.baltimorecountymd.gov/Documents/Planning/citizensguidetozoning/10designreviewpanelmaps.pdf

2. Baltimore County, Maryland permits shared parking adjustments based on land use and time-of-day.

Baltimore (Maryland), County of. 2016. Baltimore County Code. Article 4: Special Regulations, Section 409: Off-Street Parking and Loading, Subsection 409.6: Required Number of Parking Spaces.

B.3. Shared Parking Adjustment
Two or more uses shall be permitted to share their off-street parking spaces in a common parking facility if the hours or days of peak parking for the uses are so different that a lower total will provide adequately for all uses served by the facility, without conflict or encroachment. To assure that no conflict or encroachment occur, shared parking spaces for such uses shall be provided according to the following table. The shared parking adjustment shall not apply to uses in the C.T. District of Towson, except for theater uses and office or industrial uses. [Bill No. 5-1989]

	Weekday		**Weekend**		
	Daytime (6:00 a.m. to 6:00 p.m.)	**Evening (6:00 p.m. to midnight)**	**Daytime (6:00 a.m. to 6:00 p.m.)**	**Evening (6:00 p.m. to midnight)**	**Nighttime (Midnight to 6:00 a.m.)**
Church, house of worship or place of religious assembly*					
Hotel or motel	75%	100%	75%	100%	75%
Office or industrial	100%	10%	10%	5%	5%
Restaurant	50%	100%	100%	100%	10%
Retail	60%	90%	100%	70%	5%
Shopping center with 100,000 square feet or more of GLA	60%	90%	100%	70%	5%
Theater, commercial recreation, nightclub or tavern	40%	100%	80%	100%	10%
Other uses	100%	100%	100%	100%	100%

* The Director of Permits, Approvals and Inspections shall determine the percentage of parking spaces required for each of the five time periods on a case-by-case basis, depending on the existing and planned weekday and weekend activities.
[Bill Nos. 144-1997; 122-2010]

Method of calculation.

Step I — For each of the five time periods, multiply the minimum number of parking spaces required for each use (including any transit or ride-sharing adjustments) by the corresponding percentage in the table.

Step II — Add the results of each column. The required number of parking spaces shall equal the highest column total.

Source: http://ecode360.com/12148728

3. City of Annapolis, Maryland. The number of required off-street parking spaces for multifamily dwelling units ranges depending on the zoning district. Requirements are not tied to the number of bedrooms within a dwelling unit.

Annapolis (Maryland), City of. 2016. Charter and Code of the City of Annapolis, Title 21: Planning and Zoning, Division V: Regulations of General Applicability, Chapter 21.66: Parking and Loading Regulations.

Section 21.66.130: Number of Required Parking Spaces

G. Shared Parking. Parking spaces may serve more than one use provided documentation is provided to the satisfaction of the Planning and Zoning Director that:

1. The parking facility has sufficient capacity to meet the parking requirements of all the uses requiring the parking at any one time.
2. Only the number of parking spaces approved for shared use will be so used.
3. All other applicable requirements of this chapter will be met.

Section 21.66. 21.66.130: Table of Off-Street Parking Requirements

Dwellings, Multi-Family by Zoning District	No. of Required Parking Spaces/Unit
Conservation Residence (C1)	1.0
Special Conservation Professional (C2P)	1.0
Professional Mixed Office Park (PM2)	1.0
Business Corridor Enhancement (BCE)	1.8
Other Districts	1.5

* Section 21.66.040 permits alternative parking standards with the submission of a parking needs study including (1) an estimate of the parking needs for the use, (2) a thorough explanation of the basis of the estimate and (3) the data used in calculating the estimate, including parking generation studies, previous experience with similar uses, or other information.

Source:
https://www.municode.com/library/md/annapolis/codes/code_of_ordinances?nodeId=TIT21PLZO_DIVVREGEAP_CH21.66PALORE_21.66.130TAOREPARE

4. Fairfax, Virginia. Reston Town Center. Although initial development of Reston Town Center's core began in the 1990s, current parking standards for multi-family dwelling units require one in six-tenths (1.6) spaces per unit. The Town Center's Planned Residential Community (PRC) District permits the DPZ Director to determine the general applicability of parking requirements.

Fairfax (Virginia), County of. Fairfax County Zoning Ordinance. 2016. Article 11: Off-Street Parking and Loading, Private Streets. Part 1, Section 11-101: Applicability and Section 11-103: Minimum Required Spaces for Residential and Lodging Uses.

Source: http://www.fairfaxcounty.gov/dpz/zoningordinance/

5. Frederick, Maryland. City of Fredrick. The city permits shared parking adjustments based on land use and time-of-day.

Frederick (Maryland), City of. 2016. City of Frederick Land Management Code. Article 6: Design and Improvement Standards, Section 607: Parking and Loading Standards.

(b).(8). Shared Parking. Developments which contain a mix of uses on the same parcel, as set forth in Table 607-1 below, may reduce the amount of required parking in accordance with the following methodology:

A. Determine the minimum parking requirements in accordance with Table 607-1 for each land use as if it were a separate use,
B. Multiply each amount by the corresponding percentages for each of the five-time periods set forth in columns (B) through (E) of Table 607-1,
C. Calculate the total for each time period, and
D. Select the total with the highest value as the required minimum number of parking spaces

Table 607-2 Shared Parking

Land Use	Weekday		Weekend		
	(A) Daytime (9 a.m.—4 p.m.)	(B) Evening (6 p.m.—midnight)	(C) Daytime (9 a.m.—4 p.m.)	(D) Evening (6 p.m.—midnight)	(E) Nighttime (midnight—6 a.m.)
Office/Industrial	100%	10%	10%	5%	5%
Retail	60%	90%	100%	70%	5%
Hotel	75%	100%	75%	100%	75%
Restaurant	50%	100%	100%	100%	10%
Entertainment/Commercial	40%	100%	80%	100%	10%

Table 607-1 Parking Schedule

Use	Min. Parking Spaces	Max. Parking Spaces	Min. Bicycle Parking
Multi-Family	1.5 per unit	2.5 per unit	1 per 10 vehicle spaces
Residential/Commercial Mixed-Use	See Shared Parking	See Shared Parking	See Shared Parking

(a). Downtown Parking Regulations.

(1). The minimum parking requirement in the DB [Downtown Commercial/Residential] and DBO [Downtown Office/Commercial w/ high density residential] district is one-half of the minimum parking requirement established for the use in Section 607, Table 607-2.

(2). The minimum parking space requirements of Table 607-2 and this subsection do not apply to new buildings or additions to buildings that have a gross floor area of 40,000 square feet or less and are constructed on parcels that are:

A. Zoned DB, DBO, or M1; and

B. Located within the area depicted in figure 607-1

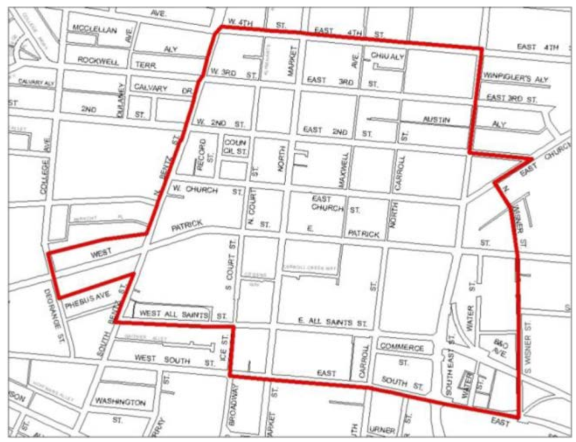


Figure 607-1

(4). Transit Availability.

A. The minimum parking requirement in the DB and DBO district may be reduced by the Planning Commission by 25 percent for development projects that are within 1,320 feet of a public transit or bus stop.

(5). Payments in Lieu of Parking.

A. In lieu of providing the minimum parking requirement, the Planning Commission may authorize a payment in lieu of parking spaces which shall be contributed to a parking fund specifically set aside to provide public parking within the downtown.

(d).(3). Shuttle Service in the Institutional District. If approved by the Planning Commission pursuant to this paragraph, in the institutional district, off-site and off-street parking may be calculated towards the minimum on-site parking requirement provided that all conditions are met by the applicant as determined by the Planning Commission.

Source:
https://www.municode.com/library/md/frederick/codes/land_management_code?nodeId=ART6DEIMST_S607PALOST

Howard County

Internal Memorandum

Subject: Affordable Housing and Parking Standards Research

To: Carl DeLorenzo, Policy Director
Dept. of County Administration

Through: Valdis Lazdins, Director
Dept. of Planning and Zoning

From: Randy Clay, AICP, Planner
Division of Comprehensive and Community Planning

Date: October 8, 2015
Revised: November 9, 2015

Overview

This memo summarizes and helps inform the County's discussion on affordable housing and parking. It reflects the scope of current literature, professional design industry methodologies, jurisdictional standards, and project case studies regarding parking. It includes a comprehensive view of current trends and practices at a local, regional and national level.

Recommendation

Given the breadth of regional and national scale parking research completed for downtown Columbia, it is appropriate to consider a parking ratio of 1.3 spaces per unit for studio and one bedroom residential units. For two and three bedroom units the ratio should remain at the current 1.65 spaces. However, given the potential for evolving conditions to affect the demand for parking in downtown Columbia, detailed analyses should still be allowed to test reduced parking standards on a case by case basis.

Further, since the costs associated with parking can impact housing affordability, many communities have sought to balance housing costs with the demand for parking. Some jurisdictions have either eliminated or reduced parking requirements for affordable housing. For example, Montgomery County, Maryland allows for a 0.50 special use reduction of its baseline parking minimum for its moderately priced dwelling units (MPDUs) and workforce housing.[1] This is a policy decision that warrants discussion since a reduction in parking for affordable units could result in an undersupply of residential parking with spill-over impacts to surrounding neighborhoods.

Finally, given the relatively early point in downtown Columbia's transition from a suburban, auto-oriented town center to a pedestrian-oriented, mixed-use urban activity center, an additional CEPPA requirement should be provided for a Downtown Parking Assessment commiserate with the start of the Phase II Cumulative Phasing Progression when a critical mass of development is available for reliable study of land use parking demand. The assessment should provide both quantitative and qualitative metrics for analyzing parking demand across all land use types including specific residential parking utilization yields by housing unit type, tenure and occupancy density as well as necessary adjustments for influencing occupational and socio-demographic factors. Transportation Demand management Planning (TDMP) will also need consideration as an influencing variable.

[1] Montgomery (Maryland), County of. 2015. Montgomery County Code, Article 59-6 General Development Requirements, Section 6.2.3 Parking Requirements.

DID YOU KNOW

1. American Planning Association Planning Advisory Service. 2009. PAS Essential Info Packet 24: "Parking Solutions."

According to the American Planning Association, parking requirements typically range from one to two spaces/unit. Some codes have different requirements based on dwelling type – either multi- or single-family. Others make further distinctions based on the number of bedrooms, where the project is located in the community, or whether the units serve senior, low-income, or other special populations. Vehicle ownership rates tend to vary based on these factors, influencing parking demand. Studies indicate that in many cases parking requirements are not fixed and are subject to case-by-case review. Additionally, communities with Transportation Demand Management (TDM) ordinances often reference access to transit access as key factor when considering parking reductions.

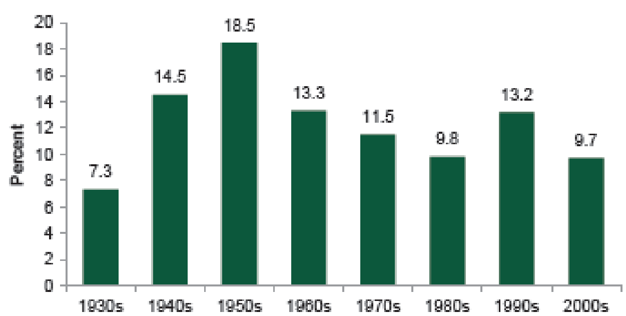
Source: https://www.planning.org/pas/infopackets/subscribers/eip24.htm

2. American Association of State Highway and Transportation Officials in Cooperation with the Federal Highway Administration. 2014. Strategic Issues Facing Transportation, NCHRP Report 750, Volume 6: The Effects of Socio-Demographics on Future Travel Demand.

This report presents the results of research on socio-demographic changes over the next 30 to 50 years may impact travel demand at the U.S. regional level to assist transportation decision makers understand how population may change over time and how those changes could affect the ways people travel and the kinds of transportation modes and infrastructure that will be needed. The following highlight key trends, drivers and projected impacts on travel demand:

1. **Trend 1: The Next 100 Million**
   The United States is growing more slowly.
   - **Drivers**: Population growing but aging, declining fertility rates among white women, extended life span, and less immigration.
   - **Impact on Travel Demand**: Overall increase in total VMT due to population growth; VMT per capita appears to be declining.

The 2000s marked the lowest decennial rate of population growth since the Depression (see Figure 3-2). Between 2000 and 2010, the U.S. population grew by 27.3 million (about 10 percent),



Source: Brookings Institution 2010.

Figure 3-2. Population growth by decade, 1930s–2000s.

2. **Trend 2: The Graying of America**

America is becoming "grayer." The population age 65 and older will significantly increase as the Baby Boom generation enters this demographic group.

- **Drivers**: Population aging, extended life spans, "boom-and-bust" birth rate patterns.
- **Impact on Travel Demand**: Decreased per capita VMT, decreased work trips, increased vehicle age, decreased auto ownership, increased carpooling, decreased transit use.

Population aging is evident in the increasing share of the population in the older age categories as the Baby Boom generation becomes older (see Figure 3-3).

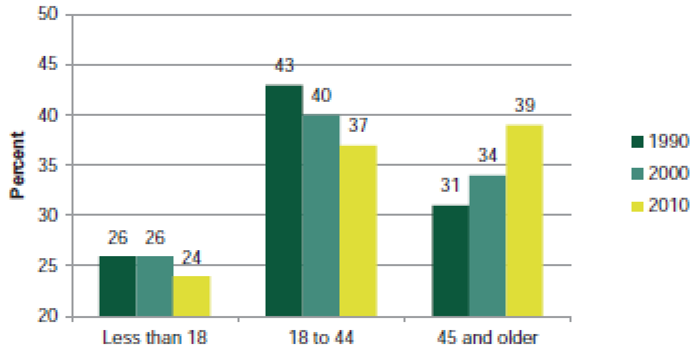


Figure 3-3. Percentage of U.S. population by age group, 1990–2010.

3. Trend 2: The Browning of America

America is becoming "browner." The white population has grown more slowly than every other race group in the second half of the 20th century.

- **Drivers**: Structural changes in population distribution by race/ethnicity, relatively high fertility rates among Hispanic women, continuing immigration in younger age groups.
- **Impact on Travel Demand**: Increase in VMT per capita, increase in auto age, greater public transit use.

White non-Hispanics accounted for a majority of the U.S. population in 2010, but their share has declined over time as the shares of other groups, particularly Hispanics and Asian/Pacific Islander populations, have grown significantly faster (see Figure 3-4).

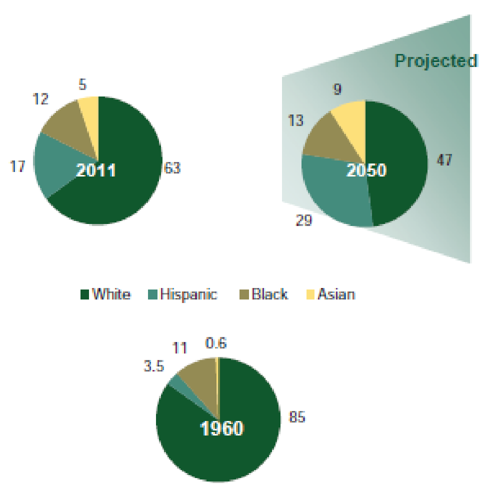


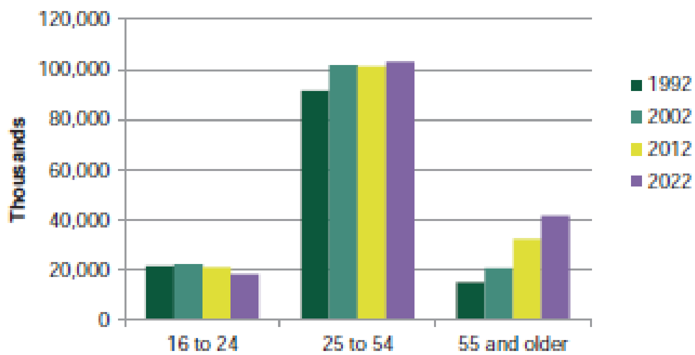
Figure 3-4. Population by race and ethnicity, actual and projected (% of total).

4. Trend 4: The Changing American Workforce

America's workforce is growing older, more female, and more diverse.

- **Drivers**: Boom-and-bust birth rate patterns, population aging, female work participation patterns, female longevity, structural changes in racial/ethnic distribution of labor force, immigration.
- **Impact on Travel Demand**: Decreased VMT per capita, increased work-related VMT, lower growth in work-related VMT, increased carpooling.

The population will continue to exhibit structural changes that will have significant impacts on the U.S. workforce (see Figure 3-5). For example, according to the BLS, the share of 16–24-year-olds in the workforce is declining—from 17 percent in 1992 to 16 percent in 2012 to a projected 14 percent in 2022. Even more significant declines are observed among 25–54-year-olds, who represent the prime age group for workers.



Source: BLS, Monthly Labor Review, December 2013 (Toossi 2013).

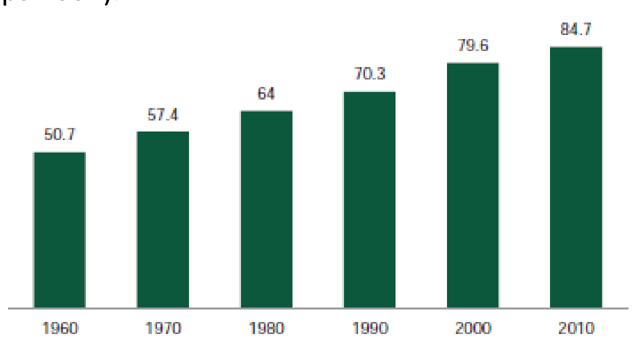
Figure 3-5. Civilian labor force by age.

5. **Trend 5: The Blurring of City and Suburb**

   The differentiation between cities and suburbs is fading.

   - **Drivers**: Population growth, housing starts, population aging, age structure, household structure.
   - **Impact on Travel Demand**: Decreased VMT per capita, increased non-motorized trips, increased transit trips.

U.S. population density, defined as the number of people per square mile of land area, increased from 50.7 in 1960 to 87.4 in 2010 (see Figure 3-6). Over the same period, central cities have become less dense, and the density of suburbs has changed very little (Census 2012, Hobbs and Stoops 2002).



Source: Census 2012 and Hobbs and Stoops 2002

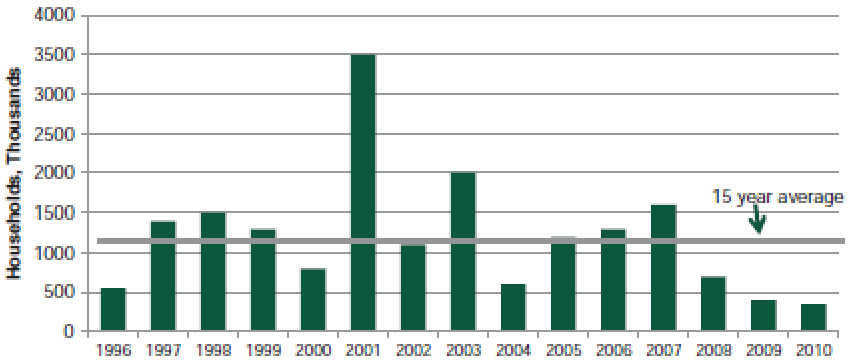
Figure 3-6. Number of people per square mile of U.S. land area.

6. **Trend 6: Slow Growth in Households**

   The rate of new household formation has plunged since 2006, creating more single households and also more multigenerational and larger households.

- **Drivers**: Poor labor market, aging population, lifestyle choices of Millennials.
- **Impact on Travel Demand**: Decreased per capita VMT, decreased auto ownership among young people, increased carpooling, increased public transit use.

Between 2006 and 2010, an average of 850,000 households were formed per year, compared with an average of 1.68 million per year over the previous five years (see Figure 3-7). In fact, household formation during 2006–2011 appears to have been far lower than in any five-year period over the past 40 years (Paciorek 2013).



Source: Federal Reserve Board of Cleveland, Economic Commentary, No. 2012-12, 2012 (Dunne 2012).

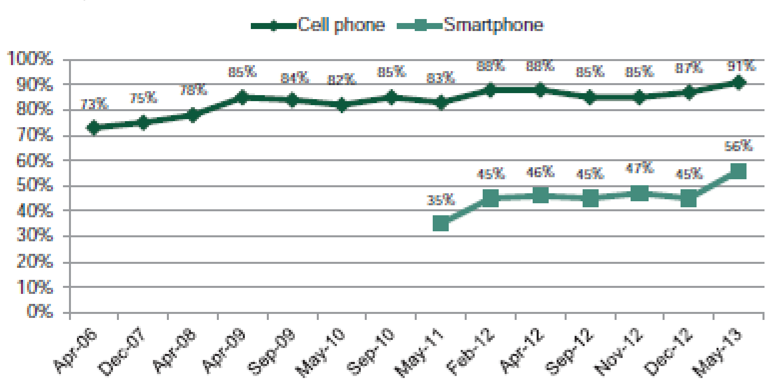
Figure 3-7. Net new households, 1996–2010.

7. **Trend 7: The Generation C**

   Mobile broadband will become increasingly more important and ubiquitous, creating a new Generation C.

   - **Drivers**: Technology evolution, lifestyle choices, age structure.
   - **Impact on Travel Demand**: Reduced VMT per capita for some trip purposes, decreased car ownership.

The growing influence of digital and mobile devices in the way people live, work, and socialize has spawned a new generation. Generation C is not necessarily a demographic group, as it is a lifestyle segment. Trend data indicate that these alternative means of communication have thrived among mobile phone users. A 2013 Pew Research Center survey found that 91 percent of American adults own a cell phone and 56 percent of adults own a smartphone (Pew 2013a) (Figure 3-8).



Source: Pew 2013b.

Figure 3-8. Percentage of American adults by cell phone and smartphone ownership.

8. **Trend 8: The Salience of Environmental Concerns**

   The generational divide over the nation's energy and environmental priorities is still strong but will decrease over time.

- **Drivers**: Age structure, population aging.
- **Impact on Travel Demand**: Lower car ownership, more transit and nonvehicle travel by younger generations due to elderly population shrinking.

According to a 2011 Pew Research Center poll, different generations of Americans have starkly different views on some of the social issues facing the United States today (Pew 2011). With respect to another policy that addressed tax incentives for buying hybrid/electric vehicles, 69 percent of Millennials favored the policy, compared with 67 percent of Gen X'ers, 56 percent of Baby Boomers, and 38 percent of Depression era respondents (Figure 3-9).

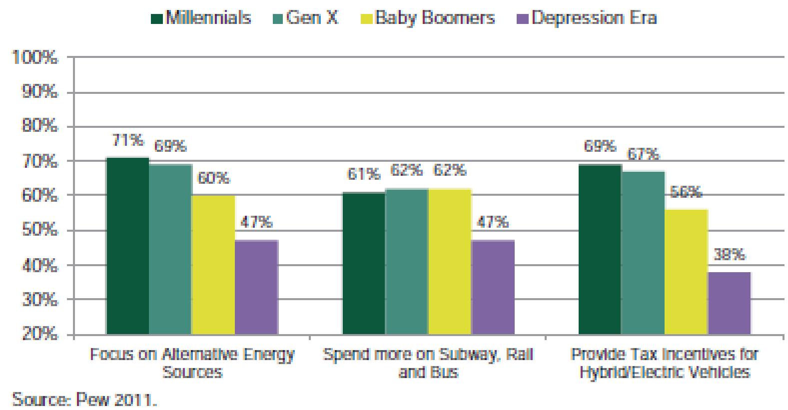


Figure 3-9. Generational differences in views on energy and environmental priorities: percentage in agreement.

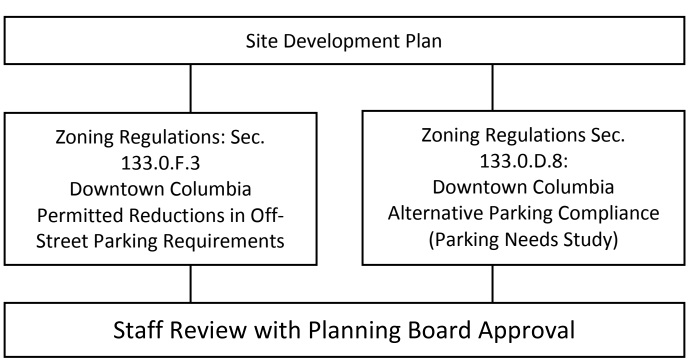
Source: http://www.trb.org/Main/Blurbs/171200.aspx

LOCAL

1. Downtown Columbia Parking Review Process

Site Development Plans (SDP) for Downtown Columbia apply either parking standards based on the provisions of the Howard County Zoning Regulations (Sec. 133.0.F.3), which utilize a shared parking methodology, or an alternative shared parking methodology (Sec. 133.0.D.8), which requires a Parking Needs Study.

Figure 1. Downtown Columbia Parking Review Flow Chart



The current Howard County Zoning Ordinance requires 1.5 paces/unit plus 0.15 paces/unit for visitors for all types of residential; the total requirement is 1.65 per unit.

Table 1. Howard County Shared Parking Methodology Base Parking Ratios

Land Use	Weekday		Weekend		Unit
	Visitor	Employee	Visitor	Employee	
General Retail/Personal Service	2.90	0.70	3.20	0.80	/ksf GLA
Shopping Center	3.20	0.80	3.60	0.90	/ksf GLA
Restaurants, standard, and beverage establishments	15.25	2.75	17.00	3.00	
Fast Food Restaurant	12.75	2.25	12.00	2.00	/ksf GLA
Cinema	0.19	0.01	0.26	0.01	/seat
Performing Arts Theater	0.30	0.07	0.33	0.07	/seat
Health Club	6.60	0.40	5.50	0.25	/ksf GLA
Hotel	0.90	0.25	1.00	0.18	/room
Restaurant/Lounge	10.00		10.00		/ksf GLA
Conference Ctr./Banquet (20 to 50 sq ft/guest room)	30.00		30.00		/ksf GLA
Convention Space (>50 sq ft/guest room)	20.00		10.00		/ksf GLA
Residential(1)	0.15	1.50	0.15	1.50	/unit
General Office up to 100 ksf	0.275	3.30	0.028	0.33	/ksf GLA
General Office over 100 ksf	0.20	2.60	0.02	0.26	/ksf GLA
Medical/Dental Office	3.00	1.50	3.00	1.50	/ksf GLA

Note(s): (1) 1.0 space reserved for residents' sole use; remainder may be shared.

(2) For all other land uses, data from the current edition of "Parking Generation" (ITE), "Shared Parking" (ULI), the Howard County Zoning Regulations or other applicable sources may be used.

Source: Howard County Zoning Regulations, Section 133.0, Off-Street Parking and Loading Facilities

2. Local Case Studies

Burgess Mill Phase I: Unit and Parking Counts

Burgess Mills Station was developed by the Howard County Housing Commission in 2014 as a mixed-income rental community. Phase I included 198 units - both apartments and townhouses. Current parking ratios are:

Table 2. Burgess Mill Phase 1 Parking Ratio

Garden Apartments	G1	G2	G3	G4	G5	G6	Sub Total		
Units	24	23	12	12	22	21	114		
Manor Houses	M1	M2	M3	M4	M5	M6			
Units	9	9	9	9	9	11	56		
Stacked Town	T1	T2	T3	T4	-	-			
	6	6	10	6	-	-	28		
								Market	Affordable
Total Units							198	91	107
Total Parking							383		
Parking Ratio							1.93		

Source: Howard County Planning and Zoning

Monarch Mill: Unit and Parking Counts

Monarch Mills was developed by the Howard County Housing Commission in 2012 as a mixed-income rental community. It includes 269 garden style apartments.

Table 3. Monarch Mill Parking Ratio

Building	Bldg A	Bldg B	Bldg C	Bldg D	Bldg E	Bldg F	Bldg G	Bldg H	Bldg I	Bldg J	Total	Market	ffordable
Units	32	24	32	12	12	45	24	24	32	32	269	153	116
Total Parking											580		
Parking Ratio											2.16		

Source: Howard County Planning and Zoning

Downtown Columbia and Surrounding Village Residential Development Unit Types

A review of recently approved residential developments within Downtown Columbia and surrounding villages indicates a range in unit type programing. Parcel D (The Metropolitan) includes an approximate 60:40 unit ratio between 1 bedroom and 2 and 3 bedroom types. Parcel C-1 (North Building) provides an approximate 40:60 unit ratio between studio and 1 bedroom and 2 and 3 bedroom types and Parcel C-2 (South Building) offers a very different program with an approximate 85:15 unit ratio between studio and 1 bedroom and 2 and 3 bedroom types. The Wilde Lake Apartments development offers the most even unit distribution with a 45:55 unit ratio between 1 bedroom and 2 and 3 bedroom types.

Table 1. Approved Downtown Columbia and Surrounding Villages Residential Development Unit Types

The Metropolitan: SDP-13-007

Unit Type	Level 1	Mezzanine	Level 2	Level 3	Level 4	Level 5	Level 6	Total Units	% Total	% Unit Type
I Bed Junior	6	-	9	9	9	15	0	48	13%	
1 Bed	9	-	36	36	36	30	0	147	39%	62%
1 Bed Den	3	-	6	6	6	6	2	29	8%	
I Bed Loft	13	-	0	0	0	0	0	13	3%	
2 Bed	10	-	22	22	22	22	7	105	28%	
2 Bed Loft	4	-	0	0	0	0	0	4	1%	38%
3 Bed	0	-	5	5	5	5	2	22	6%	
3 Bed Den	0	-	2	2	2	2	4	12	3%	
Total	45	-	80	80	80	80	15	380	100%	100%

Parcel C-1 North Building: SDP-14-024

Unit Type	Level 1	Mezzanine	Level 2	Level 3	Level 4	Level 5	Level 6	Total Units	% Total	% Unit Type
Studio	2	-	0	0	0	0	-	2	1%	
1 Bed	9	-	14	14	14	14	-	65	38%	42%
1 Bed Den	0	-	2	1	1	1	-	5	3%	
2 Bed	6	-	18	19	19	20	-	82	48%	
2 Bed Den	0	-	1	1	1	1	-	4	2%	58%
3 Bed	1	-	3	3	3	2	-	12	7%	
Total	18	-	38	38	38	38	-	170	100%	100%

Parcel C-2 South Building: SDP-14-024

Unit Type	Level 1	Mezzanine	Level 2	Level 3	Level 4	Level 5	Level 6	Total Units	% Total	% Unit Type
Studio	-	3	4	4	4	4	-	19	7%	
1 Bed Junior	-	3	4	4	4	4	8	27	10%	84%
1 Bed	-	6	34	33	33	33	12	151	57%	
1 Bed Den	-	2	6	6	6	6	2	28	10%	
2 Bed	-	1	4	5	6	6	3	25	9%	
2 Bed Den	-	0	3	3	2	3	2	13	5%	16%
3 Bed	-	0	1	1	1	0	1	4	1%	
Total	-	15	56	56	56	56	28	267	100%	100%

Wilde Lake Apartments: SDP-13-046

Unit Type	Level 1	Mezzanine	Level 2	Level 3	Level 4	Level 5	Level 6	Total Units	% Total	% Unit Type
Studio	-	-	-	-	-	-	-	-	0%	45%
I bed	17	-	20	22	22	22	-	103	45%	
2 Bed	15	-	24	26	26	26	-	117	51%	55%
3 Bed	2		2	2	2	2	-	10	4%	
Total	34		46	50	50	50	-	230	100%	100%

Source: Howard County Department of Licenses and Permits

Maple Lawn Farms

The Amended Comprehensive and Subdivision Sketch Plan for Maple Lawn Farms in Fulton was approved January 25, 2007 by the Planning Board. The following parking standards are included as part of the development criteria:

- No less than two parking spaces shall be provided for each Single Family Detached dwelling unit.
- No less than one parking space shall be provided for each accessory dwelling unit.
- No less than two parking spaces shall be provided for each Single Family Attached, Live-Work, Semi-Detached, and Two-Family dwelling unit.
- No less than one and one-half parking spaces shall be provided for each apartment unit.
- Reductions in parking requirements are permitted pursuant to the Howard County Zoning Regulations Section 133.E.1 (Shared Parking).

Localized Multifamily Parking Demand

The Howard Hughes Corporation (HHC) studied 15 comparable multi-family developments across the Washington metropolitan area to supplement its analysis of parking demand for the Metropolitan. The study identified total units and parking spaces and the occupancy rates for both. The survey indicates in a suburban, but transitional urbanizing area, the average residential parking ratio is 1.52 spaces/unit.

Table 4 Washington Metropolitan Area Residential Parking Space Survey

Residential Parking Space Survey
Recent Suburban Rental Communities - Baltimore/Washington, D.C. Region

Project	Type	Submarket	Jurisdiction	Units	Residential Parking Spaces*	Parking Supply Ratio	Parking Occupancy**	Resident Occupancy***	Leasing Status	Parking Type
The Metropolitan Downtown Columbia	Mid-Rise	Columbia	Howard	380	591	1.555				Multi-Level Structured
Crosswinds at Annapolis Town Center	Mid-Rise	Annapolis	Anne Arundel	215	300	1.40	90%	94%	Stabilized	Multi-Level Structured
Mariner Bay at Annapolis Town Center	High-Rise	Annapolis	Anne Arundel	208	364	1.75	90%	92%	Stabilized	Multi-Level Structured
Flats 170 at Academy Yard	Mid-Rise	Odenton	Anne Arundel	369	579	1.57	75%	74%	Lease-Up	Multi-Level Structured
Jazz at the Quarter	Mid-Rise	Towson	Baltimore	280	318	1.14	90%	96%	Stabilized	Multi-Level Structured
Renaissance at the Quarter	Mid-Rise	Towson	Baltimore	150	222	1.48	90%	96%	Stabilized	Multi-Level Structured
Palisades at Towson	High-Rise	Towson	Baltimore	357	515	1.44	WND	95%	Stabilized	Multi-Level Structured
Towson Promenade	Mid-Rise	Towson	Baltimore	379	645	1.70	95%	92%	Stabilized	Multi-Level Structured
Avalon Mosaic	Mid-Rise	Dunn Loring/Merrifield	Fairfax	531	767	1.44	WND	56%	Lease-Up	Multi-Level Structured
The Metropolitan at Lorton Station	Mid-Rise	Lorton	Fairfax	251	429	1.71	75%	96%	Stabilized	Multi-Level Structured
The Metropolitan at Reston Town Center	High-Rise	Reston	Fairfax	288	460	1.60	75%	96%	Stabilized	Sub-Terranean
Avalon Park Crest	Mid-Rise	Tysons	Fairfax	354	720	2.03	85%	96%	Stabilized	Sub-Terranean
Archstone Gaithersburg Station	Mid-Rise	Gaithersburg	Montgomery	389	536	1.38	88%	96%	Stabilized	Multi-Level Structured
Cadence at Crown	Mid-Rise	Gaithersburg	Montgomery	540	703	1.30	90%	23%	Lease-Up	Multi-Level Structured
Paramount	Mid-Rise	Gaithersburg	Montgomery	224	335	1.50	100%	83%	Lease-Up	Multi-Level Structured
Gables Upper Rock	Mid-Rise	North Rockville	Montgomery	275	412	1.50	95%	96%	Stabilized	Sub-Terranean
			Totals	4,810	7,305	1.52				
			Averages	321	487	1.52				

**Includes visitor parking*
***Parking occupancies compiled via phone survey with property management; for properties in lease-up, parking occupancies are based on % of resident occupants requiring parking*
****Resident occupancies compiled from Axiometrics*

REGIONAL

1. Alexandria, Virginia applies variable parking ratios for residential development as described in its City Code:

Alexandria (Virginia), City of. 2015. Code of Ordinances. Article VIII: Off-Street Parking and Loading, Section 8-200: General Parking Regulations.

iii. *Optional parking ratio for affordable housing.* If a multifamily building includes income-restricted units, the parking ratio for such units may be as follows:

   a. Three-quarters of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 60 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;

b. Sixty-five hundredths of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 50 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV; and
c. Five-tenths of a parking space per unit if the affordable housing unit is income-restricted for households earning at or below 30 percent of Area Median Income for Washington-Arlington-Alexandria, DC-VA-MD-WV;
d. The above parking ratios may be reduced by the following percentages if the applicant can show, to the satisfaction of the director, that the multifamily dwelling in which the units are located complies with any of the following:
    A. Ten percent if the multifamily dwelling is within the Metro Half-Mile Walkshed or Bus Rapid Transit Half-Mile Walkshed, as shown on the maps titled "City of Alexandria Metro Station Walkshed Map" and "City of Alexandria Bus Rapid Transit Walkshed Map";
    B. Five percent if the multifamily dwelling is within one-quarter of a mile of four or more active bus routes;
    C. Ten percent if the multifamily dwelling has a walkability index score of 90—100 or five percent if the multifamily dwelling has a walkability index score of 80—89; or
    D. Five percent if the multifamily dwelling includes 20 percent or more studio units.

Source: https://www.municode.com/library/va/alexandria/codes/zoning?nodeId=ARTVIIIOREPALO_S8-200GEPARE.

2. Arlington, Virginia allows reduced parking for affordable housing:

Arlington (Virginia), County of. 2014. Neighborhood Form Based Code. Part 9: Building Use Standards, Section 903: Additional Incentives for Affordable Housing.
A reduced parking ratio is used as a bonus if more than the requested number of affordable units is created:

A. The following incentives are provided in order to encourage property owners to create or preserve AFFFORDABLE HOUSING units beyond the minimum number of AFFORDABLE HOUSING units required in Section on 902.
    1. Reduced parking ratio: If an applicant provides at least 1 percent more AFFORDABLE HOUSING UNITS in excess of the minimum required quantity, the applicant may reduce the minimum parking ratio for all AFFORDABLE HOUSING UNITS within the DEVELOPMENT PROJECT from 1.125 spaces per unit to 0.825spaces per unit, which includes 0.7 space per unit and 0.125 SHARED space per unit.

Source: http://arlingtonva.s3.amazonaws.com/wp-content/uploads /sites/31/2014/06/5_Parts5_10.pdf

3. Baltimore, Maryland allows reduced parking for different types of housing, including public and elderly housing:

Baltimore (Maryland), City of. 2012. Zoning Code. Title 10: Off-Street Parking Regulations, Subtitle 2: Scope and Eligibility, Section 10-207: Exemptions; Special Provisions.
Offers an exemption to the parking minimum for public housing units (could include those within mixed-income developments), and elderly housing.

c. For public housing.
   No more than 1 vehicle parking space need be provided for every 2 dwelling units in dwellings erected or rehabilitated to be sold to, to be developed by, or to be developed for the use of the Housing Authority of Baltimore City for low-rent public housing.
d. For elderly.

No more than 1 vehicle parking space need be provided for every 4 units designed for occupancy by the elderly in:

1. a federally-assisted private or public housing dwelling; or
2. housing for the elderly

Source: http://archive.baltimorecity.gov/portals/0/charter%20and%20Codes/code/Art%2000%20-%20Zoning.pdf

4. Fairfax, Virginia. Reston Town Center.

Although initial development of Reston Town Center's core began in the 1990s, current parking standards apply to new residential developments. Article 11-103 of the Fairfax County Code requires one in six-tenths (1.6) spaces per unit for multifamily housing in Reston Town Center.
Source: http://www.fairfaxcounty.gov/dpz/zoningordinance/

5. Gaithersburg, Maryland includes parking ratios for multifamily units based on bedroom count:

Gaithersburg, (Maryland) City of. 2015 City Code. Part 1 The Charter, Chapter 24 Zoning, Article XI Off-

Residential	
Single-family and two-family	2/DU (Dwelling Units)
Multiple-family apartments and apartment hotels:*	
Efficiency	1/DU
1 B.R.	1.25/DU
2 B.R.	1.5/DU

Street Parking and Loading.

3 B.R. and larger	2/DU *Plus 1 space for each 400 square feet of assembly area required.

Source:
https://www.municode.com/library/#!/md/gaithersburg/codes/code_of_ordinances?nodeId=PTIITHCO_CH24ZO_ARTXIOREPALO

6. Montgomery County, Maryland includes parking ratios for multifamily units based on bedroom count and allows parking rate adjustments for specific housing types :

Montgomery (Maryland), County of. 2015. Montgomery County Code, Article 59-6 General Development Requirements, Section 6.2.3 Calculation of Required Parking and Section 6.2.4 Parking Requirements.

I. Adjustments to Vehicle Parking
   1. In General
      a. Reduced parking rates under Section 6.2.3.I are not mandatory. The maximum number of parking spaces allowed in a Parking Lot District or Reduced Parking Area is based on the baseline maximum in the parking table under Section 6.2.4.B.
      b. Adjustments under Section 6.2.3.I to the minimum number of required parking spaces must not result in a reduction below 50% of the baseline parking minimum or shared parking model minimum.
   2. Special Uses
      a. The parking minimum resulting from a Special Uses adjustment may not be further reduced by additional adjustments under Section 6.2.3.I.
      b. Restricted Housing Types
      The baseline parking minimum in the parking table under Section 6.2.4.B may be reduced for restricted housing types by multiplying the following adjustment factor times the baseline minimum:

Housing Type	Adjustment Factor
MPDUs and Workforce Housing	0.50
Age-Restricted Housing	0.75
Senior Housing	0.50

B. Vehicle Parking Spaces

USE or USE GROUP	Metric	Agricultural, Rural Residential, Residential, and Industrial Zones	Commercial/Residential and Employment Zones		
			Within a Parking Lot District or Reduced Parking Area		Outside a Parking Lot District or Reduced Parking Area
		Baseline Minimum	Baseline Minimum	Baseline Maximum	Baseline Minimum
AGRICULTURAL					
Agricultural Auction Facility	1,000 SF of GFA	5.00	--	--	--
Agricultural Processing	1,000 SF of GFA	1.50	--	--	--
Farm Supply, Machinery Sales, Storage, and Service	1,000 SF of GFA, excluding storage area	5.00	1.00	2.00	2.00
Nursery					
Nursery (Retail)	1,000 SF of Sales Area	6.00	3.00	6.00	6.00
Nursery (Wholesale)	1,000 SF of Total Floor Area	1.50	--	--	--
Slaughterhouse	1,000 SF of GFA	1.50	--	--	--
Winery	1,000 SF of GFA, and	1.50	--	--	--
	If the winery conducts public tours	10.00			
Accessory Agricultural Uses					
Farm Market, On-site	Market	3.00	0.00	0.00	3.00
RESIDENTIAL					
Household Living					
Single-Unit Living Two-Unit Living Townhouse Living	Dwelling Unit	2.00	1.00	2.00	2.00
Multi-Unit Living	Efficiency Dwelling Unit	1.00	1.00	1.00	1.00
	1 Bedroom Dwelling Unit	1.25	1.00	1.25	1.25
	2 Bedroom Dwelling Unit	1.50	1.00	1.50	1.50
	3+ Bedroom Dwelling Unit	2.00	1.00	2.00	2.00

Source:
http://library.amlegal.com/nxt/gateway.dll?f=templates&fn=default.htm&vid=amlegal:montgomeryco_md_mc

The Rio Washingtonian is a mixed-use development project located in Gaithersburg in Montgomery County, Maryland. Parking standards are primarily governed by Montgomery County zoning regulations.

7. Rockville, Maryland includes parking ratios for multifamily and live-work units based on bedroom count:

Rockville (Maryland), City of. 2015. City Code, Chapter 25 Zoning Ordinance, Article 16 Parking and Loading.

Use Category	Use	Auto Parking Spaces		Bicycle Parking Spaces			Additional Requirements
		Unit Measure	Base Number Required	Unit Measure	Short Term Space	Long Term Space	

Residential	Dwelling, single unit detached	Per dwelling unit	2	Dwelling unit	0	0	
	Dwelling, single unit semi-detached	Per dwelling unit	2	Dwelling unit	0	0	
	Dwelling, townhouse	For 1 or 2 bedrooms	1.5	Dwelling unit	0	0	
		For 3 or more bedrooms	2				
	Dwelling, single unit attached	Per dwelling unit	2	Dwelling unit	0	0	
	Dwelling, multiple-unit	For 0 (zero) bedrooms	1	Dwelling unit	1 per 50	1 per 3	
		For 1 bedroom	1				
		For 2 or more bedrooms	1.5				
	Live-work unit	For 1 or 2 bedrooms	2	Unit	1 per 5	1 per 3	
		For 3 or more bedrooms	2				

Source:
https://www.municode.com/library/#!/md/rockville/codes/code_of_ordinances?nodeId=CICO_CH25ZOOR_ART16PALO

King Farm

Resolution-10-96 for approval of King Farm's concept plan includes the following parking criteria:
With the exception of multiple (apartment) dwellings which shall be parked at 1.7 spaces for each unit regardless of the number of separate bedrooms, Helios/Towle will provide the required parking under the current Zoning and Planning Ordinance for all uses within the King Farm development, and no waiver of parking requirements is being granted as part of this Concept Plan Application.

Source: http://md-rockville.civicplus.com/DocumentCenter/View/5203

NATIONAL

1. Alexandria, Virginia developed a matrix of mixed-income residential developments from across the U.S. to help inform its comprehensive plans for the Braddock Metro Area. The matrix describes parking demand for various residential projects including project name, total units, affordability breakdown, parking ratios and total parking spaces. Based on this chart, parking for mixed-income housing can range from 0.7 to 1.0 spaces/unit.

Alexandria (Virginia), County of. 2007. "Mixed-Income Housing Matrix: Braddock Metro Area Plan."

Table 5. National Mixed-Income Housing Development Matrix

Project	Location	Site Area	Units	Residential Density	Affordability Breakdown	Parking Ratio	Parking Provided
		acres		*units/acre*		*spaces/unit*	
Auburn Court	Cambridge, MA	2.3 acres	77 *(Phase I)*	33 units/acre	40% low-income, 9% affordable, 51% market-rate	1 space/unit	77 spaces
Franklin Hill	Boston, MA	9.9 acres	378	38 units/acre	97% low-income, 3% market-rate	0.75 spaces/unit	195 surface spaces, 90 garage spaces
Hismen Hin-nu Terrace	Oakland, CA	1.46 acres	92	85 units/acre *(mixed-use portion)*; 65 units/acre overall	100% affordable (50-60% AMI)	< 1 space/unit	119 total spaces (89 residential)
Langham Court	Boston, MA	1 acre	89	89/units/acre	1/3 low-income, 1/3 affordable, 1/3 market-rate	0.7 spaces/unit	51 garage spaces
Maverick Landing	Boston, MA		396	44 units/acre	77% low-income, 23% market-rate		
Parkside of Old Town (Cabrini Green Phase I	Chicago, IL	19 acres *(Phase I)*	760 *(Phase I)*	40 units/acre	30% low-income, 20% affordable, 50% market-rate		
Quinnipiac Terrace	New Haven, CT	15 acres	226	20-30 units/acre	60% affordable, 40% market-rate	1 space/unit	233 surface spaces
Tent City	Boston, MA	3 acres	269	89 units/acre	1/4 low-income, 1/2 affordable, 1/4 market-rate	0.7 spaces/unit	698 garage spaces
Townhomes On Capitol Hill (Ellen Wilson)	Washington, DC	5 acres	147	29 units/acre	91% low-income and affordable, 9% market-rate		

2. Bertolet, Dan. 2012. "Final Right-Size Parking Technical Memo – Work Order #2, Task 4." King County Metro Transit.

This extensive memo discusses "right-sizing" parking standards in the Seattle metropolitan area. The following are key highlights on affordable housing and how urbanizing suburban areas are addressing parking needs:

- Precedents: Many cities have made incremental reductions over time to parking minimums focused on increasing residential densities. Shoup (2011) reviewed national newspaper articles discussing the removal of downtown off-street parking requirements and noted that: "A search of newspaper articles found 129 reports of cities that have removed off-street parking requirements in their downtowns since 2005. Although newspaper articles don't represent what all cities are doing, they do include many comments on why cities are changing their policies. At least in downtown business districts, some elected officials think that parking requirements put the brakes on what they want to happen and accelerate what they want to prevent. Some of the reasons given for removing parking requirements are "to promote the creation of downtown apartments" (Greenfield, Massachusetts), "to see more affordable housing" (Miami), "to meet the needs of smaller businesses" (Muskegon, Michigan), "to give business owners more flexibility while creating a vibrant downtown" (Sandpoint, Idaho), and "to prevent ugly, auto-oriented townhouses" (Seattle).
- In the Seattle area, suburban communities seeking to urbanize downtown areas have made use of maximums. Bellevue applied a parking maximum in its downtown districts of 2 per unit,

downtown Renton has a maximum of 1.75 per dwelling unit, while in Redmond there is a 2.25 stall per unit maximum in downtown zones.

Source:
http://metro.kingcounty.gov/programs-projects/right-size-parking/pdf/rsp-technical-policy-memo-final-09-17-12.pdf.

3. Denver (Colorado), City and County of. 2010. Municipal Code. Article 10: General Design Standards, Division 10.4: Parking and Loading, Section 10.4.5.2: Alternative Minimum Vehicle Parking Ratios.

Denver's Code includes provisions for reducing parking ratios to 0.25 spaces/unit for specific housing types:

A. Alternative Minimum Vehicle Parking Ratios Allowed The Zoning Administrator shall allow an applicant to apply an alternative minimum vehicle parking ratio upon finding that the additional requirements and special review process stated in the following table have been met:

TYPE OF ALTERNATIVE	APPLICABLE ZONE DIS-TRICTS	APPLICABLE USE	ADDITIONAL REQUIREMENTS	ALTERNATIVE ALLOWED	SPECIAL REVIEW PROCESS
Rooming and Board-ing House	All Main Street Zone Districts	Rooming and Boarding House Primary Use	n/a	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a
Senior Housing	All Main Street Zone Districts	Residence for Older Adults Primary Use	n/a	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a
Other Housing	All Main Street Zone Districts	Primary Residential Uses	Other special needs housing with similar reduced parking demands, as approved by the Zoning Administrator	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a

TYPE OF ALTERNATIVE	APPLICABLE ZONE DIS-TRICTS	APPLICABLE USE	ADDITIONAL REQUIREMENTS	ALTERNATIVE ALLOWED	SPECIAL REVIEW PROCESS
Affordable Housing	All Main Street Zone Districts	Primary Residential Uses	Housing that is affordable for persons with 40 percent area median income and below	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a
Small Dwelling Units	All Main Street Zone Districts	Primary Residential Uses	Dwelling Units that are under 550 square feet in gross floor area may utilize this reduction	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a
Single Room Occupancy (SRO) Hotel	All Zone Dis-tricts	Single Room Occupancy (SRO) Hotel Primary Use	n/a	Alternative minimum vehicle parking ratio of 0.25 vehicle parking spaces per unit	n/a

Source:
http://www.denvergov.org/Portals/646/documents/Zoning/DZC/Art10_DesignStandards_DZC_071015.pdf

4. Eugene (Oregon), City of. 2012. City Code. Chapter 9: Land Use, Section 9.6410: Motor Vehicle Parking Standards

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Includes parking reductions for a range of low-income housing units:

Multiple-Family Subsidized Low-Income Housing in any area (see (5) below)	.67 per dwelling or 3 spaces, whichever is greater
Multiple-Family Subsidized Low-Income Senior Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Multiple-Family Subsidized Low-Income Disabled Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Multiple-Family Subsidized Low-Income Senior Housing Partial in any area (see (5) below)	.67 per dwelling or 3 spaces, whichever is greater
Multiple-Family Subsidized Low-Income Specialized Housing in any area (see (5) below)	.33 per dwelling or 3 spaces, whichever is greater
Manufactured Home Park	1 per dwelling.
Controlled Income and Rent Housing (CIR) where density is above that usually permitted in the zoning, yet not to exceed 150%	1 per dwelling.

Source: http://www.eugene-or.gov/DocumentCenter/Home/Index/262

5. Greeley (Colorado), City of. 2015. Municipal Code. Title 18: Development Code, Chapter 18.42: Off-Street Parking and Loading Standards, Section 18.42.090: Parking Reduction Options

Allows reductions in required parking for affordable, senior or disabled housing, but requires a parking study. Also allow reductions for projects with a Transportation Demand Management Plan (TDMP) demonstrating a comprehensive approach to reducing parking demand.

1. Parking requirements for housing units specifically designed and intended for senior citizens or those with disabilities that preclude or limit driving and/or affordable housing units may be adjusted on an individual project basis subject to a parking study based on project location and proximity to public services, including but not limited to medical offices, shopping areas, mass transit or alternative modes of transportation, employment, etc.

Source:
https://www.municode.com/library/co/greeley/codes/municipal_code?nodeId=TIT18DECO_CH18.42OREPALOST_18.42.090PAREOP

6. Greeley (Colorado), City of. 2015. Municipal Code. Title 18: Development Code, Chapter 18.42: Off-Street Parking and Loading Standards, Section 18.42.090: Parking Reduction Options

California Assembly Bill (AB 744) was passed October 9, 2015 that changes parking minimums for affordable development. AB 744 allows certain mixed-income projects near transit to bypass parking requirements. Under the legislation, projects within one-half mile of a major transit stop and with some affordable housing could go as low as 0.5 parking spaces per bedroom (meaning a building with primarily two-bedroom units would still have roughly one parking space per unit). These projects, however, would only be eligible to reduce their parking to that level if they have at least 20 percent units for low-income people (or at least 11 percent units for residents categorized as "very low-income").

Source: http://www.eastbayexpress.com/SevenDays/archives/2015/09/03/bill-to-boost-affordable-housing-reform-outdated-parking-requirements-heads-to-governors-desk

7. Wilbur Smith Associates. 2011. San Diego Affordable Housing Parking Study. City of San Diego.

In 2011, San Diego conducted a parking demand analysis to evaluate differences between residential unit types and locations with varying levels of transit service. As shown below, the basic ratios for low transit areas range from 0.5 for studios to 1.75 spaces per unit for 3 bedroom family units across all residential categories. In addition, they recommend a factor of 0.20 for visitor and staff parking, making the total ratios 0.7 to 1.95 spaces/unit.

Table 5 San Diego Affordable Housing Parking Demand – Low, Medium and High Transit

Type of project		A. Total units	B. Studio Low/Med/ High	C. 1 BR Low/Med/ High	D. 2 BR Low/Med/ High	E. 3 BR Low/Med/ High	F. Subtotal for units (sum B3 – E3)	G. Visitor parking (G2*A1)	H. Staff parking (H2*A1)	I. Subtotal w/ staff + visitor (F3+G3+H3)	J. Total requirement with vacancy factor adjustment (I3*J2) Vacancy adj./no vacancy adj.
Family Housing	1. Units										
	2. Rate		N/A	1.0/0.6/ 0.33	1.3/1.1/ 0.5	1.75/1.4/0. 75		0.15	0.05		1.1/1.0
	3. Spaces										
Living Unit/ SRO	1. Units										
	2. Rate		0.5/0.3/0.1	N/A	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Senior Housing	1. Units										
	2. Rate		0.5/0.3/ 0.1	0.75/0.6/ 0.15	1.0/0.85/0.2	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Studio – 1 bed-room	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.05		1.1/1.0
	3. Spaces										
Special Needs	1. Units										
	2. Rate		0.5/0.2/ 0.1	0.75/0.5/ 0.1	N/A	N/A		0.15	0.10		1.1/1.0
	3. Spaces										

Source: http://www.sandiego.gov/planning/programs/transportation/mobility/pdf/111231sdafhfinal.pdf.

8. Reno (Nevada), City of. 2015. Land Development Code. Chapter 18.12: General Development and Design Standards, Section 18.12.203.

Includes conditions for parking reductions for development meeting certain criteria:

A. Conditions for Parking Reduction.
Parking reductions for residential developments (new development, infill, and acquisition/rehabilitation) that meet the affordability guidelines stated in Section 18.12.201 above will be granted if:
1. The project can demonstrate that either parking cannot be provided in compliance with Section 18.12.1102, as may be modified by other provisions of this title, or additional amenities can be provided with the reduction of parking;
2. The project is within one mile of an employment base of at least 1,500 employees;
3. Availability of public transportation can be demonstrated; and
4. The project is located no closer than one-half mile to another previously approved project that has met the above guidelines and received a parking reduction.

B. Parking Reductions Allowed.
If the above guidelines are met, then parking will be reduced by the following:
1. Each unit dedicated to households earning 60 percent of adjusted median income (AMI) may receive a 20 percent reduction to the parking requirements.
2. Each unit dedicated to households earning 50 percent of AMI may receive a 30 percent reduction to the parking requirements.

Each unit dedicated to households earning 40 percent of AMI or less may receive a 45 percent reduction to the parking requirements.

Source:
https://www.municode.com/library/nv/reno/codes/land_development_code?nodeId=LAND_DEVELOPMENT_CODE_CH18.12GEDEDEST_ARTIIDEBOOTINAFHO_S18.12.203PAREAFHOPR

10. San Francisco (California), City of. 2015. “San Francisco General Plan: 2014 Housing Element.”

Parking requirement reductions were introduced by the City of San Francisco to facilitate affordable housing. Providing parking represents a development cost, which can affect housing price. In 2006, San Francisco eliminated minimum parking requirements for downtown residential development, instead establishing a parking maximum that caps the number of parking spaces allowed at one per four dwelling units (or 0.25 spaces per unit). Developers who wish to include additional parking spaces may submit an application for a conditional use permit. If approved, additional parking, up to 0.75 spaces for each one-bedroom or studio unit and up to 1 space for each unit with two or more bedrooms would be allowed. Applications are subject to case-by-case review by the Planning Commission. San Francisco has also prohibited downtown residential developers from requiring buyers to purchase a parking space. Spaces must instead be leased or sold separately from the housing unit, helping to reduce costs for homebuyers without cars.

Source: http://www.sf-planning.org/ftp/general_plan/I1_Housing.htm

11. The Woodlands, Texas. 2015. The Woodlands Commercial Planning and Design Standards.

The Woodlands Commercial District includes minimum parking ratios for multi-family residential land uses:

APPENDIX O – PARKING RATIOS

Commercial Parking Ratios

Land Use	
General Office	3 spaces/1,000 sq. ft.
Convenience Storage (Mini-warehouse)	1 space/4,000 sq. ft.
Bulk Warehouse	
· Office Use	2.5 spaces/1,000 sq. ft.
· Warehouse Use	1 space/7,000 sq. ft.
Medical Office/Clinic	5 spaces/1,000 sq. ft.
Research Laboratory	2.5 spaces/1,000 sq. ft.
Financial Services	4 spaces/1,000 sq. ft.
· Drive-In	8 queue spaces/lane
Hospitality	1.1 spaces/room
· Other uses within hospitality	· If not an accessory use, 80% of parking otherwise required by the Code
Restaurant	

Land Use	Parking Ratio
Multi-family or Condominium	
· Efficiency	1.0 spaces/unit
· One bedroom	1.5 spaces/unit
· Two bedroom	2.0 spaces/unit
· Three bedroom	2.5 spaces/unit
· Each add'l bedroom	0.5 space per bedroom per unit
Duplex or Single Family Attached (Standard)	2 spaces/dwelling unit
Duplex or Single Family Attached (Greater than 4,000 sq. ft. or more than 6 bedrooms)	1 space per bedroom
Single Family Residential	2 spaces/dwelling unit

Source: https://www.thewoodlandstownship-tx.gov/DocumentCenter/Home/View/933

County Council Questions on Downtown Columbia Affordable Housing Legislation

Re. CB52-2016, CB53-2016, CB54-2016, CB55-2016, CR103-2016, CR104-2016

August 2, 2016

Zoning

1. What is the cap on the Affordable Housing if it doesn't count against the cap?

   What units do not count against the cap?

Any dwelling unit restricted as affordable (rent levels are restricted to be affordable to households earning 80 percent or less of area median income), whether through the MIHU program or the DRRA, is excluded from the 5,500 unit cap. The legislation proposes no cap on the number of affordable units that can be built Downtown.

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2. What is purpose of excluding the Affordable Housing Units versus being transparent about the total number of units and increasing the number of units?

The Administration did not want to preclude a developers' ability to maximize the number of affordable units that can be built on the proposed LIHTC sites. However, the Administration is supportive of imposing a cap on the number of affordable units in the interest of greater predictability.

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3. What do surrounding jurisdictions do in comparison to this plan for affordable housing? How is this a better approach?

   What issues are there around possible precedent of exclusion of Affordable Housing?

Precedent exists. A density bonus in exchange for the development of affordable housing is already a tool used by many jurisdictions. The Joint Recommendations proposes a density bonus equivalent to the number of affordable units (1:1), which is smaller than other jurisdictions. For example, Montgomery County awards a 22 percent bonus density to attain 15% affordability. Fairfax County awards a 20 percent bonus density to attain 12.5 percent affordability. Washington, D.C. awards a 20 percent bonus density to attain 10 percent affordability.

The City of Annapolis requires 6 percent of units in a rental development to be affordable for 10 years. Anne Arundel, Prince George's, and Baltimore County all have no affordable housing requirement. Arlington County and the City of Alexandria also have no affordable housing requirement, but can grant a density bonus through payment of a fee into a Housing Trust Fund or inclusion of affordable units.

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4. Please provide a copy of the full allocations chart projected to show all 6400 units for Downtown Columbia.

   Please provide a merged table to show how the allocations chart relates to the phasing progression chart.

   Please provide a revised memo on the allocations chart and phasing progression with footnotes added to clarify that certain “maximum” values are extrapolations, not actual caps.

The revised memo is included as an attachment.

Parking

5. Is the parking reduction permanent or could it be adjusted based on various on-going reviews on a scheduled basis? Why not start with the current standards and then slowly shift down based on experience?

The proposed parking ratio is permanent, but like all components of the DRRA, it can be adjusted if necessary by the County for the health, public safety, or welfare of the public. It can also be adjusted by mutual agreement of the County and the developer. However, the Administration is supportive of allowing for periodic reviews of and adjustments to the residential parking requirement in the DRRA.

The Administration based its proposed amendment on DPZ’s parking analysis and current utilization at the Metropolitan. Through the end of Q1 2016, the actual parking utilization rates for the occupied units at the Metropolitan were as follows:

- 1 bedroom units: 1.10 spaces per unit
- 2 bedroom units: 1.33 spaces per unit
- 3 bedroom units: 1.39 spaces per unit
- Overall ratio: 1.19 spaces per unit

6. Please provide an update on the current plan for enhancing transit options Downtown to help accommodate the decreased parking requirements.

In the context of Downtown Columbia, the Office of Transportation (OoT) understands the term “transit” broadly, to include not only buses but the walking and bicycle routes that provide access to transit and that will enable people to move to, from, and around Downtown without having to use automobiles. Together, these initiatives will result in less demand for parking and support decreased parking requirements.

Traffic Demand Management Plan (TDMP). The OoT is currently working with the Downtown Columbia Partnership on a Traffic Demand Management Plan (TDMP). A first draft is expected in August 2016. The TDMP will serve as an umbrella plan with measurable objectives and implementation strategies to reduce the demand for automobile trips **–** “more trips, fewer cars”.

Multi Use Pathways. A “spine-route” multi use pathway is currently under construction and is expected to be complete in November 2016. The pathway will provide a high quality off-road bicycle and pedestrian connection to Downtown Columbia from Howard County General Hospital and from Blandair Park. Other pathways will connect to this spine, such as from the Crescent.

Bike Share. The County has initiated a bike share program which will have seven bike share stations and 70 bicycles serving Downtown and nearby areas. Some of the stations will be on the multi-use pathways. The system is expected to be in operation the spring/summer of 2017 and will offer a quick and cost effective way to travel to, from, and within Downtown Columbia.

US 29 Pedestrian/Bicycle Bridge. Utilizing the $500,000 contribution from Howard Hughes per CEPPA 12, the County is currently undertaking a preliminary design study to develop safety, lighting and aesthetic treatments for the bridge. The designs will improve the user experience on the bridge by providing a safe, well-lit and attractive option to walk and bicycle between Downtown Columbia and Oakland Mills.

Sidewalks, walking paths, bus stops. Requirements for pedestrian infrastructure are embedded into the Downtown Columbia Master plan and related documents such as design guidelines. The OoT, as part of the development review process, works to ensure that high quality pedestrian facilities are included in Downtown Columbia development plans and that provision is made for new or relocated bus stops. The OoT is also engaged in advancing pedestrian connections to improve access in existing developed areas (i.e., retrofit projects). One example is an improved and accessible connection between the lakefront and the Columbia Mall.

Transit Center. CEPPA 14 calls for conveyance to the County of a mutually-agreed-upon site for a Transit Center prior to issuance of a building permit for the 1,300,000th square foot of development (anticipated in mid-2017). The OoT has identified a general location for the Transit Center in what will be the northwest quadrant of the intersection of Little Patuxent Parkway and the North-South Connector. The Center is being planned to serve Howard County transit, regional transit including bus rapid transit, and a downtown shuttle. The OoT expects to finalize its recommendation for a site in late 2016/early 2017.

To enhance access to the Transit Center the OoT has requested Howard Hughes provide queue-jumping lanes along the North-South Connector which would allow buses to bypass expected traffic at signals and save transit time.

Bus Rapid Transit. The County continues to advance a phased planning effort to improve transit on the US 29 corridor between Downtown Columbia and points south in coordination with Montgomery County. The effort will study, design and develop options to improve transit travel times using bus on shoulder, transit signal priority, queue jumps and other strategies.

Electric buses. Three electric buses are in production and are expected to be delivered by the end of 2016. The County is also implementing all the supporting infrastructure for the buses, including a charging location at the Mall.

Transit Development Plan. The OoT has begun a regional Transit Development Plan (TDP) in conjunction with Anne Arundel County. This plan will recommend improvements including new service and/or revisions to existing service. Routes to and from Downtown Columbia will be specifically addressed in that Plan including Bridge Columbia – a transit bridge over US 29 contemplated to be part of a new east-west transit route connecting east and west Columbia. The OoT expects a draft plan by spring 2017.

Downtown Shuttle. The County accepted a Downtown Shuttle study (by HRD) in 2011. It suggested short and longer term routes on a 15-minute cycle. CEPPA 23 calls for a developer funding contribution for the shuttle prior to issuance of building permits for the 5,000,000th square foot of development. The

OoT will study demand for and an actual route as that milestone approaches (anticipated to be at least four to five years from today).

7. Please update the parking analysis provided last fall.

   Parking requirements: Actual data from Downtown Columbia – residential, commercial and retail – parking spaces used on a weekly / monthly basis.

   How will the utilization of public parking be allocated toward satisfying private developers' parking requirements?

A revised analysis is included as an attachment.

Flier Building

8. I believe there are additional ways to utilize the Flyer Building and would like to discuss those at the meeting?

The Administration looks forward to this discussion.

9. Flier building: although a piece of the Administration’s proposal, it is located outside of the Downtown Columbia boundaries. Could those units be located elsewhere within DTC boundaries?

Relocating these units into the Downtown Columbia boundaries would require further negotiation among the parties. Please note that if the Council chooses not to pursue housing at the Columbia Flier Building site, then the $2.8 million Howard Hughes has committed to purchase the Flier Building would instead be used to cover gap financing for other LIHTC developments within Downtown.

Unit Mix

10. With the change in the Affordable Housing approach, will the units be more or less likely to be grouped together or dispersed?

Under the Joint Recommendations, all of the units in both LIHTC developments and privately financed developments will be appropriately dispersed and integrated among, and indistinguishable from, the market rate units. The LIHTC developments themselves are also appropriately dispersed throughout the Downtown.

11. Discuss how this plan meets the Downtown Columbia Plan's elements related to Diverse/Affordable Housing?

Section 1.5, Diverse Housing, makes the case for a full spectrum of housing in Downtown Columbia by echoing Jim Rouse’s early vision for Columbia and the General Plan’s policy priorities for affordable housing. This section forms the basis of the Administration’s proposed amendments. Specifically, the Administration proposes to make Downtown Columbia’s affordable housing program more prescriptive by offering a comprehensive set of options for developers. These options can be referenced from CB52-2016:

“THE DOWNTOWN COLUMBIA PLAN RECOMMENDATIONS FOR THE CREATION OF FULL SPECTRUM HOUSING SERVING DOWNTOWN COLUMBIA ARE DESIGNED TO ENCOURAGE A COMPREHENSIVE SET OF OPTIONS TO MEET AFFORDABLE HOUSING NEEDS. THE PLAN ENVISIONS USE OF THE FOLLOWING METHODS FOR THE DEVELOPMENT

OF AFFORDABLE HOUSING:

1. A MINIMUM OF 10% OR 13% OF ALL RESIDENTIAL DWELLING UNITS, DEPENDING ON THE NUMBER OF STORIES IN A BUILDING, SHOULD BE DESIGNATED AS AFFORDABLE AS DEFINED BY HOWARD COUNTY'S MODERATE INCOME HOUSING UNIT ("MIHU") PROGRAM, OF WHICH 3% SHOULD BE SET ASIDE FOR HOUSEHOLDS WHO WORK WITHIN 5 MILES OF THE LIMITS OF DOWNTOWN COLUMBIA AS DETERMINED BY REGULATIONS OF THE DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT;
2. A DEDICATED TRUST FUND BE ESTABLISHED AND MANAGED BY THE DOWNTOWN COLUMBIA COMMUNITY HOUSING FOUNDATION ("DCCHF"); AND
3. THE OPTION FOR DEVELOPERS TO PROPOSE INNOVATIVE APPROACHES TO EXCEEDING THE MINIMUM AFFORDABILITY REQUIREMENT THROUGH A DEVELOPMENT RIGHTS AND RESPONSIBILITIES AGREEMENT ("DRRA")."

The Administration's legislative proposal of the Joint Recommendations exercises each option.

Fiscal Impacts

12. Looking to fully discuss fiscal components at a detailed level

The Administration looks forward to this discussion.

13. If the Affordable Housing Units are coming on quicker, has that change been modeled into the financials?

Yes. Please refer to *Schedule VIII-A: Projected Absorption – Total Residential* of the Fiscal Projections prepared by MuniCap.

LIHTC Sites

14. Banneker fire station site: potential number of units or relocate the units elsewhere within DTC

    What would happen if 200 units can't be built (can't fit) at the Banneker site? Will the difference in affordable units be "due" somewhere else? If so, how will their delivery be ensured?

The Administration is in the process of preparing proposed language to ensure greater certainty with respect to the development of all LIHTC units.

15. Please provide details on any property the Housing Commission or County currently own downtown. Even though the Flier building isn't technically downtown, but please include it and any other appropriate properties in close proximity. Please include: address, acreage, if it's improved, how much was paid, current value, if there's a current plan in place for the future, whatever else you think we should know.

The Housing Commission does not own any property within the Downtown Columbia.

Requested information on property owned by the County is included as an attachment.

16. Exactly what is the Housing Commission's funding plan for the Banneker Fire Station project?

As this project is still conceptual, there is no "exact" funding plan in place. The Commission's current thinking is that the project would be financed in the way that the Burgess Mills Station/Roger Carter Center was financed – (a) the residential portion would be owned and financed by the Commission using primarily LIHTCs and State-issued housing revenue bonds, and (b) the fire station would be built and financed through lease revenue bonds issued by the Commission. The Commission would lease the station to the County on a long term lease, and the County would pay the Commission lease payments equivalent to the debt service on the bonds.

17. What is the exact plan for Toby's? Are HHC, the Housing Commission, and the County committed to moving forward with Toby's in the same way on the same timeline regardless of what's passed?

The residential portion of the Toby's redevelopment will be owned and financed by the Commission using primarily LIHTCs and State-issued housing revenue bonds. The cultural arts center portion will be financed with a combination of Commission-issued lease revenue bonds and a capital campaign of private donations. The Commission would lease the center to the County on a long term lease, and the County would sublease space to the various arts organizations that would occupy the center. The County would pay the Commission lease payments equivalent to the debt service on the bonds.

18. Please provide a copy of the proposed FDP amendment that includes the area of the Crescent where the new library is currently envisioned.

The proposed FDP amendment is included as an attachment.

19. For the library site, please provide a comparison of the value of the land at the current site, the value of the new site, the value of the air rights at each, and the cost of providing parking for the new library.

    Please provide the value of the land and/or air rights being conveyed by HHC at each of the LIHTC sites.

The estimated values assume the land has no affordability requirements. Publicly available data from the Metropolitan form the basis of certain calculations.

LIHTC Sites

Transit Center (conveyed by Howard Hughes in DRRA)
60 units x $53,500 land value per unit = **$3.21 million**

Temporary Fire Station (either built as LIHTC development or conveyed by Howard Hughes in DRRA)
90 units x $53,500 land value per unit at Metropolitan = **$4.815 million**

Toby's (portion of site conveyed by Howard Hughes in DRRA)
0.44 acres to be conveyed x $4.83 million land value per acre at Metropolitan = **$2.127 million**

Banneker Fire Station (portion of site conveyed by Howard Hughes in DRRA)

0.4 acres to be conveyed x $4.83 million land value per acre at Metropolitan = **$1.93 million**

Existing Library (either built as LIHTC development or conveyed by Howard Hughes in DRRA)

300 market rate units x $53,500 land value per unit at Metropolitan = **$16.05 million**

New Library

Value of buildable area

83,900 square feet of building area x $43.97 value per buildable square foot at Metropolitan = **$3.689 million**

Parking

83,900 square feet of building area
3 spaces per 1,000 square feet
252 spaces
x $20,000 per space
$5.04 million

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20. Please have Office of Transportation attend future work session to address questions and concerns about the Transit Center.

Yes.

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21. Please provide clarification on the vision for the transit center, its scope, what needs it will address, and its projected timeline.

Vision

Office of Transportation's (OoT) vision for the transit center in Downtown Columbia is for a well-designed site /building that will serve as a hub for local and regional transit service including RTA local service, MTA commuter services, a downtown circulator, bus rapid transit services, and bike share.

The center will improve passenger comfort, make transit a more attractive transportation option, improve public transportation efficiency, and help reduce demand for parking and automobile use in Downtown Columbia.

Scope and Design

The OoT envisions the transit center will meet the following design objectives. The transit center will:

- be designed to serve both existing and planned public transportation services.
- be located and designed to enhance, complement, and integrate with existing, and planned development.
- integrate with planned roads to ensure fast and efficient access for transit vehicles as well as good walking and bicycling access.
- be designed with flexibility to allow integration with a larger structure including affordable housing and with consideration for subsurface and air rights.

Projected Timeline

The development of the transit center will be a multiyear and multi stepped process dependent on the pace of downtown development, securing funding, and partnership opportunities. At this time, it is too early to define a timeline beyond the selection of a location and developing the needs and planning study, the results of which will provide additional clarity and direction on how to advance the project.

Under CEPPA No. 14, Howard Hughes is obligated to provide a location for a transit center, prior to issuance of a building permit for the 1,300,000th square feet of development. This is expected in mid-2017. A suitable location in the eastern portion of the Symphony Overlook neighborhood has been identified as a good general location for the center.

The OoT is selecting a firm to assist in identifying a more specific site together with space, layout, ancillary facility needs, and cost estimates.

Transit Center Timeline Summary	
Needs and Planning Study	Fall/Winter of 2016
Transit Center Location Secured	Summer 2017
Planning and Design	TBD
Construction	TBD

22. Please provide additional detail clarifying how the special tax would potentially impact LIHTC projects.

Any property owned by a public body or that is exempt from regular property taxes would also be exempt from special taxes. For income restricted units that will be privately owned and subject to regular property taxes, the special taxes are set based on the lower values that result from restricting income.

23. For the proposed LIHTC projects, what is the maximum number of units that can be built on each of the sites? What is the current suggested mix for each site? Please provide any other details for each site (for example, Toby's is supposed to be artist housing – how will that happen?).

The DRRA does not propose a maximum number of units per site; it only estimates the potential for each site. The number of units will be based on the site's engineering and zoning/land planning requirements. The estimated mix for each site is as follows:

- Banneker Fire Station: 200 units (100 market/100 affordable);
- Temporary Fire Station: 90 units (all affordable, age restricted);
- Existing Library: 300 units (150 market/150 affordable);
- Toby's: 200 units (100 market/100 affordable); and
- Transit Center: 60 units (all affordable, integrated with a Howard Hughes market-rate development).

The Toby's residential units will be marketed to artists, but residents cannot be required to be artists.

24. Please propose revised DRRA language for the LIHTC projects to ensure a minimum number of affordable units will be developed.

The Administration is in the process of preparing proposed language.

25. Please review and correct if needed the Administration's FAQ regarding gap financing.

Corrected.

DRRA

26. Discussion of the DRRA from a legal perspective
    a. Can it be altered?

Yes, the DRRA, which was introduced by resolution to the County Council, may be amended.

    b. Under what conditions?

Any amendment would have to receive legal sufficiency from the Office of Law. In addition, any amendment that potentially relates to whether the DRRA was consistent with the General Plan may require that the Planning Board make a subsequent recommendation on it.

    c. By whom?

The County Council may make any amendment to the DRRA. After the Council amended the DRRA, it would be up to the Petitioner (HRD) and the County Executive to decide whether each would execute it in that amended form.

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27. Is the DRRA really needed? If so, why?

Yes, because it is the enforceable contract that establishes the roles and responsibilities of the two parties. The DRRA is a comprehensive and effective mechanism to provide for and enforce the many obligations of the developer which are being undertaken to provide greater public benefit than the MIHU requirement. In exchange for these obligations, the developer receives regulatory predictability over the life of the development. The DRRA is needed to ensure the developer will build to full buildout. Without it, the County runs a greater risk that Downtown's envisioned full-scale development will go unrealized.

Unit Counts

28. How are the 900 units "guaranteed"?

No number of units is absolutely guaranteed under any proposal as all are dependent on the availability of financing. However, there is greater assurance that a larger number of affordable units will be constructed under the Joint Recommendations through the execution of the DRRA.

The DRRA obligates Howard Hughes to include affordable housing units in all of its new residential rental developments. Howard Hughes must include initially 6 percent, rising to 10 percent, of units as affordable. This inclusionary housing requirement assures 400 units at Downtown Columbia's full buildout.

Howard Hughes' obligations and milestones under the DRRA, and the covenants placed on each of the LIHTC sites, assure the 500 LIHTC units. Each of the five LIHTC sites proposed for Downtown Columbia contains its own series of obligations and milestones. For example, the Temporary Fire Station site located in the Crescent may be developed by Howard Hughes as either a mixed income or age-restricted development. In either case the development must contain 90 low-income units. If Howard Hughes fails to hit specified milestones to develop the Temporary Fire Station, then Howard Hughes must turn over the land to the Housing Commission at no cost.

In the case of all LIHTC sites, Howard Hughes' obligations and milestones result in no cash cost of land to the Housing Commission. Providing land at no cost along with significant sources of gap financing (approximately $5 million existing in CDHC's fund and an additional $3.2 million in Howard Hughes' fund), adds greater assurances to the feasibility that the LIHTC sites get developed. The Housing Commission has stated numerous times that if the land and a source of local gap financing are available, these projects will be built.

Councilwoman Terrasa's Legislation

29. How are the affordable units covering the full spectrum of income types compared with Terrasa legislation?

The Joint Recommendations serves households earning between 0 and 80 percent of area median income. Units are specifically planned for Housing Choice Voucher holders to address the housing needs of households earning 30 percent or less of area median income. LIHTC and MIHU units are specifically planed for households earning between 30 and 80 percent of area median income.

Councilwoman Terrasa's proposal makes affordable units available to households earning between 40 and 80 percent of area median income.

30. Compare the development stages to demonstrate how the plan brings units online earlier than the Terrasa legislation.

Affordable units under Councilwoman Terrasa's plan are built within the timeframe that a developer proceeds with market rate developments, which may be as far out as 20 to 30 years. Further, the maximum number of units can only be met to the extent there is full development. In contrast, the 500 affordable units planned for the LIHTC sites are able to occur over the next 10 to 12 years due in large part to the obligations and milestones placed on the developer in the DRRA.

31. What are the specific concerns you have (each HHC, HCHC, CDHC) with Jen Terrasa's plan?

Councilwoman Terrasa's plan:

- Produces fewer units than the Joint Recommendations;
- Produces units in a less accelerated timeframe than does the Joint Recommendations;
- Is not as full spectrum as the Joint Recommendations because it contains no provision for Housing Choice Voucher holders;
- Does not utilize the Housing Commission. Under the Joint Recommendations, all LIHTC developments including the associated market rate units are ultimately owned by the Housing Commission, which gives it ongoing revenue to develop and operate affordable housing throughout the county.

The Administration looks forward to discussing this more fully.

32. 15% requirement...does it contemplate the Carbo scale?

    How does this plan keep Howard Hughes whole? While I am concerned in the other proposal that it might be a windfall to Howard Hughes and a detriment to the County financially, I still don't want to put Howard Hughes in a negative position in comparison to the original agreement as I believe that would not be predictable or fair?

These questions pertain specifically to Councilwoman Terrasa’s legislation.

33. What is the cost to the developer for affordable housing under each of the three plans--current trust fund, Jen Terrasa's proposal, and the Administration proposal?

Assuming full buildout, the current Downtown Columbia Plan and the Joint Recommendations are estimated to each cost the developer a monetary equivalent of $38 million.

The Administration is not in a position to address cost under Councilwoman Terrasa’s plan.

34. Please clarify how many affordable units would be required to be built under:
    a. The current plan:

There is no numeric requirement for affordable housing under the current Downtown Columbia Plan.

    b. Jen Terrasa's plan

At full buildout, Councilwoman Terrasa’s proposal would produce between 422 and 702 units.

    c. The Administration's plan

At full buildout, the Joint Recommendations would produce 400 inclusionary units plus 500 affordable units in LIHTC developments, which are permanently reserved for development and are not dependent on the full buildout of Downtown Columbia, for a total of 900 affordable units.

35. Exactly what is the maximum amount of density permitted under: the current plan, the administration proposal, and Terrasa's plan?

Both the current Downtown Columbia Plan and Councilwoman Terrasa’s plan allow for the development of 5,500 units. The Joint Recommendations allow for the development of 5,500 market rate units and potentially 900 affordable units. Please note a cap is not being proposed on the potential 900 units should certain residential development sites be able to accommodate more units than what the DRRA estimates.

Student Yield

36. What are the current projections for how many students will be generated from Downtown development? Where and when are they expected? What is the methodology for these projections? What is the plan for accommodating these students? Which schools will be impacted?

DPZ’s Student Yield Scenarios memo from November 2015 and July 2016 are included as attachments. These memos address each component of the question.

37. How will the need for additional school capacity and additional school parking impact the balance of credited open space required under New Town?

The current school feasibility report for Downtown Columbia has identified the Faulkner Ridge site for a new elementary school to accommodate the growth of new elementary school students. The Faulkner Ridge Center (a former elementary school which in more recent times had been used for HCPSS administrative space as well as storage) is currently closed. The intent is to raze and rebuild on this approximately 9 acre site. (The current feasibility report indicates this is to occur in 2027.) The credited and non-credited open space designated for this site is not anticipated to significantly change given that a parking lot and structure and fields currently exist. (The FDP for this site currently shows 8.11 acres of credited open space and .901 acres of non-credited open space). Any change in land use at the Faulkner Ridge site that may occur can be accommodated based on the available minimum NT open space requirement of 36 percent. Currently, credited open space percentage for all of NT zoning for all non-DT Columbia recorded FDPs is 36.4 percent. (See land use percentages table below.) Reducing credited open space to the required minimum of 36 percent from 36.4 percent amounts to approximately 54 acres. So 54 acres of credit open space land in NT can be converted to a non-credited open space use while still meeting the 36 percent minimum established in the zoning regulations. (It should be noted that the below numbers do not include the new FDP in the Crescent Neighborhood in Downtown Columbia. Once this FDP is finalized, additional open space acreage will be added to the numbers below.) For middle schools, the current school feasibility report has indicated that Harper's Choice Middle School would need to be expanded after the Wilde Lake Middle School reaches capacity in 2024 as currently estimated. This expansion may require a reduction in credited open space that is currently designated there. This would also come out of the 54 available acres. The current school feasibility report does not specifically call for an expansion of Wilde Lake High School to accommodate growth in Downtown, but should this need arise, there would similarly be available NT credited open space land use capacity that could be converted to a non-credited open space use type.

		FDP'd Acreage		Allowed in Zoning
SF Low		1,471.45	10.39%	10% minimum
SF Medium		3,014.60	21.28%	20% minimum
Apartments		1,723.56	12.17%	13% maximum
Employment		2,562.54	18.09%	
Open Space	Credited OS	5,156.34	36.40%	36% minimum
	Non-Credited OS	239.20	1.69%	
Total		**14,167.69**	**100.0%**	
Commercial		1,012.91	7.1%	Between 2% and 10%
Industrial		1,549.63	10.9%	Between 10% and 20%
Employment		2,562.54	18.1%	

MIHU Requirement

38. In a few documents, the proposal requires 3% of MIHU "should be set aside for household who work within 5 miles of the limits of Downtown Columbia as determined by regulations of the Department of Housing and Community Development." Do these regulations exist? If not, have they been drafted? If not, please provide insight into how this requirement might be met/implemented.

These regulations would need to be developed if the legislation is passed. Similar requirements exist in the Department's SDLP regulations and in programs in other jurisdictions (e.g., Maryland's Smart Keys 4 Employees program).

Trust Fund

39. CB54, Section 125.0.A.9.f.5 (pages 3-4) – Please confirm that MIHU requirements do not apply to for-sale units and that for-sale units only require a fee. Please provide insight on this section in the legislation.

This amendment provides that a developer of for-sale units has the option to either provide the MIHU or pay a fee-in-lieu.

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40. For the existing housing trust fund, exactly what can these funds currently be used for?

Per CB24-2012, the CDHC may use the trust fund for the following purposes:

- Assist for-profit and nonprofit developers to acquire, build, rehabilitate, or preserve affordable housing units;
- Contribute to the payment of predevelopment or operating expenses of affordable housing units;
- Assist nonprofit entities to acquire, build, rehabilitate, or preserve special needs housing;
- Provide rental assistance enabling a household of eligible income to pay rent for the family's primary residence;
- Make loans enabling a household of eligible income to purchase the family's primary residence; and
- Provide eviction prevention and foreclosure assistance.

These uses are restricted to Downtown Columbia.

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41. Explain the thinking behind changing from per unit fees to per square foot fees? What is the estimated difference in fees collected between these two methods of assessing the fee?

The existing fee per unit structure incentivizes larger and therefore less affordable units. The estimated difference in fees between the two methods is zero based on the assumption that units average 1,000 square feet.

Public Art Requirement

42. CB54, Section 125.0.A.9.f.2.e (page 2) – Why is item (i) Construction of MIHU being removed here?

As written, the current provision is unclear as to whether an entire building containing MIHUs is exempted from the art requirement, or only the cost of constructing the individual MIHU unit. In any event, the Administration believes moderate income households ought to be able to enjoy art equally with market rate buyers/renters.

Housing Code

43. CB55, Section 13.400 (page 2) – Please explain the deletions/changes in this section.

The deletions/changes simplify this section of the code. Rather than exhaustively list every zoning district in which the MIHU obligation applies, a new "catch-all" provision is being proposed that generally references the Zoning Regulations.

APFO

44. CB55, Section 16.1104.f – Why add Downtown Columbia as an exception for the allocation process? What are the implications for APFO related to other zones?

This specific exemption was discussed and passed unanimously by the APFO Task Force. The APFO Task Force voted for this change because the Downtown Columbia Plan has specific planning mechanisms in place to address school infrastructure and enrollment through initial and subsequent joint DPZ and HCPSS feasibility reports, as well as CEPPA 17. These planning mechanisms will ensure adequate school infrastructure in Downtown through the construction of new school capacity and redistricting, if necessary. The 300 unit per year cap is also not appropriate in Downtown Columbia given the large residential buildings planned. For example, a building may contain more than 300 units, which would have to be split between two years if this cap were in place. The cap could also similarly hinder the LIHTC-financed projects from moving forward in a timely way. Finally, all new residential units in Downtown still need to receive available allocations, abide by the Downtown phasing chart and pass the elementary and middle schools tests.

Affordable Land Trust Act

45. How does the Affordable Housing Land Trust Act relate to the Administration's proposal? Are there additional opportunities under the Act which should be explored?

Maryland's Affordable Housing Land Trust Act enables nonprofit organizations that purchase residential property to sell it to low and moderate income buyers with covenants that restrict the future sales price of property. The property is taxed at the restricted value. Thus, it is similar to an inclusionary zoning program; however, it presumes (1) the nonprofit has resources to buy, (2) a willing seller, and (3) a purchase price low enough that it can be passed on to the low/moderate income buyer. Consequently, the program is most often used in areas of severe decline.

The Housing Commission does not believe the Act would have application in Downtown Columbia. In any event, the Commission has the ability and resources to act as a land trust organization. Also, nonprofits are eligible to purchase MIHUs under the current MIHU law.

Follow-up Questions related to the TIF
Submitted to County Council August 2016

1. Please be able to demonstrate how the prioritization of the flow of dollars from the taxes will occur and how you will be addressing my concerns that I presented at our previous meeting. Specifically, I am concerned about other County capital and operational monies that are needed could be a lower priority. While I understand that the TIF guarantees the shortfall does not impact the county, it does not address the risk to the County related to the need for the expected excess dollars for other improvements nor assure a positive cash flow for the County as one of the reasons for the County to proceed with this effort.

   The first and only use of all tax revenues other than real property tax increment is County costs. State law and bond markets for tax increment financing require property tax increment dollars be pledged first to TIF bond debt service. However the projections show that after the initial TIF debt service is paid, there will be sufficient excess property tax increment with other tax revenues to fund the debt service for all anticipated capital projects (school, fire station, library, arts center, transportation improvements and transit center, or other needed capital projects) as development progresses as well as other operational costs.

   If the development does not occur as projected, and there is not sufficient tax increment for the capital projects, the capital projects would likely not be required, since the need for these new facilities is in part generated by the new development. As new development does progress and more tax increment is generated, it is available to fund the capital projects.

   Furthermore, the only tax increment which is used to pay for TIF debt service is real property tax increment. The incremental income taxes and other non-property taxes generated by the new development all go directly to the general fund and will be available for operational costs and other capital costs in downtown or elsewhere in the County. These incremental taxes, while a direct result of the new development, are not used to pay TIF debt service.

   It is also worth noting that the new market rate residential development in downtown commands the highest rent levels anywhere in the county, and that roughly 85% of the future residential development (those not subject to affordability restrictions) is likely to command similar high rents. These units are most attractive to affluent baby boomers, empty nesters, and young professionals, as well as households relocating from outside the area to accept high-skill, high-salary jobs in the information technology, medical technology, cyber and financial services sectors. This new type of housing development tends to provide significant fiscal benefits to the county, generating significant new income tax revenues, but relatively little additional school or public safety expense on a per capita basis.

2. While I appreciate the look back provision, I am more concerned with the County getting what it needs to address its needs and, other than projects done with TIFF monies, less concerned about the profit that Howard Hughes achieves. As long as the County is covered for what it needs, the other issues are not nearly as relevant. Please be prepared to discuss this and possible alternatives.

   See response to Question 1.

3. Please bring any similar agreements? Specifically, I would like to see the agreement for the Woodlands and any others that Howard Hughes has done.

   Howard Hughes has not used tax increment financing for the Woodlands or any of its other major developments. The Woodlands uses different mechanisms to finance public infrastructure needs, but the primary method is the Municipal Utility District. With a Municipality Utility District, the developer will generally pay for or finance the public infrastructure work up front (e.g., roads, water, sewer, etc.) and then the developer is reimbursed for these costs out of property taxes assessed by the Municipal Utility District.

   For reference, below is information regarding various TIF transactions in Anne Arundel County.

Recent Tax Increment Financing in Anne Arundel County

a. **National Business Park**: two separate TIF financings each in support of public utilities and roads.

- Two separate TIF projects: 1999 and 2010
- Most recent = $25 Million, opening up an additional +/- 250 acres for development, primarily office buildings with a few amenities

b. **Arundel Mills**: TIF funded significant road improvements connecting project area (800-1000 acres) to Md. Rt. 100

- 1999
- Primarily road improvements supporting the development of the Arundel Mills Mall

c. **Park Place**: TIF funded public parking within the four level underground parking structure (two levels are public, two levels private).

- 2005
- Refunded in 2013
- $25 Million financing

d. **Airport Square/BWI Tech**: TIF funded interchange improvements at West Nursery Rd and 295 and environmental mitigation at BWI Tech Bus Park.

- Initially created in Mid-1980's
- Primarily transportation bonds within the TIF district, debt service payment from Highway user revenues

e. **Waugh Chapel**: TIF funded public roads, utilities and environmental mitigation (seal over fly ash dump).

- Public and private improvements have resulted in Waugh Chapel Town Centre along Route 3.

f. **Parole Town Center**: TIF funded road improvements – underpass and interchange at MD Rt. 50 and Solomons Island Rd. This road improvement primarily benefitted Anne Arundel Medical Center when it moved from Annapolis City to current site just off Rt. 50. (Separately the Greenberg-Gibbons redevelopment benefitted from a Brownfields Tax Credit, BRIP, based on environmental mitigation.)

- Not developer initiated
- $10 Million from AA County, $10 Million from MDOT
- Viewed as very successful
- Now paid off

Pending, but not Active:

g. **Maryland Live Hotel and Conference Center**: project now under construction; TIF funded road, utilities and structured public parking in support hotel and conference center; County will benefit from use of Conference Center for public meetings and Anne Arundel High School graduations.

- $22.5 Million
- Approved by the AA County Council
- Still in formative stage. No bonds issued to date
- Waiting for developer (Cordish Co.) decision. (may go forward without TIF assistance.

h. **Odenton TOD TIF**: TIF District was established in 2014 but not yet implemented; future funds will be blended with MDOT funds for structured parking and utilities.

- To benefit MARC Station in Odenton
- Would be blended with Transit Oriented Development funding

Sources:

Anne Arundel County Economic Development Corporation CEO Robert Hannon – July 18, 2016
Anne Arundel County Budget Officer John Hammond – July 20, 2016

4. District Maps are labeled "Subject to Change." What are some potential changes?

   The land areas of the TIF and special taxing districts will not change. Specific buildings within the development, including the footprints and square footages of buildings, are subject to change based on the evolution of design through the FDP and SDP processes, as well as market conditions and major tenant needs.

5. Some are concerned with the use of TIF in an area that is a potential desirable area for redevelopment without such an arrangement; TIFs typically being used to renew areas in distress, like Long Reach.

   While some states require TIFs only be used for blight or redevelopment situations that is not a legal requirement or the case in Maryland. Very few Maryland TIFs involve blight conditions. For example, National Harbor, National Business Park, Arundel Mills, Beechtree Estates, East Campus – College Park, Hagerstown retail outlets, Jefferson Technology Park, Metrocentre at Owings Mills, Park Place in Annapolis, and Village South at Waugh Chapel are all Maryland TIF projects and none of them involved blight conditions. Notably, the one TIF executed to date in Howard County, the Savage MARC Station at Annapolis Junction, also was not a blight condition.

6. There are roads with portions outside the district. Are these sections not paid for using the TIF? Are these sections not "qualified" for TIF funding?

   Roads do not need to be directly within the TIF district to be qualified for TIF financing, so long as they connect to the TIF district. The TIF is not being used to finance construction of all the public roads within or connecting to the TIF district, only those which are major roads which significantly enhance the overall downtown transportation network.

7. Special tax will require HHC to pay a shortfall in the taxes collected. Walk through scenario where this would occur and how.

   This would only happen if TIF bonds were issued, but there was not sufficient development completed and assessed to generate sufficient new property tax to cover the TIF debt bond service.

   This is unlikely in any significant way, because during the bond underwriting process, HHC, the County and the underwriters will all look very closely at the projected TIF bond debt service, development, tax increment, and the timing of each. If HHC does not expect to complete enough development in time to cover the TIF bond debt service, they may not proceed with their request for the County to issue the TIF bonds (although there may be a case where timing gaps between construction and tax assessment result in the assessment of some special tax on HHC to pay a small portion of debt service for one or two years).

The scenario where the more significant amount of special tax would come into play would be if, for example, TIF bonds were issued to pay for the public garage in the Crescent, but HHC did not complete the associated office building development. In that scenario, there might not be adequate tax increment to cover the TIF bond debt service, and HHC would then be assessed the special tax on its crescent land to cover the TIF bond debt service until such time as HHC completes enough development to create sufficient incremental revenues to pay the TIF bond debt service. But it is unlikely that HHC would proceed with the debt issuance for the garage without sufficient assurances that the related office development is feasible and buildable.

8. Is there a signed written agreement covering the waterfall?

   Not presently. However, the terms regarding the waterfall have been agreed to by the parties. This agreement will be memorialized in the Trust Indenture.

9. Where is the set-aside spelled out in the legislation?

   The body of the two pieces of legislation does not address the "set aside." The legislation focuses on the approval requirements set forth under the Maryland Annotated Code. The intervening revenue stream (the special taxes) will be levied and collected in accordance with the Rate and Method incorporated by reference in Council Bill 56-2016. The definition of the Special Tax Credit in the Rate and Method specifically excludes the TIF revenues set-aside for the County. It is contemplated that the Trust Indenture will include provisions related to the set asides. Typically, deal terms such as the waterfall are not included in the legislation so as not to create an opportunity for disputes that could compromise the consistency of the content within the statute.

10. What are the terms of the long term lease for the land the parking garage will be built on?

    The parties have negotiated the salient terms regarding the long term lease for the land where the TIF public garage will be built. *See* attached Term Sheet "Ownership and Operation of TIF Garage". Each required term shall be included in a multi-year lease which will be drafted prior to the issuance of the bonds and which will require Council approval.

11. What did the "but for" test indicate HRD could not do without TIF financing?

    County staff and MuniCap will be making a separate presentation to the County Council specifically on the "but for" analysis.

    The "but for" test is not specific as to what "HRD could not do without TIF-financing."

    The Downtown Columbia Plan sets forth a vision of dense, vibrant, mixed-use development for Downtown Columbia. As part of that vision, public parking facilities will play a key role in facilitating a "park once" environment. Additionally, the high development standards, with numerous mandated aesthetic and environmental enhancements, result in costs of development within Downtown Columbia that are generally higher than costs elsewhere. Moreover, the need for structured parking facilities instead of surface lots significantly increases the costs of development.

The "but for" analysis includes many factors, including but not limited to (1) the level of risk and/or profitability to the developer, (2) the amount of substantial infrastructure required for the development, and (3) whether the development would happen in the reasonably foreseeable future without the TIF financing.

We evaluated the estimated Developer's returns under both a TIF and non-TIF scenario. Under the non-TIF scenario, the estimated rate of return was prohibitively lower than the market rate of return, to the extent that it would likely either preclude the private investment of a sophisticated developer or compel such a developer to build with less density, to limit costs of structured parking and to lower standards. Tax increment financing could potentially increase the rate of return to a level that would incentivize a developer to proceed with developing the Project in a manner that meets the requirements of the DCP.

Further, we concluded that without the County's investment in the required infrastructure, the development of Downtown Columbia would not proceed in an organized and comprehensive manner; the breadth and pacing of the development as presently envisioned would be less likely.

12. Will the special tax be imposed on properties owned by the Housing Commission?

    No.

13. Why are we doing this TIF for HHC?

Howard County has adopted the Downtown Columbia Plan after substantial planning and public input. This plan represents an important aspect of the County's growth plan for the future. This plan is not likely to happen without the TIF. This was recognized in the plan as described in the answer to Question 11. This is also confirmed by the "but for" analysis. The reason the County is considering the TIF is to make Downtown Columbia a reality.

14. Don't other developers pay for water, sewer, and infrastructure?

    Typically, the County requires developers to pay the costs for infrastructure. However, the 2010 Downtown Columbia Plan recognized the likelihood that tax increment financing would be needed to support this comprehensive development effort.

    Page 39 of the Plan states, "Responsibility for funding and constructing and implementing these improvements and programs will be shared among the private sector, public-private partnerships, Howard County (through Adequate Public Facilities road excise tax and tax increment financing) and/or public sector capital budgets."

Page 63 of the Plan states, "a small portion of the public infrastructure (such as public parking garages) may be financed through alternative public or private mechanisms, such as, without limitation, tax increment financing (TIF) or Revenue Authority bonds."

The infrastructure to be financed through the TIF is the substantial infrastructure which will benefit all of Downtown Columbia. The smaller, more development-oriented infrastructure required will be paid for by the Developer.

15. If the TIF is offered to accelerate growth and then triggers capital projects that the county has to pay, aren't we going full circle?

    The financing of the infrastructure improvements requested by HHC to facilitate their development effort recognizes that demand for commercial and residential sites in the downtown areas is likely. The Downtown Columbia Plan is a direct response by the County to the consensus of the community, that Downtown Columbia should become more vibrant and relevant to Columbia's residents and that these goals could be achieved by increasing the number of people living downtown and by adding more residences, shops and recreational and cultural amenities in Downtown Columbia, while also making downtown more attractive and easier for pedestrians to navigate." (*See* page 1 and 2 of the Downtown Columbia Plan).

16. If the county did NOT offer the TIF to HHC, what would be their timeline for developing downtown?

    Uncertain at best. HHC is the successor to GGP, which in turn was the successor to the Rouse Company. The property now owned by HHC has been held these past 50-years for the current development effort.

    The County's "but for" test established the need for the County to build the infrastructure that is the subject of this request. Without the County's infrastructure investment the development of Downtown Columbia would not proceed in an organized and comprehensive manner; the breadth and pacing of the development as presently envisioned would be less likely.

17. Compare this proposed TIF to similar jurisdictions; Reston, N. VA, Loudon County, etc.

    See attached "Development Comparison Table Response Item #17"

18. TAB 6, Crescent special taxing district special tax report, table D – what does the table refer to? Explain.

    Table D refers to the development to be included in the Crescent Special taxing District. Essentially, this is the Phase I development.

19. CEPPA reference , TAB 14 – Explain the status of each CEPPA if not indicated.

Status As of July 27, 2016

CEPPA History:

- CEPPAs 1-8: Complete
- CEPPA 9: Technically Complete. Fire Station potential temporary or permanent locations identified with FDP-DC-Crescent-1. Final location to be determined prior to the development of Parcels C or E in the Crescent Neighborhood.
- CEPPAs 10-11 (DCCHF fees): Completed
- CEPPA 12: Multiuse Pathway: Complete by alternative compliance approved by Planning Board. Path is under construction; bond covers completion of path in the event it is not completed by developer due to extenuating circumstances.
- CEPPA #13: Rouse Building Covenants – Completed

CEPPAs triggered with Crescent Area 3 Development:

DEFINITELY:

- CEPPA #14 – Identify of location in Downtown Columbia for a new Howard County Transit Center. Provide location either by fee transfer at no cost or a long-term lease for a nominal sum (Prior to BP of 1.3 Millionth SF)
- CEPPA #15 – Environmental restoration. In progress. See alternative compliance parameters approved by Planning Board with FDP-DC-Crescent-1.
- CEPPA #16 – Merriweather Post Pavilion Phase 1 improvements. (Prior to BP of 1.3 Millionth SF) – Completed
- CEPPA #17 – With consultation of BOE, reserve an adequate school site or provide an equivalent location within Downtown (Prior to SDP Approval for 1375th unit)

LIKELY (2.6 Millionth SF of Development):

- CEPPA #18 – Wilde Lake Pathway (designed and constructed) (2.6 Millionth SF)
- CEPPA #19 – construct Lakefront Terrace (2.6 Millionth SF)
- CEPPA #20 – Complete Phase II of Merriweather Post Pavilion improvements (2.6 Millionth SF) – under construction

POTENTIALLY (3.9 Millionth SF of Development):

- CEPPA #21 – Complete Merriweather Renovations (Phase 3)
- CEPPA #22 – Identify Neighborhood Square (5,000,000th SF of Development)
- CEPPA #23 - $1M toward initial funding of circulator shuttle
- CEPPA #24 – Transfer ownership of Merriweather Post Pavilion (this process is accelerated and will likely happen prior to the trigger threshold)

CEPPAs 25-27 are one time and annual fees to Downtown Partnership and the Downtown Columbia Community Housing Fund

20. What is the current status of the traffic analysis that will trigger the North South connector through the West Library site; who is doing the analysis?

    The latest traffic analysis is dated July 8, 2016 and was submitted in support of a proposed amendment to the Final Development Plan for the Crescent Neighborhood – FDP-DC-Crescent1A. *See* attached "Crescent Traffic Study 7-8-16". The analysis was prepared by Howard Hughes' traffic consultant, Wells and Associates. The County (DPZ and DPW) are reviewing the analysis. DPZ anticipates sending comments back to Howard Hughes on the FDP application before the end of August. Attached is a scan of the study; the appendices (approx. 100 pages of technical details and tables) can also be provided if desired. *See* attachment from Wells and Associates

    DPW is in the process of finalizing its update of the County's traffic study.

21. Does the "but for" analysis include 900 extra units?

    Yes.

22. $30,000,000 for fire station site – is the placeholder for the permanent or temporary site? If the commission builds, do they pay for the total project or for their portion only?

    The $30,000,000 includes the estimated costs for the permanent and temporary sites and the Commission will pay only their portion.

23. Is the Metropolitan owned by HHC? Does the inclusion into the TIF change the base?

    The Metropolitan is owned by HHC in a joint venture with Kettler. The inclusion of the Metropolitan in the Development District adds the tax parcel for the Metropolitan to the base and the resultant growth in tax revenues from the Metropolitan to the projected tax increment.

24. Regarding the "look back" provision, if the developer makes a profit and is therefore required to split the profit (after the increment is paid) with HC, is there any restriction (for the County) on spending the profit? What restrictions, if any, are placed on the expenditure of the profit?

    No, there are no restrictions on how any "look back" provision revenues received by the County may be used.

25. How are the costs determined?

    Costs were estimated using industry standard construction and development cost practices, which include cost assumptions appropriate to the level of design. The TIF project cost estimates were provided by HHC and were developed by their contract estimator. The cost estimates were subsequently vetted by an internal Howard County team consisting of member of the Departments of Public Works, Planning & Zoning, and Finance and the County's Financial Advisor, MuniCap Financial using the County's Approved Unit Prices and Item Codes schedule. The Department of Planning and Zoning maintains the schedule and the unit costs are approved by the County Council each year.

26. Who determines what companies will do the work? Are they affiliated with HHC?

    HHC will select the contractors on a privately competitive basis with the understanding that there are efficiencies and coordination with ongoing HHC private site work. Bond counsel and County will confirm that all contracts are negotiated at arm's length and the construction costs for the projects are fair and reasonable for projects of a similar size and scope in the region. HHC does not intend to use affiliates to construct the improvements.

27. Will contracts include "not to exceed" language?

    The contracts may include "not to exceed" language. Further, HHC will covenant to complete the public improvements under its contract with the County.

    Guaranteed maximum price (GMP) contracts are often utilized in TIF financings but are not necessarily required. The contract arrangement will have to be reviewed because GMP or "not to exceed" contracts are not necessarily the best option. HHC will be required to covenant that it will complete the projects notwithstanding the fact that there may be insufficient bond proceeds to pay for the improvements.

28. What incentive does HHC have to contain the costs?

    The County and the HHC have similar interests in lower construction costs. If the costs estimates are below actual costs, bond proceeds may be insufficient to cover the costs of the approved improvements and HHC would be responsible for completing the improvements.

29. Slide 10; Could this slide be altered to show 5500 units, rather than the extra 900 units proposed by HHC?

    This is our slide and is intended to provide an overview of the project as presently contemplated. The additional 900 residential units proposed are consistent with the other numbers being presented. Changing this slide would create a variance with the other information presented.

30. Some of the slides (including 10 & 11) do not match the data in the Downtown Plan. Please explain.

These are our slides and are intended to provide an overview of the project as presently contemplated. The Phase I Development numbers are as proposed by HHC and are consistent with the other numbers being presented and changing these slides would create a variance with the other information presented. Generally, the projections reflect a balance between residential and commercial development consistent with the Downtown Columbia phasing chart. It should be noted that the TIF district does not include all of the Downtown Columbia area, so there may be development in areas of Downtown Columbia which is not included in the TIF projections.

31. What is the "Downtown Net new"?

    Net New is defined in the DRRA. It means the number of dwelling units that are permitted under the Downtown Revitalization approval process after the effective date of the Downtown Columbia Plan (including the dwelling units in the Metropolitan and Parcel C but excluding the dwelling units approved in DSP-05-90) in excess of the number of dwelling units that are shown on a site development plan for property located within Downtown Columbia that was approved prior to the effective date of the Downtown Columbia Plan.

32. Slide 14; the "but for" test – How did we get these?

See response to question 11.

33. Please further explain the Waterfall (Is the County fully covered for Capital and Operating costs? Could the Special Tax District be required to pay for CIP?)

    A supplemental chart and an explanation of the waterfall are attached hereto. S*ee* attached "Waterfall Charts and Text Final". The waterfall provides for incremental revenues to be made available for the debt service on GO financing for an elementary school. Other CIP items could be covered in this same manner. However, if the special tax burden is too high on the properties, it will harm the marketability of the bonds and the success of the development.

34. Slide 19 - is bullet 4 over the life of the TIF or just the 1st phase?

    Over the life of the TIF.

35. Do we have cash flows for 10-20 years?

    The full TIF development fiscal impact analysis shows cash flows through FY 2051.

36. Does the County have or have we had any MOU/agreement with The Mall in Columbia or Sears?

    No MOUs/agreements exist, or have existed, between the County and the Mall in Columbia or Sears as regards the tax increment financing effort for Downtown Columbia.

37. What is the term of the bonds for the TIF? Considering our bond rating, is this fiscally advisable?

    The term of the bonds is 30-years for Phase 1 of the development effort.

    The County's TIF Guidelines require that the TIF project not have an adverse impact on the County's debt rating. Consequently, we have specifically evaluated the financing request to determine if the project would negatively impact the County's AAA bond rating and determined that it will not have a negative impact.

    The bonds do not pose a risk for the following reasons:

    - The bonds do not constitute a general obligation of the County;
    - The proposed public investment is very small in comparison to the overall County capital budget ($90 million compared to $5,496,952 billion in total capital appropriations, or 1.6%);
    - The Special Taxing District provides additional security against default.

    The ratings agencies encourage the responsible use of tax increment financing and look for the following practices:

    - Guidelines and policies consistent with industry best practices
    - Consistent application of those guidelines and best practices
    - Use of tax increment financing to support fulfillment of strategic or master plans
    - Demonstrated history of responsible management by the issuing governmental unit
    - Responsible and effective use of the tax increment and other governmental resources included in the structuring of the financing request

38. What exactly will the TIF cover and what would happen to those projects if there is no TIF?

    The Phase I TIF effort is intended to fund the following critical infrastructure:

    - Construction of Merriweather Drive and the northern portion of the North-South Connector
    - Construction of Hickory Ridge extension
    - Road construction includes "curb to curb" storm water piping, treatment & storage, and water and sewer for the in-roadbed elements. However, storm water piping, treatment & storage, and water and sewer unrelated to the roadbed are the responsibility of the developer and are not being financed through the TIF.

    Construction /Improvements to the following intersections)

    - Governor Warfield/Twin Rivers
    - Little Patuxent/Merriweather Drive
    - Broken Land/Hickory Ridge Signalization

    Public parking garage – 2,545 spaces

These structures would not be built, or at least would not be built in the foreseeable future, without the TIF.

39. What is priority order of the TIF projects should the amount of the TIF be reduced?

Please refer to the list of proposed projects in the Question 39 response. To date, no priority order has been established.

40**.**What is the governance/operation process for bond issuance and expenditure?

The process would be similar to the County's Annapolis Junction tax increment financing which financed a garage and related road improvements. It is a collaborative process involving County officials and professionals from various disciplines lending their experience and carrying out their roles on behalf of the parties, including the Finance Department, the Solicitor's office, the County's bond counsel and financial advisor, the bond underwriter, the bond trustee and developer team. Due diligence is performed by bond counsel, the County's financial advisor and the underwriter's counsel. To the extent the deal is ready for the market place, transaction documents are drafted and an offering document is prepared. The underwriter is responsible for marketing the bonds based on the content of the offering document. If the County agrees to issue the bonds based on the pricing received from the marketing of the bonds, a bond purchase agreement is signed and the transaction will close shortly thereafter upon the delivery of the bonds. Various legal opinions and certifications are required to be delivered in conjunction with the closing. All costs are verified through cost verification arrangements or a formal requisition process as set forth in the bond documents, consistent with IRS rules and the Maryland Annotated Code.

41. Can we preserve some specific tax within the TIF area (e.g., fire) or a portion of the general tax that would have been collected for a specific purpose, either in whole or in part (e.g., schools)? If so, what's the impact on the financials for the TIF?

The Maryland Annotated Code indicates that excess TIF revenues not needed to pay debt service on TIF bonds in any year may be used for "any … legal purpose," including the payment of debt service on other bonds.

42. Please provide DPW's analysis and cost estimates for the capital improvements to be financed through the TIF.

DPW reviewed the developer's cost estimate for the roads, intersection, and parking garage at the time of their submittal to bond counsel. DPW utilized the DPZ/DPW unit cost spreadsheet used by all developers for estimating bonding. This document is approved by County Council. However, the roads anticipated to be constructed are greatly enhanced with lighting, landscaping, and amenities beyond the minimum requirements of the public road, therefore it is not a perfect tool for estimating. That said, DPW's analysis of the cost estimates is that the cost estimates are consistent with these unit prices, and SHA's cost estimating program.

43. Please also provide DPW's cost estimates for the North-South Connector Road to connect into Broken Land Parkway.

    The cost estimates for the North-South connector was performed by Wallace Montgomery & Associates in the feasibility study and reviewed by DPW. The estimates were developed in accordance SHA Cost Estimating Program criteria and evaluated by DPW as consistent estimating practices for the level of detail presented in the TIF.

    The N/S connector from the Crescent Road connection to Broken Land Pkwy is about $15M. The interim improvement from Crescent to LPP is about $10M. The Ultimate improvement of the N/S connector including jug handle therefore is about $25M.

44. Please provide a detailed explanation of the scope and cost of the TIF road improvements from the intersection of South Entrance Road and Symphony Woods Road to the intersection of South Entrance Road and Little Patuxent Parkway.

    See response to question 44.

45. What is the timeline for converting from the proposed TIF-funded T intersection of Symphony Drive and Little Patuxent Parkway to the North-South Connector called for in the Downtown Columbia Plan?

    2025

46. What are the projected timelines and specific plans for intersection improvements at Twin Rivers Road and Governor Warfield Parkway and at Twin Rivers Road and Broken Land Parkway? How will current sidewalk projects and the shared-use pathway from Wilde Lake to Downtown fit into these plans?

    The timeline for converting is when the Warfield Parcels C1 and C2 are completed. They are currently under construction.

    Under CEPPA #18 - GGP will construct at its expense, the Wilde Lake to Downtown Columbia pedestrian and bicycle pathway. The timeline is prior to the issuance of a building permit for 2.6M SF of development.

47. What will be the ownership structure for the parking garage financed through the TIF (for both the land and the building)?

    See attachment "Ownership and Operation of TIF Garage"

48. Please provide a written copy of Jeff Bronow's presentation from today's work session.

See Attached "JeffBronow's5-25-16presentation"

49. Please provide a chart to illustrate the structure of a typical TIF in Maryland and how this proposed TIF provides additional protections to ensure funding for the elementary school as well as the TIF-financed infrastructure. Please include citations to the specific provisions in the legislation which ensure those protections or indicate how those protections would be ensured if not in the legislation.

A typical TIF apportions 100% of the first use of revenues to the TIF bond debt service. The Waterfall structure that establishes the use of revenues is included as an attachment as referenced in response to question 33. See also the response to question 9.

50. Please clarify when the agreement on the specific details of the look-back provision will be reached and how it will take into account profits other than those realized at the time of sale of property.

The look-back agreement drafting and negotiation typically takes place at the time that bond documents are being prepared and finalized prior to the offer of the bonds to market. This was the case with Annapolis Junction bond issuance. While the developer has acknowledged that there will be look back arrangement, the terms have not been negotiated. These discussions regarding the look-back agreement are underway.

51. Please provide clarification on the "but for" test and how it relates to profits the developer earns as verified through the look-back provision.

Please see responses to questions 11, and 51.

52. What portion of the projected increment is comprised of the Metropolitan and other buildings which are already under construction?

Buildings under construction include the Metropolitan and a 204,00SF office building in the Crescent. The projected assessed value of this development represents 37% of the Phase I assessed value and 13% of the Total TIF development assessed value.

53. Please provide a certification of the amount of the original assessable base from the Supervisor of Assessments, which will be used to establish the base for the TIF.

The supervisor of assessments will be required to provide a certification of the base value prior to the issuance of the bonds. The base assessed value will be set as of January 1 of the preceding year in which the development district was created.

54. According to the "Guidelines for the creation of a tax incremental financing district," the Administration is required to evaluate if "the financial assistance resulting from the TIF financing is limited to the amount required to make the development feasible." Was that performed prior to the Council receiving the proposed legislation? If so, please provide a copy.

Yes, this is a provision of the but-for test. Please see response to question 11.

55. On page 18 of the staff report (under Section C. Guideline #2), it states that "the estimated rate of return was prohibitively lower than the market rate of return." What is the estimated rate of return without the TIF? Can you please provide support for the lower rate?

Yes, this is a provision of the but-for test. Please see response to question 11.

56. Also on page 18 of the staff report, the last paragraph discusses the profit share. It states "which the County may use to pay down the TIF debt, thus reducing the time that the incremental revenues will be diverted from the general fund." Is this something that can be in legislation?

The legislation focuses on the approval requirements set forth under the Maryland Annotated Code. The Administration's preference at the recommendation of bond counsel is that legislation to direct the disposition of these not be included. The use of these funds will need to be appropriated by the County Council each year. The decision as to how to use any such funds should be based the financing circumstances at that time.

57. Please clarify how parking spaces reserved for (the customers or employees of) a particular tenant relate to the shared parking calculations.

The spaces will not be reserved for any particular tenant. It is going to be open to the public. The shared parking methodology done by DPZ will calculate how many spaces are needed for retail v. tenant parking related to the surrounding buildings. The County may choose to make some spaces time limited to accommodate turnover of spaces for restaurants and retail but these are decisions to be made at a later time.

58. How many parking spaces will be financed through the TIF? When will the parking spaces be constructed and where will they be located?

The Crescent Phase I project request presently before the County is intended to fund a 2,545 space garage.

	TIF Funded Parking	
Crescent Phase I:	2,545	2017

Planned future phases including the Phase II Crescent in 2019, the Lakefront STD 2 in 2018, and the Symphony Overlook STD 3 in 2019 also contemplate additional parking.

Future TIF Requests:		
Crescent Phase II	190	2019
Crescent Phase II	100	2019
Lakefront – STD 2	598	2018

Symphony Overlook – STD 3	2,000	2019
Subtotal Future TIF Requests	2,888	
Total Projected	5,443	

59. How much of the TIF (in dollars) is parking related?

	Parking Cost	Total Est TIF
Crescent Phase I:	51,168,911	66,031,118
Future TIF Requests:		
Crescent Phase II	8,834,307	24,773,307
Lakefront – STD 2	11,780,409	11,780,409
Symphony Overlook – STD 3	39,399,360	39,399,360
Total Projected	111,182,987	141,984,194

60. How do those assumptions relate to the broader economic forecasts for the County?

New Growth in Howard County, 2015 to 2040

	Housing Units	**Population**	**Jobs**
Downtown Columbia Plan	6,400	11,700	18,700
Total Howard County	28,900	60,500	63,900
Downtown Columbia as % of Total	22%	19%	29%

Source: Howard County DPZ, Research Division

61. Please provide an alternative version of Schedule XXXVIII showing only property tax revenue.

Comparing only real property tax revenues to total expenditures does not take into account the various other sources of revenues available to support the required operating and capital expenditures. For example, school capital expenditures will also be paid from available school excise tax revenues. It is recommended that revenues and offsetting expenditures be evaluated in total so as not to show an unrealistic impact to the County. Please see response to Question 63 below.

62. Please provide an alternative projection for Schedule XXXVIII using a lower inflation factor.

See attached "Response #20 TIF Development Fiscal Impacts (2% Inflation)"

63. Please provide an alternative version of Schedule XXXVIII reflecting the full cost of all the capital projects included in the "estimated capital costs" column.

See attached "Fiscal Impact (All CC Summary)8.16.16"

64. Please provide (draft) copies of the bond documents and trust indenture which lay out the specific details of the waterfall model.

> The bond documents, including the trust indenture have not been prepared at this point. Bond documents for transactions of this nature are typically not prepared by the County's bond counsel until there is a clear indication that the necessary approvals will be obtained and that the deal will be moving forward.

65.Where exactly is any shortfall in debt service for the school guaranteed by the special tax?

> The special taxes to be levied and collected as contemplated in Council Bill 56-2016 will not be pledged or used to pay for debt service (or any shortfalls in debt service) related to the school. Under Maryland law any special taxes collected in the special taxing district must be used to pay debt service on any TIF bonds issued by the County pursuant to Council Bill 56-2016.
>
> However, the special taxes will be an intervening revenue stream which will be available to pay the TIF bonds, leaving the tax increment available to the County to pay debt service on the GO bonds issued for the new elementary school.

66. Please provide a detailed explanation of the "but for" test including what part(s) of the development program could or could not go forward without the TIF, or with only certain portions of the TIF.

See response to question 11.

67. What would happen if it turns out that the costs of projects to be financed by the TIF were underestimated?

> Howard Hughes is responsible for completing the projects to be financed by the TIF. If the costs of these projects turns out to be underestimated they are responsible for any additional costs.

68. Has school excise tax revenue projected to be generated from Downtown development been factored into the plan for financing the new elementary school? What are those school excise tax revenue projections?

> Yes – school excise taxes have been taken into consideration in the fiscal. That should be in a schedule in the broad fiscal. The set-aside of tax increment revenue fully covers the cost of the school without relying on excise tax revenue.

69. How do you anticipate the County's TIF's will be reported in the CAFR starting FY17 considering the new GASB Statement 77 **-**Cost Reporting of Tax Abatements for Economic Development?

Reporting under GASB 77 is not required until the preparation of the FY 2017 CAFR – Fall of 2017. GASB has been unclear as to whether tax increment financing represents a tax abatement. We will carefully consider this issue over the next year and make an appropriate choice in time for the FY 2017 CAFR. During that time we will seek additional clarification from GASB, consider the proposed approach and practice of other local jurisdictions, and discuss the issue with the County's external auditor.

70. Where in the legislation and/or agreements does it detail the scope etc. of the annual reporting that MuniCap will be providing?

There will be a Continuing Disclosure Agreement prepared that requires routine reporting. That agreement is generally prepared with other bond documents before issuance of the TIF bonds.

71. Resolution 105-2016, Section 5 page 8: Why is this section included?

This section allows the Council to enlarge or, under certain circumstances, reduce the size of the development (TIF) district and the special taxing district, thereby providing for flexibility prior to the issuance of bonds as to the properties from which tax revenues may be pledged. The last sentence typically is included in legislation which establishes development (TIF) and special taxing districts in Maryland. It is prudent, particularly for larger districts, to legislatively provide for de minimis changes in the boundary designations of districts by the executive branch to take into account subdivision or consolidation of properties, tax parcel identification revisions, or other issues which may result in changes to the boundaries of the parcels which are intended to be included in the districts.

72. Please describe in writing the TIF "set-aside" for the school for Downtown Columbia.

See response to question 33.

73. How much does each phase cover? And if it is only a portion (such as 1/3) is that a portion of
    a. The entire cost
    b. Their "share" of the entire cost (and if so, how much is their share), or
    c. A set dollar amount

As it pertains to the school, each phase covers one-third of the entire estimated cost of $30 million.

74. Please confirm whether there is a TIF "set aside" for any of the following:
    d. Fire Station
    e. Library
    f. Art Center
    g. Transit Center

See response to question 33.

75. If there is a TIF set aside for any of these items, please point specifically to where in the legislation (or other documentation) we can find this.

See response to question 33.

ATTACHMENTS

#10: Ownership and Operation of TIF Garage

#17: Development Comparison Table Response Item #17

#20: Crescent Traffic Study 7-8-16

#33: Waterfall Charts and Text Final

#48: JeffBronow's5-25-16presentation

#62: Response #20 TIF Development Fiscal Impacts (2% Inflation)

#63: Fiscal Impact (All CC Summary)8.16.16

Downtown Columbia
Howard County, Maryland

Schedule I: Net Revenues Versus Total Projected County Capital Costs (TIF Development & Remaining Downtown Development)

Tax Year Beginning	Inflation Factor	Total Projected County Revenues	Real Property Tax Increment Revenues Applied to Debt Service	Net County Revenues	County Operating Expenditures	Net Fiscal County Impacts from Operations	Estimated Capital Costs	Net Howard County Surplus/(Deficit)	Cumulative Surplus/(Deficit)	Projected Coverage
1-Jul-16	100%	$3,291,717	$0	$3,291,717	($1,094,829)	$2,196,888	$0	$2,196,888	$2,196,888	301%
1-Jul-17	103%	$4,616,375	$0	$4,616,375	($1,343,847)	$3,272,528	$0	$3,272,528	$5,469,415	344%
1-Jul-18	106%	$7,493,697	($77,852)	$7,415,845	($2,741,658)	$4,674,186	$0	$4,674,186	$10,143,602	266%
1-Jul-19	109%	$15,389,125	($4,157,124)	$11,232,000	($4,599,100)	$6,632,901	($1,620,566)	$5,012,335	$15,155,936	148%
1-Jul-20	113%	$15,302,179	($4,541,405)	$10,760,774	($6,532,178)	$4,228,596	($1,620,566)	$2,608,031	$17,763,967	121%
1-Jul-21	116%	$22,057,305	($5,636,763)	$16,420,542	($8,779,575)	$7,640,967	($4,149,620)	$3,491,347	$21,255,314	119%
1-Jul-22	119%	$25,470,383	($6,640,723)	$18,829,661	($11,120,390)	$7,709,271	($4,149,620)	$3,559,650	$24,814,965	116%
1-Jul-23	123%	$31,245,831	($6,906,477)	$24,339,354	($13,889,570)	$10,449,784	($7,657,925)	$2,791,859	$27,606,824	110%
1-Jul-24	127%	$37,746,011	($7,523,374)	$30,222,637	($17,018,021)	$13,204,616	($7,657,925)	$5,546,691	$33,153,515	117%
1-Jul-25	130%	$41,743,888	($7,763,651)	$33,980,237	($19,382,445)	$14,597,793	($7,657,925)	$6,939,868	$40,093,383	120%
1-Jul-26	134%	$44,341,089	($8,010,462)	$36,330,627	($22,362,234)	$13,968,393	($11,692,352)	$2,276,041	$42,369,423	105%
1-Jul-27	138%	$49,716,349	($8,262,946)	$41,453,403	($25,584,600)	$15,868,803	($11,692,352)	$4,176,451	$46,545,874	109%
1-Jul-28	143%	$57,811,507	($9,427,359)	$48,384,148	($28,276,997)	$20,107,150	($18,955,074)	$1,152,076	$47,697,950	102%
1-Jul-29	147%	$61,069,393	($9,766,775)	$51,302,618	($31,000,747)	$20,301,871	($18,955,074)	$1,346,796	$49,044,746	102%
1-Jul-30	151%	$68,881,245	($11,349,461)	$57,531,784	($34,025,036)	$23,506,748	($18,955,074)	$4,551,673	$53,596,420	107%
1-Jul-31	156%	$71,745,415	($11,853,537)	$59,891,878	($36,992,051)	$22,899,826	($18,955,074)	$3,944,752	$57,541,172	106%
1-Jul-32	160%	$75,811,560	($12,288,476)	$63,523,084	($39,284,723)	$24,238,361	($18,955,074)	$5,283,287	$62,824,459	107%
1-Jul-33	165%	$77,915,927	($12,737,125)	$65,178,802	($40,675,677)	$24,503,126	($18,955,074)	$5,548,051	$68,372,510	108%
1-Jul-34	170%	$81,134,966	($13,085,669)	$68,049,297	($42,143,933)	$25,905,364	($18,955,074)	$6,950,290	$75,322,800	109%
1-Jul-35	175%	$84,487,200	($13,440,692)	$71,046,508	($43,676,237)	$27,370,271	($18,955,074)	$8,415,197	$83,737,997	111%
1-Jul-36	181%	$86,227,469	($13,806,685)	$72,420,785	($44,986,524)	$27,434,260	($18,955,074)	$8,479,186	$92,217,183	111%
1-Jul-37	186%	$88,919,228	($14,178,821)	$74,740,407	($46,336,120)	$28,404,288	($18,955,074)	$9,449,213	$101,666,396	112%
1-Jul-38	192%	$91,651,200	($15,019,279)	$76,631,921	($47,726,203)	$28,905,718	($18,955,074)	$9,950,644	$111,617,039	112%
1-Jul-39	197%	$94,431,457	($15,304,398)	$79,127,060	($49,157,989)	$29,969,070	($17,334,509)	$12,634,561	$124,251,600	115%
1-Jul-40	203%	$97,295,122	($15,595,177)	$81,699,945	($50,632,729)	$31,067,216	($17,334,509)	$13,732,707	$137,984,307	116%
1-Jul-41	209%	$100,244,697	($15,891,309)	$84,353,387	($52,151,711)	$32,201,676	($14,805,454)	$17,396,222	$155,380,529	121%
1-Jul-42	216%	$103,282,758	($16,192,284)	$87,090,474	($53,716,262)	$33,374,212	($14,805,454)	$18,568,757	$173,949,287	122%
1-Jul-43	222%	$106,411,962	($16,499,420)	$89,912,542	($55,327,750)	$34,584,792	($11,297,150)	$23,287,643	$197,236,929	128%
1-Jul-44	229%	$109,635,042	($16,812,711)	$92,822,331	($56,987,583)	$35,834,748	($11,297,150)	$24,537,598	$221,774,528	129%
1-Jul-45	236%	$112,954,814	($15,768,341)	$97,186,473	($58,697,210)	$38,489,263	($11,297,150)	$27,192,113	$248,966,641	132%
1-Jul-46	243%	$116,374,179	($9,370,468)	$107,003,712	($60,458,127)	$46,545,585	($7,262,722)	$39,282,863	$288,249,504	151%
1-Jul-47	250%	$119,896,126	($7,558,533)	$112,337,593	($62,271,870)	$50,065,722	($7,262,722)	$42,803,001	$331,052,504	156%
1-Jul-48	258%	$123,523,730	($2,844,914)	$120,678,817	($64,140,026)	$56,538,790	$0	$56,538,790	$387,591,294	184%
1-Jul-49	265%	$127,260,163	($0)	$127,260,163	($66,064,227)	$61,195,936	$0	$61,195,936	$448,787,230	193%
1-Jul-50	273%	$131,108,689	$0	$131,108,689	($68,046,154)	$63,062,535	$0	$63,062,535	$511,849,765	193%
Total		$2,486,487,799	($328,312,211)	$2,158,175,588	($1,267,224,335)	$890,951,254	($379,101,489)	$511,849,765		

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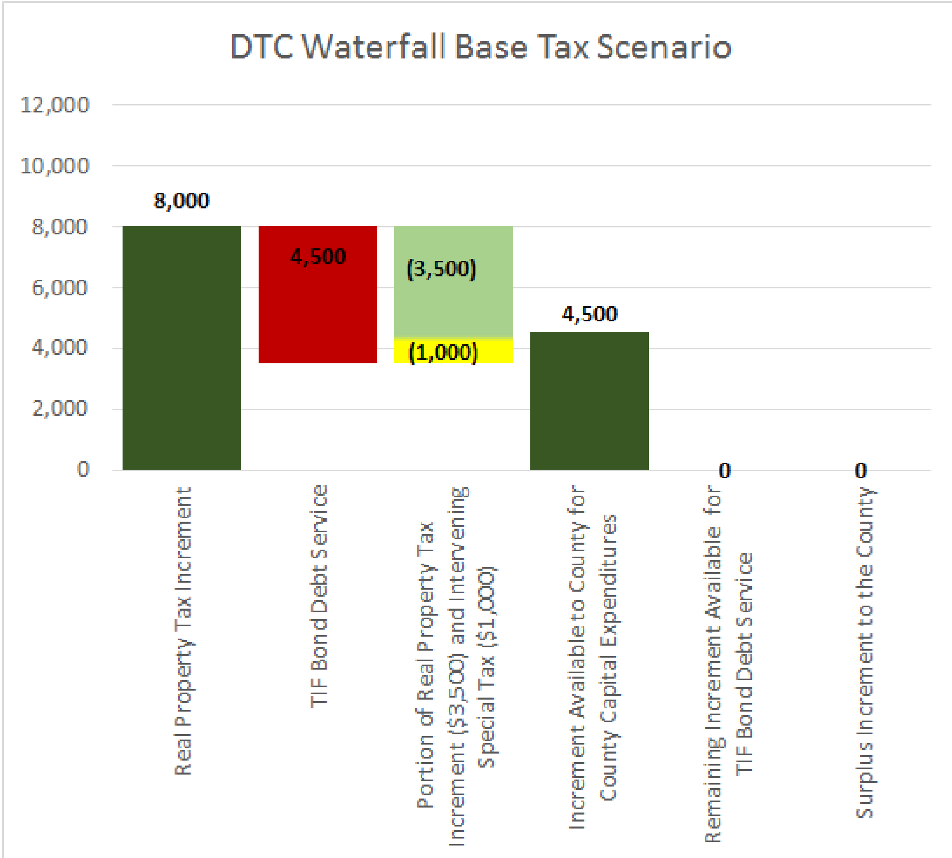
Downtown Columbia; Total Project Results
19-Aug-16

Downtown Columbia
Waterfall Materials – Base Case



**Numbers shown in the above chart are illustrative only. Numbers do not represent actual figures.*

The base case is intended to be illustrative of the projected property tax increment revenues for Phase I of the Crescent.

The property tax increment available to pay debt service on the TIF bonds is reduced for the cost of repaying $30 million in general obligation bonds issued by the County for a new elementary school as a result of an intervening special tax revenue stream paid by the property owner. This is the first set aside.

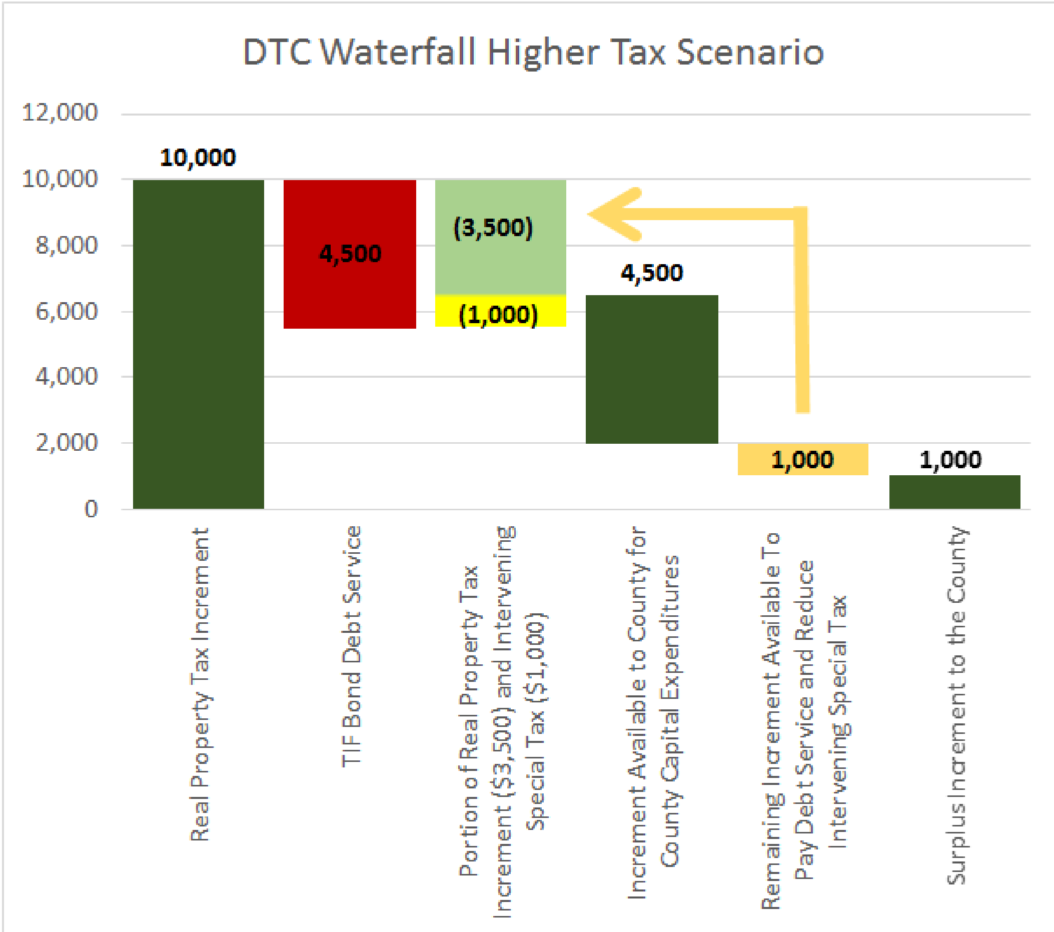
- The reduction for the school bonds is taken in three components of $10 million each from three separately proposed TIF bond issues.

- This first set aside means that the property owner will be obligated to pay special taxes each year to help repay the TIF bonds.

There is a second set aside up to a specific annual dollar amount, which, in the base case, is equal to all of the estimated excess property tax increment revenues after the first set aside. This second set aside is available to the County for the purposes of providing public facilities that are proposed to be built in Downtown Columbia, including the elementary school. The reduction in property tax increment revenues available for the TIF bonds, which are carved out for the elementary school, results in additional excess tax increment revenues to flow into the second set aside and to be available to the County.

In the base case, there are no additional property tax increment revenues made available to the TIF bonds. All remaining property tax increment revenues are available to the County, and the property owner is required to pay a special tax each year.

Downtown Columbia
Waterfall Materials – Increased Revenue Case



**Numbers shown in the above chart are illustrative only. Numbers do not represent actual figures.*

The increased revenue scenario is intended to represent a case in which property tax increment revenues exceed projections.

The first set aside for debt service on the TIF bonds is the same as in the base case and represents a reduction in the property tax increment, which is instead made available to pay debt service on general obligation bonds issued by the County to finance the new elementary school.

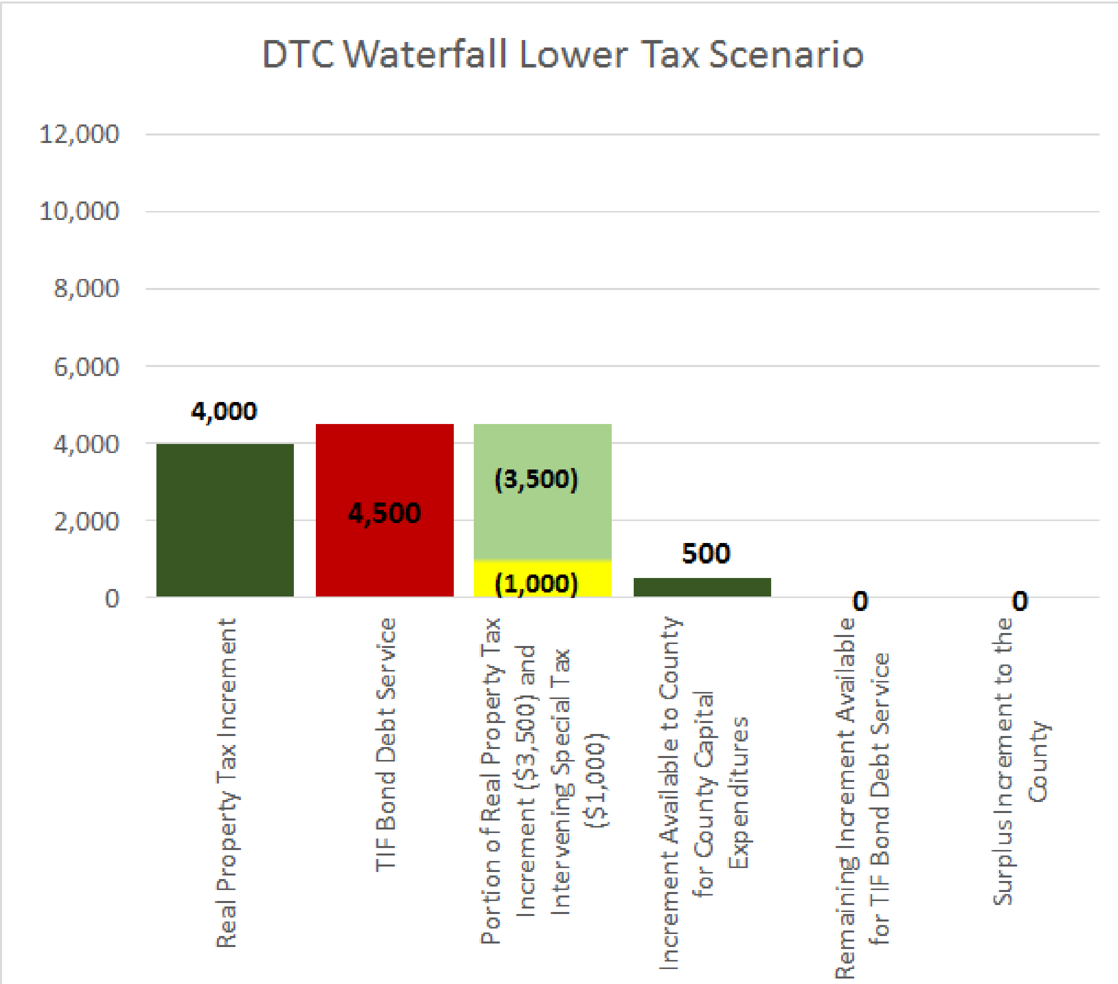
The second set aside is also the same. The County receives all property tax increment revenues each year above the first set aside for debt service up to an amount equal to that shown in the base scenario.

Once the County has received its expected revenues each year, additional property tax increment revenues are made available to pay debt service on the TIF bonds, potentially eliminating the special tax that would otherwise have to be paid by the property owner.

Excess tax increment revenues not required to cover the special tax are made available to the County.

This approach provides an incentive to the property owner to exceed projections; as otherwise, it is required to pay a special tax each year.

Downtown Columbia
Waterfall Materials – Reduced Revenue Case



**Numbers shown in the above chart are illustrative only. Numbers do not represent actual figures.*

The reduced revenue scenario is intended to represent a case in which the projected property tax increment revenues do not meet projections.

The first set aside for debt service on the TIF bonds is the same as in the first two cases and represents a reduction in the property tax increment, which is instead made available to pay debt service on general obligation bonds issued by the County to finance the new elementary school.

The second set aside is also the same, although in this case there would not be sufficient property tax increment revenues to fully fund the second set aside for the County. The County should receive the funds for the school bonds, but would not receive the full amount of the second set aside.

The property owner would pay a penalty for not exceeding projections in that it would be required to pay a special tax each year in the amount of the debt service on general obligation bonds issued by the County for the new elementary school.

Response #17

Compare this proposed TIF to similar jurisdictions.

Project	Location	Development Total SF	Total Proceeds	Revenues Pledged
Downtown Columbia	*Howard County, MD*	*8,515,125*	*$167,178,000*	*TIF/Back-Up Special Tax*
Harbor Point	Baltimore City, MD	4,065,638	$155,000,000	TIF/Back-Up Special Tax
Owings Mills	Baltimore County, MD	2,947,979	$135,000,000	TIF/Back-Up Special Tax
National Harbor	Prince George's County, MD	7,300,000	$240,000,000	TIF/HOT/SHOT/Back-Up Special Tax
Mosaic	Fairfax County, VA	1,768,427	$65,650,000	TIF/Back-Up Special Assessment
Southwest Waterfront	District of Columbia	3,821,570	$198,000,000	TIF/Sales Tax Revenues/Back-Up Special Assessment

Downtown Columbia
Howard County, Maryland

Schedule XXXVIII: Net Revenues Versus Total Projected County Capital Costs (2% Inflation Factor)

Tax Year Beginning	Inflation Factor	Total Projected County Revenues (Schedule XXXIII)	Real Property Tax Increment Revenues Applied (Schedule XXV)	Net County Revenues	County Operating Expenditures (Schedule XXXV)	Net Fiscal County Impacts from Operations	Estimated Capital Costs (Schedule XXXVII-I)	Net Howard County Surplus/(Deficit)	Projected Coverage
1-Jul-16	100%	$3,291,717	$0	$3,291,717	($1,094,829)	$2,196,888	($2,079,077)	$117,811	104%
1-Jul-17	102%	$4,570,828	$0	$4,570,828	($1,330,800)	$3,240,028	$0	$3,240,028	343%
1-Jul-18	104%	$7,347,447	($77,852)	$7,269,595	($2,688,681)	$4,580,914	($2,497,139)	$2,083,775	140%
1-Jul-19	106%	$14,943,074	($4,157,124)	$10,785,950	($4,466,442)	$6,319,508	($1,231,366)	$5,088,143	152%
1-Jul-20	108%	$14,690,120	($4,530,078)	$10,160,043	($6,282,171)	$3,877,871	($3,193,058)	$684,813	105%
1-Jul-21	110%	$20,485,476	($5,574,434)	$14,911,043	($8,361,577)	$6,549,465	($2,625,216)	$3,924,249	124%
1-Jul-22	113%	$23,493,037	($6,516,144)	$16,976,893	($10,488,121)	$6,488,772	($3,220,550)	$3,268,222	116%
1-Jul-23	115%	$28,067,540	($6,853,923)	$21,213,617	($12,435,051)	$8,778,567	($2,553,335)	$6,225,232	129%
1-Jul-24	117%	$32,220,571	($7,430,082)	$24,790,490	($14,543,817)	$10,246,672	($2,788,172)	$7,458,500	130%
1-Jul-25	120%	$32,623,261	($7,653,442)	$24,969,820	($16,147,856)	$8,821,964	($5,378,471)	$3,443,493	112%
1-Jul-26	122%	$34,934,020	($7,881,947)	$27,052,073	($17,799,377)	$9,252,696	($5,931,349)	$3,321,347	111%
1-Jul-27	124%	$34,188,422	($8,114,662)	$26,073,760	($18,155,365)	$7,918,395	($3,363,619)	$4,554,777	115%
1-Jul-28	127%	$38,399,082	($9,157,990)	$29,241,093	($18,922,880)	$10,318,213	($3,574,533)	$6,743,680	121%
1-Jul-29	129%	$37,132,972	($9,458,054)	$27,674,918	($19,301,337)	$8,373,580	($3,574,533)	$4,799,047	115%
1-Jul-30	132%	$41,513,642	($10,840,530)	$30,673,113	($20,205,429)	$10,467,684	($3,829,140)	$6,638,544	119%
1-Jul-31	135%	$40,499,370	($11,268,526)	$29,230,845	($20,609,537)	$8,621,307	($3,829,140)	$4,792,167	113%
1-Jul-32	137%	$41,423,165	($11,574,165)	$29,849,000	($21,021,728)	$8,827,272	($3,829,140)	$4,998,132	114%
1-Jul-33	140%	$42,367,302	($11,805,179)	$30,562,122	($21,442,163)	$9,119,960	($3,829,140)	$5,290,820	114%
1-Jul-34	143%	$43,235,129	($12,041,773)	$31,193,356	($21,871,006)	$9,322,350	($3,829,140)	$5,493,210	115%
1-Jul-35	146%	$44,120,312	($12,282,421)	$31,837,891	($22,308,426)	$9,529,465	($3,829,140)	$5,700,325	115%
1-Jul-36	149%	$45,023,199	($12,527,599)	$32,495,599	($22,754,595)	$9,741,005	($3,829,140)	$5,911,865	115%
1-Jul-37	152%	$45,944,143	($12,777,675)	$33,166,468	($23,209,687)	$9,956,782	($3,829,140)	$6,127,642	115%
1-Jul-38	155%	$46,883,507	($13,033,909)	$33,849,598	($23,673,880)	$10,175,717	($3,781,687)	$6,394,031	116%
1-Jul-39	158%	$47,841,657	($13,296,413)	$34,545,245	($24,147,358)	$10,397,887	($3,781,687)	$6,616,200	116%
1-Jul-40	161%	$48,818,971	($13,560,182)	$35,258,789	($24,630,305)	$10,628,484	($3,781,687)	$6,846,797	116%
1-Jul-41	164%	$49,815,831	($13,831,374)	$35,984,457	($25,122,911)	$10,861,546	($3,618,862)	$7,242,684	117%
1-Jul-42	167%	$50,832,628	($14,108,729)	$36,723,899	($25,625,369)	$11,098,530	($3,556,092)	$7,542,438	117%
1-Jul-43	171%	$51,869,762	($14,389,925)	$37,479,837	($26,137,877)	$11,341,960	($3,556,092)	$7,785,869	118%
1-Jul-44	174%	$52,927,637	($14,679,646)	$38,247,991	($26,660,634)	$11,587,357	($3,556,092)	$8,031,265	118%
1-Jul-45	178%	$54,006,671	($13,807,729)	$40,198,942	($27,193,847)	$13,005,095	$0	$13,005,095	132%
1-Jul-46	181%	$55,107,285	($8,368,689)	$46,738,596	($27,737,724)	$19,000,872	$0	$19,000,872	153%
1-Jul-47	185%	$56,229,911	($6,750,710)	$49,479,201	($28,292,478)	$21,186,723	$0	$21,186,723	160%
1-Jul-48	188%	$57,374,990	($2,451,294)	$54,923,696	($28,858,328)	$26,065,368	$0	$26,065,368	183%
1-Jul-49	192%	$58,545,349	$0	$58,545,349	($29,435,494)	$29,109,854	$0	$29,109,854	199%
1-Jul-50	196%	$59,739,186	$0	$59,739,186	($30,024,204)	$29,714,981	$0	$29,714,981	199%
Total		$1,360,507,215	($300,802,198)	$1,059,705,017	($672,981,285)	$386,723,733	($98,275,736)	$288,447,997	

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24-Jul-16

Downtown History and TIF From a Planning Perspective – Jeff Bronow, DPZ – 7/25/2016

Good morning Chairman Ball and members of the County Council. We appreciate the opportunity to be able to describe the Downtown Columbia tax increment financing proposal from a planning perspective. And further, to provide some historical background on how we arrived where we are today. In retrospect, it probably would have been better, to have first introduced this TIF proposal with this broader overview. But now is also a good time to provide this overview, after having heard the questions and concerns posed during the July 11th work session, as well having listened to testimony during the July 14th and July 18th public hearings. Through the process to date, we have a better understanding of various concerns and opinions and questions from yourselves and from the community. So once again, we appreciate the opportunity to take a step back a bit, to allow us to provide a broad overview, to describe the proposed TIF from a planning perspective, to offer some clarification on how this TIF works, and to provide the historical context leading up to the TIF proposal.

So, first, the historical context. How did we get here? The initial conversation on the future of Downtown Columbia first began in earnest eleven years ago in October 2005, with a week-long charrette. The charrette was designed to listen to the community on how they feel Downtown Columbia should be redeveloped over the next 30 years, and from that, develop a master plan. A preliminary draft of the resulting master plan was released in February, 2006. A community-based task force was then formed to provide feedback on this initial planning effort. The result of this effort was a 2007 vision plan for Downtown Columbia, entitled *Downtown Columbia: A Community Vision,* which lays out a series of guidelines for the further redevelopment of Downtown. This document made it clear that Rouse's original goals for Columbia continue to be relevant, and must guide any plan to rebuild the heart of Columbia.

Further work was conducted over the following two and a half years. The end result of that process and guiding vision was the adoption of the *Downtown Columbia Plan* in February, 2010, a 30-year master plan for the revitalization and redevelopment of Downtown Columbia that is true to Jim Rouse's original vision. The Downtown Plan lays out a specific roadmap and outlines the amount, type and timing of development, as well as the supporting infrastructure, open space requirements and cultural and other amenities. It spells out how the vision is to be implemented, and the necessary requirements of the developer. Over the last six years, many of these steps have been taken, and construction has begun. We've come a long way, yet much more is still to be done. The proposed TIF in front of you now is another step along the way.

So what have these practical steps been thus far, following the adoption of the 2010 plan? First, the New Town zoning regulations were amended to codify the development process and technical requirements. The Adequate Public Facilities Act was also amended later in 2010—establishing the appropriate intersection standards for a more urban environment, as well as requiring a bicycle and pedestrian level of service test, and providing for housing unit allocations specific to Downtown. Also in 2010, a requirement was established for the county's Design Advisory Panel to review and provide advice on development in Downtown.

Following this, in 2011, the Downtown Columbia Design Guidelines were adopted, which are used as a measure against which the specific Neighborhood Design Guidelines are to be developed for each of the six Downtown Neighborhoods. Also in 2011, revisions to the Howard County Sign Code were adopted to accommodate the Plan.

In July 2012, legislation was adopted to create the Downtown Community Partnership, which is charged with Downtown's promotion, marketing, and the provision of security, maintenance and amenities, among other responsibilities. The Columbia Downtown Housing Corporation was also established in 2012 with the charge to implement affordable housing goals. And related to this, the zoning regulations were amended once again to implement the fee-in-lieu provision for the affordable housing fund.

In 2013, the Downtown Columbia Arts and Culture Commission was formed. The purpose of this independent non-profit commission is to help make Downtown Columbia a hub of artistic and cultural activities. In particular, the Commission is promoting and supporting the renovation and programming of Merriweather Post Pavilion and will eventually own the Pavilion as called for in the Downtown Plan.

More recently, quite a bit of detailed planning work has been completed, resulting in the new construction we all see going on now, and more is in process. The Design Guidelines for four of the six Downtown neighborhoods have been completed—for the Mall, Warfield, Merriweather Symphony Woods, and the Crescent. Final Development plans have also been completed or are under review for these four neighborhoods, and construction has begun.

So much has been done since 2010, when the Downtown Plan was adopted, and more is still to be done. The proposed TIF is another practical piece of the puzzle. It is important to note that it has always been the intention that there would be a TIF in Downtown Columbia. In Chapter 2 of the 2010 Plan, entitled *Moving and Connecting People*, there is a discussion on the funding options for the necessary improvements required for an enhanced connected street network. The Plan states on Page 39: "Responsibility for funding and constructing and implementing these improvements and programs *will be shared* among the private sector, public-private partnerships, Howard County (through the Adequate Public Facilities road excise tax and tax increment financing) and/or public sector capital budgets." And on Page 63 or the Plan, tax increment financing is called for to fund parking.

TIFs are common practice for urban development and redevelopment, and are used in just about all 50 states. TIF requirements do vary from state to state. TIFs were first authorized in Maryland in 1980. Subtitle 2 of the Maryland Economic Development Article specifies that TIF districts can "includes new development, redevelopment, revitalization and renovation." TIFs in Maryland can cover industrial, commercial, and residential areas. TIF districts in Maryland do not have to be used only in blighted areas. They are commonly used throughout the state to achieve economic development and land use planning goals. Some recent examples of TIFs designed to spur economic development include National Harbor and Arundel Mills. Examples of recent TIFs designed to meet land use planning goals include Parole, Odenton and Harbor Point. TIFs were designed at National Business park and Tide Point to finance necessary infrastructure. And as you know, a TIF was recently approved in Howard County at Annapolis Junction as part of the implementation of that mixed-use community. Like what is being proposed in Downtown Columbia, the Annapolis Junction TIF funds a parking garage and road infrastructure.

A few words on what a TIF is and what a TIF is not. A TIF is not a subsidy or a giveaway to the developer. In some states, TIFs can be used to help finance private development. This is not allowed by Maryland law. The Downtown TIF being recommended is not funding private development. This TIF will use a portion of the incremental property tax revenues generated from this development, taxes paid by the developer, to fund a *public* parking garage and some road infrastructure. You can think of a TIF as a magnifying glass. It focuses incremental property tax revenues, from a particular development to a certain area, where that development is located. Rather than going into the general county coffers where the money can then be used anywhere in the county and for anything, a TIF focuses the money to a specific area to pay for specific public infrastructure where it makes sense to achieve economic development goals as spelled out in Howard County's General Plan. We know that *but for* this TIF, development in Downtown Columbia would not happen at the density called for in the Downtown Plan. And as a corollary, the developer must achieve this density called for in the Downtown Plan.

And furthermore, the general County taxpayer is protected with a TIF, because the risk of the TIF is on the developer. If the development does not happen, or happens too slowly, or the valuations are less than expected, then the developer and subsequent property owners are on the hook to pay additional special taxes to pay off the TIF bonds. Now it is true that this public parking garage will be used for the parking needs of the developer's new commercial space. But it will also be used by the general public to be able to park and shop and walk at the Lakefront and in Symphony Woods and attend concerts at Merriweather. This efficient use of space, this shared-use, this public-private partnership, makes complete sense in a planned higher density mixed-use community.

Most of the TIF revenues in this initial phase that you are being asked to authorize now will go to this $51 million parking structure built to accommodate slightly more than 2,500 cars. About $15 million dollars, or about 23% of the total $66 million in capital requests that will be financed by the initial phase of the TIF, is slated for road improvements. It should be noted that the TIF authorization before you is for *up to* $90 million. The additional dollars above the $66 million that go directly to pay for the parking garage and road infrastructure includes issuance costs, the underwriter's discount, capitalized interest, and some reserve funding as a buffer. This TIF has been designed following industry best practices.

It is important to note, that this TIF proposal also ensures that part of the property tax increment will go to other necessary infrastructure outside of the TIF area, such as a new elementary school. So not all of the increment will be used for the parking garage and specified road improvements, only a portion. Furthermore, it has been ensured through a fiscal evaluation that there will be enough additional revenues generated from the development—including income tax and school and road excise tax revenues—to pay for all the operating and capital costs necessary to support the planned development of Downtown. So we know that there will be more wealth from this development spread beyond the focal point of the magnifying glass.

The Downtown Plan is based upon collaboration and partnership—collaboration and partnership with Howard Hughes and other developers, collaboration and partnership with the newly formed entities called for in the Plan, including the Downtown Columbia Partnership, the Columbia Downtown Community Housing Corporation, the Downtown Columbia Arts and Culture Commission, and collaboration and partnership with other agencies and non-profits such as the Howard County Housing Commission, the Regional Transit Authority, and the Columbia Association.

And these partnerships are beginning to yield results. New residential and commercial construction is underway, community amenity areas are being built, pathways and lighting being paved and installed, Symphony Woods is being enhanced, Merriweather Post Pavilion is being renovated, and required environmental restoration has begun. Something as complex as building a downtown, requires partnership and collaboration. Partnership and collaboration are fundamental planning principles.

Having said all that, we're fully aware that it's the details that are important. Some of these details have begun to be discussed in the last work session, and will be continued to be discussed as we move forward with further dialogue.

Since I've had the opportunity to convey this broad overview and recent history of the planning of Downtown Columbia, I thought it would be good to end with some words written by Columbia's original planner, Jim Rouse. These words come from the Forward of the book entitled, *Creating a New City, Columbia, Maryland.* This book was prepared for the 25th anniversary of Columbia and published in 1996, the year Mr. Rouse died. In the Forward, Jim Rouse recalls words from a speech he gave at the University of California, Berkeley, in September 1963, soon after he had traveled to England, Sweden and the Netherlands to learn about community development. His company had just started purchasing land for Columbia earlier that year in February, 1963. These words are just as relevant now in the summer of 2016, as they were in the summer of 1963. There's a certain impulse behind Mr. Rouse's words. He had said the following, starting with two questions:

> Isn't it time we begin to ask what we are planning for? What is the purpose of the community?   [He then anwers:]
>
> I believe that the ultimate test of civilization is whether or not it contributes to the growth, the improvement of mankind. There really can be no other right purpose of community except to provide an environment and an opportunity to develop better people. The most successful community would be that which contributed the most by its physical form, its institutions, and its operation to the growth of people.
>
> An inspired and concerned society will dignify individuals; will find ways to develop their talents; will put the fruits of their labor and intellect to effective use; will struggle for brotherhood and the elimination of bigotry and intolerance; will care for the indigent, the delinquent, the sick, the aged; will seek the truth and communicate it; will respect differences among people.

WELLS + ASSOCIATES

MEMORANDUM

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To: Jill Manion-Farrar
Howard County Planning and Zoning

CC: Coy McKinney
Gregory Fitchitt
Howard Hughes Corporation

From: Michael J. Workosky, PTP, TOPS, TSOS
John A. Schick
Wells + Associates, Inc.

Re: Crescent Area 3

Subject: Final Development Plan (FDP) Amendment Traffic Study

Date: March 15, 2016
Updated May 11, 2016
Updated July 8, 2016

INTRODUCTION

This memorandum summarizes an updated traffic impact study for the Crescent Area 3 Final Development Plan (FDP) Amendment located in Howard County, Maryland. The subject parcel is located on the south side of Merriweather Drive in Downtown Columbia, as identified on Figure 1.

This traffic study has been updated in response to comments provided by Howard County date June 10, 2016. Detailed responses are being provided under a separate cover, and have been incorporated into this updated document.

The Crescent Neighborhood was the subject of a traffic impact study that was reviewed and approved by Howard County dated March 3, 2015. It included three (3) development phases within four (4) areas of the site, and established trip thresholds and the roadway improvements required to accommodate each phase.

The Howard Hughes Corporation proposes to amend the Final Development Plan (FDP) for Area 3 to reflect shifts in development density within each of the area blocks. However, no increase in the previously approved overall development density for the Crescent is proposed.

As demonstrated in this document, each development phase would remain at or below the established trip threshold. Shifts were made in density from Phase 2 to Phase 3, which greatly reduces trips, to address County concern and recommendation for the southern portion of the North-South Connector to be constructed as part of Phase 2. This trip reduction in Phase 2 ensures that the southern portion of the North-South Connector is not needed as part of Phase 2.

The amended FDP for Area 3 is shown on Figure 2.

The approved access scheme and public road network for Area 3 is also planned to be revised under the amended FDP. Thus, a review of the site access drives serving Area 3 has been included in this study along with key intersections adjacent to the Crescent Neighborhood.

APPROVED AND PROPOSED DEVELPOMENT PROGRAM

The currently approved density for the Crescent Neighborhood FDP is planned to include a combination of office, retail, residential, hotel, and cultural uses and would ultimately consist of approximately 4.87 million square feet of space in four (4) separate development areas. Subsequent to the approval of the FDP, the development program for Area 1 defined and a portion of the site is under construction.

The reallocation of development density is proposed within each of the Crescent Neighborhood development areas, but no overall increase in development density is proposed.

A summary of the previously approved and proposed densities is shown on Table 1.

"Final Uses and development levels for each Area will be determined at the site development plan stage which will also include an updated traffic study."

TRIP GENERATION COMPARISON

The proposed development program for each phase was calculated based on the previously approved traffic study that included adjustments for non-auto mode share, internal trip making between uses, and retail/restaurant passby trips. The amended trip generation analysis was compared to the currently approved estimates and is summarized on Table 2. The trip generation summary and road network associated with each phase is shown on Figures 3 through 5.

As shown, under each phase of development, the proposed development program would generate fewer AM and/or PM peak hour trips than the currently proposed program as summarized below:

- The phase 1 program was approved for a total of 1,184 AM peak hour trips and 1,567 PM peak hour trips. The proposed program would generate 1,017 AM peak hour trips and 951 PM peak hour trips, or 167 fewer AM peak hour trips and 616 fewer PM peak hour trips.

- The phase 2 program was approved for a total of 2,312 AM peak hour trips and 2,780 PM peak hour trips. The proposed program would generate 1,949 AM peak hour trips and 2,104 PM peak hour trips, or 363 fewer AM peak hour trips and 676 fewer PM peak hour trips.

- The phase 3 (buildout) program was approved for a total of 3,185 AM peak hour trips and 3,799 PM peak hour trips. The proposed program would generate 3,184 AM peak hour trips and 3,796 PM peak hour trips, or one (1) fewer AM peak hour trips and three (3) fewer PM peak hour trips.

The results show that the shifts in development density within each of the areas and modified phasing would not exceed currently approved levels. Detailed trip estimates for each phase are contained in Appendix B.

MODIFED TRAFFIC FORECASTS FOR BUILDOUT CONDITIONS

The access scheme for Area 3 is proposed to be modified from the currently approved FDP to provide two (2) full-movement driveways on Merriweather Drive two (2) access points on the North-South Connector Road. Thus, updated traffic forecasts for buildout conditions were prepared for these intersections. In addition, while the overall peak hour trips for each phase are at or below approved levels, the inbound or outbound split of site-generated traffic is slightly different and shifts in density within the parcels is proposed. Thus, traffic forecasts were prepared for key intersections adjacent to the Crescent Neighborhood for each phase to ensure that the proposed shifts in density can be adequately accommodated. The following intersections were included (note that intersection numbers correspond to the currently approved traffic report):

7. Broken Land Parkway/Little Patuxent Parkway.
8. Broken Land Parkway/Hickory Ridge Road Extended.
10. South Entrance Road/Little Patuxent Parkway.
22. Crescent West/Little Patuxent Parkway.
25. Area 1 Driveway/Little Patuxent Parkway.
27. Crescent West/Hickory Ridge Road Extended.
29. Merriweather Drive/Area 1 Driveway.
30. Broken Land Parkway/Route 29 Off-Ramp.
31. North-South Connector/Area 3 North Driveway.

32. North-South Connector/Crescent West.
33. North-South Connector/South Entrance Road.
34. Crescent West/Area 3 East Driveway.
35. Crescent West/Area 3 West Driveway.
40. North-South Connector/Area 3 South Driveway.

The future traffic forecasts and lane use for each phase of development are shown on Figures 6 through 11 and are based on the methodology used in the currently approved traffic study. Detailed traffic forecasts and assignments are contained in Appendix B.

CAPACITY ANALYSES

Intersection capacity analyses (Critical Lane Volume and HCM) were prepared for each of the study intersections for each of the roadway network and development phases. The road network and intersection lane use and traffic control for each phase are shown on Figures 9 through 11. The results are summarized on Table 3 and indicate the following:

Broken Land Parkway/Little Patuxent Parkway (Intersection 7)

- This intersection would continue to operate within applicable thresholds (with CLV's below 1,500) during each of the individual development phase, assuming current operations are maintained.

Intersections 10, 22, 25, 27, 29, 30, 32, and 33

- All of these key intersections would continue to operate within acceptable levels of service and applicable thresholds (with CLV's below 1,500) during each of the individual development phases. No additional road improvements beyond those currently approved for the Crescent are necessary.

Hickory Ridge/Broken Land Parkway (Intersection #8)

- Phase 1 - The currently planned lane use that includes conversion of the southbound right to a shared through-right, a new southbound left, and construction of dual lefts, a shared left-through, and separate right on the westbound Hickory Ridge Road approach would operate within acceptable levels of service during both the AM and PM peak hours.

- Phase 2 – Based on the planned addition of a 2nd eastbound left-turn lane, this intersection would continue to operate within acceptable levels of service and applicable thresholds (with CLV's below 1500). The widening of the eastbound approach should be further evaluated under Chapter 4 of the

Howard County Design Manual to assess pedestrian and bicycle impacts since it is not met from a CLV perspective.

- Phase 3 - Consistent with the approved study, the westbound approach would not require further modifications. The second left on the eastbound approach identified under Phase 2 would not be needed in order to accommodate buildout conditions.

Site Driveways (Intersections #31, #34, #35, and #40)

- Intersections #31 & 40 – Garage access and Driveway on the North-South Connector Road. All of the movements at these driveways would operate at acceptable levels of service under stop control. It is noted that only a portion of the North-South Connector Road would be built under Phase 1 that would provide access from Merriweather Drive. Both driveways would continue to operate at acceptable levels of service in Phase 2 with full-movement access. In Phase 3, both driveways would operate under right-in/right-out access only with the extension of the North-South Collector Road to Broken Land Parkway and would operate at acceptable levels of service.

- Merriweather Drive/East Site Driveway (#34) – All of the turning movements at this intersection would operate at acceptable levels of service under stop control in Phase 1. Separate left and right turn lanes are recommended for traffic exiting the site (see lane use graphic).

  In phase 2, the northbound left turn movement would operate at LOS "F" under stop control during the PM peak hour. However, based on a review of the volume and delay, it is not likely that traffic signal warrants would be met.

  Under Phase 3 conditions, the anticipated delay for the northbound left would likely warrant the need for a new traffic signal, assuming warrants for signalization are met and in accordance with Howard County standards. If warranted and installed, this traffic signal will include pedestrian phases and be coordinated with adjacent traffic signals as necessary.

- Merriweather Drive/West Site Driveway (#35) – The northbound left turn movement would operate at LOS "C" during the PM peak hour in Phase 1. Thus, this intersection may require signalization that is anticipated to be required under Phases 2 and 3 when the northbound approach operates at LOS "F". If warranted and installed, this intersection would operate at acceptable levels of service and CLV's under all development phases. Separate left and right turn lanes are recommended for traffic exiting the site (see lane use graphic).

Capacity analysis summaries are contained in Appendix C.

Queuing

Consistent with the currently approved study, traffic simulations were prepared to evaluate queuing at each of the key intersections. The results indicate that the total future volumes and simulations results are consistent with the currently approved traffic report for all 3 phases. Thus, the recommended turn lane improvements previously identified would continue to adequately accommodate the site development. No additional improvements would be required under the amended FDP. Detailed results are contained in Appendix E.

Pedestrian and Bicycle Analysis

Pedestrian and bicycle levels of service were calculated for the key roadway segments within the Crescent Neighborhood using the methodology specified by the Howard County Guidelines and consistent with the currently approved traffic study.

The selected locations are shown on Figure 12 and summarized on Table 4, and indicate that the dedicated bicycle lanes on Hickory Ridge Road Extended would continue to operate within acceptable levels of service under all future conditions.

The pedestrian analyses show that the roadway segments within the Crescent Neighborhood on Broken Land Parkway, Little Patuxent Parkway, Merriweather Drive, Hickory Ridge Road Extended, and the North-South Connector Road would continue to operate within acceptable standards (at LOS "C" or better) under total future conditions with the full buildout of these parcels.

Thus, the proposed pedestrian and bicycle facilities as currently planned would adequately accommodate the FDP amendment.

Pedestrian and Bicycle Analysis are contained in Appendix E.

ADEQUEATE PUBLIC FACILITES (APFO) ROAD IMPROVEMENTS

The currently approved FDP for the Crescent Neighborhood established three (3) phases of development, trip thresholds, and roadway improvements needed to satisfy Chapter 4 of the Howard County Design Manual for roadway adequacy within Downtown.

The currently approved chart has been modified to reflect the updated trip generation threshold for each development phase and is summarized on Table 5. The overall roadway improvements by development phase are consistent with the approved FDP, with minor adjustments to intersection #8 (Broken Land

Parkway/Hickory Ridge Road) in Phase 1 to reflect the planned westbound geometry and the site driveways.

SUMMARY

The amendment to the Crescent Neighborhood FDP for Area 3 proposes to modify the development program for Area 3 and shift currently approved density within areas 1, 2, and 4. The shifts in density to later phases ensure that the currently assumed roadway network, from the approved March 3, 2015 report, is sufficient. No additional development density or increases in overall peak hour trip thresholds is proposed.

The results of the amended traffic impact study indicate that the proposed shifts in density would be adequately accommodated at the key intersections as confirmed in this report, and do not create the need for additional mitigation at the study intersections when compared to the currently approved study.

Questions regarding this document should be directed to Wells + Associates.

o:\projects\6500-7000\6514 crescent area 3\documents\reports\crescent area 3 fdp amendment traffic study (submitted 7.8.16).doc

FIGURES FOR REPORT

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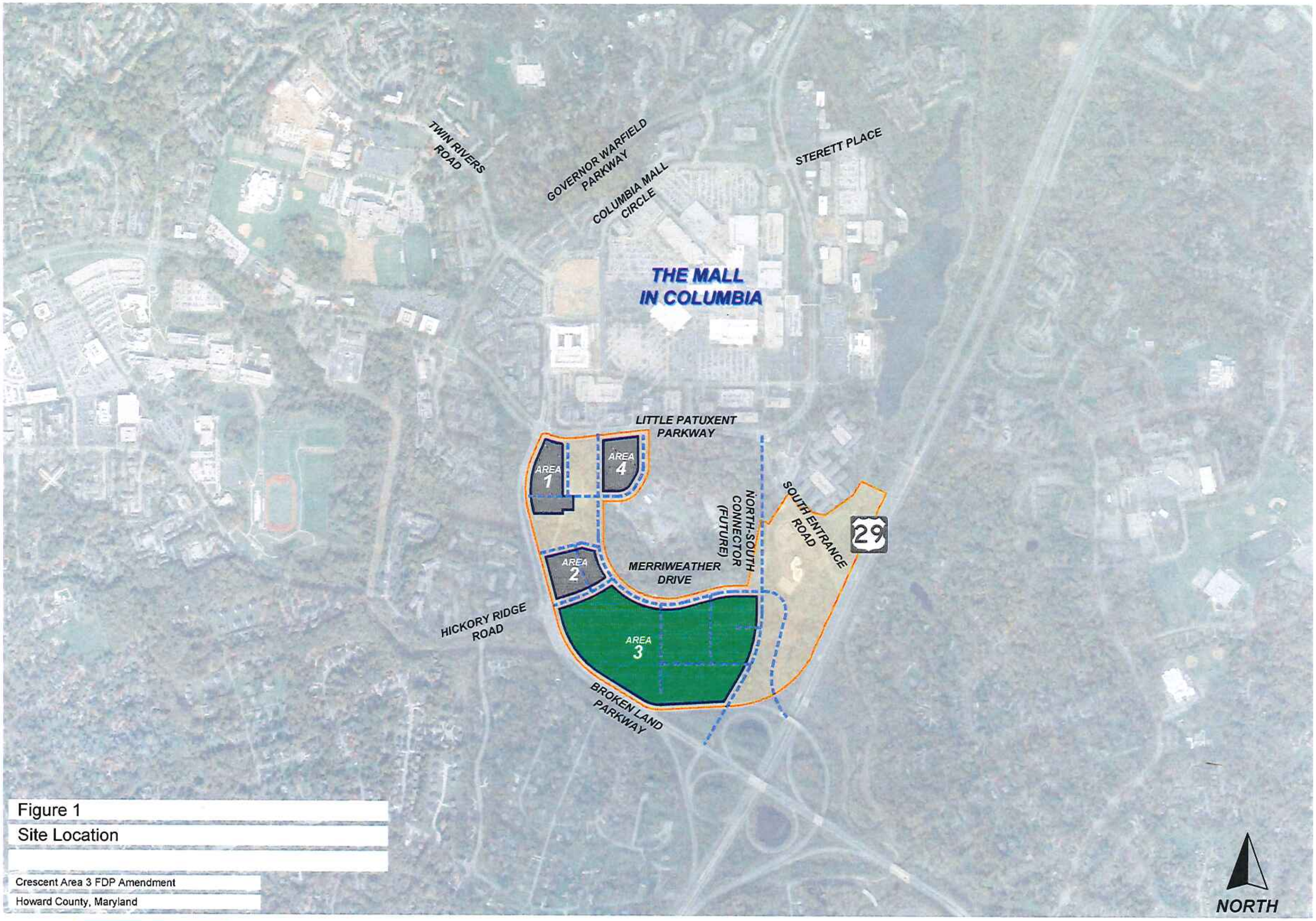

Figure 1
Site Location

Crescent Area 3 FDP Amendment
Howard County, Maryland

JCP

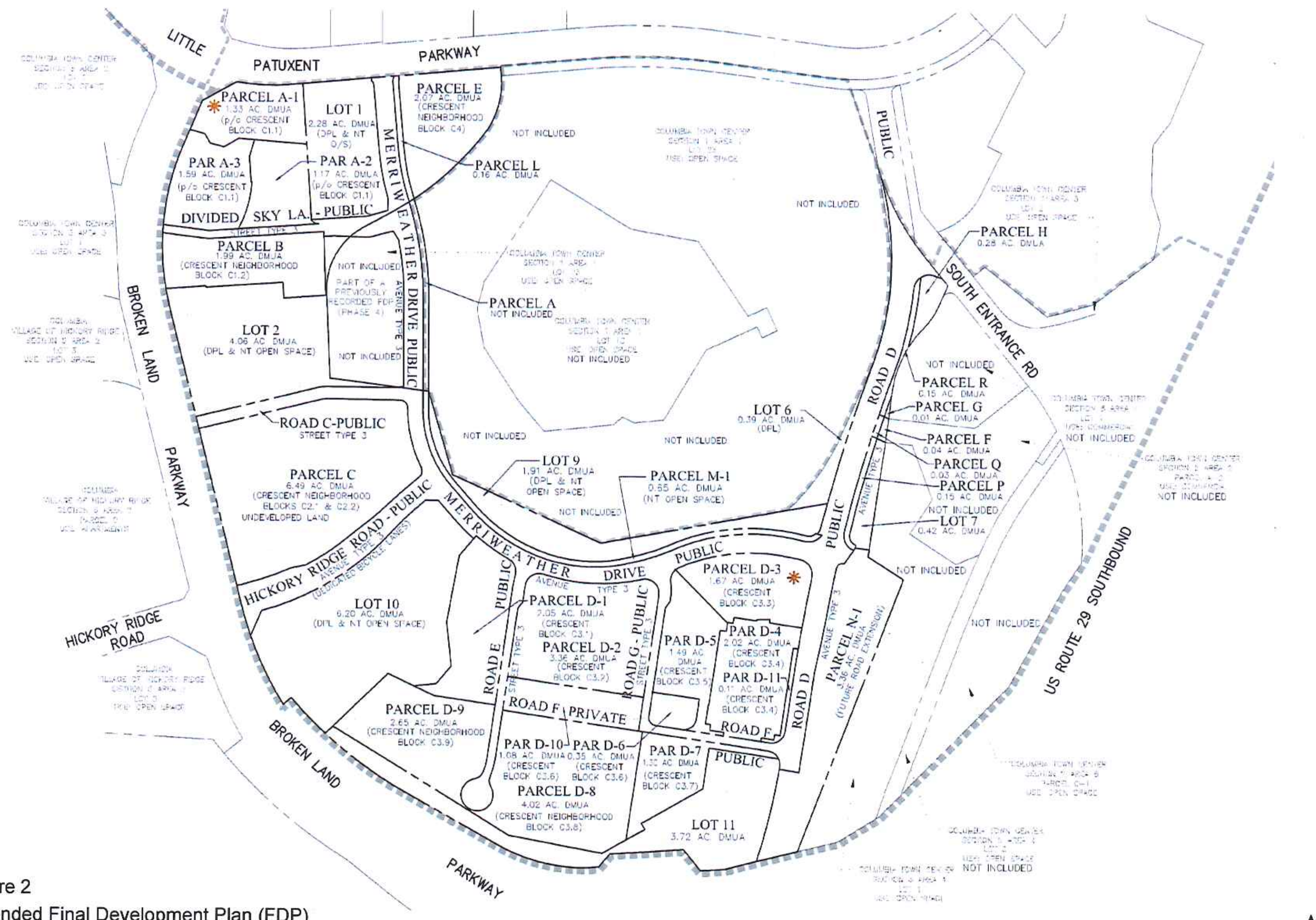

Figure 2

Amended Final Development Plan (FDP)

PLAN PROVIDED BY GLW

NORTH

Crescent Area 3 FDP Amendment

Howard County, Maryland

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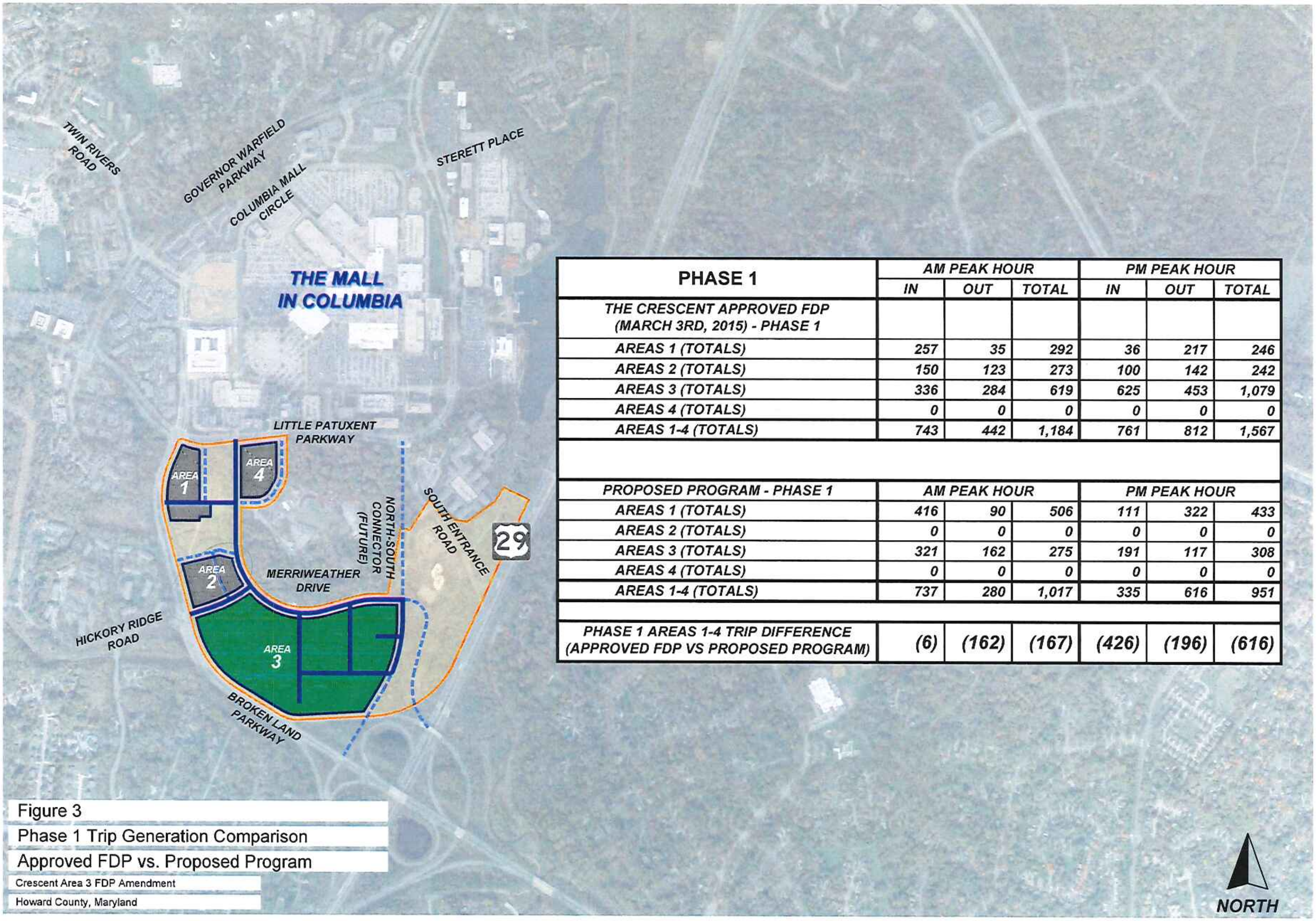

PHASE 1	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
THE CRESCENT APPROVED FDP (MARCH 3RD, 2015) - PHASE 1						
AREAS 1 (TOTALS)	257	35	292	36	217	246
AREAS 2 (TOTALS)	150	123	273	100	142	242
AREAS 3 (TOTALS)	336	284	619	625	453	1,079
AREAS 4 (TOTALS)	0	0	0	0	0	0
AREAS 1-4 (TOTALS)	743	442	1,184	761	812	1,567
PROPOSED PROGRAM - PHASE 1	AM PEAK HOUR			PM PEAK HOUR		
AREAS 1 (TOTALS)	416	90	506	111	322	433
AREAS 2 (TOTALS)	0	0	0	0	0	0
AREAS 3 (TOTALS)	321	162	275	191	117	308
AREAS 4 (TOTALS)	0	0	0	0	0	0
AREAS 1-4 (TOTALS)	737	280	1,017	335	616	951
PHASE 1 AREAS 1-4 TRIP DIFFERENCE (APPROVED FDP VS PROPOSED PROGRAM)	(6)	(162)	(167)	(426)	(196)	(616)

Figure 3

Phase 1 Trip Generation Comparison

Approved FDP vs. Proposed Program

Crescent Area 3 FDP Amendment

Howard County, Maryland

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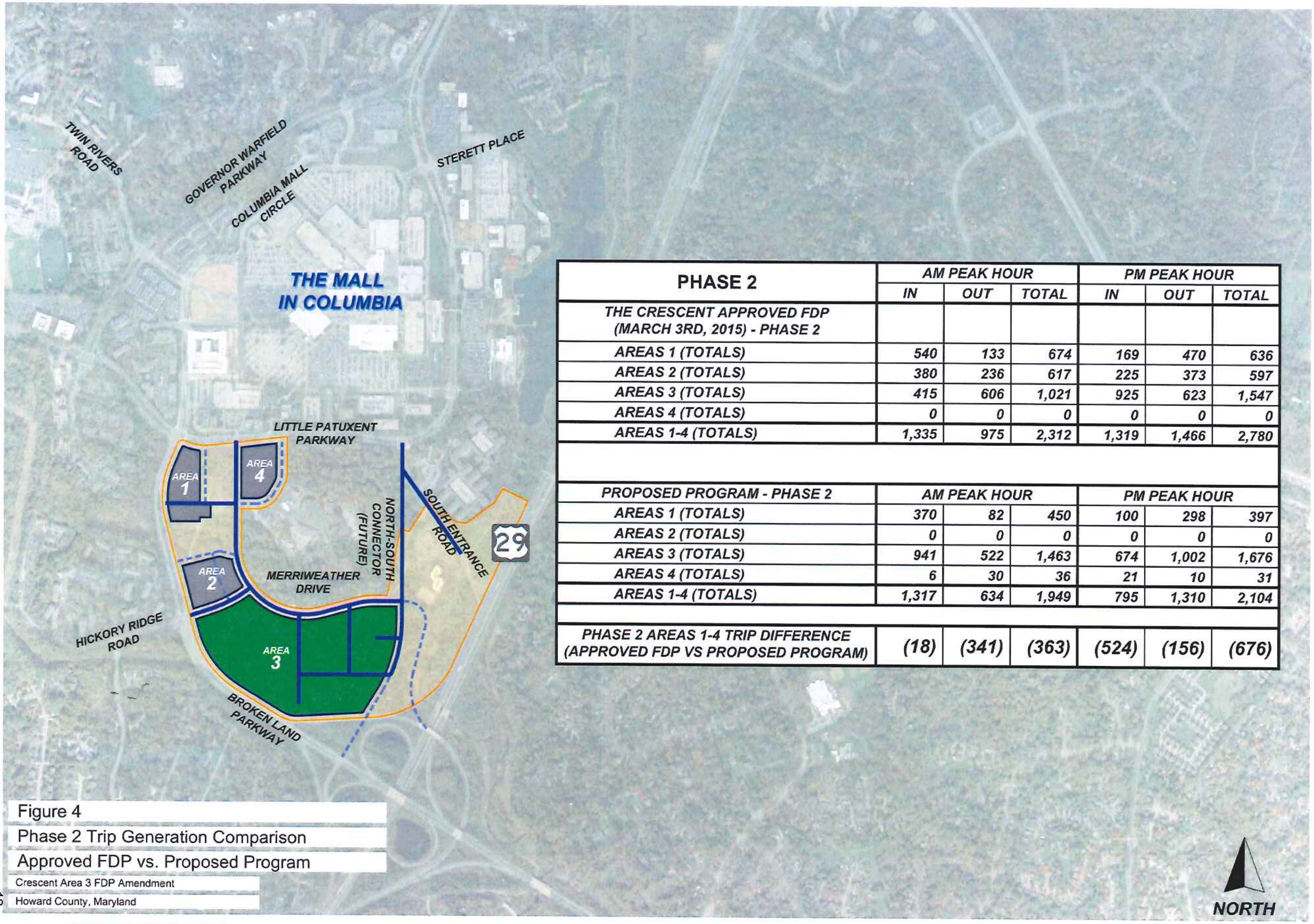

PHASE 2	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
THE CRESCENT APPROVED FDP (MARCH 3RD, 2015) - PHASE 2						
AREAS 1 (TOTALS)	540	133	674	169	470	636
AREAS 2 (TOTALS)	380	236	617	225	373	597
AREAS 3 (TOTALS)	415	606	1,021	925	623	1,547
AREAS 4 (TOTALS)	0	0	0	0	0	0
AREAS 1-4 (TOTALS)	1,335	975	2,312	1,319	1,466	2,780
PROPOSED PROGRAM - PHASE 2	AM PEAK HOUR			PM PEAK HOUR		
AREAS 1 (TOTALS)	370	82	450	100	298	397
AREAS 2 (TOTALS)	0	0	0	0	0	0
AREAS 3 (TOTALS)	941	522	1,463	674	1,002	1,676
AREAS 4 (TOTALS)	6	30	36	21	10	31
AREAS 1-4 (TOTALS)	1,317	634	1,949	795	1,310	2,104
PHASE 2 AREAS 1-4 TRIP DIFFERENCE (APPROVED FDP VS PROPOSED PROGRAM)	(18)	(341)	(363)	(524)	(156)	(676)

Figure 4

Phase 2 Trip Generation Comparison

Approved FDP vs. Proposed Program

Crescent Area 3 FDP Amendment

Howard County, Maryland

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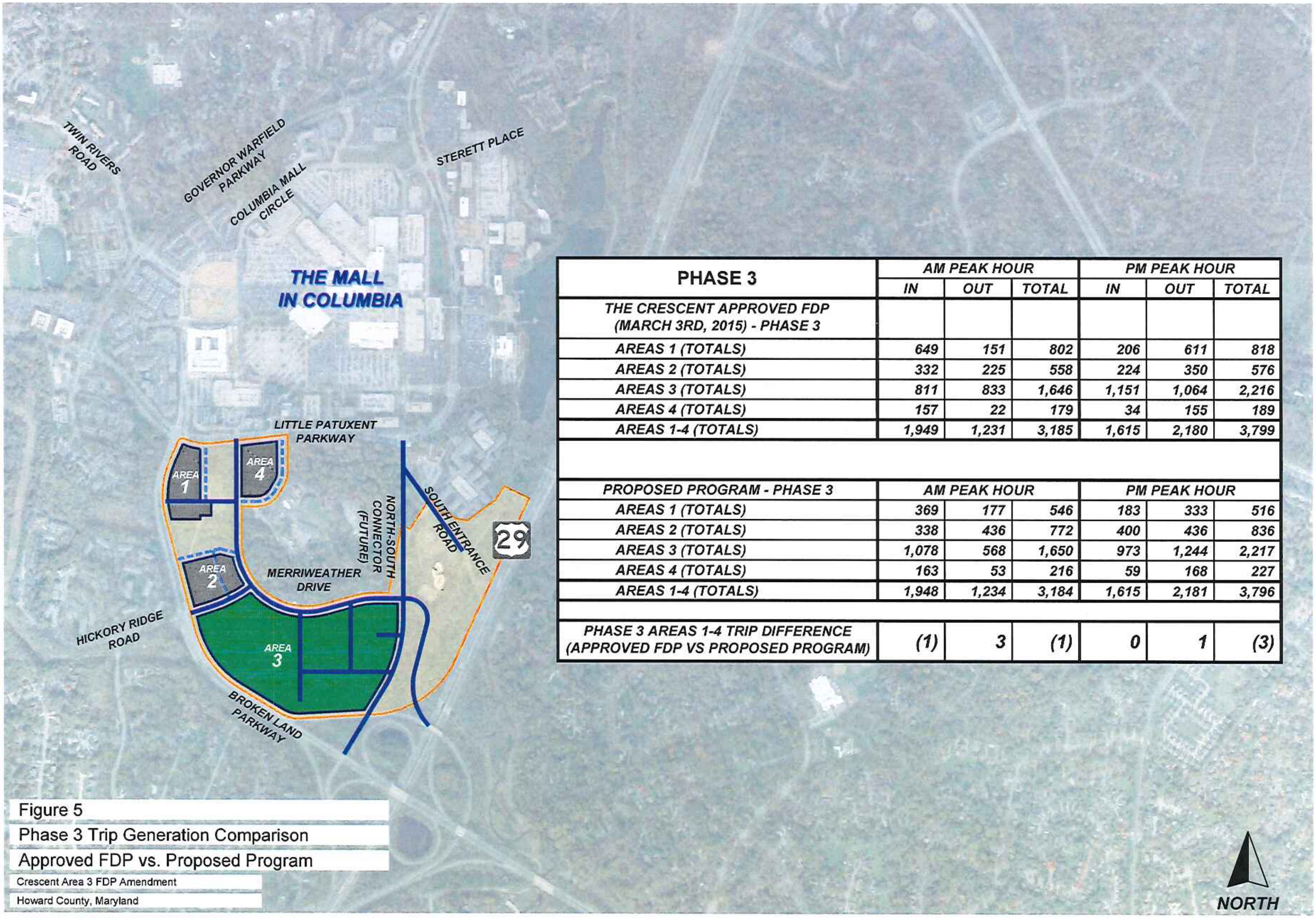

PHASE 3	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
THE CRESCENT APPROVED FDP (MARCH 3RD, 2015) - PHASE 3						
AREAS 1 (TOTALS)	649	151	802	206	611	818
AREAS 2 (TOTALS)	332	225	558	224	350	576
AREAS 3 (TOTALS)	811	833	1,646	1,151	1,064	2,216
AREAS 4 (TOTALS)	157	22	179	34	155	189
AREAS 1-4 (TOTALS)	1,949	1,231	3,185	1,615	2,180	3,799
PROPOSED PROGRAM - PHASE 3	AM PEAK HOUR			PM PEAK HOUR		
AREAS 1 (TOTALS)	369	177	546	183	333	516
AREAS 2 (TOTALS)	338	436	772	400	436	836
AREAS 3 (TOTALS)	1,078	568	1,650	973	1,244	2,217
AREAS 4 (TOTALS)	163	53	216	59	168	227
AREAS 1-4 (TOTALS)	1,948	1,234	3,184	1,615	2,181	3,796
PHASE 3 AREAS 1-4 TRIP DIFFERENCE (APPROVED FDP VS PROPOSED PROGRAM)	(1)	3	(1)	0	1	(3)

Figure 5

Phase 3 Trip Generation Comparison

Approved FDP vs. Proposed Program

Crescent Area 3 FDP Amendment

Howard County, Maryland

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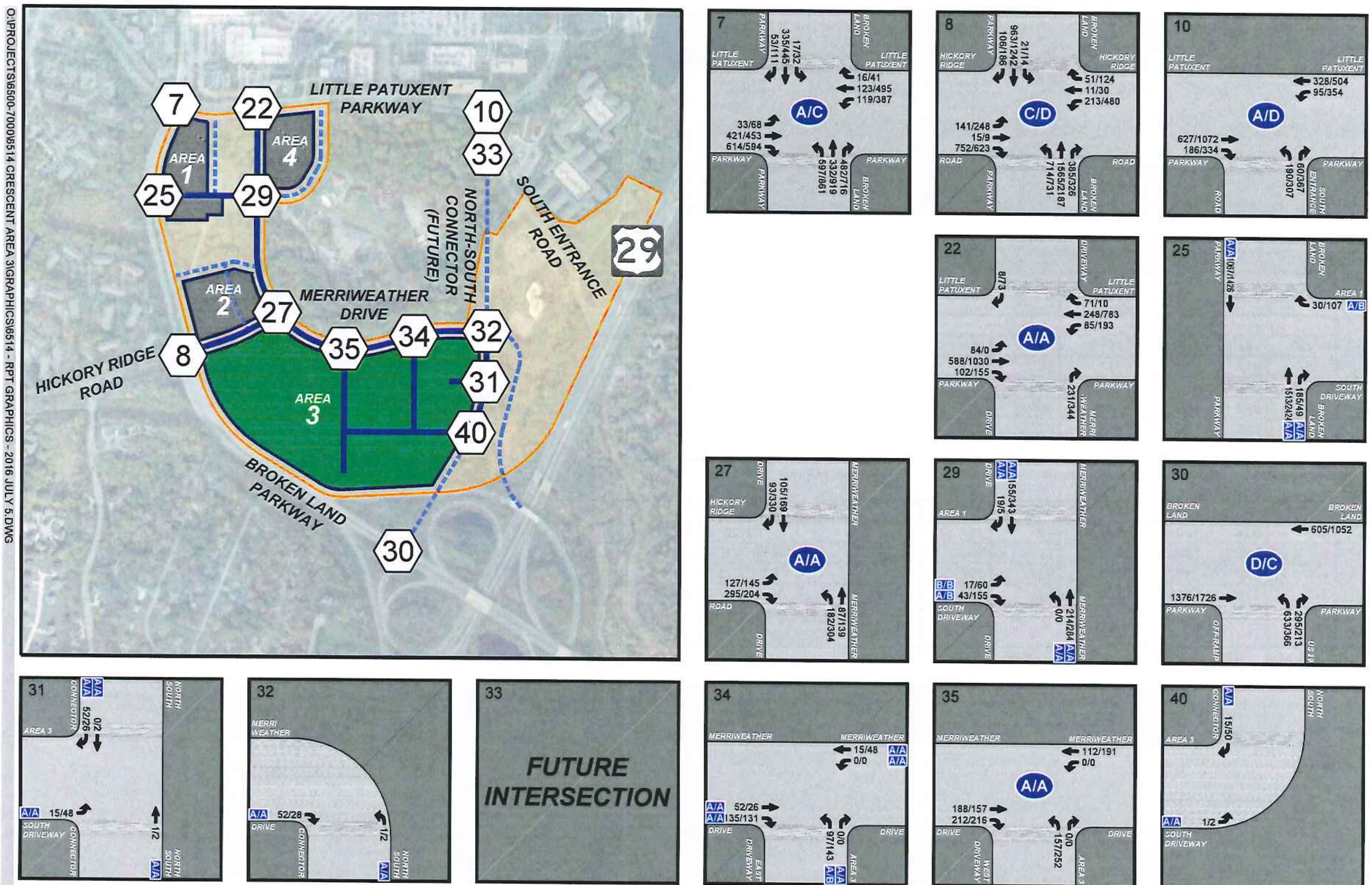

Figure 6
Future Peak Hour Traffic Forecasts and Levels of Service with Development - Phase 1

Crescent Area 3 FDP Amendment
Howard County, Maryland

A/A SIGNALIZED LEVELS OF SERVICE
A/A UNSIGNALIZED LEVELS OF SERVICE

TRAFFIC VOLUMES
AM PEAK HOUR
PM PEAK HOUR
000 / 000

NORTH

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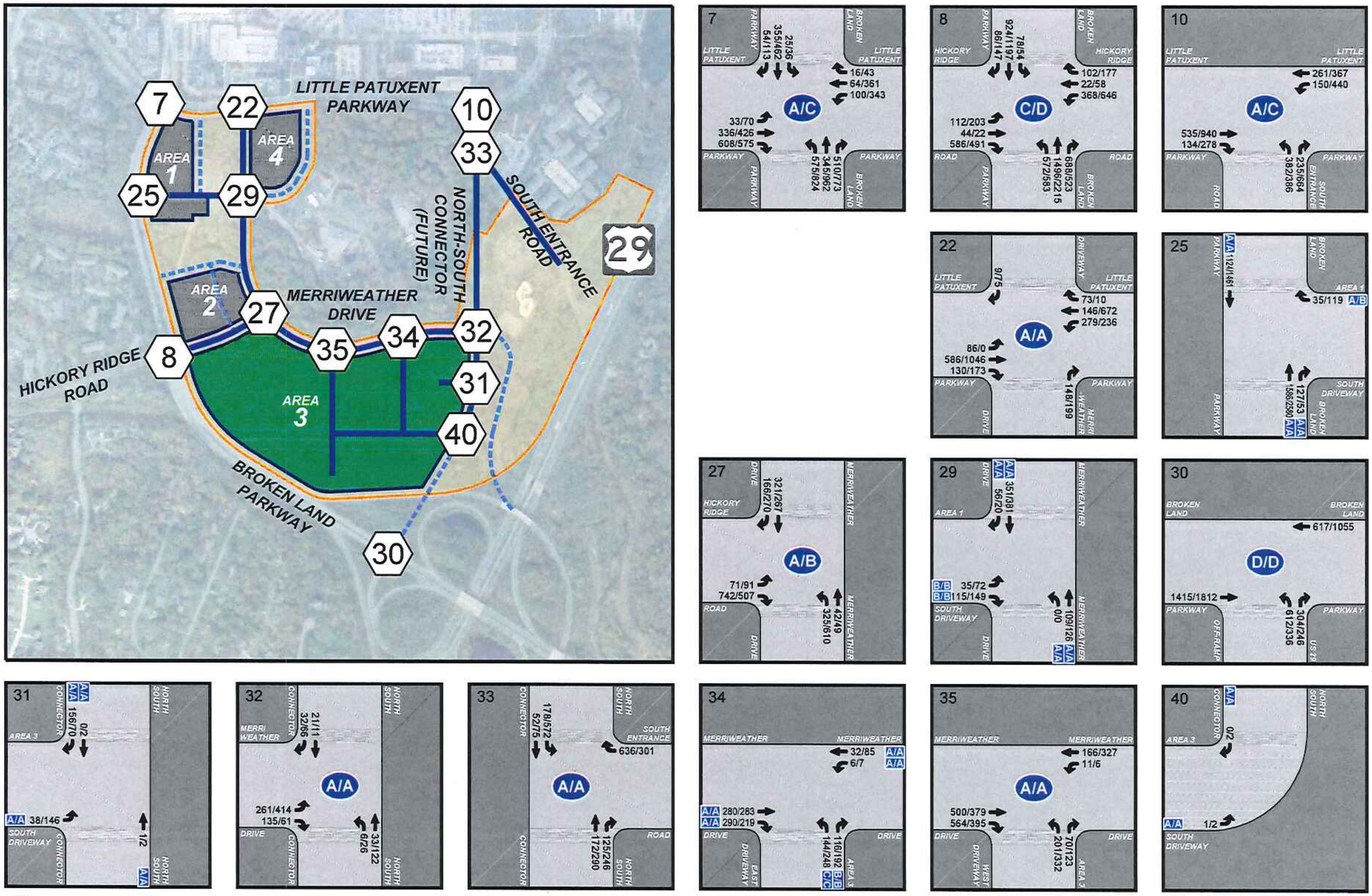

Figure 7
Future Peak Hour Traffic Forecasts and Levels of Service with Development - Phase 2

Crescent Area 3 FDP Amendment

Howard County, Maryland

A/A SIGNALIZED LEVELS OF SERVICE

A/A UNSIGNALIZED LEVELS OF SERVICE

TRAFFIC VOLUMES
AM PEAK HOUR
PM PEAK HOUR
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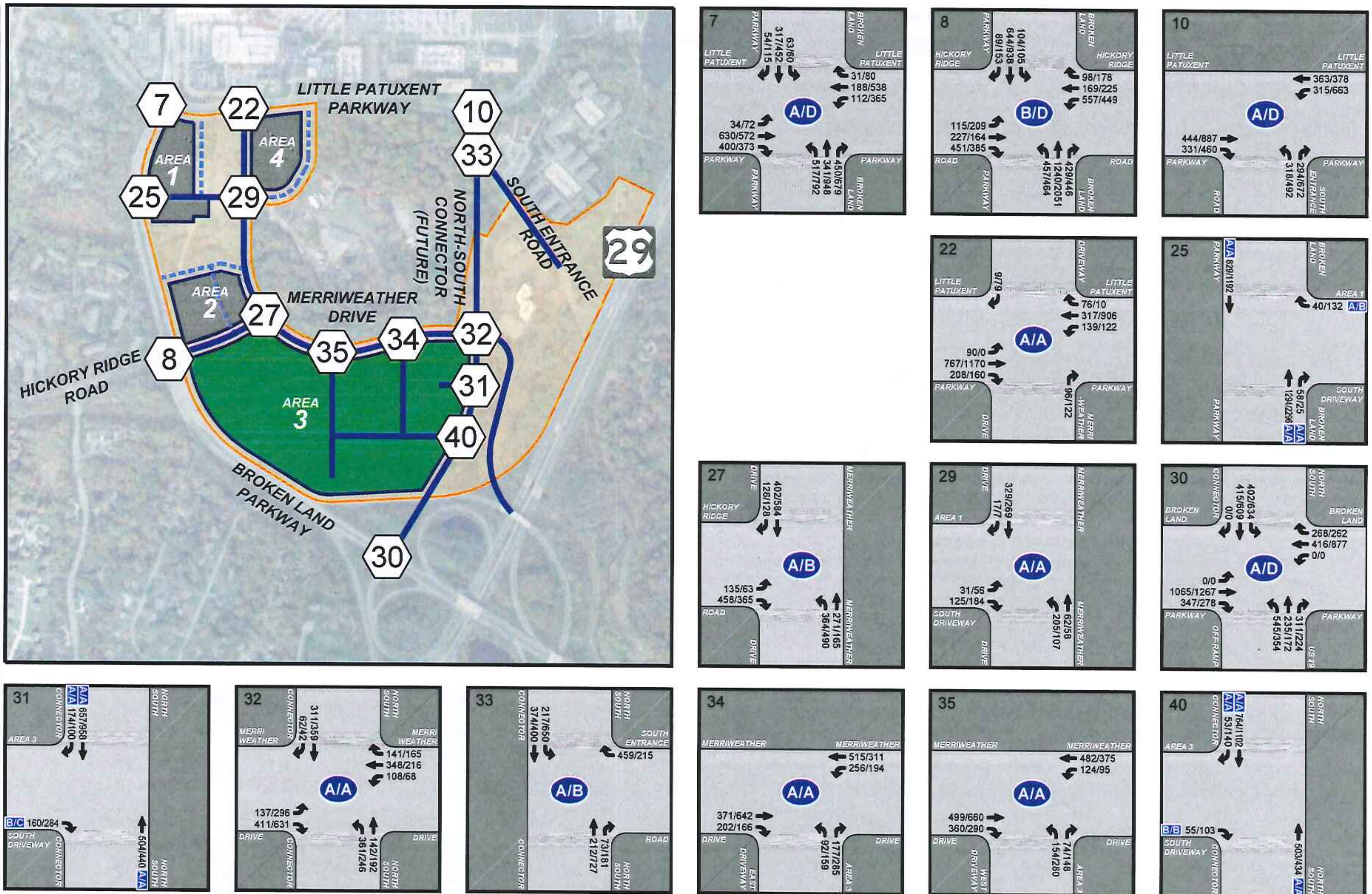

Figure 8
Future Peak Hour Traffic Forecasts and Levels of Service with Development - Phase 3

Crescent Area 3 FDP Amendment

Howard County, Maryland

A/A SIGNALIZED LEVELS OF SERVICE

A/A UNSIGNALIZED LEVELS OF SERVICE

TRAFFIC VOLUMES

AM PEAK HOUR

PM PEAK HOUR

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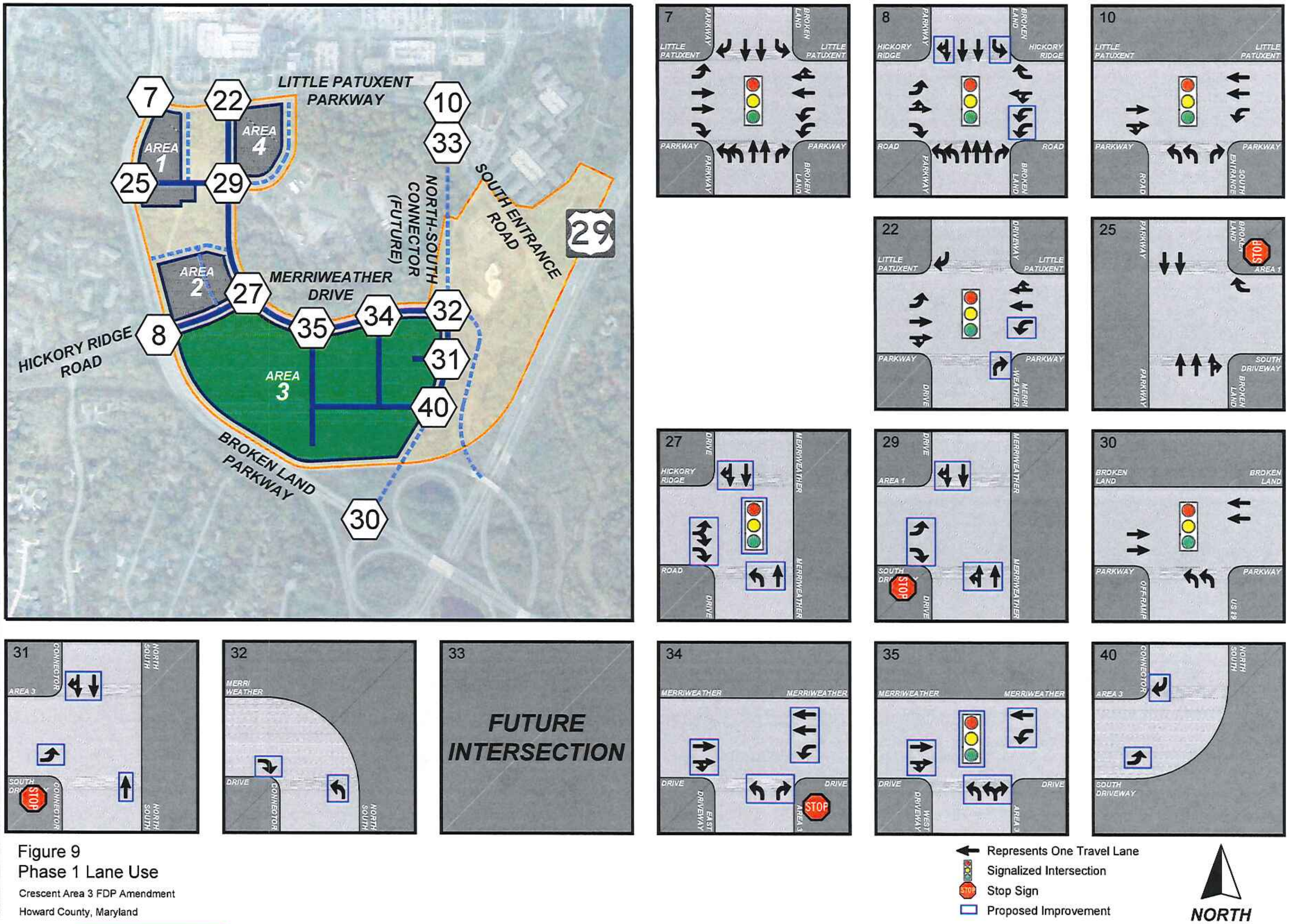

Figure 9
Phase 1 Lane Use
Crescent Area 3 FDP Amendment
Howard County, Maryland

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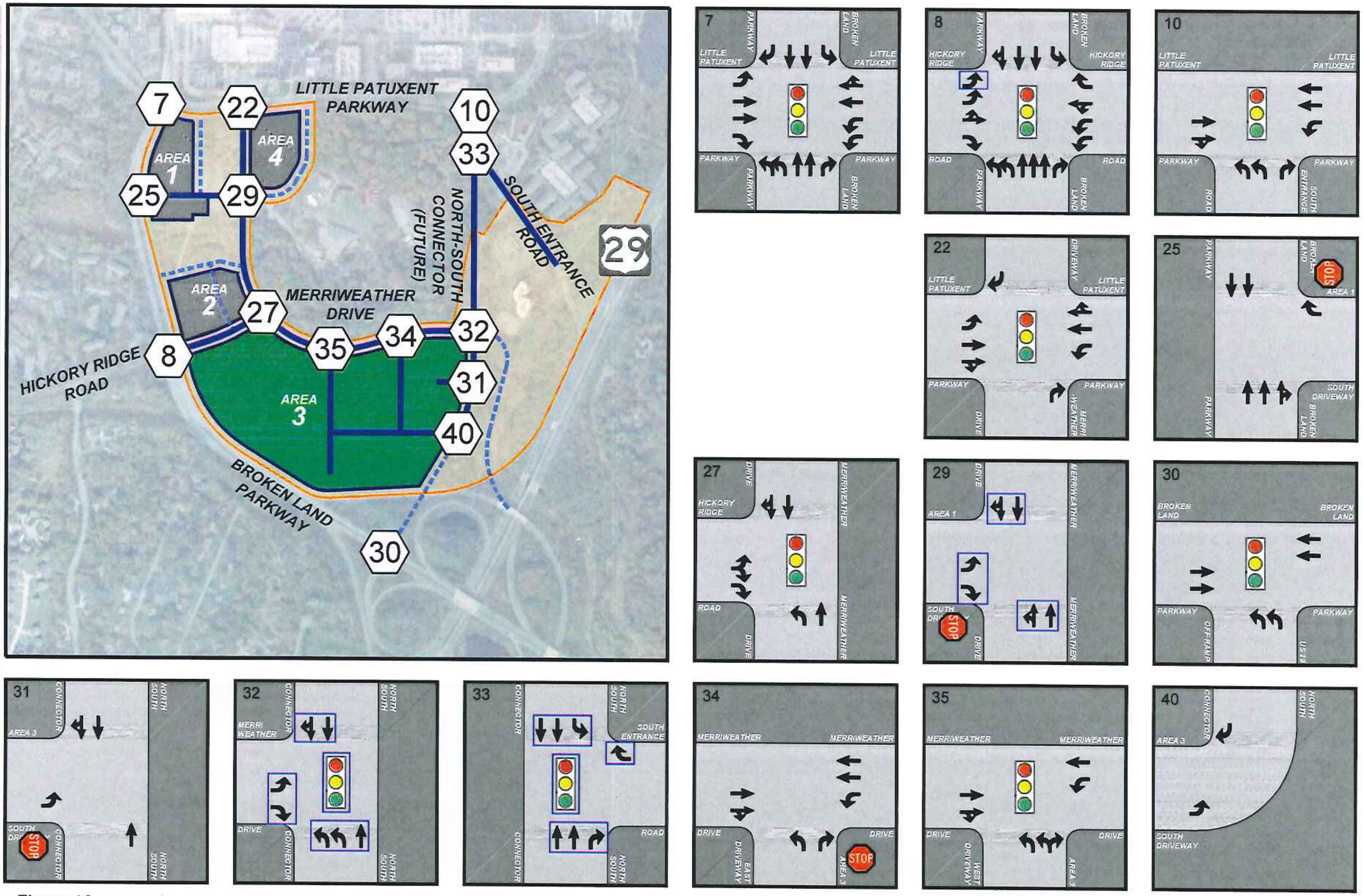

Represents One Travel Lane
Signalized Intersection
Stop Sign
Proposed Improvement

NORTH

Figure 10
Phase 2 Lane Use
Crescent Area 3 FDP Amendment
Howard County, Maryland

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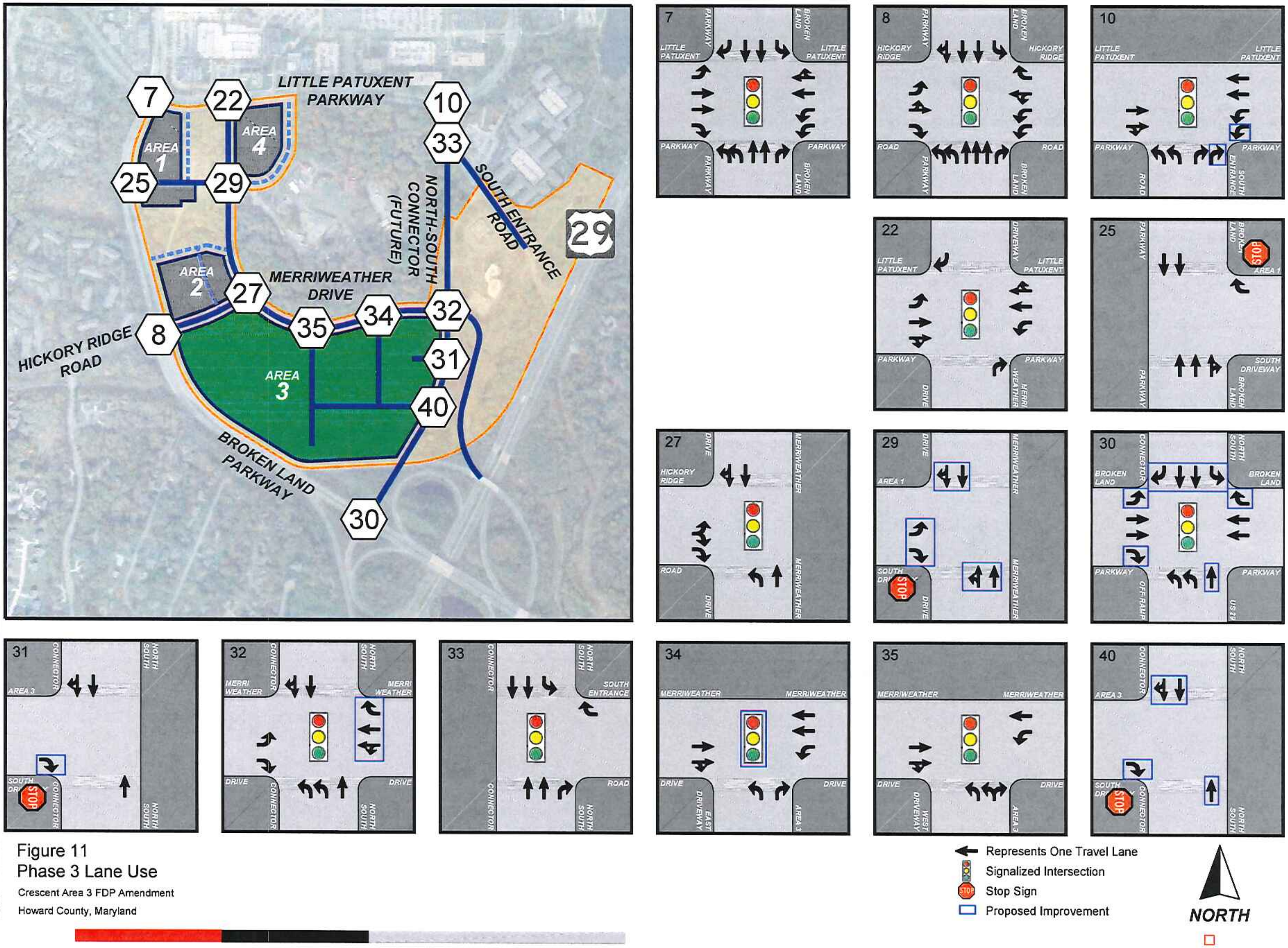

Figure 11
Phase 3 Lane Use
Crescent Area 3 FDP Amendment
Howard County, Maryland

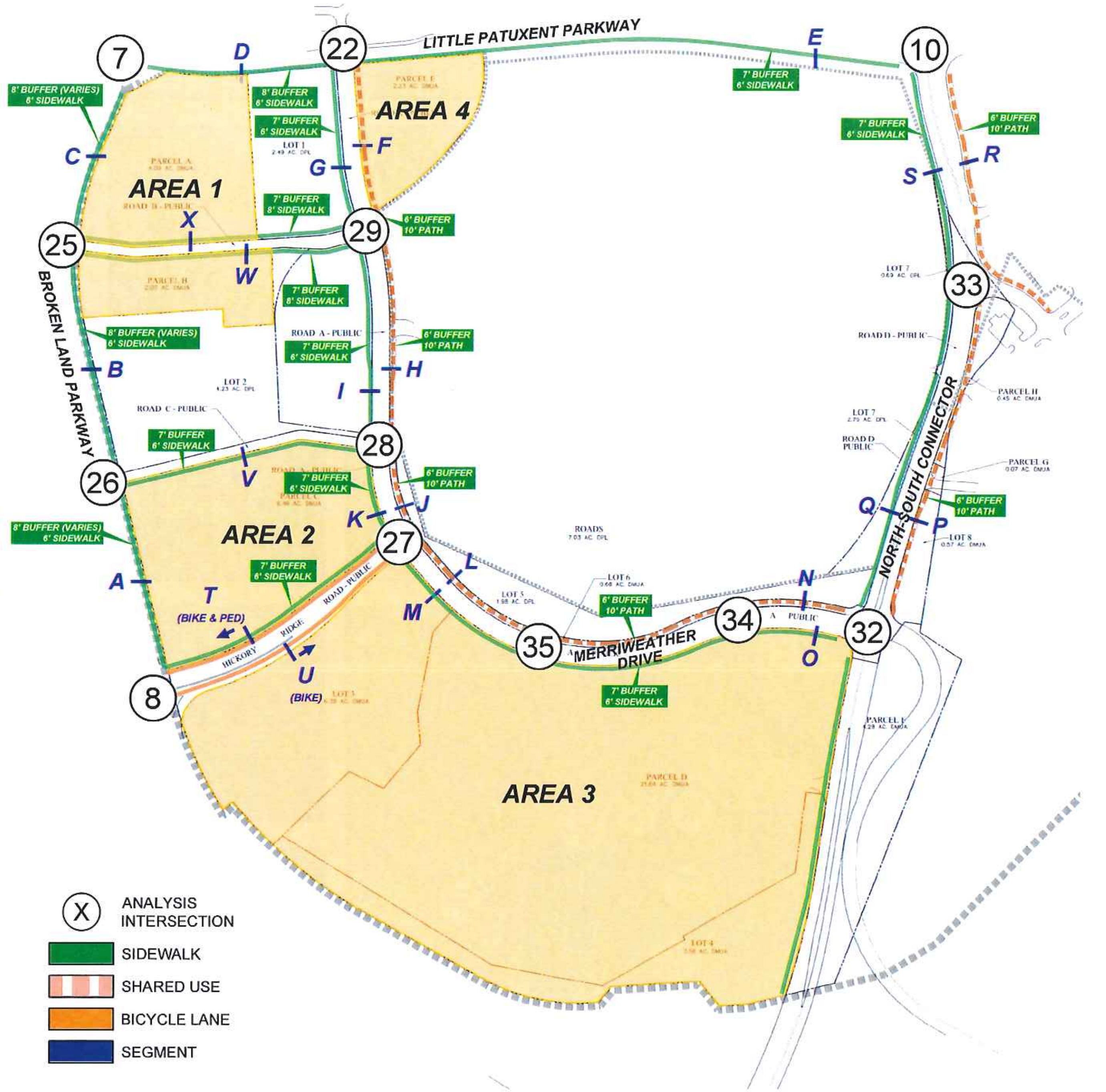

Figure 12
Pedestrian and Bicycle Analysis Locations

Crescent Area 3 FDP Amendment
Howard County, Maryland

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FINAL VERSION
June 27, 2016

DOWNTOWN COLUMBIA TIF

Ownership and Operation of TIF Garage

This summary is intended to reflect the understanding of The Howard Research and Development Corporation ("HRD") and the Howard County administration as to the primary terms relating to the ownership and operation of the TIF Garage (hereinafter defined).

- HRD will ground lease to Howard County, Maryland (the "County") the approximately 2 acres of land (the "TIF Garage Parcel") on which the approximately 2500-space garage to be financed with a portion of the Downtown Columbia Development District TIF Bonds (the "TIF Garage") will be built.

- The TIF Garage and the TIF Garage Parcel will be subject to a reciprocal easement agreement (REA) for ingress, egress, utilities, etc. (not as to use regarding the TIF Garage Parcel) with other parcels in the Crescent owned by HRD. The REA, which must be reviewed and approved by the County, is not intended in any way to limit the police power of the County.

- HRD will build the TIF Garage to specifications agreed to by the County and in accordance with all County Code requirements, and dedicate it to the County upon completion. The County will be the owner of the TIF Garage.

- The initial term (the "Initial Term") of the ground lease will be the estimated useful life of the TIF Garage (which is currently estimated to be approximately 50 years). The ground rent under the ground lease will be $1 per year.

- The TIF Garage will be a public garage which will be available for the general public, including without limitation to visitors and employees of the retail/restaurant businesses and employees and patrons of office tenants in the area commonly referred to as Merriweather District Area 3 in Downtown Columbia (the "Area") being developed by HRD, along with patrons of Merriweather Post Pavilion events.

- While the TIF Bonds are outstanding, the County will covenant with the trustee (the "Bond Trustee") for the benefit of the holders of the TIF Bonds to operate, maintain, repair and, with insurance proceeds, if needed (to the extent the County receives such insurance proceeds), restore the TIF Garage as a parking garage available for use by the general public and subject to the conditions described herein. The County will covenant in the ground lease to maintain casualty insurance on the TIF Garage in the amount of its full replacement value through the County's insurance program with the Local Government Insurance Trust. The TIF Garage will be a separately scheduled property under such insurance. "TIF Bonds" shall mean TIF Bonds issued by the County to finance the construction of the TIF Garage, any subsequent series of TIF Bonds issued by the County to refinance the TIF Garage and any refunding bonds issued by the County as additional bonds under the bond indenture for the initial TIF Bonds.

- The ground lease will contain an agreement by the County that it shall record, after the TIF Bonds are no longer outstanding, an amendment to the REA or a separate covenant, revocable as described below, with respect to the TIF Garage requiring the County to continue to operate, maintain, repair and, with insurance proceeds, if needed (to the extent the County receives such insurance proceeds), restore the TIF Garage as a parking garage available for use by the general public and subject to the conditions outlined herein until the earlier of the date on which (i) a parking garage is no longer required for use by the general public, including without limitation tenants in, or patrons of, any buildings in the Area, or (ii) the County determines that termination of such use covenant is necessary to protect or promote the public health, safety or welfare of the County. In the event of (ii) above, the County may terminate such covenant after ninety (90) days' notice to HRD and a public hearing and seek to sell or sublet the TIF Garage as hereinafter provided without any damages being required to be paid by the County to HRD, its affiliates or its successors and assigns. If the County determines to so terminate such use covenant, (a) the ground lease shall end at the end of the initial term and the County shall have no options to renew the ground lease, and (b) the County shall not use the TIF Garage Parcel for any purpose other than parking.

- After the TIF Bonds are no longer outstanding, if after complying with the County Code requirements with respect to disposition of County property (including any County Council approvals, the County determines that the TIF Garage is no longer needed for a public purpose, the County shall provide ninety (90) days' notice to HRD of its intent to sell the TIF Garage and provide information to HRD regarding the process for the sale of the TIF Garage. Any proposed purchaser of the TIF Garage shall have a book value of equity, as determined by GAAP, of not less than $100,000,000, and the proposed purchaser shall agree to (i) to continue to use the TIF Garage as a parking garage available for use by the general public, and (ii) not to charge for parking for office tenants unless a majority of other available parking for office users in Downtown Columbia charge for use of their parking spaces and any parking charges by such proposed purchaser are consistent with the charges for such other parking spaces.

- If after the TIF Bonds are no longer outstanding, the County wants to sublet the TIF Garage before the end of the Initial Term of the ground lease, the County shall provide ninety (90) days' notice to HRD prior to the sublet and HRD shall have the right to approve any proposed sublessee unless the proposed sublessee has a book value of equity, as determined by GAAP, of not less than $100,000,000, and the proposed sublessee agrees (i) to continue to use the TIF Garage as a parking garage available for use by the general public, and (ii) not to charge for parking for office tenants unless a majority of other available parking for office users in Downtown Columbia charge for use of their parking spaces and any parking charges by such proposed sublessee are consistent with the charges for such other parking spaces. If the County sublets the TIF Garage in accordance with the foregoing provisions, the ground lease shall end at the end of the Initial Term and the sublessee shall have no options to renew the ground lease.

- At least 450 days prior to the last day of the initial term, and any renewal term, of the ground lease, HRD will notify the County that the term of the ground lease will expire unless renewed by the County. At least 360 days prior to the last day of the initial term, and any renewal term, of the ground lease, the County will notify HRD in writing if the County intends to extend the initial term, and any renewal term, of the ground lease. Any renewal term shall be for a period of 10 years. The maximum term of the ground lease shall be 99 years. Upon the County Executive's determination that it will not seek to renew the Ground Lease after the Initial Term or any renewal term or the 99-year limit is set to end, the County shall follow the County's requirements for disposition of property as outlined in the County Code and transfer the TIF Garage to HRD for $1.00.

- In recognition of the critical aspect that a comprehensive parking operations program for Downtown Columbia and Merriweather Post Pavilion will have on the success of the redevelopment of Downtown Columbia, the TIF Garage shall be operated by the County in accordance with this agreement.

- The essential elements of the agreement will be as follows:
  - The TIF Garage will be owned and controlled by the County.
  - The County will make all decisions with respect to the operation of the TIF Garage; however, the County will consider the advantages of having the TIF Garage managed by the same parking management firm (the "Parking Manager") and the same security services firm (the "Security Firm") that manage and provide security for the parking assets in Downtown Columbia owned by HRD.
  - The contracts between the County and the Parking Manager and the Security Firm for the TIF Garage will be "qualified management contracts" under IRS guidelines.
  - The County will determine how and when to control access to the TIF Garage, which may include entry stations and/or access arms.
  - The TIF Garage shall be subject to the following two conditions applicable to the general public, including without limitation tenants, employees and customers in buildings in the Area:
    - While the TIF Bonds are outstanding, the County will, subject to the conditions hereinafter described, covenant with the Bond Trustee for the benefit of the holders of the TIF Bonds that parking shall be available to the general public, including without limitation office tenants and their visitors and employees without charge. If the County determines that the termination of such covenant is necessary to protect or promote the public health, safety or welfare of the County, the County may terminate such covenant after ninety (90) days' notice to HRD and a public hearing. In making such determination, the County shall consider all relevant factors, including but not limited to: (i) the effect that charging for parking at the TIF Garage would have on regulating traffic on roads, including but not limited to (1) control of traffic in any congested areas; (2) the regulation of parking in congested areas during business hours, to insure that the general public may have parking privileges for reasonable periods; and (3) the

control of traffic into and out of the congested areas; (ii) the effect that the charging for parking at the TIF Garage would have on the use and availability of other public or private parking facilities and any street parking in Downtown Columbia; (iii) whether other available parking for office users in Downtown Columbia charge for use of their parking, (iv) the effect such a termination would have on the ability to retain existing tenants and attract new tenants to the office buildings in the Area after such a termination, (v) the impact such a termination may have on the net operating income and corresponding taxable property value of such office buildings, and (vi) the impact of any additional costs the owners of such office buildings would have to absorb to lease such office buildings as a result of such termination.

    - The TIF Garage will include spaces (as determined by the Downtown Revitalization Shared Parking Methodology during the SDP process) available to the general public and serving retail and restaurant uses which benefit from higher rates of turnover. The County will employ operational measures to encourage turnover (including time-limits), to insure they are available for customers and employees of these businesses, especially during Merriweather Post Pavilion events.

- To the extent the County's operating expenses for the TIF Garage are in excess of operating revenue from the TIF Garage, HRD or its successors or assigns will agree to contribute to the County an amount to be mutually agreed to by the County and HRD or its successors or assigns to reimburse the County for a portion of such operating expenses. An amount equal to parking charges collected by the County from the operation of the TIF Garage (the "operating revenues") shall be deemed to be applied against the operating expenses of the TIF Garage. If the County determines to terminate the "no parking charge" covenant as described above, any contributions to be made by HRD or its successors or assigns shall be reduced proportionately by the ratio of (i) the prior amount of such contribution to (ii) the prior excess of operating expenses over operating revenue from the TIF Garage or a similar arrangement mutually agreed to by the parties.

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Downtown Columbia Follow-Up Questions – September 7, 2016

TIF

1. What happens if a property owner doesn't pay the special tax?
2. What is the enforcement/collections process?
3. What funds would be used to cover the debt service while the enforcement process runs its course?

Housing

1. Housing Choice Vouchers:
    a. How many Housing Choice Vouchers does the Commission currently manage?
    b. How many households are currently on the waiting list for vouchers?
    c. Is the waiting list currently open?
2. Toby's Dinner Theater Redevelopment:
    a. Please provide a copy of the most current plans for the Toby's Dinner Theater Redevelopment.
    b. Please describe the ownership structure envisioned for the Toby's Dinner Theater Redevelopment, including the land and each of the structures proposed.
    c. Please provide cost estimates for each component of the project (land, new dinner theater, arts center, residential, parking, etc.) and how each component will be financed.
    d. What is the expected timeframe for each component of this project?
    e. The DRRA states that HRD will transfer the Toby's Adjacent Parcel at no cost. Will HRD receive any compensation for the covenant modification or any other aspect of this project?
    f. How large will the arts center be and what types of space will that include (galleries, classrooms, performance space, office space, etc.)? How much of each type of space is envisioned?
    g. Will the arts center provide special event space available for community rentals? (e.g., nonprofit fundraisers, weddings, or other private celebrations)
    h. Who will be responsible for operation of the arts center and schedule coordination?
    i. What arts organizations will be housed at (or otherwise involved in) the arts center?
    j. Will arts organizations be charged rent (or other fees) to locate at (or participate in) the center?
    k. Will Toby's Dinner Theater retain an ownership interest or become a tenant? If it will be a tenant, how long of a lease will it commit to?
    l. How many parking spaces will be provided for the residential component?
    m. How many parking spaces will be provided for Toby's and for the arts center?
    n. Could any additional parking be fit on this site?
    o. How many parking spaces does Toby's Dinner Theater currently have?
    p. How will the size (guest capacity) of the new theater compare to Toby's existing theater?

q. Will Toby’s Dinner Theater have its own dedicated parking or will it be shared with the arts center?
r. Will there be sufficient parking for the arts center to have events and performances during performances at Toby’s Dinner Theater, or will they have to schedule around each other?
s. Would the arts center be an allowable use of the TIF?
t. The DRRA provides for the Toby’s Adjacent Parcel to revert back to HRD if the Commission fails to reach a binding agreement with the owners of Toby’s within three years. In that event, where would the 100 affordable units planned as part of this redevelopment be built?

Follow-Up from Work Session on September 12, 2016

Council members requested the following additional information:

- Clarification on the expected timing of various transit enhancements
- A copy of the draft Transportation Demand Management Plan as soon as the preliminary draft is completed
- Clarification on whether data regarding where residents of the Metropolitan work is being considered as part of the TDMP
- Clarification on the meaning of “appropriately dispersed” in the Administration’s answer to question #10 (from Mr. DeLorenzo’s August 2 email to Council).
- The specific provision of the special tax legislation which call for credits against the special tax only in accordance with the terms of the trust indenture
- Clarification on how Council Members can receive a copy of the pro forma from Howard Hughes
- Clarification on how the TIF garage will count toward HHC’s parking requirement for its new office buildings
- Municap’s re-evaluation of the County’s potential operating expenses associated with the garage

Follow-Up Request after Work Session of September 12, 2016

At the Council's September 12, 2016 worksession, Dr. Ball requested the Office of Transportation add timelines to its prior response to the request made at the July 11, 2016 worksession. The response below updates the prior information and adds timelines where not previously provided. Changes are in track changes to facilitate Council review.

Please provide an update on the current plan for enhancing transit options Downtown to help accommodate the decreased parking requirements.

In the context of Downtown Columbia, the Office of Transportation (OoT) understands the term "transit" broadly, to include not only buses but the walking and bicycle routes that provide access to transit and that will enable people to move to, from, and around Downtown without having to use automobiles. Together, these initiatives will result in less demand for parking and support decreased parking requirements.

Traffic Demand Management Plan (TDMP). The OoT is currently working with the Downtown Columbia Partnership on a Traffic Demand Management Plan (TDMP). A first draft is expected in October 2016. The TDMP will serve as an umbrella plan with measurable objectives and implementation strategies to reduce the demand for automobile trips – "more trips, fewer cars".

Multi Use Pathways. A "spine-route" multi use pathway is currently under construction and is expected to be complete in November 2016. The pathway will provide a high quality off-road bicycle and pedestrian connection to Downtown Columbia from Howard County General Hospital and from Blandair Park. Other pathways will connect to this spine, such as from the Crescent.

Bike Share. The County has initiated a bikeshare program which will have seven bikeshare stations and 70 bicycles serving Downtown and nearby areas. Some of the stations will be on the multi-use pathways. The system is expected to be in operation the spring/summer of 2017 and will offer a quick and cost effective way to travel to, from, and within Downtown Columbia.

US 29 Pedestrian/Bicycle Bridge. The County is currently undertaking a preliminary design study to develop safety, lighting and aesthetic treatments for the bridge. The designs will improve the user experience on the bridge by providing a safe, well-lit and attractive option to walk and bicycle between Downtown Columbia and Oakland Mills. Implementation is anticipated in 2017.

Sidewalks, walking paths, bus stops. Requirements for pedestrian infrastructure are embedded into the Downtown Columbia Master plan and related documents such as design guidelines. The OoT, as part of the development review process, works to ensure that high quality pedestrian facilities are included in Downtown Columbia development plans, and that provision is made for new or relocated bus stops. The OoT is also engaged in advancing pedestrian connections to improve access in existing developed areas (i.e., retrofit projects). One example is an improved, and accessible connection between the lakefront and the Columbia Mall.

Transit Center. CEPPA 14 calls for conveyance to the County of a mutually-agreed-upon site for a Transit Center prior to issuance of a building permit for the 1,300,000th square foot of development (anticipated in mid-2017). The OoT has identified a general location for the Transit Center in what will be the northwest quadrant of the intersection of Little Patuxent Parkway and the North-South Connector. The Center is being planned to serve Howard County transit, regional transit including bus rapid transit, and a downtown shuttle. The OoT expects to finalize its recommendation for a site in late 2016/early 2017, and is considering recommending a capital project for design for the FY 2018 Capital Improvements Program.

To enhance access to the Transit Center the OoT has requested Howard Hughes provide right-of-way for queue-jumping lanes along the North-South Connector which would allow buses to bypass expected traffic at signals and save transit time. Construction would be when warranted by transit vehicle usage, most likely in association with Bus Rapid Transit.

Bus Rapid Transit. The County continues to advance a phased planning effort to improve transit on the US 29 corridor between Downtown Columbia and points south in coordination with Montgomery County. The effort will study, design and develop options to improve transit travel times using bus on shoulder, transit signal priority, queue jumps and other strategies. The timeline for Bus Rapid Transit implementation is being further developed in conjunction with Montgomery County and the State of Maryland.

Electric buses. Three electric buses are in production and are expected to be delivered by Spring 2017. The County is also implementing all the supporting infrastructure for the buses, including a charging location at the Mall.

Transit Development Plan. The OoT has begun a regional Transit Development Plan (TDP) in conjunction with Anne Arundel County. This plan will recommend improvements including new service and/or revisions to existing service. Routes to and from Downtown Columbia will be specifically addressed in that Plan including Bridge Columbia – a transit bridge over US 29 contemplated to be part of a new east-west transit route connecting east and west Columbia. The OoT expects a draft plan by spring 2017.

Downtown Shuttle. The County accepted a Downtown Shuttle study (by HRD) in 2011. It suggested short and longer term routes on a 15-minute cycle. CEPPA 23 calls for a developer funding contribution for the shuttle prior to issuance of building permits for the 5,000,000th square foot of development. The OoT will study demand for and an actual route as that milestone approaches (anticipated to be at least four to five years from today). The OoT will continue to monitor the need for additional transit services downtown on an on-going basis.

Downtown Columbia Affordable Housing Legislation

County Council Questions Dated September 7

Follow-up Questions from September 12 Legislative Work Session

September 23, 2016

September 7 Questions

1. Housing Choice Vouchers:
    a. How many Housing Choice Vouchers does the Commission currently manage?

1,291

    b. How many households are currently on the waiting list for vouchers?

5,210

    c. Is the waiting list currently open?

No.

2. Toby's Dinner Theater Redevelopment:
    a. Please provide a copy of the most current plans for the Toby's Dinner Theater Redevelopment.

Awaiting presentation from Orchard Development

    b. Please describe the ownership structure envisioned for the Toby's Dinner Theater Redevelopment, including the land and each of the structures proposed.

The parties propose that the Housing Commission will acquire the property and construct the Facility. Howard Hughes Corp. will lease the Arts Center portion to the County. The County will sublease space in the center to Toby's Dinner Theater and the other arts organizations. HCHC will construct, own and operate the residential portion of the Facility.

    c. Please provide cost estimates for each component of the project (land, new dinner theater, arts center, residential, parking, etc.) and how each component will be financed.

The total project cost is estimated at approximately $130M and includes land acquisition. The final land price will be based on appraised value and since negotiations are ongoing it is not appropriate to disclose a figure at this point. Plan details and hard cost estimates

are still evolving with multiple general contractors providing bids. So again, it is not in the best interest of getting the best competitive price to break this down further.

The parties propose to finance the Facility through a combination of:

- **Lease Revenue Bonds issued by the Housing Commission;**
- **State housing funding, including:**
    - **4% Low Income Housing Tax Credits**
    - **State-issued Housing Revenue Bond loan**
    - **CDA Rental Housing Works loan**
    - **CDA Partnership Rental Housing Program loan**
- **Capital campaign donations**
- **Commission equity**
- **Columbia Downtown Housing Corporation loan**
- **State of Maryland grant**

d. What is the expected timeframe for each component of this project?

Theater: 3rd Q 2017
Parking garage: 3rd Q 2018
Remainder of Arts Center and Residential: 2nd Q 2019
Completion: 3rd Q 2020

e. The DRRA states that HRD will transfer the Toby's Adjacent Parcel at no cost. Will HRD receive any compensation for the covenant modification or any other aspect of this project?

No.

f. How large will the arts center be and what types of space will that include (galleries, classrooms, performance space, office space, etc.)? How much of each type of space is envisioned?

Awaiting presentation from Orchard Development

g. Will the arts center provide special event space available for community rentals? (e.g., nonprofit fundraisers, weddings, or other private celebrations)

It is anticipated that the Arts Center will be available for meetings and events.

h. Who will be responsible for operation of the arts center and schedule coordination?

The County will manage the Arts Center portion with assistance from the Housing Commission for scheduling and coordination.

i. What arts organizations will be housed at (or otherwise involved in) the arts center?

Toby's Dinner Theater, Columbia Center for the Theatrical Arts, Columbia Festival of the Arts, and the Howard County Arts Council, and others through the Arts Council.

j. Will arts organizations be charged rent (or other fees) to locate at (or participate in) the center?

Yes.

k. Will Toby's Dinner Theater retain an ownership interest or become a tenant? If it will be a tenant, how long of a lease will it commit to?

Toby's will be a tenant. Lease terms have not yet been determined.

l. How many parking spaces will be provided for the residential component?

Approximately 202 spaces will be dedicated for residents. The remainder will be shared between the Arts Center and residents.

m. How many parking spaces will be provided for Toby's and for the arts center?

Approximately 576 spaces. As noted above, these are anticipated to be shared with the residents.

n. Could any additional parking be fit on this site?

No, the current plan provides for a total of 778 parking spaces, which the parties' studies have shown are appropriate for the full Facility.

o. How many parking spaces does Toby's Dinner Theater currently have?

172 spaces

p. How will the size (guest capacity) of the new theater compare to Toby's existing theater?

The new dinner theater will have an additional 40-50 seats.

q. Will Toby's Dinner Theater have its own dedicated parking or will it be shared with the arts center?

No spaces will be dedicated to the dinner theater. Its spaces would be shared.

r. Will there be sufficient parking for the arts center to have events and performances during performances at Toby's Dinner Theater, or will they have to schedule around each other?

Yes, what is currently planned is sufficient according to the studies.

s. Would the arts center be an allowable use of the TIF?

The TIF Act allows for the financing of the construction of buildings with TIF bond proceeds only for a governmental purpose or use. If the Arts Center is determined to have a governmental purpose or use, TIF bonds could finance the construction costs. Governmental or non-profit ownership would be necessary in order to issue tax-exempt bonds for this purpose. It is important to note that the County's TIF fiscal projections indicate tax revenue in the TIF district above and beyond what is needed to pay the debt service on TIF bonds would be available to finance the development of the Arts Center.

t. The DRRA provides for the Toby's Adjacent Parcel to revert back to HRD if the Commission fails to reach a binding agreement with the owners of Toby's within three years. In that event, where would the 100 affordable units planned as part of this redevelopment be built?

The Administration is in the process of preparing proposed language to ensure greater certainty with respect to the development of all LIHTC units.

September 12 Legislative Work Session Follow-up

1. Clarification on the expected timing of various transit enhancements

Please see attachment, "Follow-Up Request After 9-12-16 Work Session Office of Transportation".

2. A copy of the draft Transportation Demand Management Plan as soon as the preliminary draft is completed

The Office of Transportation will work with the County Council to review the draft report.

3. Clarification on whether data regarding where residents of the Metropolitan work is being considered as part of the TDMP

The Metropolitan developed its own TDMP as part of its development approval which the downtown-wide TDMP will consider. The downtown-wide TDMP will consider current/projected residents as a whole and not focus on any one specific development.

4. Clarification on the meaning of "appropriately dispersed" in the Administration's answer to question #10 (from Mr. DeLorenzo's August 2 email to Council).

Every market rate building will have affordable units. These units will be scattered throughout the buildings. The DRRA locates LIHTC developments throughout the Downtown. All LIHTC developments will be mixed-income with the exception of a 90 unit age-restricted development.

The New Cultural Center (NCC)

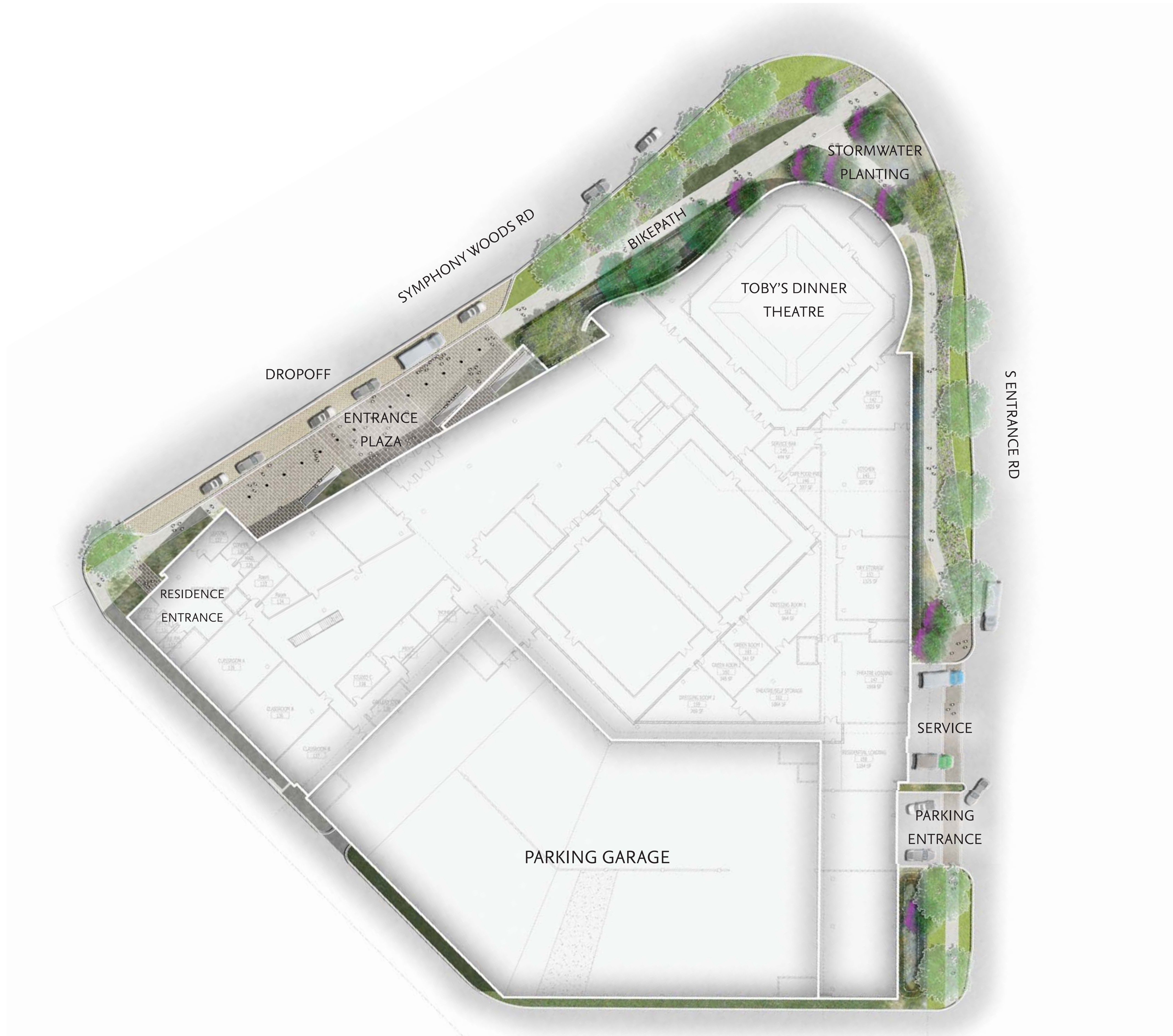
09.26.2016

DESIGNCOLLECTIVE
ARCHITECTURE | PLANNING | INTERIORS

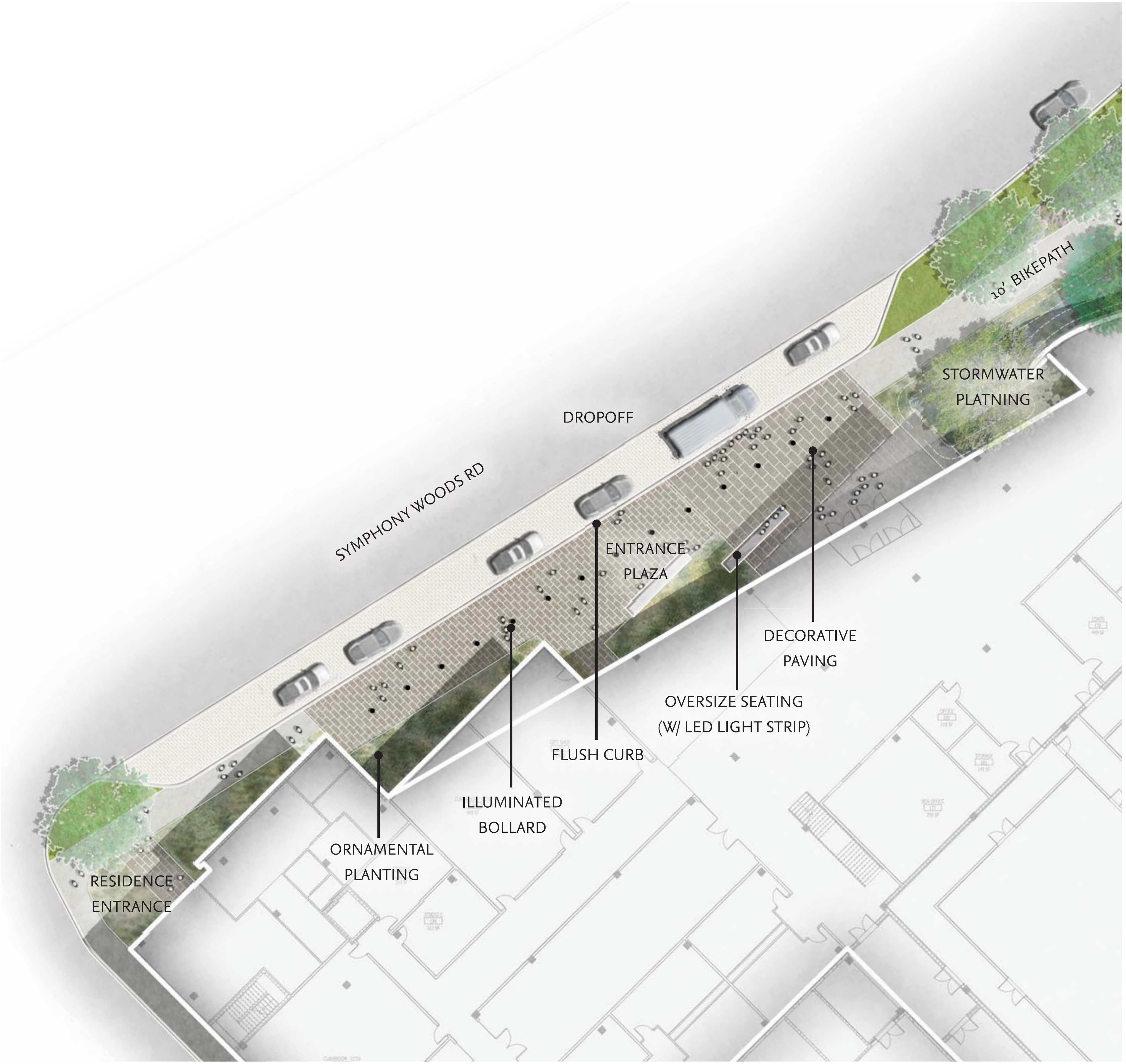
Orchard Development Corporation


NORTH SOUTH CONNECTOR
SOUTH ENTRANCE ROAD
SERVICE ALLEY

STREET LEVEL SITE PLAN



MAIN ENTRANCE PLAZA/DROP OFF

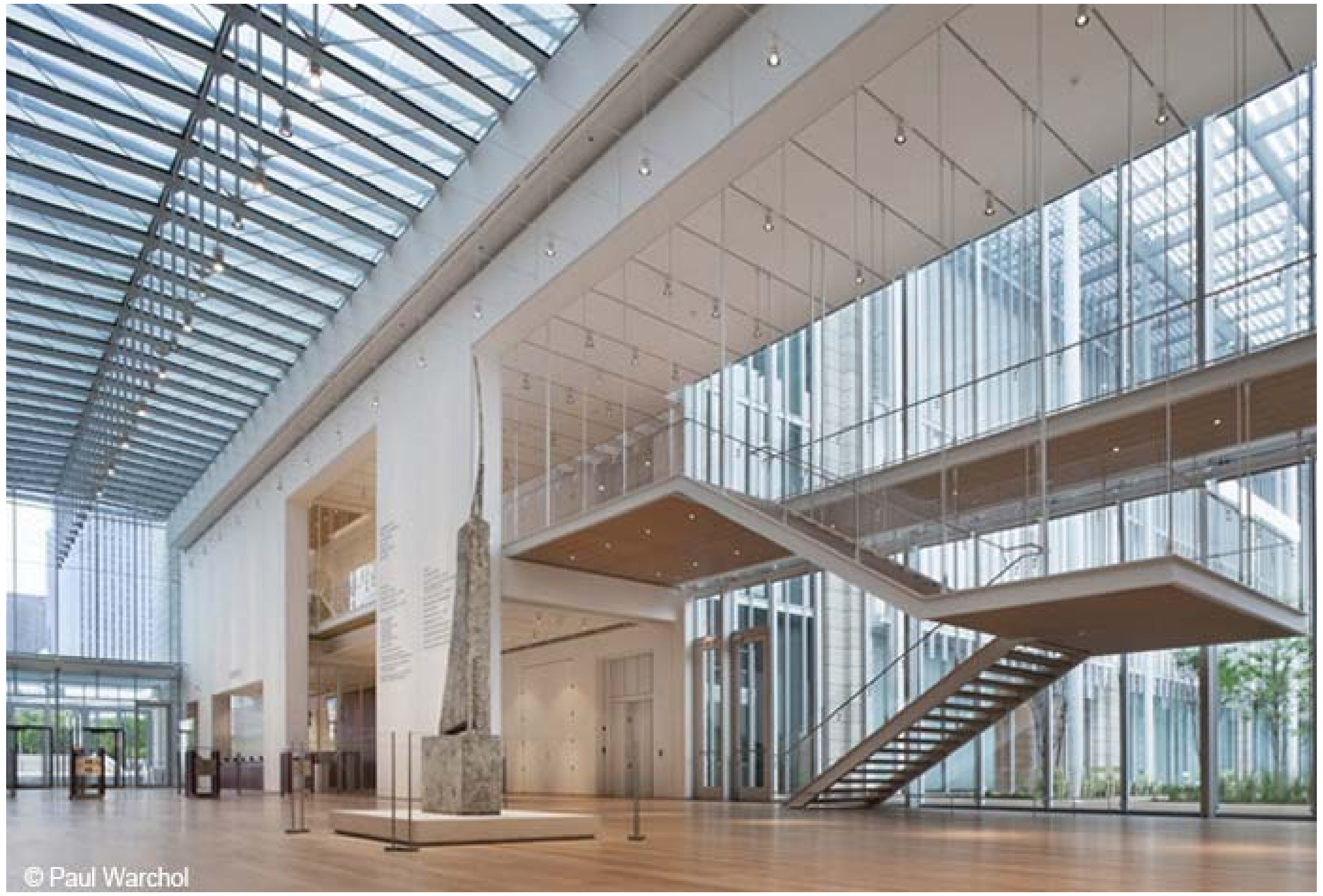


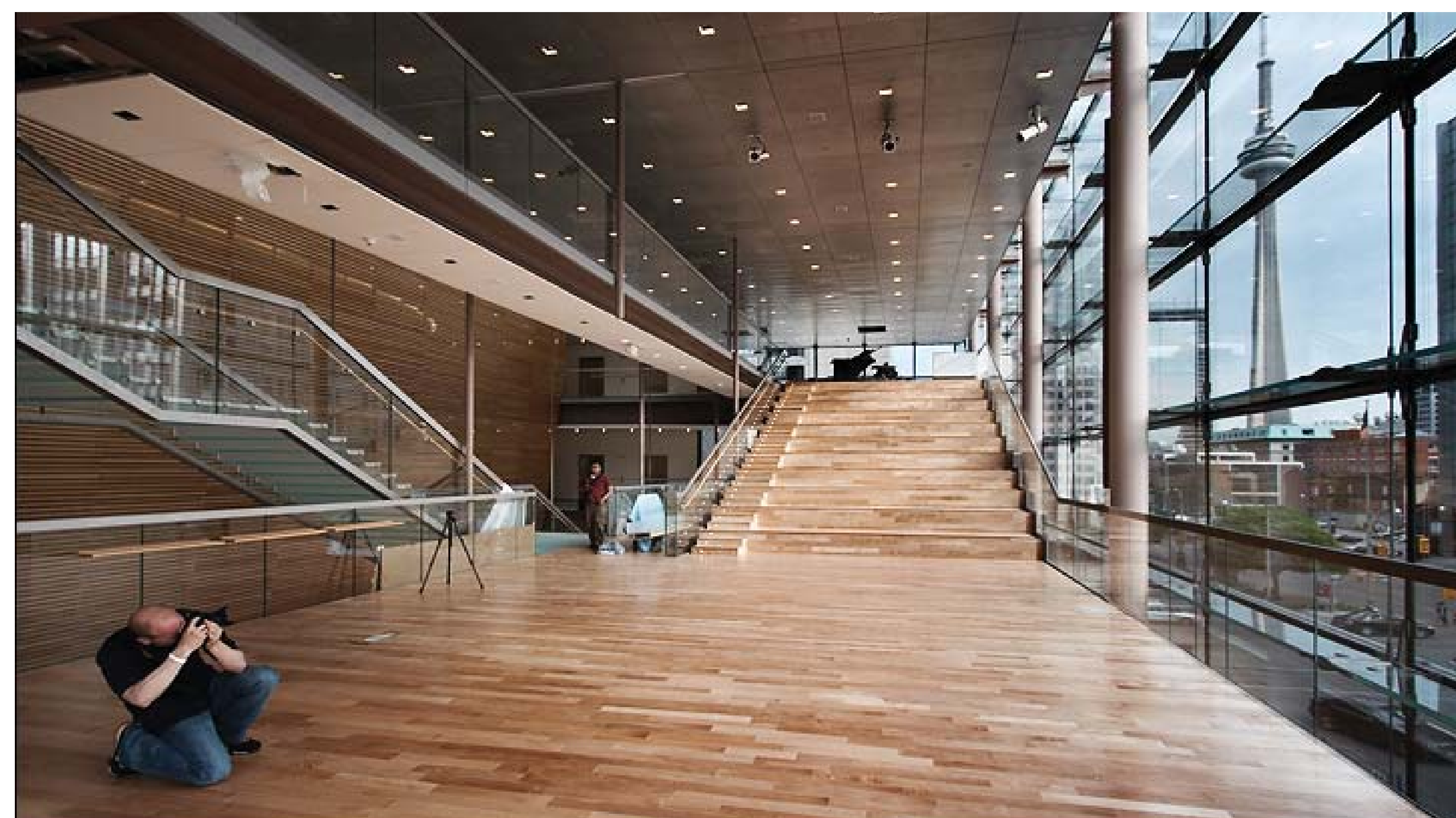
ARCHITECTURAL RENDERING

DIAGRAMMATIC LOBBY AXONOMETRIC

INTERIOR VIEW OF ARTS LOBBY

LOBBY PRECEDENTS





GROUND FLOOR PLAN

The New Cultural Center GSF

CCTA*

Basement	6,814	
Ground	25,154	
Second	11,009	
Third	-	
Levels 4-7	-	
Total CCTA	**42,977**	13%

HCAC

Basement	-	
Ground	10,475	
Second	14,787	
Third	-	
Levels 4-7	-	
Total HCAC	**25,262**	
		7%

SHARED SERVICES*

Basement	6,425	
Ground	22,741	
Second	15,680	
Third	888	
Levels 4-7	-	
Total Shared Services	**45,734**	
		14%

BUILDING SERVICE***

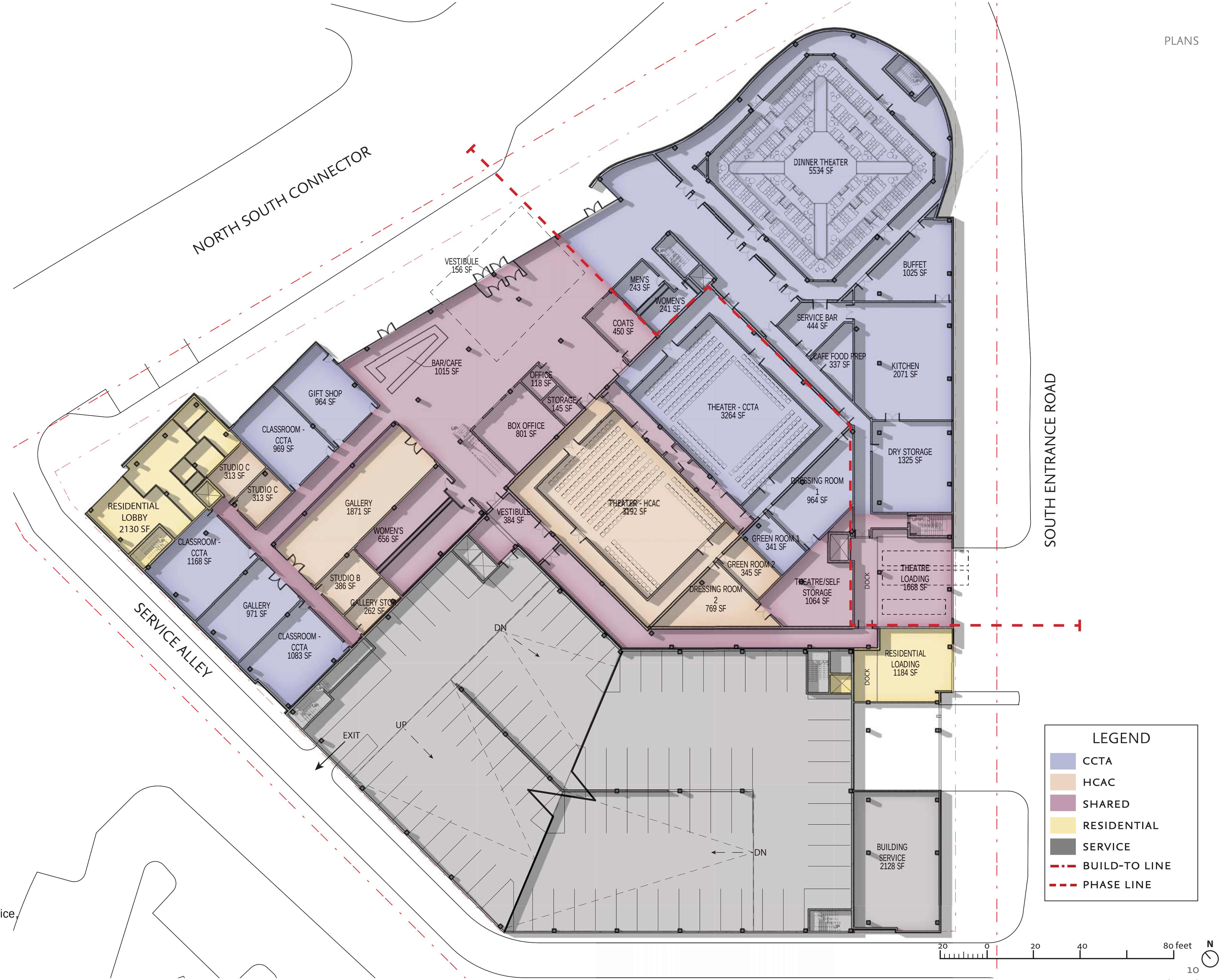
Basement	1,629	
Ground	2,306	
Second	2,675	
Third	1,866	
Levels 4-7	7,464	
Total Services	**15,940**	
		5%

RESIDENTIAL***

Basement	-	
Ground	3,704	
Second	4,871	
Third	38,769	
Fourth	40,440	
Fifth	40,297	
Sixth	40,448	
Seventh	39,887	
Total Residential	**208,416**	
		62%

TOTAL NCC SF	338,329

*Includes Dinner theater
**Includes lobby,circulation, cafe, public bar, ticket office, bathooms, loading, storage
***Includes residential service
****Includes residential lobby, loading and clubhouse



SECOND FLOOR PLAN

The New Cultural Center GSF

CCTA*

Basement	6,814
Ground	25,154
Second	11,009
Third	-
Levels 4-7	-
Total CCTA	**42,977**	13%

HCAC

Basement	-	
Ground	10,475	
Second	14,787	
Third	-	
Levels 4-7	-	
Total HCAC	**25,262**	
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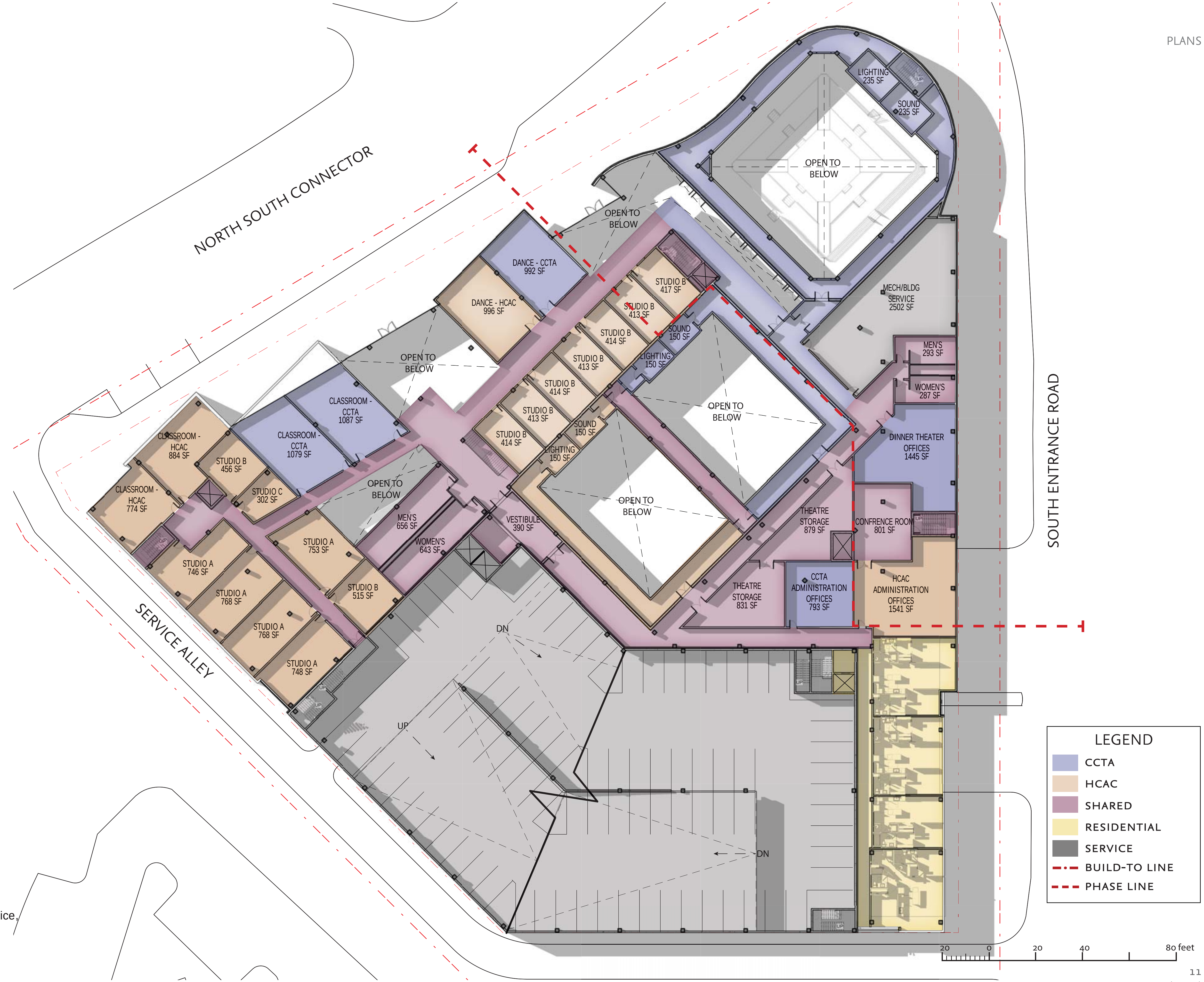
**Includes lobby,circulation, cafe, public bar, ticket office, bathooms, loading, storage
***Includes residential service
****Includes residential lobby, loading and clubhouse



THIRD FLOOR PLAN

The New Cultural Center GSF

CCTA*

Basement	6,814	
Ground	25,154	
Second	11,009	
Third	-	
Levels 4-7	-	
Total CCTA	**42,977**	13%

HCAC

Basement	-	
Ground	10,475	
Second	14,787	
Third	-	
Levels 4-7	-	
Total HCAC	**25,262**	
		7%

SHARED SERVICES*

Basement	6,425	
Ground	22,741	
Second	15,680	
Third	888	
Levels 4-7	-	
Total Shared Services	**45,734**	
		14%

BUILDING SERVICE***

Basement	1,629	
Ground	2,306	
Second	2,675	
Third	1,866	
Levels 4-7	7,464	
Total Services	**15,940**	
		5%

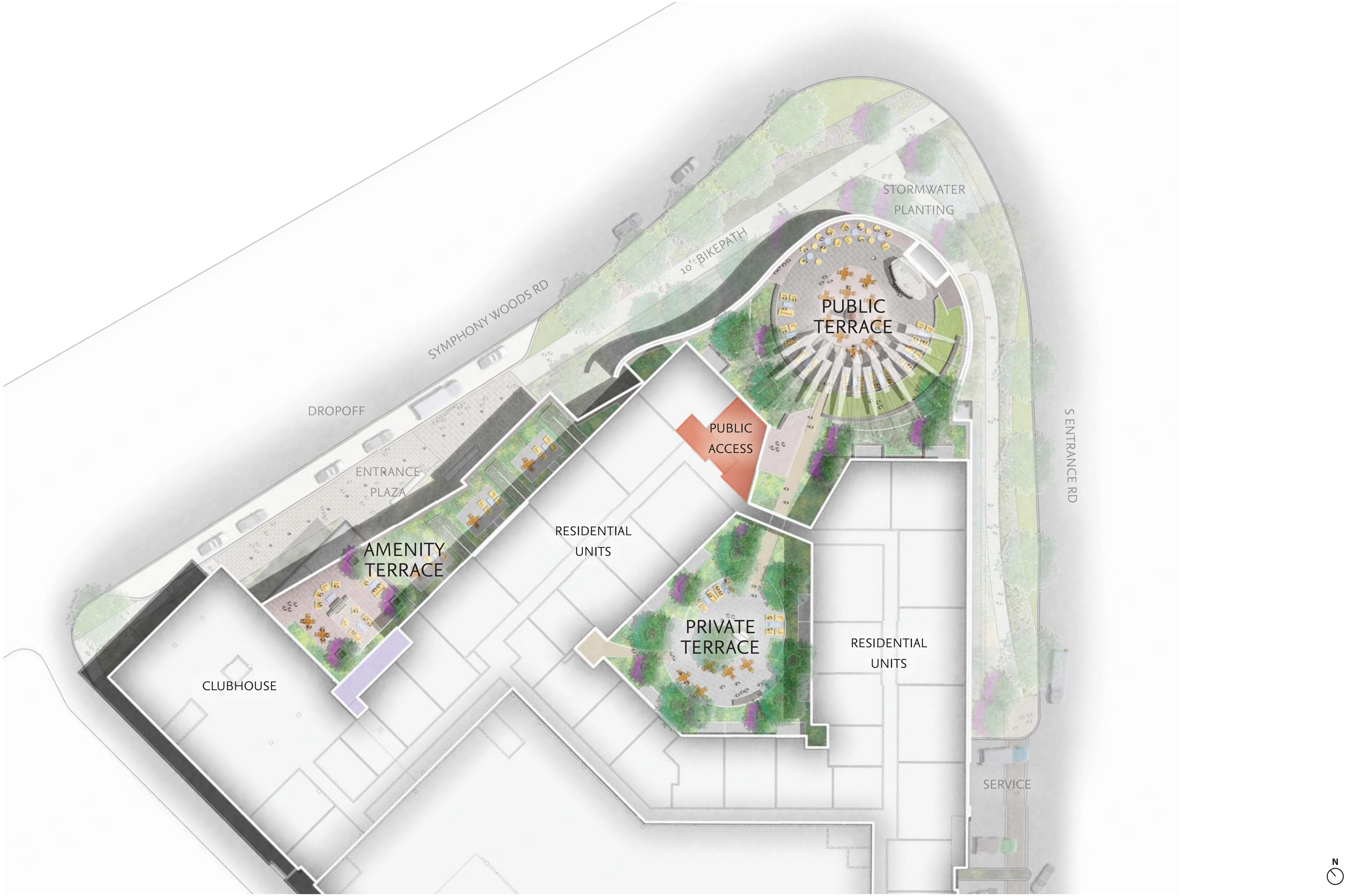
RESIDENTIAL***

Basement	-	
Ground	3,704	
Second	4,871	
Third	38,769	
Fourth	40,440	
Fifth	40,297	
Sixth	40,448	
Seventh	39,887	
Total Residential	**208,416**	
		62%

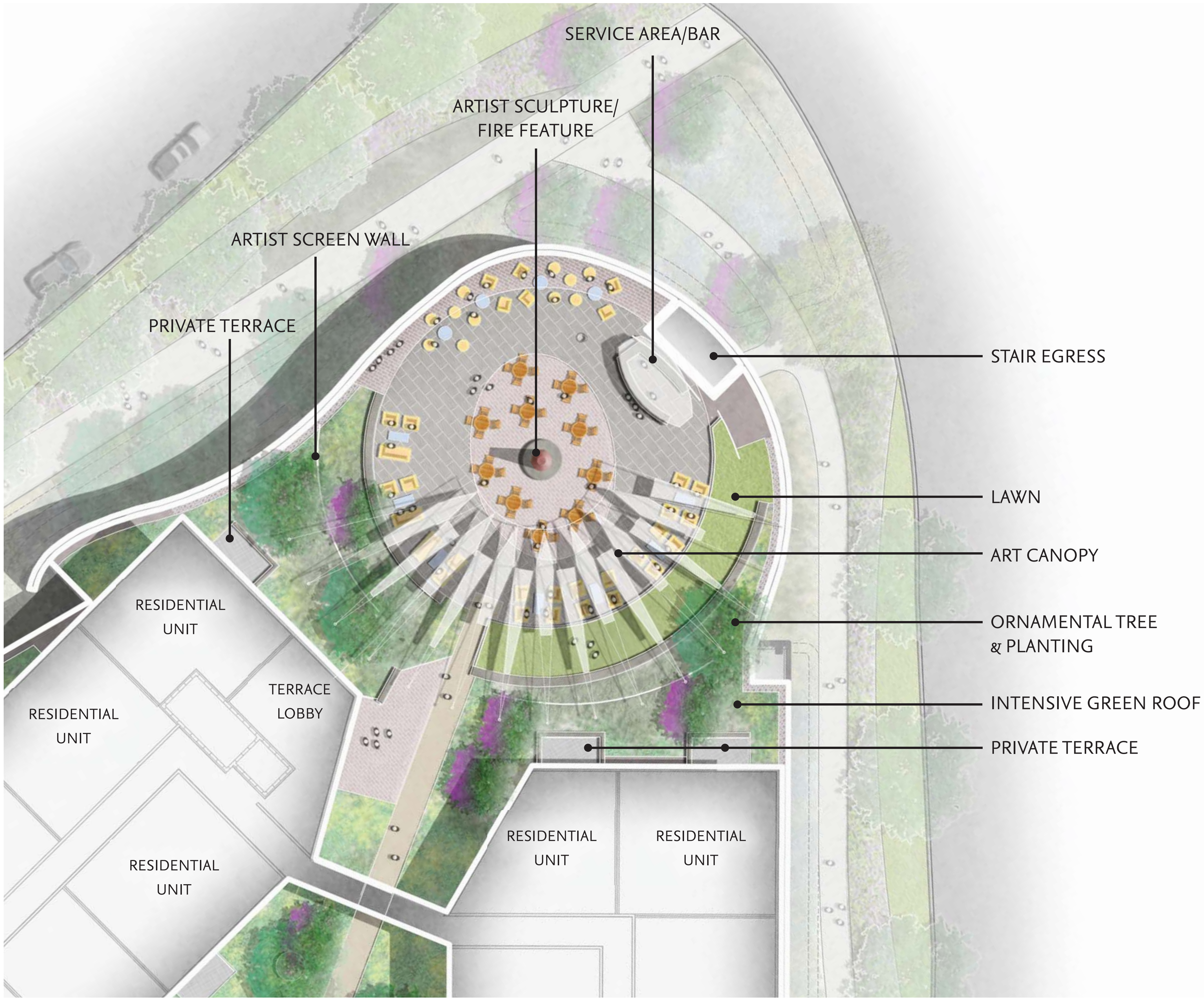
TOTAL NCC SF	338,329

*Includes Dinner theater
**Includes lobby,circulation, cafe, public bar, ticket office, bathooms, loading, storage
***Includes residential service
****Includes residential lobby, loading and clubhouse

LEVEL 3 TERRACE PLAN



PUBLIC TERRACE PLAN



PUBLIC TERRACE RENDERING


THE NEW
CULTURAL
CENTER

Howard County
Memorandum

DEPARTMENT OF PLANNING AND ZONING

To: Howard County Council, Carl Delorenzo

From: Jeff Bronow, Chief of Research Division, DPZ

Date: September 22, 2016

Subject: Updated Student Yield Information

The table below was provided in a memo dated July 25, 2016 during a previous County Council work session. It shows the number of students and resulting yield rates in the Metropolitan as of the end of the last school year.

Student Yield from the Metropolitan in Downtown Columbia

Total Apartment Units: **380**

	Students	Yield
Elementary Students	5	0.0132
Middle Students	2	0.0053
High Students	6	0.0158
Total	**13**	**0.0342**

Source: HCPSS, May 25, 2016

That memo also indicated that it was likely that more than 13 students from this apartment complex would be attending the HCPSS in the upcoming 2016/2017 school year, as families may have moved in mid-year during the lease-up period and perhaps chose to remain at their existing school, or other reasons. This expectation has been realized as shown in the table below. There are now 21 students attending the HCPSS as of September 19, 2016—9 elementary school students, 2 middle school students and 10 high school students. The Metropolitan is currently 92% leased, which close to the stabilized lease rate of 93% to 95% according to the apartment manager.

Student Yield from the Metropolitan in Downtown Columbia

Total Apartment Units: **380**

	Students	Yield
Elementary Students	9	0.0237
Middle Students	2	0.0053
High Students	10	0.0263
Total	**21**	**0.0553**

Source: HCPSS, September 19, 2016

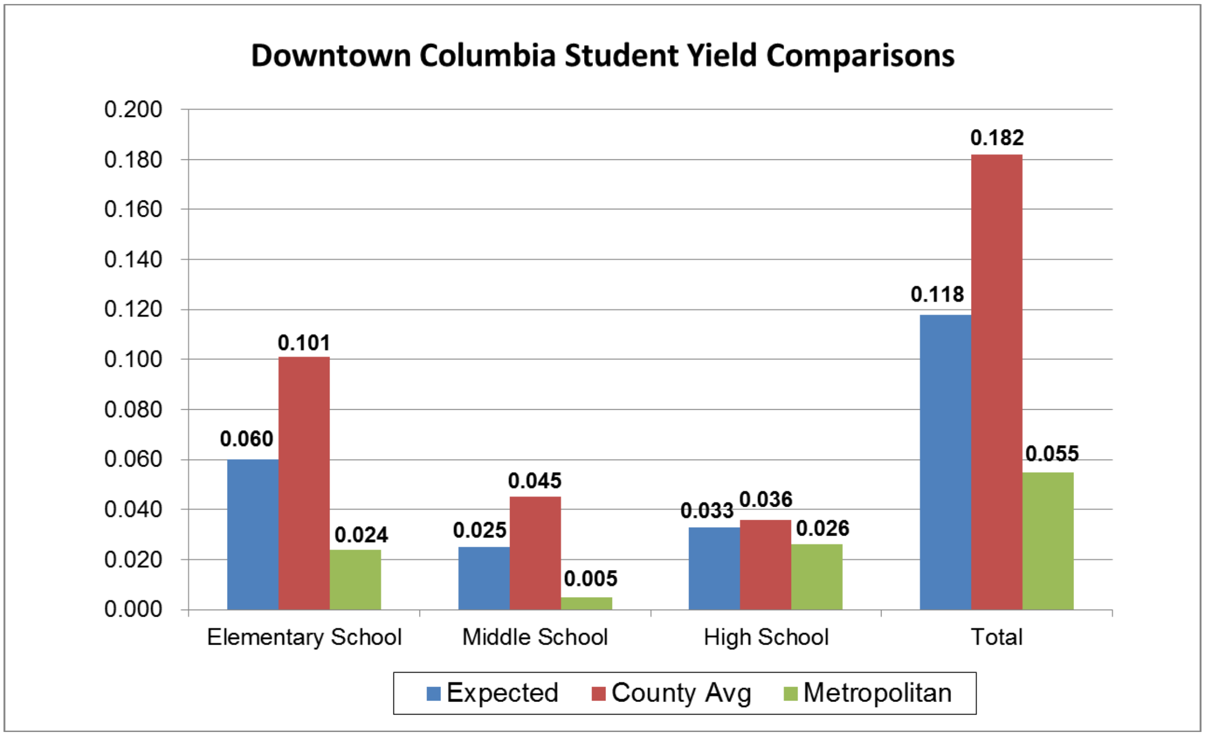
The July 25th memo also compared the realized yields from the Metropolitan to the "expected" yields and the countywide average yields for apartments used in MuniCap's fiscal analysis. (Please refer to the November 2, 2015 memo for more details on yields used in the fiscal study.) An updated yield comparison is summarized in the table and chart below using the latest Metropolitan yields. The current total yield in the Metropolitan for all school levels is .055 students per unit. This is significantly lower—around 2 times lower— than the expected yield used in the fiscal analysis of .118.

	Student Yields		
	Expected (1)	County Avg (2)	Metropolitan (3)
Elementary School	0.060	0.101	0.024
Middle School	0.025	0.045	0.005
High School	0.033	0.036	0.026
Total	**0.118**	**0.182**	**0.055**

(1) Based on Montgomery County student generation rates for multi-family high-rise units 5-stories or more, 2013 analysis. (rental and condo apts.)

(2) Based on 2009 to 2014 average Howard Countywide yields from newly constructed multi-family units. (rental and condo apts.)

(3) From HCPSS attendance records, September 19, 2016



The tables below summarizes estimated number of new students that would result from the 5,500 and 6,400 new housing unit scenarios in the entirety of Downtown Columbia based on these yields. It is anticipated that DPZ and HCPSS will use the latest yield information for the update to the school feasibility study as called for in the Downtown Columbia Plan.

	Student Totals - **5,500 units**		
	Expected	County Avg	Metropolitan
Elementary School	330	556	132
Middle School	138	248	28
High School	182	198	143
Total Students	**649**	**1,001**	**303**

	Student Totals - **6,400 units**		
	Expected	County Avg	Metropolitan
Elementary School	384	646	154
Middle School	160	288	32
High School	211	230	166
Total Students	**755**	**1,165**	**352**