

FW: CB 34- follow up

Feldmark, Jessica

Sent: Wednesday, June 22, 2016 1:25 PM

To: Ball, Calvin B; Fox, Greg; Greg Fox (Greg.Fox@Constellation.com); Weinstein, Jon; Sigaty, Mary Kay; Terrasa, Jen

Cc: Wimberly, Theo; Sayers, Margery

Attachments: Response to CB 34 questions.docx (332 KB)

Additional info from DPZ on CB34-2016...please see below and attached.

Thanks,
Jess

Jessica Feldmark
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Howard County Council
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jfeldmark@howardcountymd.gov

From: Gowan, Amy
Sent: Wednesday, June 22, 2016 1:06 PM
To: Feldmark, Jessica
Cc: Sager, Jennifer; Lazdins, Valdis
Subject: CB 34- follow up

Hi Jessica,

Val asked me to provide some additional information in response to some of the questions that came up at the Public Hearing on Monday.

I have attached some examples with illustrations to help explain some different scenarios under the proposed ZRA.

We would greatly appreciate if you could forward this to the Council offices. We are happy to provide any additional information or answer any new questions that arise.

Thanks,

--Amy

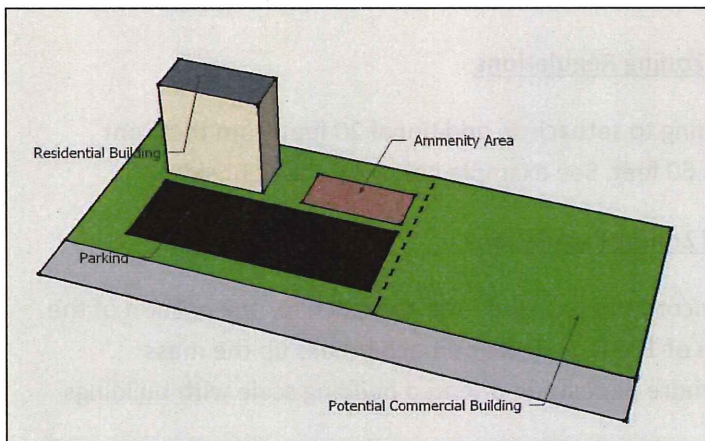
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Purpose of the Transit Oriented Development (TOD) Zoning District

The TOD district encourages multi-use centers that combine office and high-density residential development in proximity to MARC Stations. Currently, Section 127.4.F.2 of the Zoning Regulations restricts residential development and associated parking to no more than 50% of a TOD site. The remaining 50% can be developed for office, commercial, institutional, and in some instances light industrial uses.

Section 127.4.F.2- Existing Zoning Regulations

The existing regulations limit the area occupied by parking, amenities, and residential buildings in the TOD Zoning District to 50% of the property. The graphic below depicts in concept a multifamily residential building with surface parking and an amenity area. In this scenario, the amenity area and parking acreage are counted toward the 50% development area restriction. Since, the area devoted to parking and amenities significantly reduces the footprint of the residential building, less area is available for residential development.



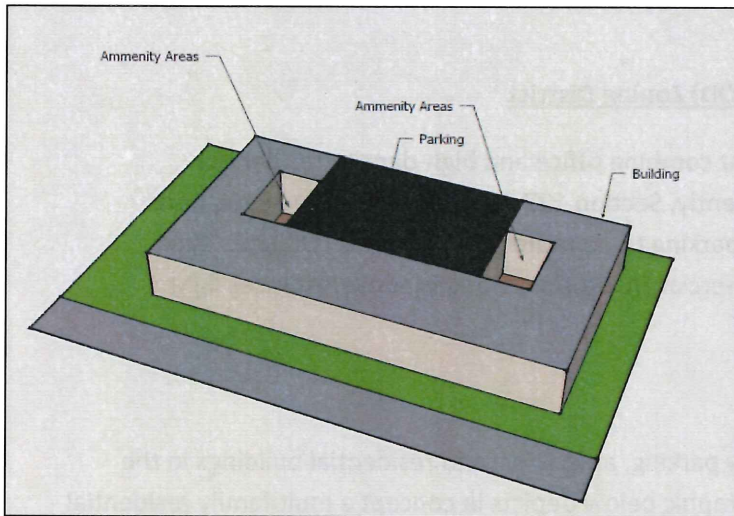
Surface Parking Example Under Existing Regulations

Dwelling Units (20/acre):	100
Lot Size:	5 Acres
50% Residential Lot Area Max:	2.5 Acres
Amenity Area (10%):	0.5 Acres
Parking Area (230 spaces):	1.5 Acres
Available Building Area:	0.5 Acres

Section 127.4.F.2- Proposed Zoning Regulations

The proposed Zoning Regulation Amendment removes structured parking and amenity areas from the 50% limitation. In the example above, the area dedicated to surface parking and the residential building would still count toward the 50% limitation, but the amenity area would not.

However, if surface parking is replaced with structured parking, as shown in the following illustration, both structured parking and the amenity areas would not count toward the 50% limitation. This would allow more room for residential development and result in a more efficient use of the land, design flexibility, encourage structured parking rather than large surface lots, and enhance opportunities for residential development and amenity areas.



Structured Parking Example (Texas Donut) Under Proposed Regulations

Dwelling Units (20/acre):	100
Lot Size:	5 Acres
50% Residential Lot Area Max:	2.5 Acres
Amenity Area (10%):	N/A
Parking Area (230 spaces):	N/A
Available Building Area:	2.5 Acres

Sec. 127.4.E.2- Maximum Building Height

Existing Zoning Regulations

The existing regulations require the entire building to setback an additional 20 feet from the front property line when the building height exceeds 60 feet. See example below on the right side.

Proposed Zoning Regulations

The proposed Zoning Regulation Amendment incorporates a step back approach for the portion of the building that exceeds 80 feet, up to a maximum of 100 feet. This approach breaks up the mass associated with taller buildings and provides a more pedestrian oriented building scale with buildings near the front property line.

