

VICINITY MAP
SCALE: 1"=2000'

SUMMARY OF AMENDMENTS

PHASE 30-A: ^{2nd Revision} AMENDS THE PERMITTED LAND USE OF LOT 2 B OF AREA 2 OF SECTION 3 OF THE VILLAGE OF HARPERS CHOICE AND SUPERSEDES IN PART FINAL DEVELOPMENT PLAN PHASE 30 AS RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND, IN PLAT BOOK 14 FOLIO 97.

PHASE 30-A-III: AMENDS SHEETS 2, 3, AND 6 OF 7. PURPOSE IS TO CHANGE 2.395 ACRES OF SINGLE FAMILY ATTACHED LAND USE TO SINGLE FAMILY MEDIUM DENSITY.

PHASE 30-A-IV: AMENDS SHEETS 3 AND 6 OF 7. PURPOSE IS TO ADD 0.191 ACRES OF NON-CREDITED OPEN SPACE TO THIS PHASE. REFERENCE LOT 19 IN CRITERIA AND ADJUST LAND USE TABULATIONS ACCORDINGLY.

PHASE 30-A-V: AMENDS SHEET 2 OF 7. PURPOSE IS TO ALLOW LOT 18 TO BE CONSTRUCTED MORE THAN 40-FT IN HEIGHT BY AMENDING ITEM 8.B8.

PHASE 30-A-VI: AMENDS SHEET 2, 3 AND 4 OF 7. THE PURPOSE IS TO SPLIT LOT 8 INTO LOT 8A AND LOT 8B AND CHANGE THE LAND USE FOR LOT 8B TO SINGLE FAMILY ATTACHED. AMEND ITEMS 8.B8, 8.C8, 9.B8 AND 10.C8 FOR LOTS 8A AND 8B.

PREPARED AS TO SHEETS 1 THRU 7 IN ACCORDANCE WITH THE ZONING REGULATIONS OF HOWARD COUNTY, MARYLAND ADOPTED OCTOBER 6, 2013

I HEREBY CERTIFY THAT THESE PLANS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSED NO. 12075, 54390 EXPIRATION DATE: MAY 20, 2024. MAY 14, 2025



NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-A-IV RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON APRIL 21, 1989 AS PLAT 3054A/1050

NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-4-V RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON 11-21-2022 AS PLAT 26212-26218

RECORDED - PLAT NO. 26212
ON 11-21-22 AMONG THE
LAND RECORDS OF HOWARD COUNTY, MD

VILLAGE OF HARPERS CHOICE
SECTION 3 AREA 2
RECORDED - PLAT NO. 26212
ON 11-21-22 AMONG THE
LAND RECORDS OF HOWARD COUNTY, MD

PREPARED AS TO SHEETS 1 TO 7 IN ACCORDANCE WITH THE ZONING REGULATIONS OF HOWARD COUNTY ADOPTED AUGUST 2, 1985.



BOARD OF COUNTY COMMISSIONERS CASE 412 RESOLUTION APPROVED AUG. 10, 1965
AMENDED B.C.C. CASE 507 RESOLUTION APPROVED NOV. 4, 1968
AMENDED Z.B. CASE 606 RESOLUTION APPROVED NOV. 22, 1972
AMENDED Z.B. CASE 644 RESOLUTION APPROVED JAN. 7, 1974
AMENDED Z.B. CASE 693 RESOLUTION APPROVED DEC. 30, 1976
AMENDED Z.B. CASE 817 RESOLUTION APPROVED SEPT. 9, 1986

HOWARD COUNTY PLANNING BOARD

11/10/2022 11/10/2022 11/10/2022
H.C.P.B. EXEC. SEC. H.C.P.B. CHAIRMAN DATE

PHASE OR AMENDMENT	DATE	PLAT BOOK	FOLIO
30-A-VI	11-21-22	26212 TO 26218	
30-A-IV	4-21-89	3054A	1050
30-III	7-8-87	3054A-93 TO 919	
30-A ^{2nd Revision}	1-8-80	16	170 TO 176
30-A		16	71 TO 77
30		14	97 TO 104
PHASE OR AMENDMENT	DATE	PLAT BOOK	FOLIO
		RECORDED	

COLUMBIA
AMENDED
FINAL DEVELOPMENT PLAN PHASE 30-A-~~XVI~~
5TH ELECTION DISTRICT HOWARD COUNTY, MD.
SCALE 1"=400'
SHEET 1 OF 7

FINAL DEVELOPMENT PLAN CRITERIA - PHASE 30A-IV

The area included within this Final Development Plan Phase is applicable to Section 3, Area 2, LOTS 1 through 19 inclusive, of the Village of Harper's Choice.

1. PUBLIC STREETS AND ROADS - Section 122-C-3-b

To be shown on subdivision plats if required by the Howard County Office of Planning and Zoning.

2. PUBLIC RIGHTS-OF-WAY - Section 122-C-3-b

As shown on subdivision plats. Vehicular ingress and egress to the Little Patuxent Parkway and Harper's Farm Road will be permitted only at points of access approved by the Howard County Office of Planning and Zoning.

3. MAJOR UTILITY RIGHTS-OF-WAY - Section 122-C-3-b

To be shown on subdivision plat if required by the Howard County Office of Planning and Zoning.

4. DRAINAGE FACILITIES - Section 122-C-3-b

To be shown on subdivision plat if required by the Howard County Office of Planning and Zoning.

5. RECREATIONAL, SCHOOL, PARK AND OTHER COMMUNITY USES - Section 122-C-3-c

To be shown on subdivision plat if required by the Howard County Planning Board.

6. PERMITTED GENERAL LOCATION OF ALL BUILDINGS AND STRUCTURES - Section 122-C-3-d (1)

6A SINGLE FAMILY MEDIUM DENSITY USE AREAS

No structure shall be located upon lots devoted to single family medium density land use within 20 feet of any 50' street right-of-way, nor within 30 feet of any 60' or greater street right-of-way, nor within 100 feet of a principal arterial highway, nor within 7-1/2 feet of any property line not a right-of-way line for a public street, road, or highway, except, however, that structures may be constructed at any location within such set-back areas provided all structures and construction is developed in accordance with a site development plan approved by the Howard County Planning Board.

Structures may be located on the property line provided no part of the building shall protrude over the adjoining lot and provided that a maintenance easement agreement be included in the deed where appropriate. Spacing between single family detached dwelling units shall be a minimum of 15 feet. All structures must be developed in accordance with a site development plan approved by the Howard County Planning Board.

The Planning Board may, upon application, designate on a Subdivision Plat, a lot, lots or parcels, as "Common Open Areas" which will not be credited to "Open Space", but, will be credited to the Single Family Low and/or Medium Density of the Phase in which it presently exists.

Permanent access to lots may be provided by means of perpetual common reciprocal access easement as shown on the final subdivision plat.

6B APARTMENT USE AREAS

No structure shall be located upon lots devoted to apartment uses within 25 feet of the right-of-way of any public street, road, or highway. Except as restricted by this paragraph 6, buildings and other structures may be located at any location within apartment use areas, provided such apartment use areas are developed in accordance with a site development plan approved by the Howard County Planning Board. The term "structure", as used in this Final Development Plan phase, shall not include walks, shrubbery, trees, ornamental landscaping, excavations or fill, fencing not to exceed 6 feet in height, signs or other similar minor structures upon which no restriction as to location is imposed. Determination of the specific character of "similar minor structures" and setbacks applicable thereto will be made by the Howard County Office of Planning and Zoning.

Fences constructed on any lot within this Final Development Plan phase, if located within setback areas adjacent to public streets, roads, or highways upon which construction of structures is prohibited, shall not exceed three feet in height, if solid or closed, nor five feet in height, if open except in accordance with a site development plan approved by the Howard County Planning Board.

6C SINGLE FAMILY ATTACHED USE AREAS

Buildings and other major structures may be located at any location within single family attached use areas provided such buildings or other major structures are constructed in accordance with a site development plan approved by the Howard County Planning Board. No restriction is imposed upon the location of walks, shrubbery, trees, ornamental landscaping, excavations or fill, fencing not to exceed 6 feet in height, signs, or other similar minor structures. Determination of the specific character of "similar minor structures" and setbacks applicable thereto will be made by the Howard County Office of Planning and Zoning. Fences, if located within 25 feet of any public street, road, or highway, shall not exceed three feet in height if solid or closed nor five feet in height, if open, except in accordance with a site development plan approved by the Howard County Planning Board.

6D OPEN SPACE USE AREAS

No structure within Open Space Use Areas shall be located within 25 feet of the right-of-way of any public street, road, or highway, or within 25 feet of any property line, except, however, that structures may be constructed at any location upon lots devoted to Open Space Use provided such construction is in accordance with a site development plan approved by the Howard County Planning Board.

7. PERMITTED USES - Section 122-C-3-d (2)

7A SINGLE FAMILY MEDIUM DENSITY LAND-USE AREAS

All lots within single family medium density land use areas shall be used only for single family detached medium density residential uses, including private recreation facilities such as swimming pool, tennis courts and basketball courts, reserved for the use of the on-site residents and their guests.

7B APARTMENT USE AREAS

Lots 7, 8A, 9, 11, 17 and 18 shall be devoted to apartment uses provided however, that no more than an average of fifteen dwelling units per acre shall be constructed on land zoned for apartment uses within this final development plan phase.

7C SINGLE FAMILY ATTACHED USE AREAS

^{8B and} Lots 1, 2B, 3, 4, 5, ~~6~~, 13A shall be devoted to single family attached land uses, provided, however, that no more than an average of ten dwelling units per acre may be constructed upon such land and, further provided, that single family attached dwelling units shall be constructed in groups having no more than ten units attached to one another and shall be constructed in such physical relation to each other as may be specifically approved by the Howard County Planning Board as a part of the site development plan referred to herein in Section 6. Single family attached land use areas shall be considered as "Apartments" for the purpose of application of the use limitations of Section 122-A-5-b of the Howard County Zoning Regulations.

Division of Single Family Attached Use Areas into individual lots to be owned individually, without front yards, without rear yards, and with groups of single family attached lots surrounded by common areas owned jointly by all lot owners or owned jointly by groups of lot owners, is expressly permitted. All, or a portion of, such lots may be under one or several ownerships, and may be operated as rental units.

7D OPEN SPACE USE AREAS

All open space land use areas within this Final Development Plan Phase may be used as utility and drainage easements.

Lots 2A, 2B, 10, 14, 16 and 19 are to be used for all open space uses, including, but not limited to, the operation and maintenance of a public or private park.

Lots 6, 12 and 15 are to be used for open space purposes. Any portion of Lots 6, 12 and 15 may be used as a vehicular right-of-way for a public or privately owned transportation system.

The traveled area actually used as a right-of-way or, in any event, a right-of-way strip, no less than 30 feet in width, shall not, in such event, be considered in computing the minimum amount of land devoted to open space uses as required by 122-A-5-b of the Howard County Zoning Regulations.

8. HEIGHT LIMITATIONS - Section 122-C-3-d (3)

8A SINGLE FAMILY MEDIUM DENSITY LAND USE AREAS

No structure shall be constructed more than 34 feet in height from the highest adjoining ground elevation adjacent to the building upon lots devoted to single family land uses.

8B APARTMENT USE AREAS

No structure shall be constructed more than 40 feet in height from the highest adjoining ground elevation, except upon Lot 11 and Lot 18 and 8A, no structure shall be constructed more than 60 feet in height from the highest adjoining ground level elevation upon Lot 11 and Lot 18 and 8A.

8C SINGLE FAMILY ATTACHED USE AREAS

No structure shall be constructed more than 34 feet in height from the highest adjoining ground elevation, except on lot 8B no structure shall be constructed more than 45 feet in height from the highest adjoining ground elevation

8D OPEN SPACE USE AREAS

No height limitation is imposed upon structures constructed within Open Space Use Areas provided improvements thereon are constructed in accordance with a site development plan approved by the Howard County Planning Board.

9. PARKING REQUIREMENTS - Section 122-C-3-d (3)

9A SINGLE FAMILY MEDIUM DENSITY LAND USE AREAS

No less than two (2) off-street parking spaces containing a minimum area of one hundred eighty (180) square feet per each parking space shall be provided on each lot within single family land use areas, except that when driveway access is to a 60' or greater street right-of-way, two parking spaces shall be provided exclusive of any area encompassed by a garage, each with access to the street without crossing the other parking space.

9B APARTMENT USE AREAS

No less than 1-1/2 off-street parking spaces for each dwelling unit shall be provided within Lots 7, ~~8~~, 9, 11, 17 and 18 devoted to apartment uses. ~~Lot 8-A to have no less than 1.34 off-street parking spaces for each dwelling unit.~~

9C SINGLE FAMILY ATTACHED USE AREAS

No less than 2 parking spaces for each dwelling unit shall be provided adjacent to such dwelling unit. Such parking spaces may be parallel parking spaces located on paved areas adjacent to public roadways or adjacent to service drives, and oriented at right angles to such roadways or service drives. Such parking areas may be part of the dedicated R/W of such roadways if approved by the appropriate County agencies.

9D OPEN SPACE USE AREAS

No parking requirements are imposed upon any of the land within this Amended Final Development Plan phase devoted to Open Space Uses.

10. SETBACK PROVISIONS - Section 122-C-3-d (3)

10A. GENERALLY

- Setbacks shall conform to the requirements of Section 6 above.
- No other setback restrictions are imposed upon land within this Final Development Plan Phase.

10B APARTMENT USE AREAS

Setbacks shall conform to the requirements of Section 6 above. No other setback restrictions are imposed upon land within this Final Development Plan Phase.

10C SINGLE FAMILY ATTACHED USE AREAS

- Setbacks shall conform to the provisions set forth in Section 6 above.
- Buildings and other structures may be located within one foot of the right-of-way of interior public streets if in accordance with a site development plan approved by the Howard County Planning Board. All streets, other than Eliot's Oak Road, Hesperus Drive, Faulkner Ridge Circle, and Harper's Farm Road are interior streets. Buildings and other major structures shall not be located within thirty feet of Eliot's Oak Road, Hesperus Drive, Faulkner Ridge Circle, and Harper's Farm Road.

~~AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND~~
~~Except for Lot 8B no structure shall be located within 10 feet of Eliot's Oak Road.~~

NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30A-IV RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON 11-21-2022 AS PLAT 26212-26218

VILLAGE OF HARPER'S CHOICE
SECTION 3 AREA 2

RECORDED - PLAT NO. 26212

ON 11-21-22

AMONG THE

PETITIONER
THE HOWARD RESEARCH AND DEVELOPMENT COMPANY
COLUMBIA, MARYLAND 21044

LAND RECORDS OF HOWARD COUNTY, MARYLAND

COLUMBIA
AMENDED

FINAL DEVELOPMENT PLAN PHASE 30A-~~XVI~~
5TH ELECTION DISTRICT HOWARD COUNTY, MD.
SHEET 2 OF 7

I1D OPEN SPACE USE AREAS

- Setbacks shall conform to the requirements of Section 6 above.
- No other setback restrictions are imposed upon land within this Final Development Plan phase.

I1I. MINIMUM LOT SIZES - Section 122-C-3-d (3)

I1IA SINGLE FAMILY MEDIUM DENSITY LAND USES

As shown on subdivision plat in accordance with minimum lot sizes as may be required by the Howard County Planning Board.

I1IB APARTMENT USE AREAS

As shown on subdivision plat.

I1IC SINGLE FAMILY ATTACHED USE AREAS

As shown on subdivision plat.

I2. COVERAGE REQUIREMENTS - Section 122-C-3-d (3)

I2A SINGLE FAMILY MEDIUM DENSITY LAND USE AREAS

In no event shall more than 30 percent (30%) of any lot devoted to single family residential purposes be covered by buildings or other major structures. No limitation is imposed upon the area used for sidewalks, paved parking areas, trees and shrubbery and similar minor structures.

I2B APARTMENT USE AREAS

In no event shall more than 30 percent of any lot devoted to apartment uses be covered by buildings or other major structures. No limitation is imposed upon the area used for sidewalks, paved parking areas, trees and shrubbery and similar items.

I2C SINGLE FAMILY ATTACHED USE AREAS

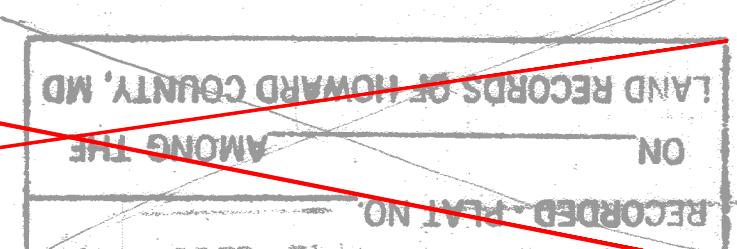
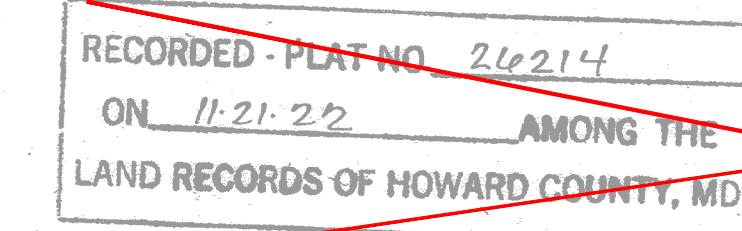
No coverage requirement is imposed upon land devoted to single family attached uses.

I2D OPEN SPACE USES

No more than 10 percent of the land within this Amended Final Development Plan Phase devoted to Open Space Uses shall, in the aggregate, be covered by buildings or major structures.

TABULATION OF LAND USE IN ACRES

Zoning Use	Total
Apts.	43.329
S.F.A.	37.276
Single Family Medium Density	2.395
open Space	
Credited	25.613
Non-Credited	3.057
Total	111.666



NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-A-IV RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON APRIL 21, 1988 AS PLAT 26214.

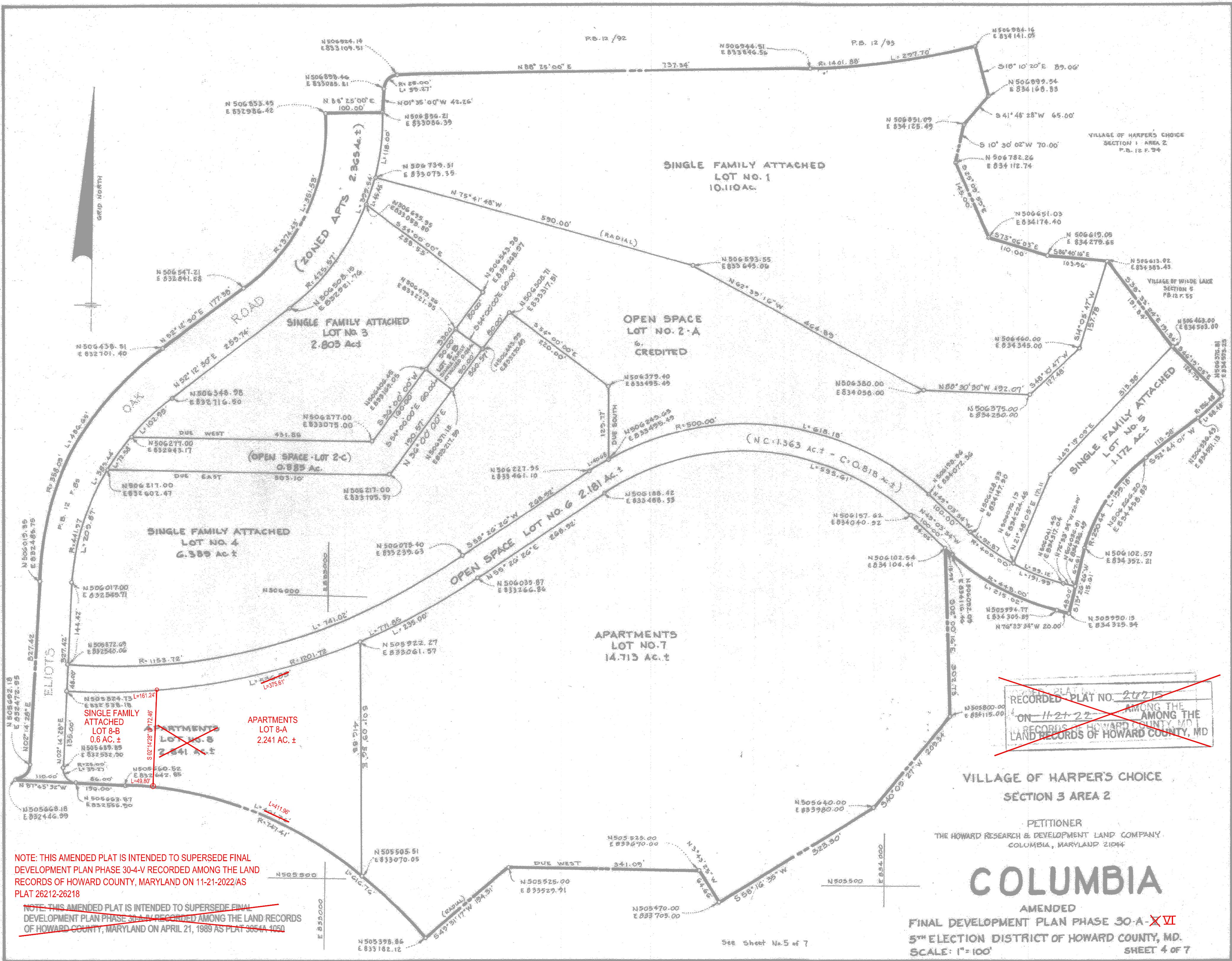
NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-4-V RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON 11-21-2022 AS PLAT 26212-26218.

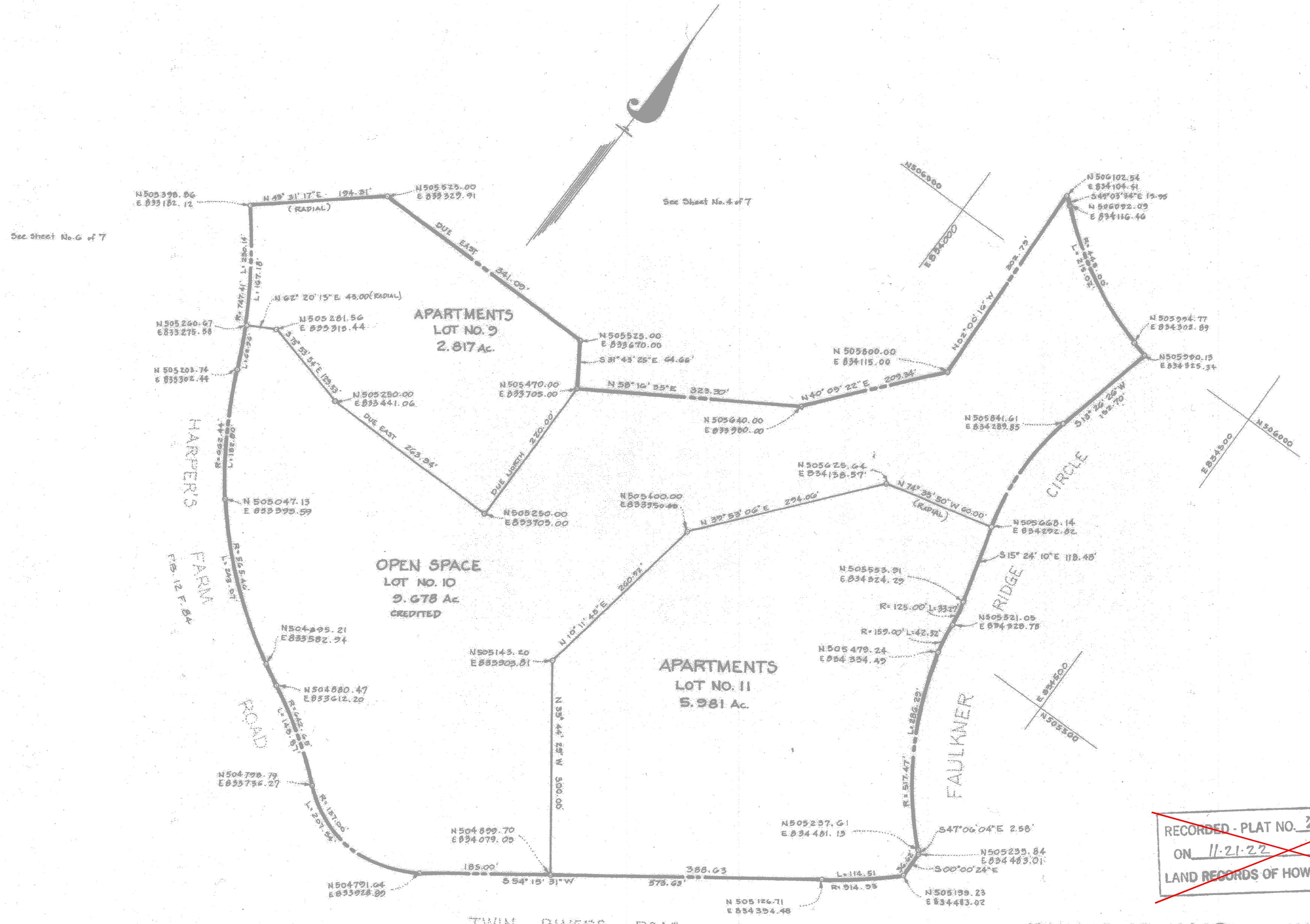
VILLAGE OF HARPER'S CHOICE
SECTION 3 AREA 2
PETITIONER

THE HOWARD RESEARCH AND DEVELOPMENT LAND COMPANY
COLUMBIA, MARYLAND 21044

COLUMBIA
AMENDED

FINAL DEVELOPMENT PLAN PHASE 30A-XVI
5TH ELECTION DISTRICT HOWARD COUNTY, MD.
SHEET 3 OF 7





VILLAGE OF HARPERS CHOICE
SECTION 3 AREA 2

PETITIONER
THE HOWARD RESEARCH AND DEVELOPMENT LAND COMPANY
COLUMBIA, MD. 21044

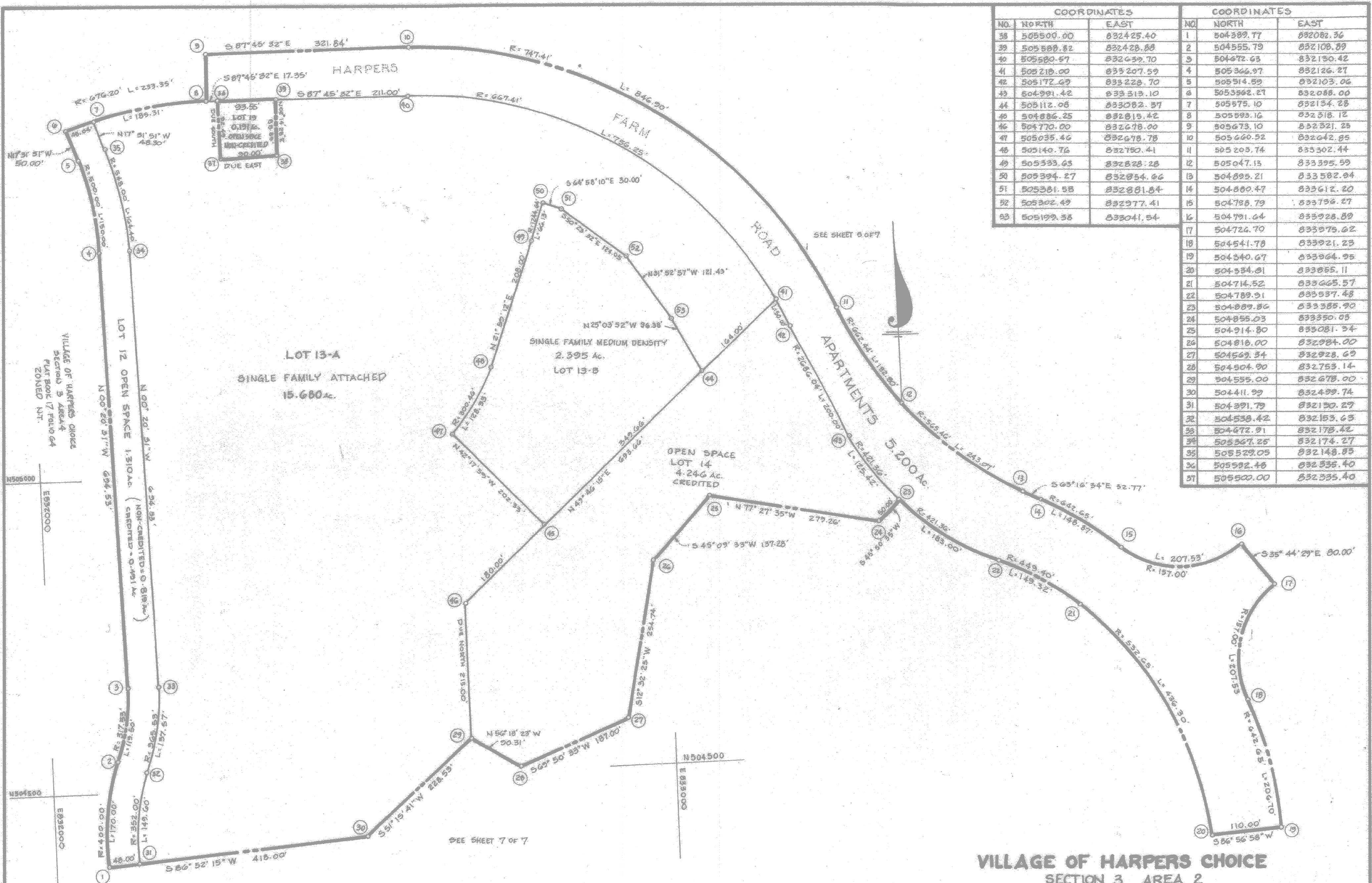
~~RECORDED - PLAT NO. 212-26216
ON 11-21-22 AMONG THE
LAND RECORDS OF HOWARD COUNTY, MD~~

~~COLUMBIA
AMENDED
FINAL DEVELOPMENT PLAN PHASE 30-A - VI
5TH ELECTION DISTRICT HOWARD COUNTY, MD.
SCALE: 1" 100'~~

~~SHEET 5 OF 7~~

NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-A
RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON 11-21-2022 AS PLAT 26212-26218

~~NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL
DEVELOPMENT PLAN PHASE 30-A AS RECORDED AMONG THE LAND RECORDS
OF HOWARD COUNTY, MARYLAND ON APRIL 21, 1989 AS PLAT 30514-1050~~



**VILLAGE OF HARPERS CHOICE
SECTION 3 AREA 2**

PETITIONER
THE HOWARD RESEARCH AND DEVELOPMENT LAND COMPANY
COLUMBIA, MD. 21044

NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL DEVELOPMENT PLAN PHASE 30-4-V
RECORDED AMONG THE LAND RECORDS OF HOWARD COUNTY, MARYLAND ON 11-21-2022 AS PLAT 26212-26218

NOTE: THIS AMENDED PLAT IS INTENDED TO SUPERSEDE FINAL
DEVELOPMENT PLAN PHASE 30-A-V RECORDED AMONG THE LAND RECORDS
OF HOWARD COUNTY, MARYLAND ON APRIL 21, 1989 AS PLAT 30544-1050

RECORDED - PLAT NO. 26217
ON 07/12/2022, NO. 26217
AMONG THE
LAND RECORDS OF HOWARD COUNTY, MD
LAND RECORDS OF HOWARD COUNTY

COLUMBIA
AMENDED
FINAL DEVELOPMENT PLAN PHASE 30-A-XVI
5TH ELECTION DISTRICT HOWARD COUNTY, MD.
SCALE: 1"=100'
SHEET 6 OF 7



EBO/DIBE Certified
Howard County

MBE Certified
Charles County
Prince George's County

MFD Certified
Montgomery County

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Rock Hill: 803.693.4216

FIELD OFFICE LOCATIONS
Arizona
Arkansas
Florida
Maine
Mississippi
New York
North Carolina
Ohio
Pennsylvania
South Carolina
Texas
Utah
Virginia
West Virginia

March 5, 2025

Mr. Dan Groszek
Sr. Construction Manager
Enterprise Community Development
875 Hollins Street
Baltimore, MD 21201



RE: Fall River Terrace
PARKING DEMAND STUDY
Howard County, Maryland
Our Agreement No.: 2025-0112

Dear Mr. Groszek:

As requested, The Traffic Group, Inc. has conducted a Parking Demand Analysis in conjunction with the proposed Fall River Terrace apartments. It is our understanding that 105 spaces are proposed while 114 are required.

Historical Howard County Data

The site is governed by FDP 30-A-5 which has a parking requirement of 1.5 spaces per unit for apartments. However, Fall River Terrace is an affordable housing project which likely has lesser parking needs. 56 units are proposed for affordable housing with 20 market-rate units. Recent apartment buildings in Howard County have received approval for lower parking ratios based upon Parking Demand Studies conducted at apartment sites within the county.

The Traffic Group, Inc. previously conducted Parking Occupancy Studies for apartment sites in Howard County in 2005 and 2013. Both of those studies showed maximum parking at approximately 1.47 spaces per unit.

More recent parking demand studies were conducted in 2020 at three apartment sites in Howard County. Those studies are summarized in Table 1 and show a peak parking demand at 1.46 spaces per unit, which is consistent with the parking studies conducted in 2005 and 2013.

In 2022, additional parking studies were performed for three apartment sites in the Columbia area. Table 2 provides the results of those studies. The average peak demand was identified to be 1.28 spaces/unit. The maximum demand at each site was identified to be 1.36, 1.02, and 1.55 spaces/unit.

It is interesting to note that the results of the 2022 Parking Demand Analysis are similar to the results of the studies conducted in Howard County in 2005 (four communities), 2013 (six communities), and 2020 (three communities). Those studies showed average parking demand at 1.31 spaces per unit, 1.26 spaces per unit, and 1.38 spaces per unit with maximum identified utilization of 1.46 spaces per unit, 1.47

spaces per unit, and 1.46 spaces per unit. All studies were conducted for a period of 3 days. There were no significant differences in parking rates in all of the studies. In fact, the results from year to year were similar. So, with a total of 48 days of studies (16 communities at 3 days each), the peak parking demand was identified to be 1.47 spaces/unit or less in 15 of 16 communities. However, none of these were affordable housing communities.

The next sections of this study will evaluate state of the practice and site-specific issues.

State of the Practice

Information was obtained from the Urban Land Institute (ULI) and the Institute of Transportation Engineers (ITE) regarding parking trends for apartment communities. Specifically, ULI recently updated the Shared Parking (3rd Edition) in 2020. ITE published the 6th Edition of the Parking Generation Manual in 2023. A review of ULI's Shared Parking information showed that there was no information specifically for Affordable Housing.

The ITE Parking Generation Manual (6th Edition), contains a Land Use Code (LUC) for Affordable Housing (LUC 223). The data in that category is further broken down to Special Needs, Income, and Senior housing. Fall River Terrace will be primarily Income based so that data was reviewed for this study. The data shows that the average peak parking demand is 1.00 space per unit with an 85th percentile rate of 1.40 spaces per unit during the weekday peak period. The data for the peak period on Saturday shows an average rate of 0.86 spaces per unit with an 85th percentile rate of 1.19 spaces per unit.

Since 20 units will be market-rate, those units are parked at 1.5 spaces per unit, leaving 75 parking spaces to serve the 56 affordable housing units. That yields a parking ratio of 1.34 spaces per unit. That is well above the average peak parking ratio of 1.00 space per unit on a weekday and 0.86 spaces per unit on a Saturday.

Copies of the ITE parking data graphs for Affordable Housing for both weekday and Saturday are attached to this letter. Those data plots show that using the average peak demand for weekday and Saturday times, 56 and 48 parking spaces would be needed, respectively for the affordable units. As a comparison to market-rate apartment parking data, parking graphs for Multifamily Housing Mid-Rise (2+ BR's) are also attached. Using that data, the proposed 56 units would be expected to have an average peak parking demand of 69 spaces during a weekday and 58 spaces during a Saturday. This equates to a 19% decrease for Affordable Housing units compared to market-rate apartment units for a weekday and 17% decrease for a Saturday. An average decrease of 18% for the weekday and Saturday peak parking demand.

A literature review provided limited data other than general statements that a 10-20% reduction in parking is typical for Affordable Housing units vs market rate units. This is consistent with the 18% reduction identified using ITE Parking data for mid-rise apartments for the proposed 56 units.

Given the State of the Practice parking information, the requested parking ratio of 1.34 spaces per unit exceeds the average peak parking demand identified by ITE for Affordable Housing units.

Site-Specific Evaluation

The proposed Fall River Terrace apartments are in the Columbia area with a high walkability potential. Transit is available to the subject property with bus stops for both MTA and RTA bus routes located close to the site. The county already recognizes that a lower parking ratio is appropriate for apartments in Columbia. A parking ratio of 1.5 spaces per unit was previously approved for this property though FDP-30-A-5.

The Howard County parking studies conducted over the years at market-rate apartment communities show average peak parking demand of approximately 1.38 spaces per unit with maximum peak demand typically no more than 1.47 spaces per unit. Additional considerations are appropriate for an Affordable Housing community.

The ITE parking data shows that parking ratios for Affordable Housing units are about 18% lower than parking ratios for a market-rate mid-rise apartment community. Applying a conservative 15% reduction to the approved 1.5 spaces per unit for this property results in a parking ratio of 1.28 spaces per unit which is lower than the 1.34 spaces per unit proposed for the affordable housing units on the site. Applying a conservative 15% reduction to the parking ratios identified at other market-rate apartments in Howard County, the identified typical peak parking demand of 1.47 spaces/unit would reduce to 1.25 spaces per unit. Again, the proposed 1.34 spaces per unit exceeds that ratio.

These factors provide additional justification for the proposed parking ratio of 1.34 spaces per unit for the affordable housing units within the Fall River Terrace community.

Summary

This report provides historical parking data for apartment sites in Howard County, current State of the Practice in parking demand from a nationally recognized organization, and site-specific details concerning the proposed development and comparisons to nearby apartment communities. Given all of this information, it is reasonable to expect that the proposed affordable housing units within Fall River Terrace will generate parking needs that are approximately 15% less than market rate apartment units. Applying a 15% reduction to the parking requirements for the affordable units results in a parking demand of 1.28 spaces per unit. The proposed 1.34 spaces per unit exceeds that. Therefore, this study provides the necessary support for a parking ratio of 1.34 parking spaces per unit for the affordable housing units within Fall River Terrace (75 spaces for 56 apartment units). The market-rate units will be parked at 1.5 spaces per unit in accordance with FDP-30-A-5, for a total of 30 spaces. The overall 105 parking spaces are sufficient to serve the site.

If you have any questions or need additional information, please contact me.

Sincerely,



Mickey A. Cornelius, P.E., PTOE, RSP
Senior Vice President

MAC:amr

(F:\2025\2025-0112_Fall River Terrace\DOCS\CORRESP\ANALYST\Fall River Terrace_Parking Demand Study_Groszek.docx)

TABLE 1
Howard County Apartment
Parking Demand Analysis

LOCATION	DAY OF THE WEEK			
	Monday ^{1/} (Sunday Night) 2/3/2020	Tuesday ^{1/} (Monday Night) 2/4/2020	Wednesday ^{1/} (Tuesday Night) 2/5/2020	Average Peak Demand
<u>Brompton House</u>				
<u>Phase 1 (Blue Stream)</u>				
7691 Mandrake Ct				
Elkridge, MD 21075				
Total Units = 226	313	319	315	316
Occupied Parking Spaces				
Parking Rate. (space/unit)	1.38	1.41	1.39	1.40
<u>Azure Oxford Square</u>				
2010 Southmoor St				
Hanover, MD 21076				
Total Units = 248	319	324	321	321
Occupied Parking Spaces				
Parking Rate. (space/unit)	1.29	1.31	1.29	1.29
<u>Orchard Club Apartments</u>				
6330 Orchard Club Dr				
Elkridge, MD 21075				
Total Units = 196	276	287	284	282
Occupied Parking Spaces				
Parking Rate. (space/unit)	1.41	1.46	1.45	1.44
AVERAGE PARKING RATES FOR 3 SITES				
SPACE/OCCUPIED UNIT	1.36	1.39	1.38	1.38
Note:				
1. Counts taken between 1 AM and 3 AM.				

TABLE 2
Howard County Apartment
Parking Demand Analysis

LOCATION	DAY OF THE WEEK			
	Thursday ^{1/} (Wednesday Night) 10/20/2022	Friday ^{1/} (Thursday Night) 10/21/2022	Thursday ^{1/} (Wednesday Night) 11/3/2022	Average Peak Demand
<u>Stonehaven Apartments</u> 7030 Gentle Shade Road Columbia, MD 21046 Total Units = 200 Occupied Parking Spaces Parking Rate. (space/unit)	265	259	271	265
<u>Verona Oakland Mills</u> 9650 White Acre Road Columbia, MD 21045 Total Units = 250 Occupied Parking Spaces Parking Rate. (space/unit)	244	251	255	250
<u>Columbia Choice Apartments</u> 5351 Harper's Farm Road Columbia, MD 21044 Total Units = 234 Occupied Parking Spaces Parking Rate. (space/unit)	363	346	352	354
AVERAGE PARKING RATES FOR 3 SITES SPACE/OCCUPIED UNIT	1.28	1.26	1.29	1.28
Note: 1. Counts taken between 1 AM and 3 AM.				

ATTACHMENT



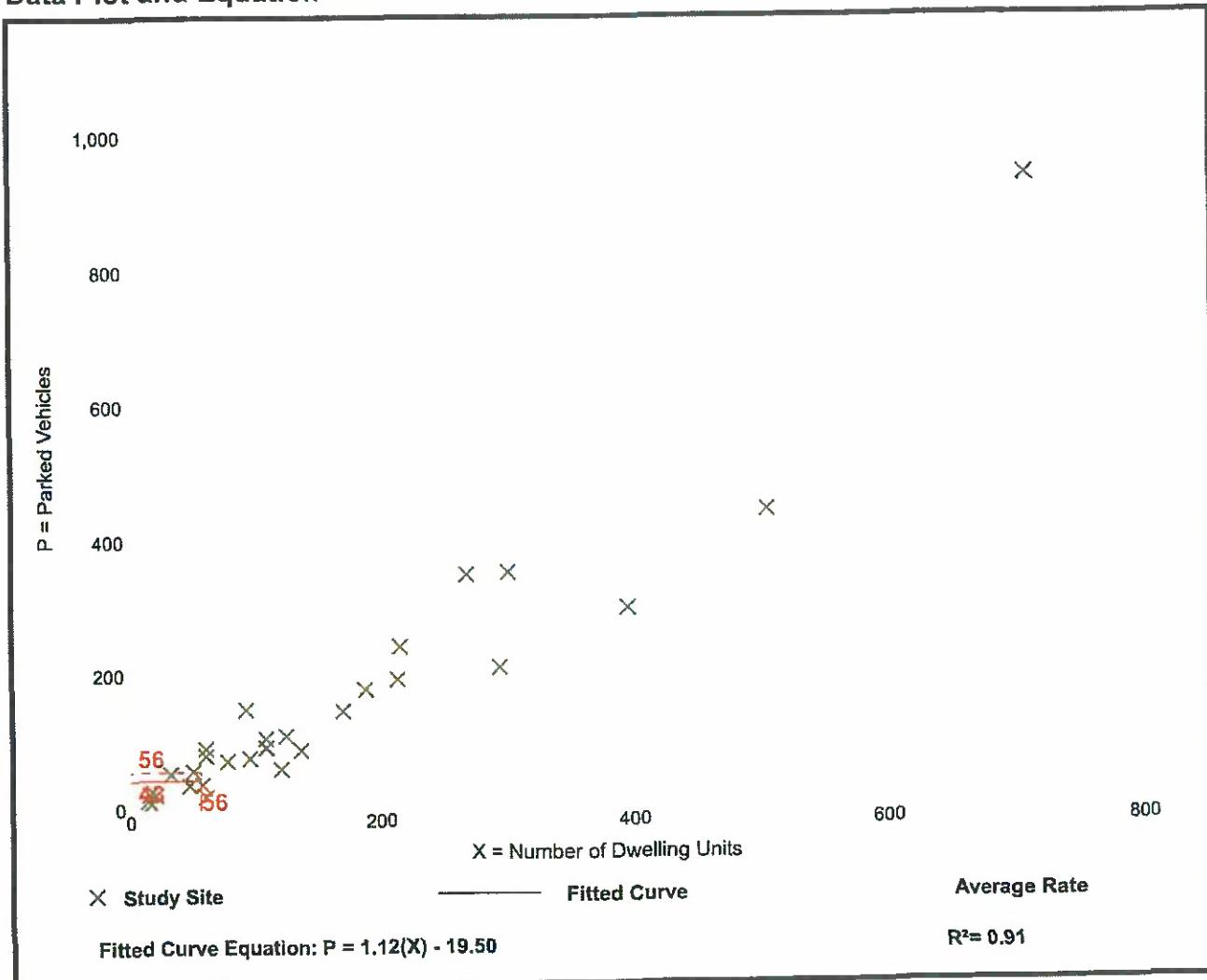
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 30
Avg. Num. of Dwelling Units: 156

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.00	0.32 - 1.66	0.85 / 1.40	0.9 - 1.1	0.28 (28%)

Data Plot and Equation



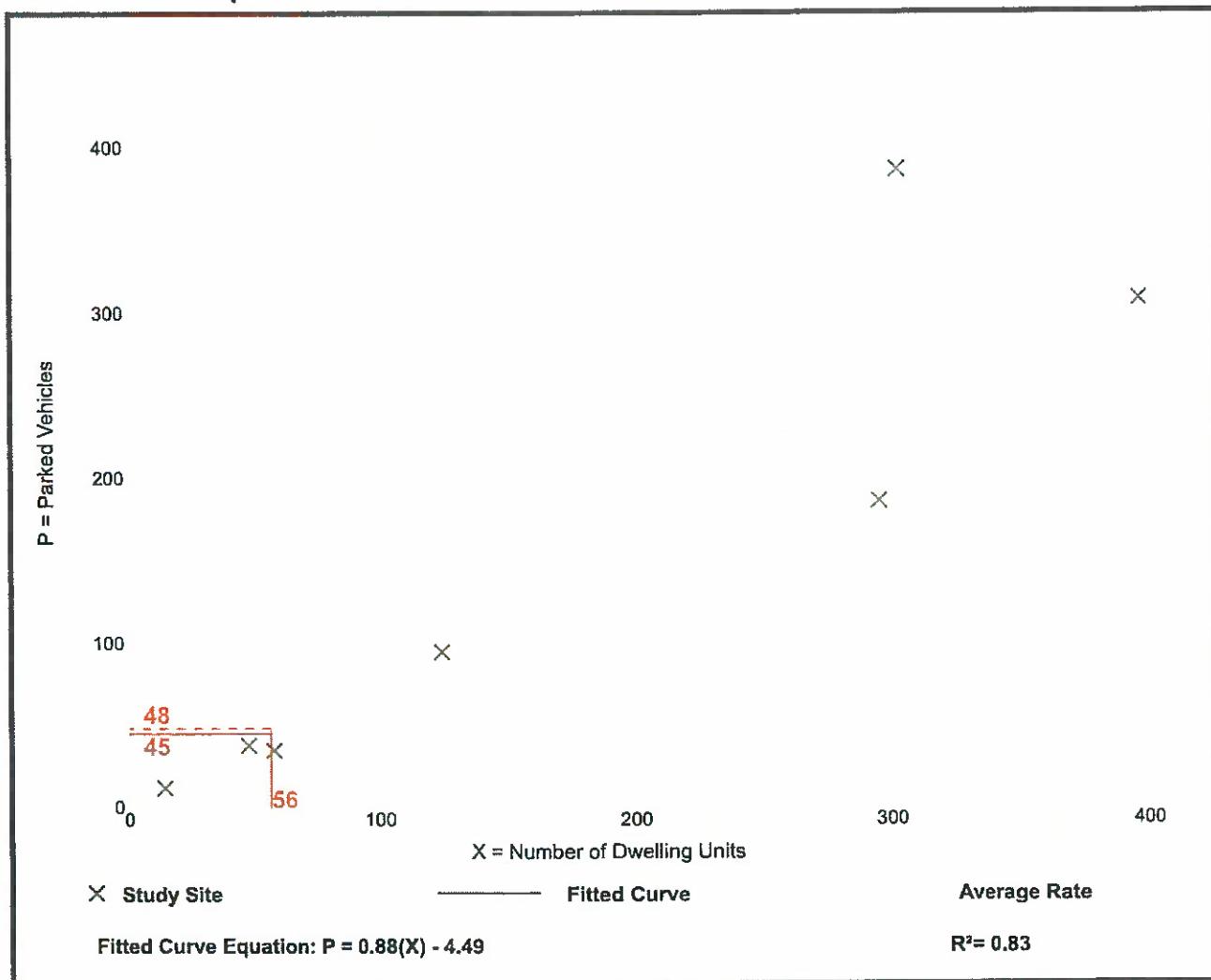
Affordable Housing - Income Limits (223)

Peak Period Parking Demand vs: Dwelling Units
On a: Saturday
Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Dwelling Units: 176

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.86	0.61 - 1.28	0.72 / 1.19	***	0.27 (31%)

Data Plot and Equation



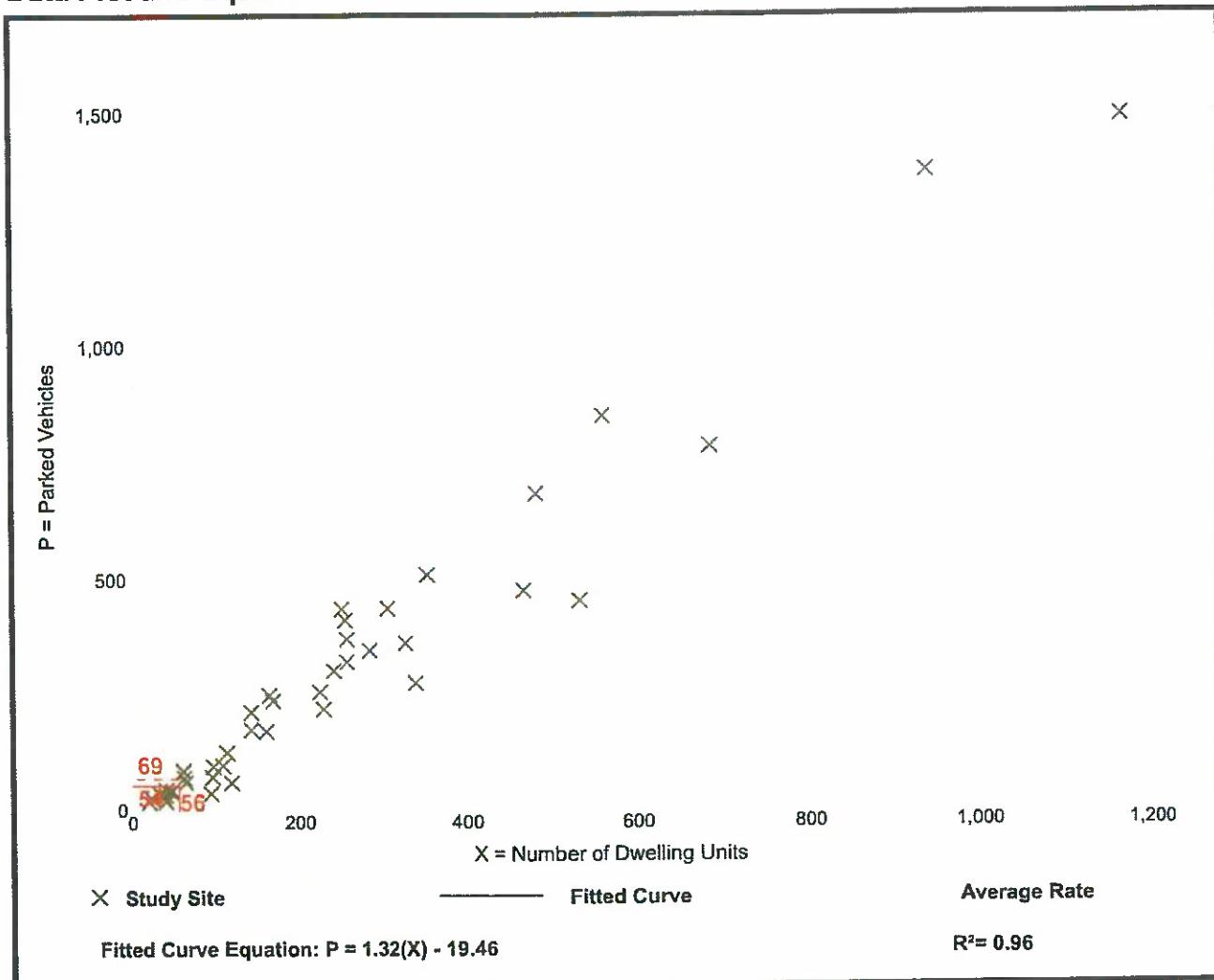
Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units
On a: Weekday (Monday - Friday)
Setting/Location: General Urban/Suburban
Number of Studies: 44
Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

Avg. Num. of Dwelling Units: 486

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.04	0.92 - 1.14	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size

