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October 7, 2013

Via Hand Delivery

The Honorable David Marks
Baltimore County Council
400 Washington Avenue
Towson, MD 21204

Re: **101 York
PUD Application**

Dear Councilman Marks:

As you are aware, this office represents DMS Development, LLC ("DMS"). This letter, together with the enclosed materials, constitutes the application of DMS under Baltimore County Code Section 32-4-242(b) for a General Development Planned Unit Development ("PUD") to be known as 101 York.

The PUD Boundary Area encompasses eight (8) properties (also identified herein as the "Site") located along the west side of York Road and the north side of W. Burke Avenue, all north of the intersection of York Road with W. Burke Avenue.¹ These properties are zoned Business, Major ("BM") and Residence, Apartment, Elevator 2 ("RAE 2"). The two properties within the PUD Area that front on W. Burke Avenue² will only be utilized as a means of access for the project. Therefore, while the total area of the PUD Boundary is approximately 2.74 acres of land, the total tract area for purposes of calculating Floor Area Ratio is approximately 2.05 acres.

¹ Detailed property information for each of these properties is listed in a chart on the attached Plan to Accompany PUD Application. SDAT records identify both Parcel 590 and Parcel 178 as each having two tax identification numbers; and the parcel owned by Baltimore County along W. Burke Avenue (containing approximately 1.18 acres) does not have either an SDAT tax identification number or map/parcel number assigned.

² One of these properties is owned by Baltimore County (a 1.18 acre parcel), and the other is owned by the State of Maryland and is utilized by Towson University for the Marriott Conference Hotel. DMS controls the interests of Towson Bypass, Inc. in its lease with Baltimore County for the 1.18 acre parcel and has obtained the written consent of Towson University for an easement to the relevant portion of Parcel 1140 for access to the project.

The Site is located inside the Urban Rural Demarcation Line and therefore meets the criteria for consideration of a general development PUD.

As shown on the attached Plan to Accompany PUD Application, DMS proposes to develop the Site with a high quality, mixed use project, including a total of 571 dormitory beds, 367 parking spaces and approximately 10,000 square feet of commercial space. Also on the attached plan is a listing of the proposed density, floor area ratio, and parking spaces compared to that which would otherwise be required in this zone. The attached plan, photographs and architectural renderings demonstrate the high quality design of this development.

This application includes a Vision Statement which addresses the impact of the PUD on the surrounding community and addresses the compatibility requirements of Baltimore County Code Section 32-4-402. Further statements regarding compatibility will also be provided as part of the Pattern Book submitted later in the PUD process.

As you are aware, for the past several months, DMS has worked closely with the surrounding community regarding this proposal and will continue to do so.

A use modification is being requested to permit access for commercial parking through a residential zone (RAE 2) where such access is not the sole access to the site. Currently anticipated bulk modifications are shown on the attached Plan to Accompany PUD Application. A final listing of these will be shown on the forthcoming Concept Plan and Development Plan.

In accordance with Baltimore County Code Section 32-4-242(b)(6)(ii)-(iv), the PUD will provide a number of community benefits. Specifically, in accordance with Section 32-4-242(b)(6)(ii), the PUD will provide a land use benefit via the use of higher quality architectural design and higher quality building materials which will enhance the development for its residents and the community as a whole. Secondly, in accordance with Section 32-4-242(b)(6)(iii), DMS will provide capital improvement benefits via a contribution of \$40,000 to the Towson High School Sports Booster Club; a contribution of \$10,000 to be used for additional landscaping at the Southland Hills mini-park; and a contribution of \$5,000 to be used for sidewalk improvements within the County owned right of way along Burke Avenue and near the Burkleigh Square Community Park. Lastly, in accordance with Section 32-4-242(b)(6)(iv), the PUD will be located within the Towson Commercial Revitalization District, thereby providing a public policy benefit promoting economic development opportunities.

The Honorable David Marks
Baltimore County Council
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A copy of the proposed Resolution is also enclosed for your consideration. Should you have any questions or comments, please do not hesitate to contact me. Thank you for your kind consideration of this important opportunity for Towson and all of Baltimore County.

Sincerely,

A handwritten signature in black ink, appearing to read "Jennifer R. Busse". The signature is written in a cursive style with a large initial "J".

Jennifer R. Busse

Enclosures
431304

THE VISION

The Baltimore County Master Plan 2020 identifies Towson as a Community Enhancement Area located within the T-6 transect zone, which allows for the highest density and height with the greatest variety of uses. Additionally, in 2011 Baltimore County agencies, including the Office of Community Conservation, the Department of Public Works and the Department of Economic Development, working in partnership with several Greater Towson organizations, created the Urban Design Principles that would effectively guide the redevelopment of Towson into a more “walkable” urban experience. It was identified in the Urban Design Principles for Towson’s redevelopment, known as “The Walkable Towson Plan” and adopted by the Baltimore County Department of Planning, that mixed-use facilities including residential accommodations are integral in creating a pedestrian friendly environment. The 101 YORK project, located within “The Triangle” area of Towson, will provide market rate student housing and street level retail for this designated town center location.

The project site is 2.74 acres that encompasses six parcels within the Towson Commercial Revitalization District. The parcels had been previously developed in a piecemeal fashion with a variety of uses, which included retail, residential and warehouse type facilities. Most of the previous improvements on the parcels had been abandoned, and/or fallen into disrepair, and have since been removed for public safety. The 101 YORK project will take advantage of this visibly significant site and existing public infrastructure, by redeveloping the site in a comprehensive manner that will create a viable and beneficial use of the property in accordance with the needs of the community and the goals of the County.

Towson Bypass, LLC is providing a vertically mixed-use project that will fulfill Towson’s urban planning goals by transforming this blighted and under-utilized segment of the York Road corridor with a compact, street-oriented project that provides improved pedestrian connectivity between Towson University and downtown Towson. 101 YORK will benefit the community by providing a widened sidewalk along York Road that accommodates pedestrian traffic, amenity features, bike racks, street furniture and street trees with ground level retail and restaurants, which may also provide sidewalk seating and retail displays. Additionally, the sidewalk will also reserve an area for a protected pull-off zone for potential future transit opportunities. The upper level housing responds to the area’s need for student housing and is served by structured vehicular parking located behind the building that is mostly below

grade and hidden from street and neighbor's view, as required by the adopted Urban Design Principles. Private amenity spaces are located in the raised central courtyard and penthouse activity rooms with green roof spaces.

The project's architectural design is reminiscent of the historic brick academic buildings of the Towson University campus in the block just south of the site. The massing maintains a pedestrian scale and establishes a compatible transition between the single story structures to the north and the adjacent 18-story Marriott Hotel building on Burke Avenue. Large glass areas between masonry piers on the façade will be lit from within bringing more activity on the street creating an enlivened and safe urban environment.

101 YORK will also employ numerous sustainable strategies through design, construction, and operation features and is slated to be LEED Silver equivalent. The project will promote energy efficiency, water quality and conservation, healthy buildings and utilize best construction practices.

The 101 YORK project will:

Site

- Control soil erosion, waterway sedimentation and airborne dust generation
- Provide community connectivity at a blighted pre-developed site
- Support alternative transportation modes by reserving a location for a future transit stop and providing bicycle storage.
- Utilize on-site infiltration and best practice stormwater management techniques to manage runoff.
- Reduce heat island effects with high solar reflectant paving and roofing

Water

- Use high-efficiency, low-flow plumbing fixtures and appliances
- Use water efficient landscaping

Energy

- Have increased insulation levels in walls, roofs and slab edge
- Install energy efficient lighting, mechanical equipment, and Energy Star labeled appliances

Materials

- Reduce waste by providing recycling collection and storage
- Divert construction and demolition debris from disposal in landfills
- Use building products that incorporate recycled content materials
- Use building materials that are manufactured within the region

Indoor Environment

- Adopt an indoor air quality management plan for during construction and before occupancy
- Install low-emitting (no-to-low VOC) materials including adhesives, sealants, paints, finishes, carpet, flooring systems, and composite wood and agrifiber products.
- Provide individual dwelling unit controls for lighting and thermal comfort
- Provide daylight and views to the exterior
- Use green housekeeping products and techniques

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April 8, 2014

Via Hand Delivery

The Honorable David Marks
Baltimore County Council
400 Washington Avenue
Towson, MD 21204

**Re: 101 York PUD
Response to Post Submission Community Meeting
Revised PUD Application**

Dear Councilman Marks:

As you are aware, this office represents DMS Development, LLC ("DMS"), with regard to the 101 YORK PUD. The post-submission community meeting was held on October 30, 2013. The meeting was well attended, and provided the developer with an opportunity to better understand the concerns of the community. Please accept this letter and attachments as the response of the applicant and a refinement of the previously filed PUD Application.

From the post-submission community meeting, the team learned that the primary concern was whether there was adequate parking on-site for the resident students and retail establishments. As a result, the team worked many weeks to revise the project to address this key issue.

To begin its work, DMS hired Chance Management Advisors, Inc. to do an independent analysis of parking and to determine the amount of parking required by the project. DMS also instructed its architects, Marks, Thomas Architects, to revisit the building design to determine whether and how additional parking could be provided in an architecturally appropriate and economically feasible manner.

We are pleased to report that the efforts of DMS have been successful. The revisions to the project can be summarized as follows:

- The project now enjoys 495 parking spaces on site for students and retail. This number of parking spaces exceeds both that required per the Baltimore County Zoning Regulations and that found to be necessary based on the research conducted by Chance Management Advisors. To accomplish this, the tower building structure was raised one level to establish another tier of parking.
- The project now encompasses a 11 story concrete tower and a 6 story wood-frame building, and includes a total of 611 beds.

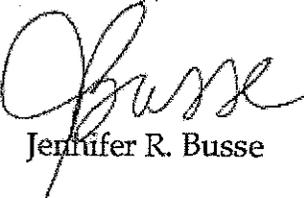
Attached hereto with this Response is a Revised PUD Booklet which contains *revised* versions of the:

- 1) Illustrative Site Plan for the project;
- 2) Elevations;
- 3) Plan to Accompany PUD Application; and
- 4) Drafted PUD Resolution.

In addition to providing our Revised PUD Booklet, we are also submitting the Chance Management Advisors, Inc.'s parking study.

Please do not hesitate to contact Scott Barhight or myself with any questions or concerns. DMS looks forward to continuing to work with you, Baltimore County, and the community in the development of this exciting project.

Sincerely,



Jennifer R. Busse

Enclosures

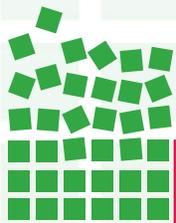
cc: Thomas J. Peddicord, Esquire (along with a copy of PUD package) (via hand)
Thomas H. Bostwick, Esquire (along with a copy of PUD package) (via hand)
DMS Development, LLC (via e-mail)
G. Scott Barhight, Esquire

DMS Development, LLC

Towson, Maryland

■ **Parking Analysis for 101 York Road**

March 2014



CHANCE
MANAGEMENT ADVISORS, INC.



26 March 2014

David Schlachman
DMS Development LLC
100 E. Pennsylvania Avenue, Suite 210
Towson, MD 21286

Dear David:

This letter conveys our report, *Parking Analysis for 101 York Road*. In the report, we reach the following conclusions:

- the 101 YORK development provides more parking spaces than are required by the Baltimore County Zoning Regulations (BCZR);
- the development provides more parking than *CMA* believes will be necessary for the anticipated student population and retail/commercial uses;
- the development is encouraging alternatives to driving by including bicycle parking, arranging for the Towson University shuttle to stop nearby, and providing parking for Zipcar vehicles; and
- in the unlikely event additional parking is required in excess of that provided on-site, DMS has the option to lease up to 150 additional spaces in the Library Parking Garage, which is located within a five minute walk from the site.

We wish to thank everyone at DMS who assisted us with the details of the development, as well as others at the University and in Towson who provided data for the analysis.

Please don't hesitate to call me if you need any additional information.

Sincerely yours,

A handwritten signature in black ink, appearing to read "Barbara J. Chance".

Barbara J. Chance, Ph.D.
President and CEO

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I. INTRODUCTION

DMS Development plans to construct a student dormitory project, including parking and modest retail/commercial space, at 101 York Road in Towson, Maryland. *CHANCE Management Advisors, Inc. (CMA)* was retained to review the project (to be called 101 YORK) and assess whether the parking provided would be adequate for the uses, as well as meeting the Baltimore County Zoning Regulations.

II. CMA QUALIFICATIONS AND EXPERIENCE

CMA is a national parking and transportation consulting company based in Philadelphia. It has provided services to private, institutional, and government clients across the U.S. and in foreign countries for 30 years.

The firm focuses on planning, management, operations, and finance. Staff members have analyzed parking supply/demand, parking patterns, existing and future conditions, and parking operations at over 300 universities. This includes institutions with primarily resident students and those with major commuting student populations. Most of these colleges and universities also have their own transportation systems or arrangements with public transit systems in order to reduce single occupant vehicle (SOV) use on campus. *CMA* has worked with universities to create new transportation systems, improve existing systems, and coordinate campus transportation with public transit. The firm has also worked with many universities to develop Transportation Demand Management programs that incorporate walking, biking, shuttles, carshare programs, emergency rides home, and various other program elements.

CMA also works with municipalities on the same issues. Previously it has provided services regarding parking development (supply/demand, rates, operations review) to the Baltimore County Revenue Authority, and staff members are familiar with Towson and the surrounding area.

Well known in the U.S. parking industry, *CMA* staff members often offer seminars at industry meetings such as the International Parking Institute, Society for College and University Planning, the Parking Industry Exhibition, and numerous state and regional organizations. *CMA's* articles have been published in *The Parking Professional*, *Parking Today*, the *Canadian Parker*, and *Planning*.

III. STUDENT HOUSING AND DRIVING TRENDS IN THE U.S.

College and university student enrollment drives the market for student housing, both on and off campus. In fall 2013, a record 21.8 million students were projected to attend American colleges and universities, constituting an increase of about 6.5 million since fall 2000¹.

As reported by Trinitas Ventures, a company specializing in all facets of development and management of student housing, in a 2012 presentation on National Trends in Student Housing², the growth in enrollment has led to a significant increase in students living off-campus. Many public colleges and universities have not been able to make the investments in sufficient housing on campus to meet the needs of the increasing student population. Thus the off-campus market for student housing has grown substantially.

Trinitas noted that the social trends of today's students favor sustainable development, with a low impact on the environment. They prefer walkable, pedestrian friendly housing, with access to public transportation. For urban off-campus housing developments, Trinitas gave the following information on national trends:

Mid-rise Housing	25-50 units per acre	75-150 beds per acre
	Parking for 25-75% of beds	
High-rise Housing	35-100 units per acres	100-300 beds per acre
	Parking for 25-50% of beds	

In the 2013 College Student Pulse, a national survey of 1,000 students about financial issues³, researchers found that the respondents had a wide variety of ways in which they were trying to cut expenses while in college. Using student discounts, buying used books, and cooking food at home instead of eating out were the most popular ways of saving money, but 72% of the students indicated they were already or planning to walk or bike to campus rather than using a car.

Many additional sources are confirming the downward trend of car ownership, driving habits, and even obtaining driver's licenses among young people. The Public Interest Research Group (PIRG) reported in 2012 that young drivers are far less interested in driving, and in owning cars, than previous generations⁴.

¹ National Center for Education Statistics, <http://nces.ed.gov/fastfacts/display.asp?id=372>
² Trinitas, National Trends in Student Housing, <http://www.slideshare.net/carolinachamber/trends-in-student-housing>
³ Business Wire , http://mms.businesswire.com/media/20130807005644/en/378301/5/Citi_Infographic_080713.jpg?download=1
⁴ Frontier Group and U.S. PIRG Education Fund, http://www.uspirg.org/sites/pirg/files/reports/Transportation%20%26%20the%20New%20Generation%20vUS_0.pdf

The evidence concerning this trend also comes from the National Household Travel Survey⁵, which found that from 2001-2009, the annual number of vehicle-miles traveled by young people (16-34) decreased from 10,300 miles to 7,900 miles per capita – a drop of 23 percent. This age group took 24 percent more bike trips in 2009 than they did in 2001, and walked to destinations 16 percent more frequently. Their passenger-miles traveled on public transit increased by 40 percent per capita.

The Federal Highway Administration has indicated that from 2000-2010, the percent of 16-34 year olds without driver's licenses increased from 21 to 26 percent⁶. The percentage of 18-year-olds with a driver's license dropped from 80 percent in 1983 to only 61 percent in 2010⁷. According to CNW Research, young people between the ages of 21 to 34 bought nearly 38 percent of new cars sold in 1985, but they only buy around 27 percent today⁸

One of the conclusions made by Frontier Group and U.S. PIRG⁹ about the age group 14-34 was that the “trend toward reduced driving among young people is likely to persist as a result of technological changes and increased legal and financial barriers to driving”. The “legal barriers” cited were laws that prevent texting while driving as well as handheld cell phone use, and the Graduated Drivers' Licensing laws that require more behind-the-wheel training for permits before licensing.

While it is true that the cost of fuel and the cost of vehicles have contributed to reduced driving and vehicle ownership among young people, PIRG also found that young people with jobs and high incomes were still less likely to drive. Of course the presence of transportation options makes all the difference, as many young people in environments without public transportation do not exhibit the same patterns.

The importance of these trends for Towson University, downtown Towson, and 101 YORK is that this area is a “transit rich” environment. Towson University is served by five MTA stops, and the University offers shuttle services to apartment complexes, the Timonium area, Penn Station, and local shopping areas. In addition, 101 YORK will be less than a five minute walk from downtown Towson and both existing and planned developments that will be patronized by students.

Both national trends and local conditions indicate that students living at 101 YORK will have many desirable and affordable options for transportation besides bringing a personal vehicle and parking it where they live.

⁵ Federal Highway Administration, National Household Travel Survey, <http://nhts.ornl.gov/tables09/FatCat.aspx>

⁶ Quoted in “Transportation and the New Generation: Why Young People Are Driving Less and What It Means for Transportation Policy, Frontier Group. <http://www.frontiergroup.org/reports/fg/transportation-and-new-generation>

⁷ Frontier Group, <http://www.frontiergroup.org/reports/fg/transportation-and-new-generation>

⁸ Autos on NBC News, <http://www.nbcnews.com/id/39970363/ns/business-autos/t/carmakers-next-problem-generation-y/>

⁹ Frontier Group and U.S. PIRG Education Fund, http://www.uspirg.org/sites/pirg/files/reports/Transportation%20%26%20the%20New%20Generation%20vUS_0.pdf

IV. DESCRIPTION OF THE 101 YORK ROAD PROJECT

101 YORK is a proposed privately-owned, student dormitory development that would primarily serve students at nearby Towson University. The project, as currently proposed, is to include the following dwelling units:

Units	Beds
60 4-bed Units	240
183 2-bed Units	366
1 1-bed Unit	1
4 Studio	4
TOTAL BEDS	611

Also included in the project will be 9,300 square feet of restaurant/retail space currently proposed to accommodate retail or restaurant establishments.

Parking is to be provided on-site in a four-level garage as follows:

Location	Spaces
2 nd Level	92
Street Level	107
Basement Level 1	147
Basement Level 2	149
TOTAL SPACES	495

Two spaces will be reserved for Zipcars, the carsharing service. Use of this service or one like it is very common on college campuses and in surrounding areas. Each car-sharing vehicle takes 14-15 personally owned vehicles off the road¹⁰, so it is likely that some students will not bring cars because they have access to a Zipcar.

It is planned that bicycle racks will be installed to accommodate up to 100 bicycles for residents. It is anticipated these racks will be in convenient locations and will make biking to campus or downtown Towson quite easy.

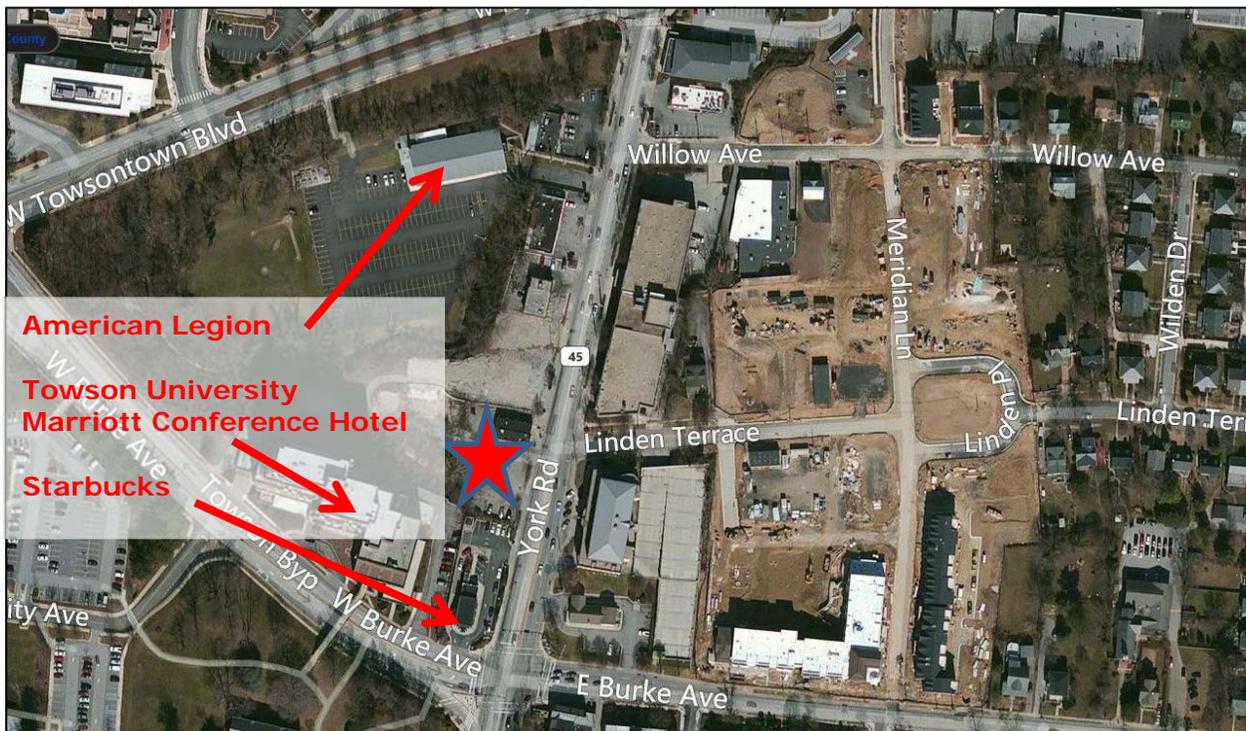
¹⁰ *Car-Sharing: Where and How It Succeeds*, Ch. 4. Transit Cooperative Research Program, Report 108; Transportation Research Board 2005.

Arrangements have been made with Towson University to have a Towson University Shuttle stop at 101 YORK. In addition, students who do not want to walk to the far edges of campus may pick up the Gold or Tiger routes once they cross West Burke Avenue to campus. The site is also located within a block of three different MTA bus stops serving multiple bus routes.

V. EXISTING CONDITIONS

Much of the existing site at 101 York Road is vacant ground, since several dilapidated properties were demolished in 2011. Remaining property that has been assembled to prepare a site for the student dormitory development will be replaced by that construction.

101 York Road Location

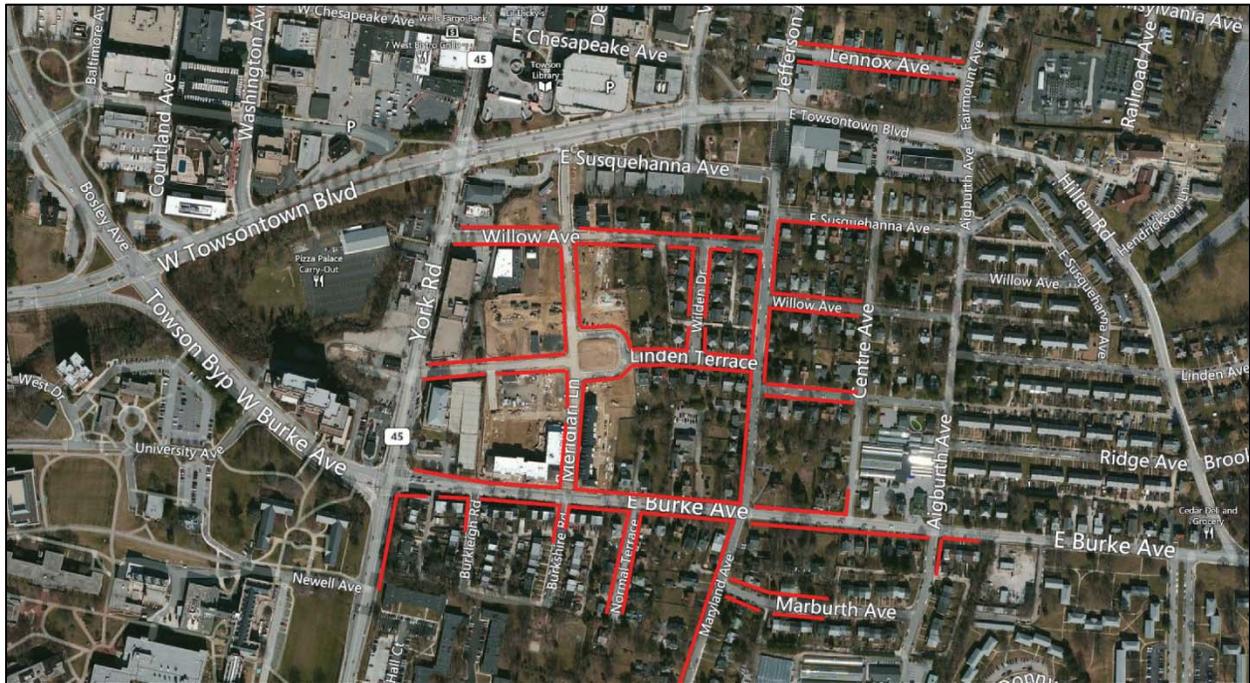


The site is adjacent to the Towson University Marriott Conference Hotel, which fronts on West Burke Avenue. Along York Road, south and north of the site, are additional commercial properties. American Legion Post #22 is located northwest of the development site.

The Conference Hotel and the commercial properties all have off-street parking spaces available for their customers. There is no on-street parking in the long block of York Road between Burke Avenue and Towsontown Boulevard.

Across York Road to the east are residential areas. On the map below, the blocks that have the Baltimore County Residential Permit Parking designation are shown in red. This program limits the parking periods for those who are not residents and who have not purchased a Residential Permit or are using a guest permit. Members of the public who do not have permits may park for either 15 minutes or one hour, depending upon the location.

Residential Permit Parking Blocks



101 YORK is located a quick walk away from the Towson University campus. Students may walk south on York Road, crossing West Burke Avenue and arriving immediately on campus close to academic and administrative buildings. In addition, a Skybridge (pedestrian bridge) over West Burke Avenue connects the University to the Marriot Conference Hotel, and by extension, 101 YORK.

VI. PROJECTED FUTURE PARKING DEMAND FOR 101 YORK

Zoning Requirements

The Baltimore County Zoning Regulations (BCZR) require parking to be provided at a ratio of one parking space for every four beds in a dormitory, plus 16 spaces per 1,000 square feet of (non-drive thru) restaurant floor space, plus five spaces per 1,000 square feet of general retail floor space.

Land Use	Required Spaces
611 Beds at .25 spaces per bed =	153 parking spaces
2,500 square feet of restaurant at 16 spaces per 1,000 sq. ft. =	40 parking spaces
6,800 square feet of general retail at 5 spaces per 1,000 sq. ft. =	34 parking spaces
TOTAL PARKING REQUIRED BY ZONING	227 parking spaces

CMA Calculation

Separate from the zoning requirements, *CHANCE Management Advisors, Inc. (CMA)* has projected parking demand for 101 YORK based on a number of sources, including industry standards, data from Towson University, data from other area student apartment complexes, and *CMA's* experience projecting parking demand for over 30 years.

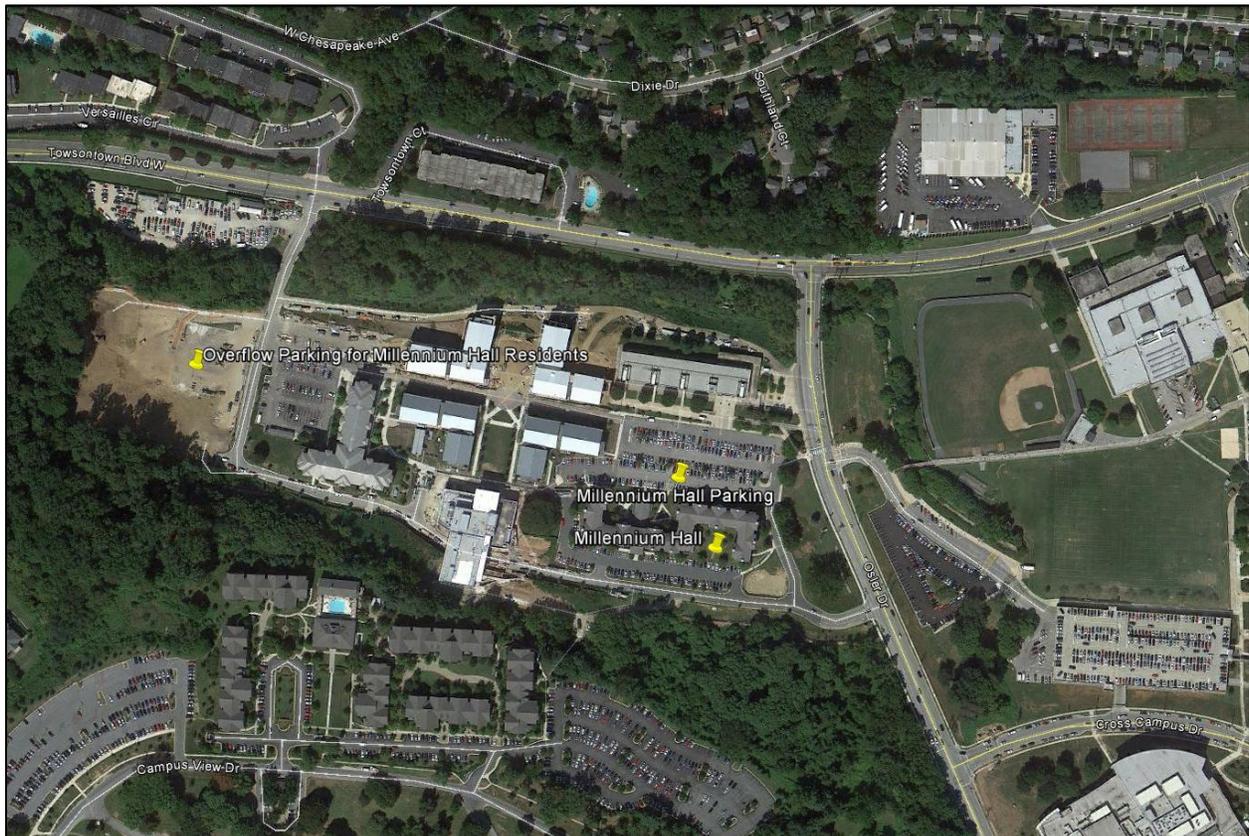
TOWSON UNIVERSITY

CMA reviewed data from Towson University regarding on-campus resident students and the number of permits issued to those students in each class. Because most first year students live on campus and are least likely to have a car, and also because they are not expected to be the target market for 101 YORK, *CMA* did not include them in this analysis. Instead, *CMA* focused on the sophomore resident student population, where the University's data show approximately 45 percent (a ratio of .45 spaces per bed) of sophomore resident students have a car on campus. The small number of junior and senior students who live on campus does not provide an adequate sample for comparison and analysis.

Sophomore Resident Students	
Estimated Sophomore Residents (Excluding Millennium Hall)	1,158
Sophomore Resident Permits	520
Estimated Driving Ratio for Sophomore Residents	45%

MILLENNIUM HALL

Separately, CMA also looked at data for the residents of the Millennium Hall dormitory (the majority of which are upperclassmen), located at 404 Emerson Drive, at the intersection of Emerson and Osler Drives. The map below shows the locations of Millennium Hall, resident parking surrounding the building, and University-owned “overflow” parking for MH residents in the West Village Parking Garage.



Because Millennium Hall (MH) is owned by the University but operated by Capstone On-Campus (a private real estate management company) it has its own parking supply (187 spaces) and permitting process, distinct from the University. The University does, however, accommodate any overflow parking demand, and in the fall of 2013 issued 76 Towson University permits to MH residents. When taken together, this results in an estimated driving ratio of 63% (.63 spaces per bed) for all MH residents.

Millennium Hall	
Millennium Hall Residents	420
Millennium Hall Parking Spaces	187
TU Permits for MH Residents	76
Estimated Total Permits	263
Estimated Driving Ratio for Millennium Hall Residents	63%

From *CMA's* research discussed in Section II, coupled with the data from Towson University and *CMA's* experience and opinion, a demand ratio of .55 spaces per bed was used to calculate the anticipated parking demand for the student housing portion of the project.

Based on industry standards (*Urban Land Institute's Shared Parking*) and *CMA's* work on the Towson Square project, a ratio of .5 spaces per restaurant seat was used for the restaurant portion of the project, assuming 20 restaurant seats per 1,000 square feet of space. A rate of three spaces per 1,000 square feet was used for the general retail floor space. Together, *CMA's* projected parking demand for 101 YORK is 383 spaces, 156 spaces greater than the zoning code requires, and 112 spaces less than is being provided on-site.

Use	Amount	Preferred Unit of Measurement	Spaces per Preferred Unit	Parking Demand
Dormitory	611	bed	0.55	337
Restaurant [1]	50	seat	0.50	25
General Retail	6,800	1,000 s.f.	3.00	21
TOTAL				383

Notes:

[1] 2,500 square feet converted to seats at 20 seats per 1,000 square feet.

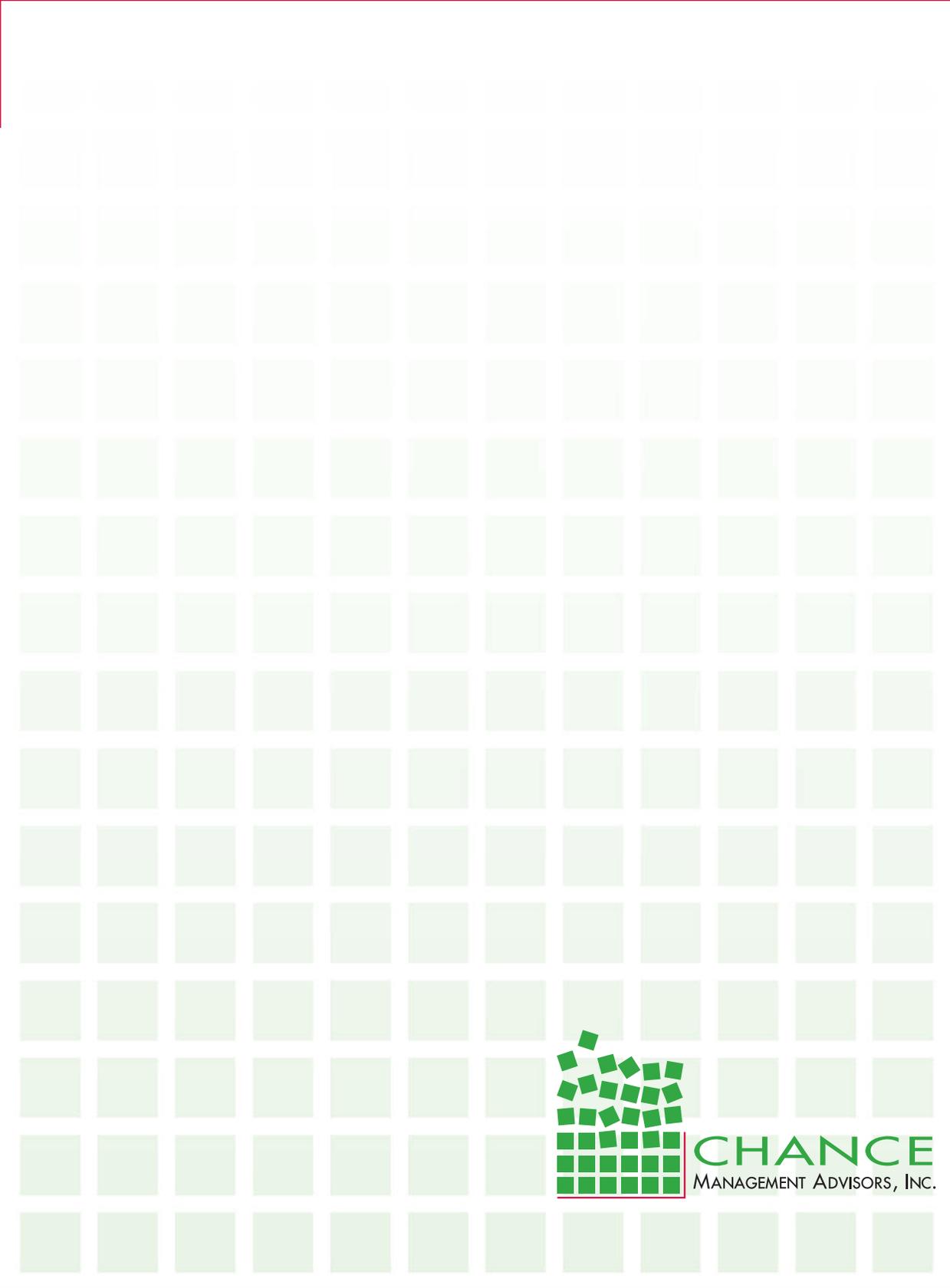
The restaurant and retail spaces are likely to attract patrons from the adjacent hotel, as well as walk-in students and others from the University. Its location will also be an easy walk for many who live in the neighborhood. These characteristics add to the likelihood that parking demand for the restaurant will be less than the zoning code requires.

Furthermore, should any additional parking be shown to be necessary, DMS Development has the ability to lease up to 150 spaces in the Baltimore County Revenue Authority's Library Garage.

VII. CONCLUSIONS

CMA has concluded the following concerning the parking analysis of the 101 YORK development:

1. the 101 YORK development provides more parking spaces than are required by the Baltimore County Zoning Regulations (BCZR);
2. the development provides more parking than *CMA* believes will be necessary for the anticipated student population and retail/commercial uses;
3. the development is encouraging alternatives to driving by including bicycle parking, arranging for the Towson University shuttle to stop nearby, and providing parking for Zipcar vehicles; and
4. in the unlikely event additional parking is required in excess of that provided on-site, DMS has the option to lease up to 150 additional spaces in the Library Parking Garage, which is located within a five minute walk from the site.



Parking ■ Transportation ■ Access Management

1600 Market Street, 26th Floor, Philadelphia, PA 19103-7219 | 215-564-6464 | www.chancemanagement.com