



Parking Expansion Committee

ACTION ITEMS

The following is additional information addressing suggested alternatives made by the Roland Park Civic League and the Rolden Improvement Association at the August 25, 2009 meeting:

1. Construct a multi-level parking garage on the current site of the visitor parking lot.

To construct a stand-alone on-grade parking lot with several elevated floors; it could be built as a precast, open-air garage which would probably cost ~\$15,000 per space, construction costs only. (This estimate does not include design, engineering, etc.). Within the past few years, Roland Park Place undertook preliminary design development for structured parking, at which time we considered at least one tier of parking spaces below grade, with additional parking at and above grade. However, the construction costs of structured parking proved to be prohibitive without the additional construction of a residential building on top of the garage. The estimate that was shared at the August meeting, (\$25 to \$30K per space) was derived from that planning. (A structure built below another structure requires concrete to be poured in place; it cannot be pre-cast).

2. Leasing additional long-term off-site parking.

Roland Park Place has leased 40 parking spaces on the Rotunda's back parking lot (located off Elm Avenue) since 2004 for employee parking. The lot is also used for over-flow parking during special events held at Roland Park Place. This

arrangement is in effect only until construction begins on the Rotunda. Roland Park Place will lose these spaces as well as the 15-20 on-street spaces along Elm Avenue currently used by RPP employees and independent contractors. As you will recall, at the August 25th meeting with representatives of Roland Park Civic League and the Rolden Improvement Association, Bill Miller identified various other locations that Roland Park Place has explored for long-term off-site parking, and it was determined that none are available.

3. Reducing the number of resident cars.

Roland Park Place has been diligent in eliminating resident vehicles that are no longer used or needed. These vehicles are donated to RPP or other local charitable organizations or sold by the resident and/or their family.

- a. The resident shuttle service is currently provided during the week (Monday through Friday) for appointments and shopping. Roland Park Place is considering expanding the shuttle service, but further investigation into the financial viability of such an increase would be necessary.

4. *Zipcar*.

Terry Snyder met with Tiffany James of the Parking Authority of Baltimore City on September 10, 2009 to discuss the *Zipcar* program and other alternative methods of reducing the need for additional on-site parking space. Several alternatives were discussed to include additional incentives for employees to choose public transportation.

We have since received information from Ms. James indicating that *Zipcar* does not impose upper age limits for membership. The Parking Authority of Baltimore City has not yet executed a contract with *Zipcar*. Thus, the exact locations for drop-off and pick-up are unknown at this time. The use of these cars by RPP residents is unlikely unless the location is within close walking distance. The availability of *Zipcar* would not address parking requirements for employees or visitors.

5. Employee use of public transportation.

Roland Park Place employees are currently offered a 25% discount on the regular cost of public transportation passes. A survey is currently underway to seek whether additional parking would increase employee use of on-site parking spaces and to ask general questions about commuter options.

During the Sept. 10, 2009 meeting with Mrs. Snyder, Ms. James shared that the Parking Authority of Baltimore City encourages employers to achieve 10% employees using public transportation. Seventeen percent (17%) of RPP's full-time employees, of which there are 146, currently utilize public transportation.

6. Zoning Issues

Roland Park Place's parking expansion plans will require a major amendment of their existing Planned Unit Development (PUD) ordinance to incorporate the two additional properties (4001 and 4021 Roland Avenue), and to configure the parking arrangement for the existing campus and additional properties.

The major amendment to the existing PUD as described above requires the passage of an ordinance by the Baltimore City Council. The existing Roland Park Place campus is zoned R-5, while 4021 Roland Avenue is zoned R-6, and 4001 Roland Avenue is zoned R-7. Within these zoning districts, only certain uses are permitted. Roland Park Place's proposed uses of 4001 Roland Avenue (off-street parking for more than four cars), and 4021 Roland Avenue (accessory administrative offices) would not be permitted in the residential zoning districts in which these properties are located. By incorporating these properties into the PUD, Roland Park Place can utilize them in a manner that complements the existing campus.