

RICHLAND COUNTY BOARD OF ZONING APPEALS



**Wednesday, 4 June 2025
3 p.m.
Council Chambers**



**Richland County
Board of Zoning Appeals
Wednesday, June 4, 2025
3:00 p.m.**

Chairman – Shasai S. Hendrix

Vice-Chairman -

David Fulmer • Annette Nelson • DeAnta Reese

Alexander Alderman • Mandy Lautzenheiser

Agenda

- | | |
|---|--|
| I. CALL TO ORDER & RECOGNITION OF QUORUM | Chairman Shasai S. Hendrix |
| II. PUBLIC NOTICE ANNOUNCEMENT | Chairman Shasai S. Hendrix |
| III. ELECTIONS OF OFFICERS | |
| IV. ADDITIONS / DELETIONS TO THE AGENDA | |
| V. ADOPTION OF AGENDA | Chairman Shasai S. Hendrix |
| VI. RULES OF ORDER | |
| VII. APPROVAL OF MINUTES: 2 October 2025 | |
| VIII. PUBLIC HEARING | Geonard Price Deputy CP&D
Director/Zoning Administrator |

OPEN PUBLIC HEARING [ACTION]

- | | | |
|--------------------------------------|--|--------------------------|
| 1. Case# ZV25-002 | Request a variance to reduce the | <u>District 7</u> |
| James M. Bernstein | required number of off-street parking | The Honorable |
| 2015 Blythewood Crossing Lane | spaces on property zoned Planned | Gretchen Barron |
| Blythewood, SC 29016 | Development (PDD). | |
| TMS: 14800-02-27 | | |

- IX. OTHER BUSINESS**
Reconsideration of Case #ZV24-007 Henrietta Duncan
- X. ADJOURNMENT**



REQUEST, DISCUSSION AND RECOMMENDATION

CASE:

ZV25-002

REQUEST:

The applicant is requesting the Board of Zoning Appeals to grant a variance to reduce the required number of off-street parking spaces for a multi-family residential development.

GENERAL INFORMATION:

Applicant: James M. Bernstein

TMS: R14800-02-27

Location: 2015 Blythewood Crossing Lane, Blythewood, SC 29016

Parcel Size: 30.33 acres

Existing Land Use: Currently the property is undeveloped.

Proposed Land Use: The applicant proposes to construct a 300-unit multi-family development.

Character of Area: The area is comprised of residentially developed parcels.

ZONING ORDINANCE CITATION:

The Board of Zoning Appeals shall have the following powers and duties under this Ordinance:

- a. To hear and decide appeals from a decision of the Zoning Administrator on any of the following:
 1. Permitted Use with Special Requirements (Sec. 26-2.5(f)(1));
 2. Tree Removal Permits (Sec. 26-2.5(h));
 3. Sign Permits (Sec. 26-2.5(i));
 4. Temporary Use Permits (Sec. 26-2.5(l));
 5. Certificates of Zoning Compliance (Sec. 26-2.5(m)); and
 6. Interpretations (Sec. 26-2.5(q)).
- b. To review and decide applications for the following:
 1. Special Exception Permits (Sec. 26-2.5(d)); and
 2. Variances (Sec. 26-2.5(o)).
- c. To hear and decide appeals from any other order, requirement, decision, or determination made by the Zoning Administrator or other authorized staff of the Community Planning and Development Department.

CRITERIA FOR VARIANCE:

Decision Standards for Variance

- a. **The Board of Zoning Appeals shall approve a variance application only on finding the applicant demonstrates all of the following:**
 1. There are extraordinary and exceptional conditions pertaining to the particular piece of property;
 2. These conditions do not generally apply to other property in the vicinity;
 3. These conditions are not the result of the applicant's own actions;
 4. Because of these conditions, the application of the standards in this Ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property; and

5. The authorization of a variance will not be of substantial detriment to adjacent property or to the public good, and the granting of the variance will not harm the character of the district.
- b. The fact that property could be utilized more profitably if a variance were granted shall not be considered grounds for approval of a variance application.
- c. The Board of Zoning Appeals shall not approve a variance application if the approval would have the effect of:
 1. Allowing the establishment of a use not otherwise permitted in a zoning district;
 2. Extending physically a nonconforming use of land;
 3. Changing the zoning district boundaries shown on the official zoning map;
 4. Decreasing the allowed minimum lot size or the minimum lot width, or in any other manner creating a nonconforming lot; or
 5. Permitting an increase in density allowing more units on a lot than permitted under this Ordinance.

DISCUSSION:

The applicant is proposing to construct a 300-unit multi-family residential development. According to Table 26-5.2(d)(1) of the Richland County Land Development Code (LDC), the minimum number of required off-street parking spaces for a multi-family dwelling is two (2) spaces per unit. Based on this requirement, the proposed development would require a total of 600 off-street parking spaces.

The applicant is requesting a variance from this standard to allow for a reduction in the number of off-street parking spaces from 600 to 500. This equates to approximately 1.67 parking spaces per unit, a reduction of 100 spaces from the minimum requirement.

According to the applicant, the constraints of the site due to existing wetlands and proximity to I-77 and Highway 21 (Wilson Boulevard) restrict the full development potential of the property and its ability to provide for, "...residential growth that is critically needed due to expected local job growth in the immediate area."

Staff believes that the subject request meets does not meet all of the criteria required for the granting of a variance. Staff recommends that the request be **disapproved**. According to the standard of review, a variance shall not be granted until the following findings are made:

a. Extraordinary and exceptional conditions

Staff was unable to identify extraordinary and/or exceptional conditions to the subject property.

b. Conditions applicable to other properties

N/A.

c. Application of the ordinance restricting utilization of property

Applying the minimum off-street parking standards would not restrict the utilization of the property.

d. Substantial detriment of granting variance

There would be no substantial detriment to the surrounding properties if the variance is granted.

BOARD OF ZONING APPEALS REVIEW AND ACTION:

The Board of Zoning Appeals shall make a decision on the application in accordance with Sec. 26-2.5(d)(4), Special Exception Decision Standards. The Board's decision shall be one of the following:

1. Approve the application as submitted;
2. Approve the application subject to conditions of approval the Board determines are necessary for the proposed use to comply with Sec. 26-2.5(d)(4), Special Exception Decision Standards; or

3. Deny the application.

CASE HISTORY:

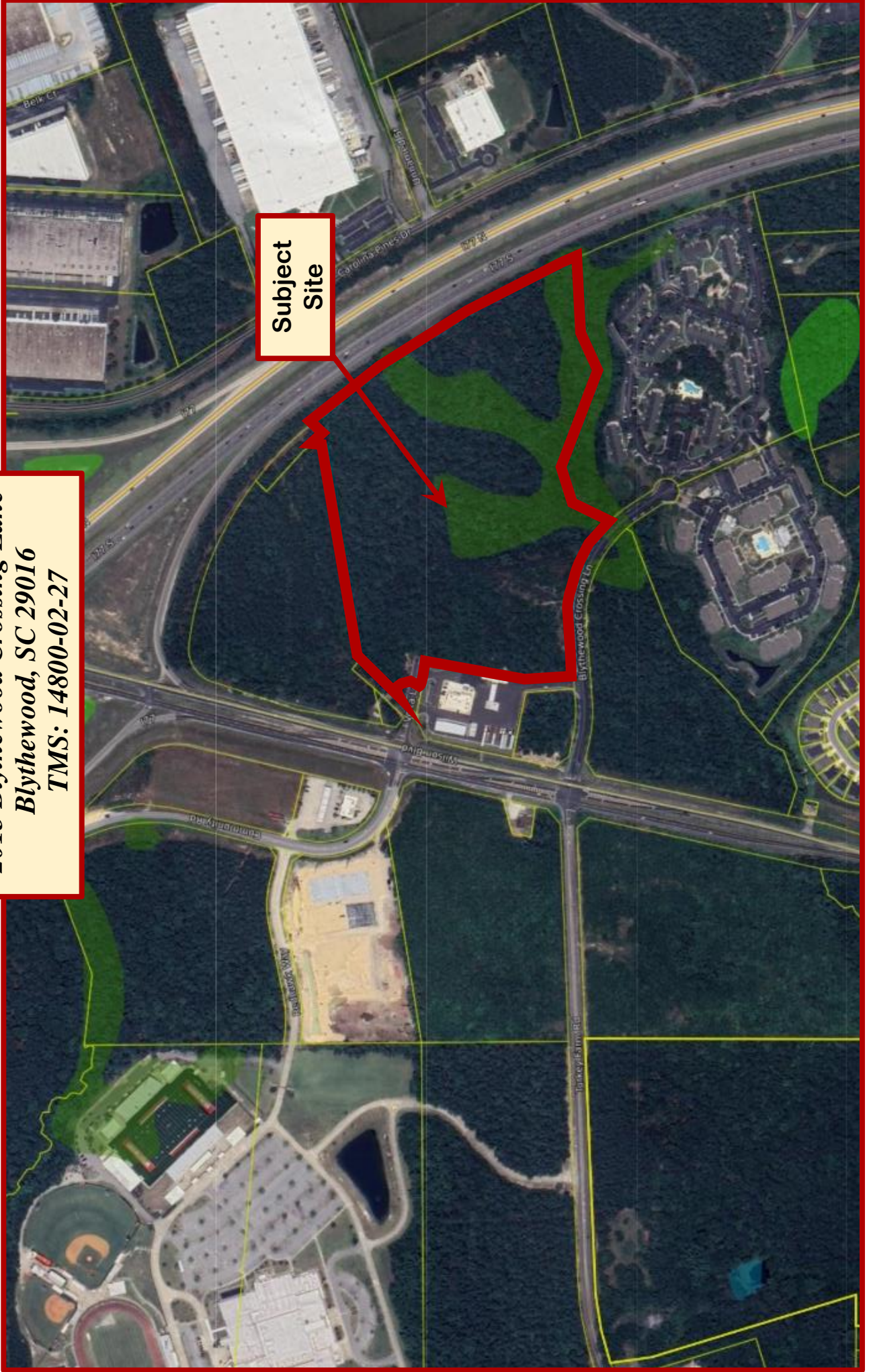
No record(s) of previous special exception or variance request.

ATTACHMENTS:

- Plat
- Application
- Support and summarization document

Case# ZV25-002
James M. Bernstein
2015 Blythewood Crossing Lane
Blythewood, SC 29016
TMS: 14800-02-27

**Subject
Site**





**CIVIL
ENGINEERING *of*
COLUMBIA**

cecola.com
803.798.2820
3740-A Fernandina Rd.
Columbia, SC 29210

May 1, 2025

Richland County Board of Zoning Appeals
2020 Hampton Street
Columbia, SC 29204

**Ref: Altilium Apartment Complex – Parking Calculations Summary
(CEC #23148)**

To whom it may concern,

A zoning variance is being submitted for the above referenced project to reduce the required parking from 2 spaces per unit (600 total spaces), down to 1.67 spaces per unit (500 total spaces).

Included in this Zoning Appeal application are two parking demand studies for similar apartment complexes to use as a reference when determining the feasibility of reducing parking requirements for the Altilium apartments. One report was done for an apartment complex in Charlotte, NC and another was conducted in Howard County, MD. Although these reports were conducted outside of Richland County, we believe the results are applicable for this development.

Report #1 included in this package is an analysis conducted for an apartment complex in Charlotte, North Carolina. Over the course of a full week, parking counts were tallied according to the time of day by how many spaces were occupied versus vacant. As shown in the “% of Total Spaces Occupied”, the complex never exceeded 79% of the spaces occupied. Taking this percentage and applying it to the Altilium development, 79% of the 600 required spaces is a total of 474 spaces. The variance being submitted is to reduce the parking count down to 500 required spaces, which is 83% of the original 600 required spaces.

Report #2 is an analysis conducted in Howard County, Maryland for another apartment complex. This report was done in another format as it dives into more detail of how many spaces were utilized per unit. In the second and third paragraphs on Page 2 (bubbled in red), the report expresses different space per unit counts for multiple projects. The highest rate shown in this report is 1.47 spaces per unit, which is less than the 1.67 proposed in this variance.

Based on the results of these reports, we believe a parking count of 1.67 spaces per unit will meet parking needs for this development.

[ENCLOSURES]

REPORT #1

The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236
(800) 583-8411
www.trafficgroup.com



Location:

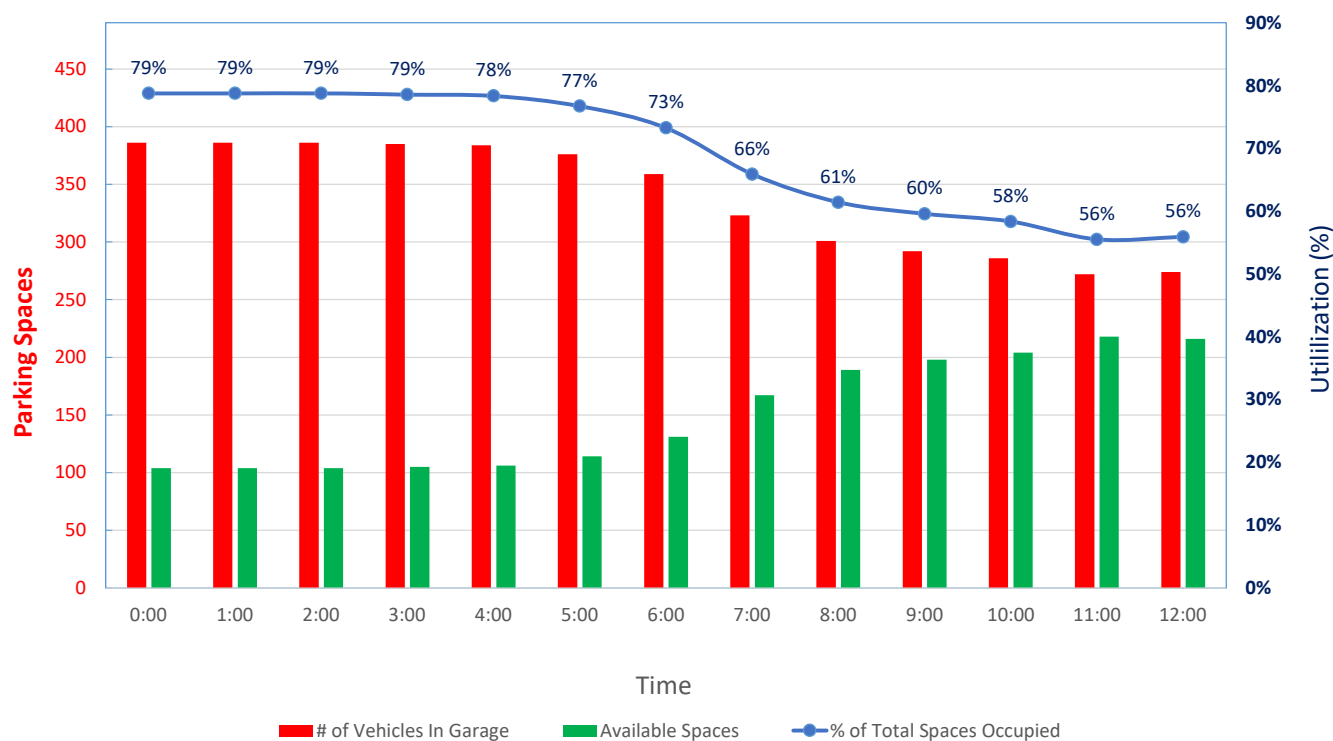
Charlotte, NC

Date: 2/1/2022

Total Number of Parking Spaces: 490

	<u>Date</u>	<u>Time</u>	<u># of Vehicles In Garage</u>	<u>Available Spaces</u>	<u>% of Total Spaces Occupied</u>
Tuesday	2/1/2022	0:00	386	104	79%
Tuesday	2/1/2022	1:00	386	104	79%
Tuesday	2/1/2022	2:00	386	104	79%
Tuesday	2/1/2022	3:00	385	105	79%
Tuesday	2/1/2022	4:00	384	106	78%
Tuesday	2/1/2022	5:00	376	114	77%
Tuesday	2/1/2022	6:00	359	131	73%
Tuesday	2/1/2022	7:00	323	167	66%
Tuesday	2/1/2022	8:00	301	189	61%
Tuesday	2/1/2022	9:00	292	198	60%
Tuesday	2/1/2022	10:00	286	204	58%
Tuesday	2/1/2022	11:00	272	218	56%
Tuesday	2/1/2022	12:00	274	216	56%

Parking Utilization (Tuesday - AM)



REPORT #1

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Location:

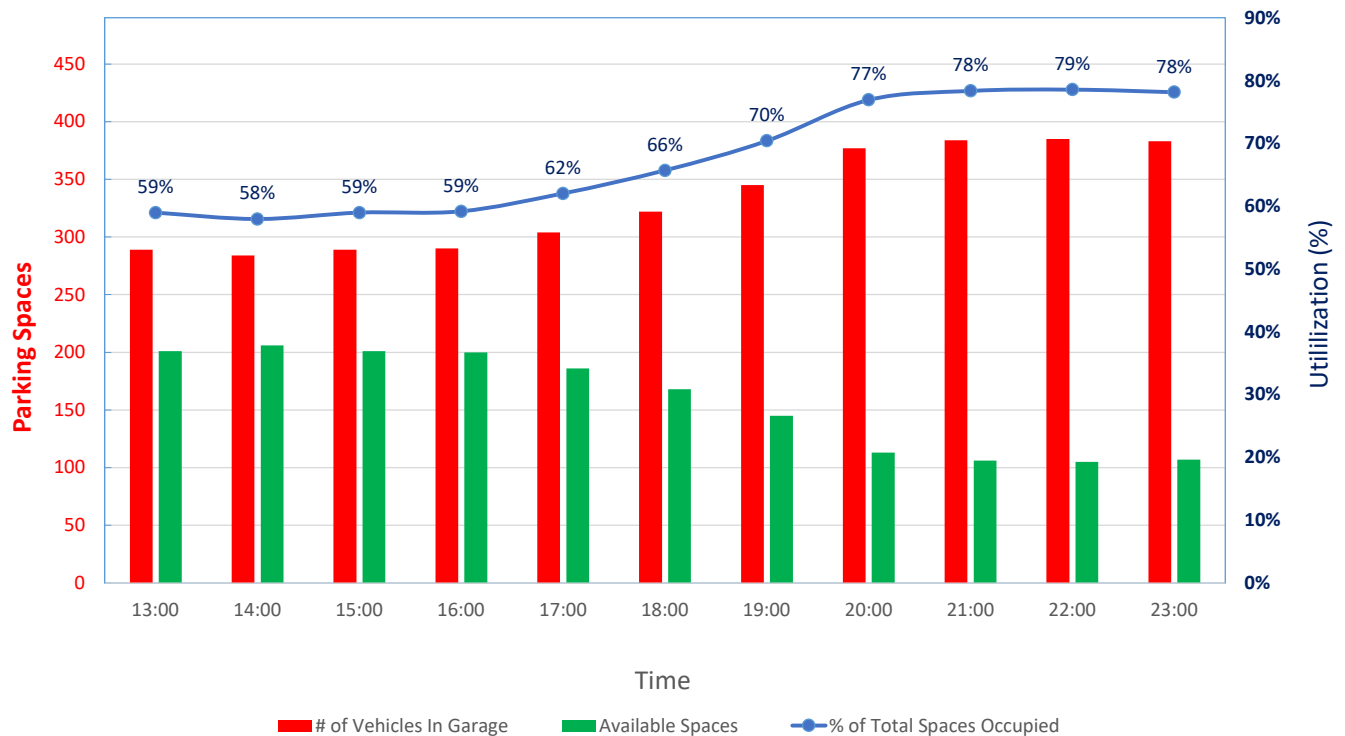
Charlotte, NC

Date: 1/25/2022

Total Number of Parking Spaces: 490

	<u>Date</u>	<u>Time</u>	<u># of Vehicles In Garage</u>	<u>Available Spaces</u>	<u>% of Total Spaces Occupied</u>
Tuesday	1/25/2022	13:00	289	201	59%
Tuesday	1/25/2022	14:00	284	206	58%
Tuesday	1/25/2022	15:00	289	201	59%
Tuesday	1/25/2022	16:00	290	200	59%
Tuesday	1/25/2022	17:00	304	186	62%
Tuesday	1/25/2022	18:00	322	168	66%
Tuesday	1/25/2022	19:00	345	145	70%
Tuesday	1/25/2022	20:00	377	113	77%
Tuesday	1/25/2022	21:00	384	106	78%
Tuesday	1/25/2022	22:00	385	105	79%
Tuesday	1/25/2022	23:00	383	107	78%

Parking Utilization (Tuesday - PM)



REPORT #1

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Baltimore, Maryland 21236
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Location:

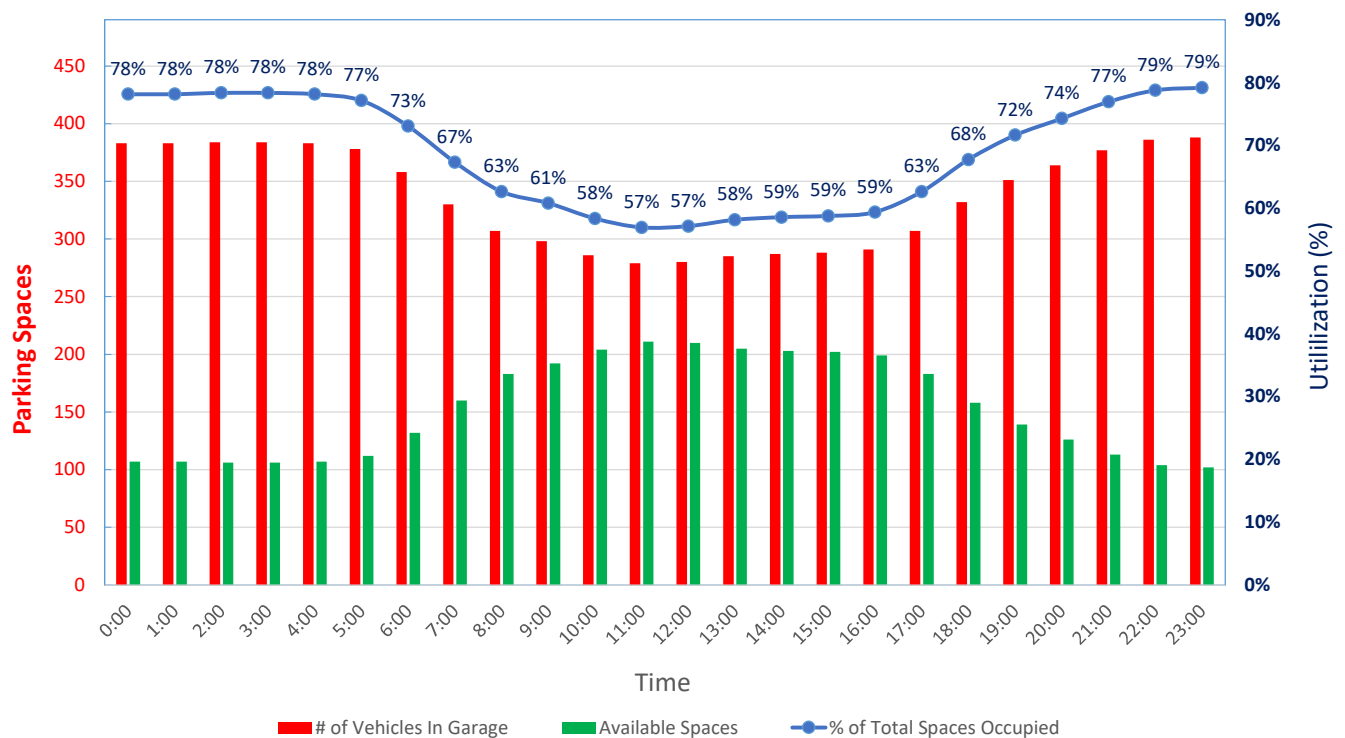
Charlotte, NC

Date: 1/26/2022

Total Number of Parking Spaces: 490

	Date	Time	# of Vehicles In Garage	Available Spaces	% of Total Spaces Occupied
Wednesday	1/26/2022	0:00	383	107	78%
Wednesday	1/26/2022	1:00	383	107	78%
Wednesday	1/26/2022	2:00	384	106	78%
Wednesday	1/26/2022	3:00	384	106	78%
Wednesday	1/26/2022	4:00	383	107	78%
Wednesday	1/26/2022	5:00	378	112	77%
Wednesday	1/26/2022	6:00	358	132	73%
Wednesday	1/26/2022	7:00	330	160	67%
Wednesday	1/26/2022	8:00	307	183	63%
Wednesday	1/26/2022	9:00	298	192	61%
Wednesday	1/26/2022	10:00	286	204	58%
Wednesday	1/26/2022	11:00	279	211	57%
Wednesday	1/26/2022	12:00	280	210	57%
Wednesday	1/26/2022	13:00	285	205	58%
Wednesday	1/26/2022	14:00	287	203	59%
Wednesday	1/26/2022	15:00	288	202	59%
Wednesday	1/26/2022	16:00	291	199	59%
Wednesday	1/26/2022	17:00	307	183	63%
Wednesday	1/26/2022	18:00	332	158	68%
Wednesday	1/26/2022	19:00	351	139	72%
Wednesday	1/26/2022	20:00	364	126	74%
Wednesday	1/26/2022	21:00	377	113	77%
Wednesday	1/26/2022	22:00	386	104	79%
Wednesday	1/26/2022	23:00	388	102	79%

Parking Utilization (Wednesday)



REPORT #1

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Location:

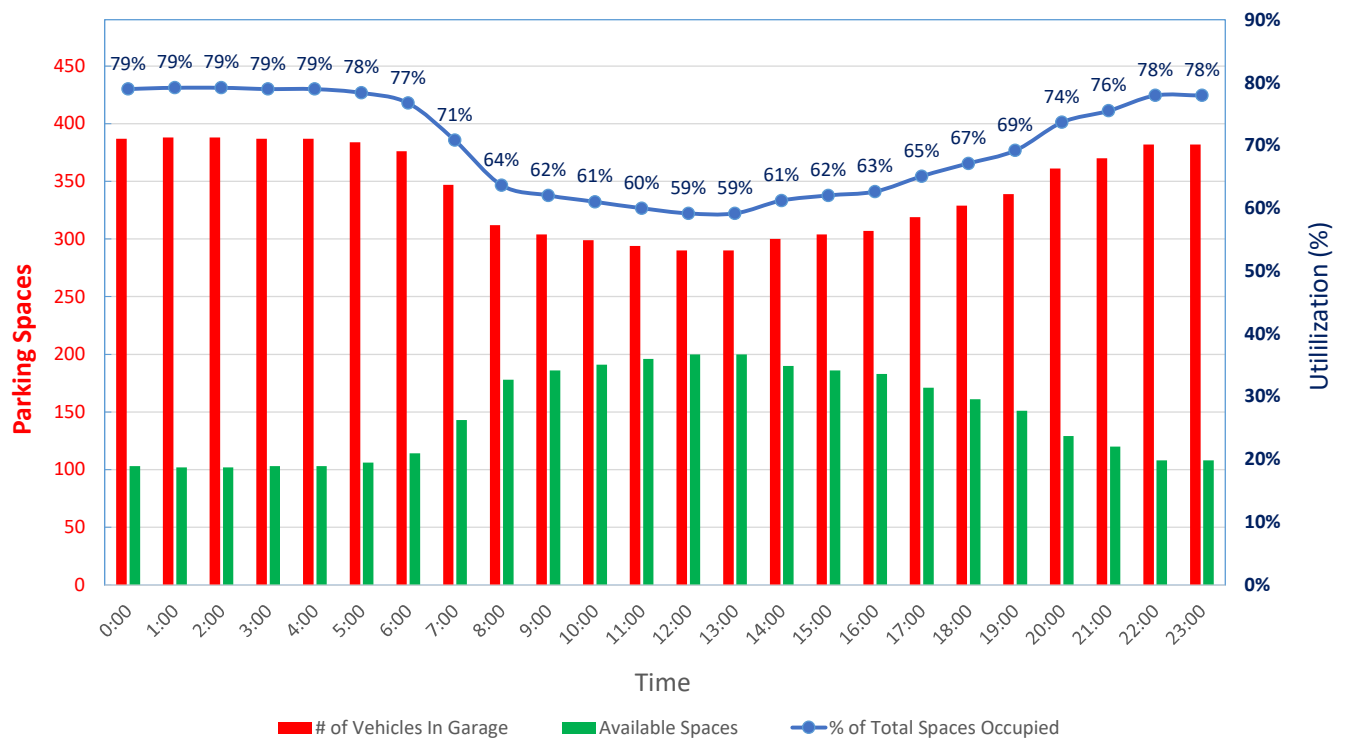
Charlotte, NC

Date: 1/27/2022

Total Number of Parking Spaces: 490

	Date	Time	# of Vehicles In Garage	Available Spaces	% of Total Spaces Occupied
Thursday	1/27/2022	0:00	387	103	79%
Thursday	1/27/2022	1:00	388	102	79%
Thursday	1/27/2022	2:00	388	102	79%
Thursday	1/27/2022	3:00	387	103	79%
Thursday	1/27/2022	4:00	387	103	79%
Thursday	1/27/2022	5:00	384	106	78%
Thursday	1/27/2022	6:00	376	114	77%
Thursday	1/27/2022	7:00	347	143	71%
Thursday	1/27/2022	8:00	312	178	64%
Thursday	1/27/2022	9:00	304	186	62%
Thursday	1/27/2022	10:00	299	191	61%
Thursday	1/27/2022	11:00	294	196	60%
Thursday	1/27/2022	12:00	290	200	59%
Thursday	1/27/2022	13:00	290	200	59%
Thursday	1/27/2022	14:00	300	190	61%
Thursday	1/27/2022	15:00	304	186	62%
Thursday	1/27/2022	16:00	307	183	63%
Thursday	1/27/2022	17:00	319	171	65%
Thursday	1/27/2022	18:00	329	161	67%
Thursday	1/27/2022	19:00	339	151	69%
Thursday	1/27/2022	20:00	361	129	74%
Thursday	1/27/2022	21:00	370	120	76%
Thursday	1/27/2022	22:00	382	108	78%
Thursday	1/27/2022	23:00	382	108	78%

Parking Utilization (Thursday)



REPORT #1

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Location:

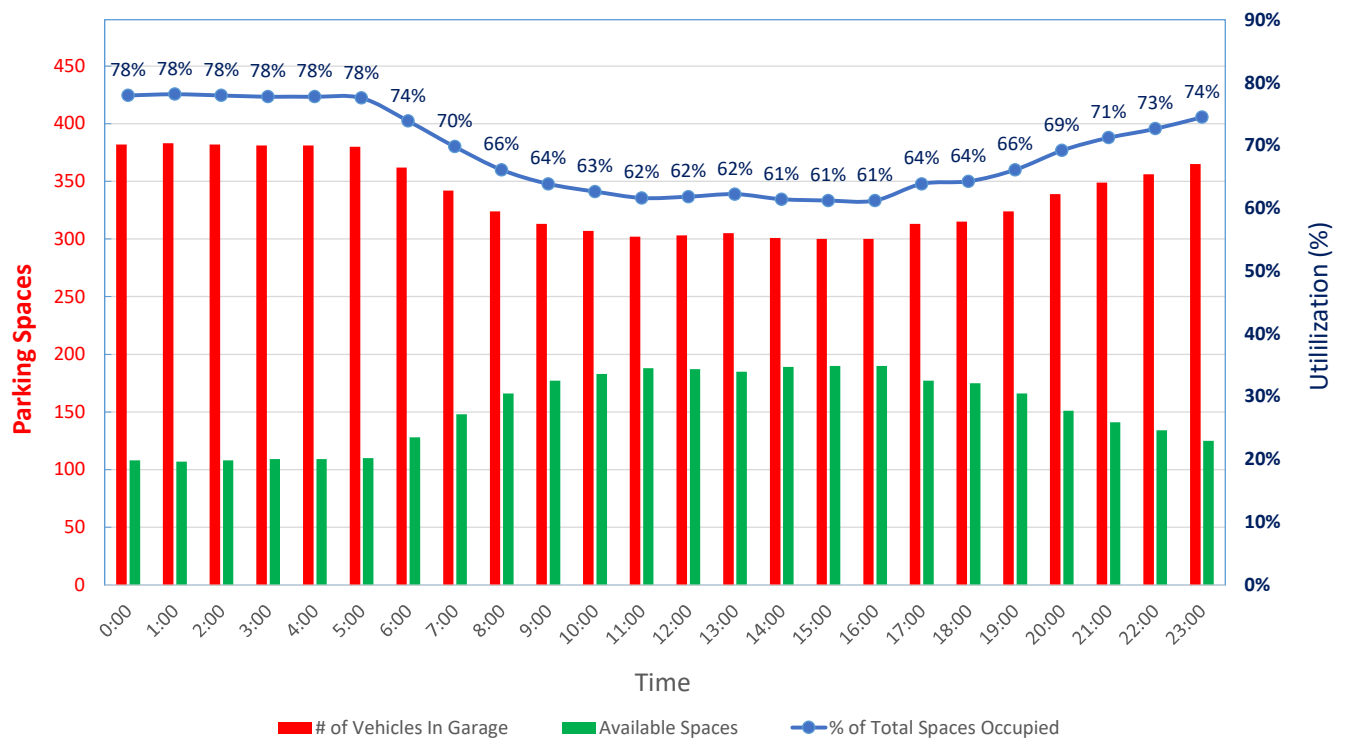
Charlotte, NC

Date: 1/28/2022

Total Number of Parking Spaces: 490

	Date	Time	# of Vehicles In Garage	Available Spaces	% of Total Spaces Occupied
Friday	1/28/2022	0:00	382	108	78%
Friday	1/28/2022	1:00	383	107	78%
Friday	1/28/2022	2:00	382	108	78%
Friday	1/28/2022	3:00	381	109	78%
Friday	1/28/2022	4:00	381	109	78%
Friday	1/28/2022	5:00	380	110	78%
Friday	1/28/2022	6:00	362	128	74%
Friday	1/28/2022	7:00	342	148	70%
Friday	1/28/2022	8:00	324	166	66%
Friday	1/28/2022	9:00	313	177	64%
Friday	1/28/2022	10:00	307	183	63%
Friday	1/28/2022	11:00	302	188	62%
Friday	1/28/2022	12:00	303	187	62%
Friday	1/28/2022	13:00	305	185	62%
Friday	1/28/2022	14:00	301	189	61%
Friday	1/28/2022	15:00	300	190	61%
Friday	1/28/2022	16:00	300	190	61%
Friday	1/28/2022	17:00	313	177	64%
Friday	1/28/2022	18:00	315	175	64%
Friday	1/28/2022	19:00	324	166	66%
Friday	1/28/2022	20:00	339	151	69%
Friday	1/28/2022	21:00	349	141	71%
Friday	1/28/2022	22:00	356	134	73%
Friday	1/28/2022	23:00	365	125	74%

Parking Utilization (Friday)



REPORT #1

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9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236
(800) 583-8411
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Location:

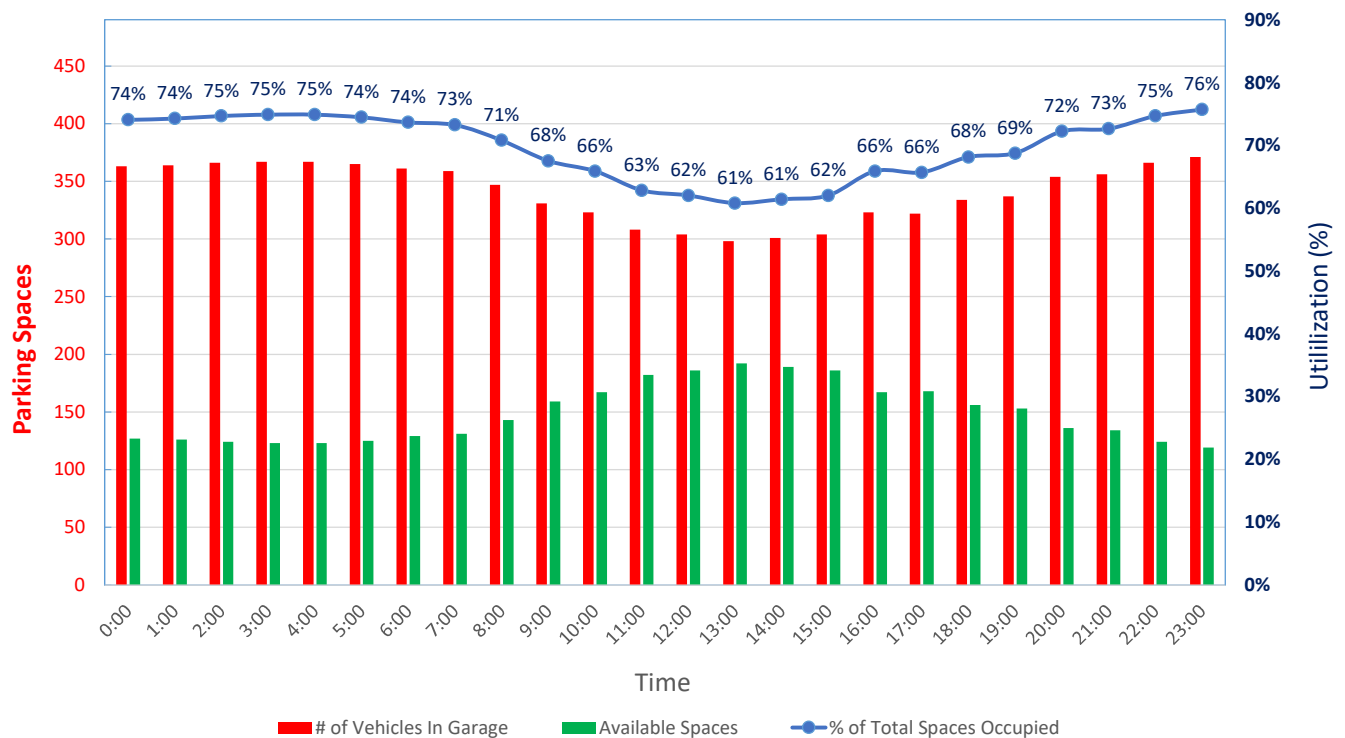
Charlotte, NC

Date: 1/29/2022

Total Number of Parking Spaces: 490

	Date	Time	# of Vehicles In Garage	Available Spaces	% of Total Spaces Occupied
Saturday	1/29/2022	0:00	363	127	74%
Saturday	1/29/2022	1:00	364	126	74%
Saturday	1/29/2022	2:00	366	124	75%
Saturday	1/29/2022	3:00	367	123	75%
Saturday	1/29/2022	4:00	367	123	75%
Saturday	1/29/2022	5:00	365	125	74%
Saturday	1/29/2022	6:00	361	129	74%
Saturday	1/29/2022	7:00	359	131	73%
Saturday	1/29/2022	8:00	347	143	71%
Saturday	1/29/2022	9:00	331	159	68%
Saturday	1/29/2022	10:00	323	167	66%
Saturday	1/29/2022	11:00	308	182	63%
Saturday	1/29/2022	12:00	304	186	62%
Saturday	1/29/2022	13:00	298	192	61%
Saturday	1/29/2022	14:00	301	189	61%
Saturday	1/29/2022	15:00	304	186	62%
Saturday	1/29/2022	16:00	323	167	66%
Saturday	1/29/2022	17:00	322	168	66%
Saturday	1/29/2022	18:00	334	156	68%
Saturday	1/29/2022	19:00	337	153	69%
Saturday	1/29/2022	20:00	354	136	72%
Saturday	1/29/2022	21:00	356	134	73%
Saturday	1/29/2022	22:00	366	124	75%
Saturday	1/29/2022	23:00	371	119	76%

Parking Utilization (Saturday)



REPORT #1

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9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236
(800) 583-8411
www.trafficgroup.com



Location:

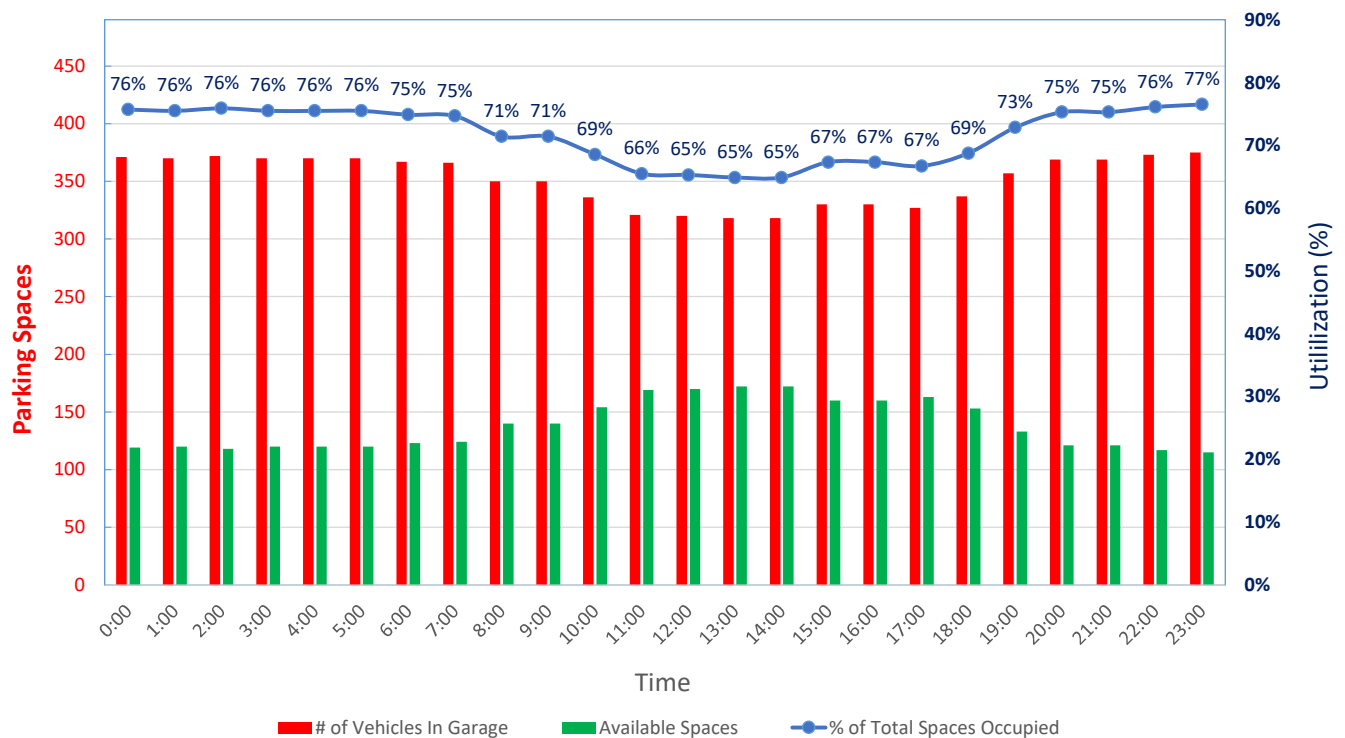
Charlotte, NC

Date: 1/30/2022

Total Number of Parking Spaces: 490

	<u>Date</u>	<u>Time</u>	<u># of Vehicles In Garage</u>	<u>Available Spaces</u>	<u>% of Total Spaces Occupied</u>
Sunday	1/30/2022	0:00	371	119	76%
Sunday	1/30/2022	1:00	370	120	76%
Sunday	1/30/2022	2:00	372	118	76%
Sunday	1/30/2022	3:00	370	120	76%
Sunday	1/30/2022	4:00	370	120	76%
Sunday	1/30/2022	5:00	370	120	76%
Sunday	1/30/2022	6:00	367	123	75%
Sunday	1/30/2022	7:00	366	124	75%
Sunday	1/30/2022	8:00	350	140	71%
Sunday	1/30/2022	9:00	350	140	71%
Sunday	1/30/2022	10:00	336	154	69%
Sunday	1/30/2022	11:00	321	169	66%
Sunday	1/30/2022	12:00	320	170	65%
Sunday	1/30/2022	13:00	318	172	65%
Sunday	1/30/2022	14:00	318	172	65%
Sunday	1/30/2022	15:00	330	160	67%
Sunday	1/30/2022	16:00	330	160	67%
Sunday	1/30/2022	17:00	327	163	67%
Sunday	1/30/2022	18:00	337	153	69%
Sunday	1/30/2022	19:00	357	133	73%
Sunday	1/30/2022	20:00	369	121	75%
Sunday	1/30/2022	21:00	369	121	75%
Sunday	1/30/2022	22:00	373	117	76%
Sunday	1/30/2022	23:00	375	115	77%

Parking Utilization (Sunday)



REPORT #1

The Traffic Group, Inc.
9900 Franklin Square Drive, Suite H
Baltimore, Maryland 21236
(800) 583-8411
www.trafficgroup.com



Location:

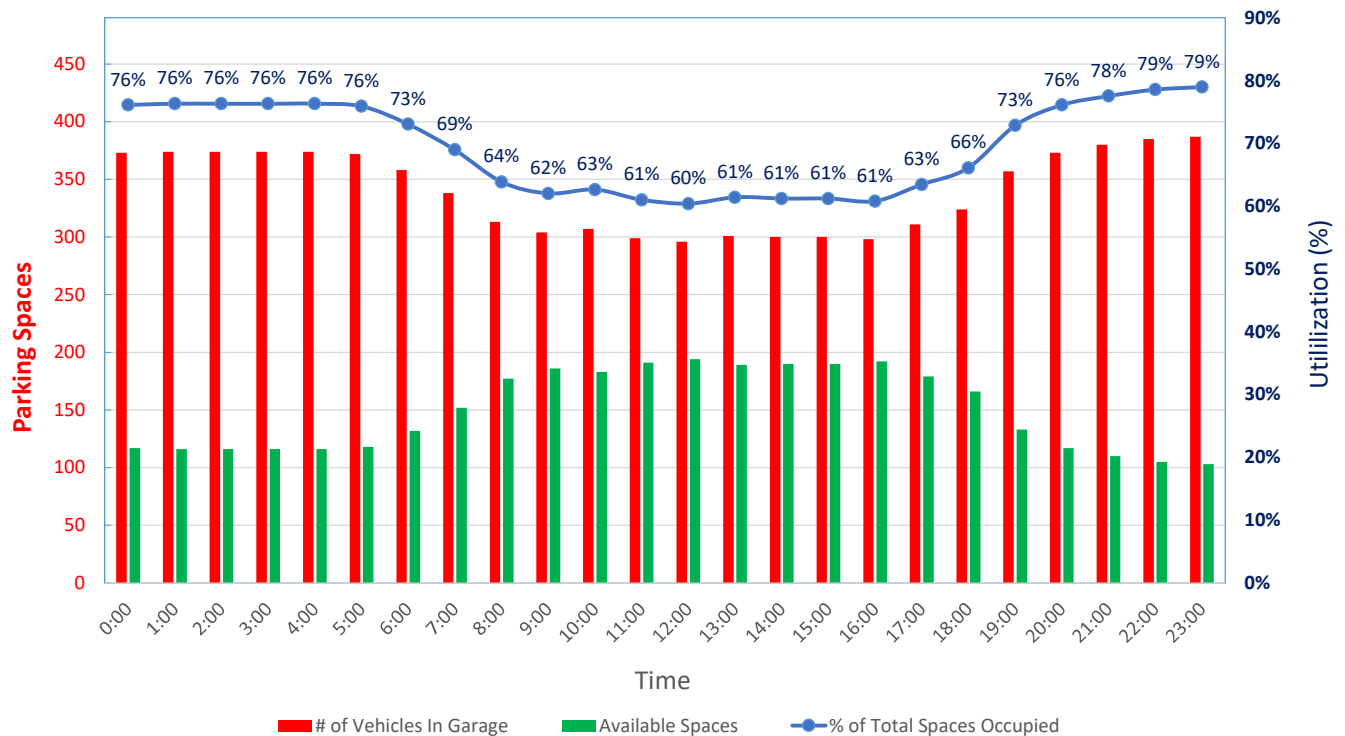
Charlotte, NC

Date: 1/31/2022

Total Number of Parking Spaces: 490

	Date	Time	# of Vehicles In Garage	Available Spaces	% of Total Spaces Occupied
Monday	1/31/2022	0:00	373	117	76%
Monday	1/31/2022	1:00	374	116	76%
Monday	1/31/2022	2:00	374	116	76%
Monday	1/31/2022	3:00	374	116	76%
Monday	1/31/2022	4:00	374	116	76%
Monday	1/31/2022	5:00	372	118	76%
Monday	1/31/2022	6:00	358	132	73%
Monday	1/31/2022	7:00	338	152	69%
Monday	1/31/2022	8:00	313	177	64%
Monday	1/31/2022	9:00	304	186	62%
Monday	1/31/2022	10:00	307	183	63%
Monday	1/31/2022	11:00	299	191	61%
Monday	1/31/2022	12:00	296	194	60%
Monday	1/31/2022	13:00	301	189	61%
Monday	1/31/2022	14:00	300	190	61%
Monday	1/31/2022	15:00	300	190	61%
Monday	1/31/2022	16:00	298	192	61%
Monday	1/31/2022	17:00	311	179	63%
Monday	1/31/2022	18:00	324	166	66%
Monday	1/31/2022	19:00	357	133	73%
Monday	1/31/2022	20:00	373	117	76%
Monday	1/31/2022	21:00	380	110	78%
Monday	1/31/2022	22:00	385	105	79%
Monday	1/31/2022	23:00	387	103	79%

Parking Utilization (Monday)





A SERVICE DISABLED
VETERAN-OWNED
SMALL BUSINESS

MBE Certified
Charles County
Howard County
Prince George's County

MFD Certified
Montgomery County

CORPORATE OFFICE
Baltimore, MD

Suite H
9900 Franklin Square Drive
Baltimore, Maryland 21236
410.931.6600
fax: 410.931.6601
1.800.583.8411

DELMARVA OFFICE
443.290.4060

SOUTH CAROLINA OFFICE
Rock Hill: 803.693.4216

FIELD OFFICE LOCATIONS

Arkansas
Florida
Maine
Mississippi
New York
North Carolina
Ohio
Pennsylvania
South Carolina
Texas
Utah
Virginia
West Virginia

December 17, 2024

REPORT #2

RE: Apartments
PARKING DEMAND STUDY
Howard County, Maryland
Our Agreement No.: 2022-0828

Dear Mr.

As requested, The Traffic Group, Inc. has conducted a Parking Demand Analysis in conjunction with the proposed Apartments. Based upon the plans for Apartments, a total of 201 apartment units are proposed and the plan shows 362 parking spaces in the garage for a base parking ratio for the apartments at 1.8 spaces per unit.

The proposed development also includes 54 townhomes parked separately with 216 spaces (4 spaces/unit), which exceeds the requirement of 2.5 spaces/unit. Finally, a 15,350-sq ft retail component is proposed to be parked with 53 spaces in the garage and 24 surface spaces for a total of 77 spaces. This is 5 spaces/1,000 sq ft as required by the zoning regulations. Since the parking provided for the townhomes and retail meets or exceeds county parking requirements, this parking study only addresses the parking for the apartments.

Historical Howard County Data

Using Howard County parking requirements, a total of 2.3 spaces per unit are required for apartment units. However, 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. All three are located close to the Apartments site along the US 1 corridor and were chosen based upon their proximity to the site and the ability to isolate the parking for each community. The apartment complexes that were included in the study are as follows:

REPORT #2

- Brompton House – Phase 1 (Blue Stream) – 226 Apartment Units (Grosvenor House, SDP-11-032) – 0.2 miles from the site
- Azure Oxford Square – 248 Units (Oxford Square, Parcel K, SDP-14-027) – 1.8 miles from the site
- Orchard Club Apartments – 196 Units (Elkridge Town Center, Section 1, SDP-90-006) – 2.6 miles from the site

All of the above apartment sites were at or near 100% of leasing capacity.

The peak parking demand for residential use would occur during the early morning hours between midnight and 5 AM. Therefore, The Traffic Group, Inc. conducted parking occupancy counts at the three apartment sites on three successive days for each project between 1 AM and 3 AM. The total vehicles parked on the lots at these apartment complexes is identified in the Parking Demand Analysis summarized in Table 1.

Reviewing the Parking Demand Analysis, it was determined that the average parking demand was computed to be 1.38 spaces per unit. The peak parking demand at any one development during any one time was identified to be 1.46 parking spaces per unit.

It is interesting to note that the results of the Parking Demand Analysis are similar to the results of the studies conducted in Howard County in 2005 (four communities) and 2013 (six communities). Those studies showed average parking demand at 1.31 spaces per unit and 1.26 spaces per unit with maximum identified utilization of 1.46 spaces per unit and 1.47 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 nearly identical. So, with a total of 39 days of studies (13 communities at 3 days each), the peak parking demand never exceeded 1.47 spaces per unit.

Using the 2013 and 2020 parking data, four communities in the vicinity of the site (Corridor Square – The Refinery, Dorsey Center Apartments, Deerpath Road Apartments, and Azure Oxford Square) were all approved with parking ratios near 1.8 spaces per unit. Brompton House and Orchard Club Apartments have similar transit availability, while Azure Oxford Square is within 0.5 miles of rail service.

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 5th Edition of the Parking Generation Manual in 2019. First referring to ULI's Shared Parking information, copies of base parking ratios from that manual are included in the Appendix of this study. Specifically, Figure 2-2 of that manual provides base parking ratios for various land uses. Specific parking ratios based

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on the number of bedrooms for apartments are provided. Please note that these are base parking ratios and do not consider further issues such as the availability of transit.

Using the ULI Shared Parking base parking recommendations, Table 2 was prepared to provide an evaluation of recommended base parking for the Brompton House, Phase 1, Azure Oxford Square, Orchard Club Apartments, and the proposed Apartments. Table 2 shows the breakdown of unit mix for each of the three apartments which were studied in 2020 along with the proposed unit mix for the Apartments. A review of the unit mixes shows that the proposed site is comparable to Azure Oxford Square, but without any 3-bedroom units proposed. Using the parking ratios and the base parking rates per units in accordance with ULI, Table 2 shows the total number of spaces recommended for each of the apartment sites along with the overall parking ratio.

A review of Table 2 shows that the overall parking ratios recommended by ULI considering the unit mix of each apartment community are fairly consistent. The three studied communities show overall parking ratios between 1.58 and 1.67 with Apartments showing a base recommended parking ratio of 1.48 spaces per unit. All of these base parking ratios are less than the requested 1.8 spaces per unit for the proposed Apartments.

The ITE Parking Generation Manual (5th Edition), which was published in 2019, was also reviewed. Appropriate sheets from that manual are included in the Appendix of this report. The data shows that the average parking supply ratio for these types of communities is 1.7 spaces per dwelling unit based upon a study of 62 sites. The data shows that the average peak parking demand per dwelling unit is 1.31 spaces per unit with an 85th percentile rate of 1.47 spaces per unit during the weekday peak period (10 PM to 5 AM). The data for the peak period (11 PM to 7 AM) on Saturday shows an average rate of 1.22 spaces per unit with an 85th percentile rate of 1.33 spaces per unit.

Given the State of the Practice parking information from both ULI and ITE, the requested parking ratio of 1.8 spaces per unit far exceeds both the recommended and observed parking at similar facilities.

Site-Specific Evaluation

While the historical data from parking counts at Howard County sites and the ULI Shared Parking/ITE Parking Generation recommendations/observed rates all clearly support the requested parking ratio of 1.8 spaces per unit for the Apartments, further site-specific information was also considered.

The proposed Apartments are less than .2 miles from Brompton House (Blue Stream Phase 1), which had a peak parking occupancy of 1.41 spaces per unit. A comparison of the unit mix between these 2 projects shows the Apartments has a higher percentage of 1-bedroom units and does not have any 3-bedroom units. Therefore, the expected parking demand should be no more than the observed rate at Brompton House.

REPORT #2

The Apartments will have similar transit access to Brompton House, with bus stops along the property frontage of US 1.

A review of shared parking adjustments in the Howard County Zoning Regulations shows both residential and retail require 100% parking during the weekend daytime (6 AM – 6 PM) hours. However, at all other times, the two uses have different peak utilization. So, while no shared parking adjustments were taken, most of the time during the week there would be opportunities for shared parking. This essentially provides a built-in overflow parking supply if ever needed.

Summary

This report provides historical parking data for apartment sites in Howard County, current State of the Practice in parking demand from nationally recognized organizations, and site-specific details concerning the proposed development and comparisons to nearby apartment communities. All of this information is consistent, identifying projected parking needs less than the requested 1.8 spaces per unit for the proposed Apartments. Therefore, this study provides the necessary support for a parking ratio of 1.8 parking spaces per unit for the proposed development.

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/smb

(F:\2022\2022-0828_Washington Blvd - Route 1 Apartments\DOCS\CORRESP\ANALYST\Parking Demand Study Ltr_ -REV.docx)

REPORT #2

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 Occupied Parking Spaces Parking Rate. (space/unit)	313 1.38	319 1.41	315 1.39	316 1.40
<u>Azure Oxford Square</u> 2010 Southmoor St Hanover, MD 21076 Total Units = 248 Occupied Parking Spaces Parking Rate. (space/unit)	319 1.29	324 1.31	321 1.29	321 1.29
<u>Orchard Club Apartments</u> 6330 Orchard Club Dr Elkridge, MD 21075 Total Units = 196 Occupied Parking Spaces Parking Rate. (space/unit)	276 1.41	287 1.46	284 1.45	282 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.

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TABLE 2					
ULI Shared Parking, 5th Edition Parking Calculations					
Site	Unit Mix/Parking Calculation			Recommended Base Parking	
	1 BR	2 BR	3 BR	# of Spaces	Overall Parking Ratio
ULI Base Parking Rate	1.05/unit	1.80/unit	2.65/unit		
<i>Brompton House</i>					
Phase 1 - 226 Units					
Unit Mix	31%	57%	12%		
# of Units	70	129	27		
Base # of Spaces	73	232	72	377	1.67
<i>Azure Oxford Square</i>					
248 Units					
Unit Mix	39%	53%	8%		
# of Units	97	131	20		
Base # of Spaces	102	236	53	391	1.58
<i>Orchard Club Apartments</i>					
196 Units					
Unit Mix	18%	82%			
# of Units	35	161			
Base # of Spaces	37	290		327	1.67
<i>Proposed Apartments</i>					
201 Units					
Unit Mix	44%	56%			
# of Units	88	113			
Base # of Spaces	93	204		297	1.48

Myc, 220828\REV3\Shared Parking.xlsx-Table, F12/17/24



SHARED PARKING

THIRD EDITION



FIGURE 2-2 Base Parking Ratios

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Retail <400,000 sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	1
Retail 400,000–600,000 sq ft	sliding scale between <400,000 and 600,000				scaled 4.00 to 4.50	ksf GLA	1
Retail 600,000–1 million sq ft	3.20	0.80	3.60	0.90	4.50	ksf GLA	1
Retail 1 million–2 million sq ft	sliding scale between 1 million and 2 million sq ft				scaled 4.00 to 4.50	ksf GLA	2
Retail >2 million sq ft	2.90	0.70	3.20	0.80	4.00	ksf GLA	2
Supermarket/grocery	4.00	0.75	4.00	0.75	4.75	ksf GLA	2,3
Pharmacy	3.00	0.40	3.00	0.40	3.40	ksf GLA	3
Discount stores/superstores	3.40	0.85	3.80	0.95	4.75	ksf GLA	3
Home improvement stores/garden	3.10	0.80	3.45	0.90	4.35	ksf GLA	2
Fine/casual dining	13.25	2.25	15.25	2.50	17.75	ksf GLA	2,3
Family restaurant	15.25	2.15	15.00	2.10	17.10	ksf GLA	2,3
Fast casual/fast food	12.40	2.00	12.70	2.00	14.70	ksf GLA	3
Bar/lounge/nightclub	15.25	1.25	17.50	1.50	19.00	ksf GLA	2
Family entertainment	1.80	0.20	2.50	0.25	2.75	ksf GLA	2
Active entertainment	1.50	0.15	1.80	0.20	2.00	ksf GLA	2
Amusement park/water park	3.00	0.30	3.70	0.37	4.07	ksf GLA	2
Adult active entertainment	9.00	1.00	10.00	1.20	11.20	ksf GLA	2
Cineplex	0.15	0.01	0.24	0.01	0.25	seat	2,3
Specialty movie theater	0.18	0.02	0.29	0.01	0.30	seat	2,3
Live theater	0.30	0.07	0.33	0.07	0.40	seat	2,3
Outdoor amphitheater	0.30	0.07	0.33	0.07	0.40	seat	2
Public park/destination open space	4.00	0.40	5.00	0.50	5.50	acre	2
Museum/aquarium	4.00	0.40	4.50	0.50	5.00	ksf GLA	2
Public library	2.00	0.25	1.90	2.00	3.90	ksf GLA	2
Health club	6.60	0.40	5.50	0.25	7.00	ksf GLA	2,3
Daycare center	1.50	2.00			3.50	ksf GFA	2,3
Convention center	5.50	0.50	5.50	0.50	6.00	ksf GFA	2

(continued on next page)

FIGURE 2-2 (continued)

Land use	Weekday (parking spaces/unit land use)		Weekend (parking spaces/unit land use)		Peak ratio	Units	Source
	Visitors	Employees	Visitors	Employees			
Hotel-business	1.00	0.15	1.00	0.15	1.15	key	2,3
Hotel-leisure	1.00	0.15	1.00	0.15	1.15	key	2,3
Restaurant/lounge	6.67	1.20	7.67	1.33	9.00	ksf GLA	2,3
Meeting/banquet (0-20 sq ft/key)	scaled from 0 to 30	scaled from 0 to 2.0	scaled from 0 to 20	scaled from 0 to 2.0	scaled from 0 to 32	ksf GLA	2,3
Meeting/banquet (20-50 sq ft/key)	scaled from 30 to 20	scaled from 2 to 1.5	scaled from 20 to 10	scaled from 2 to 1.5	scaled from 32 to 21.5	ksf GLA	2,3
Meeting/banquet (50-100 sq ft/key)	scaled from 20 to 10	scaled from 1.5 to 1.0	scaled from 10 to 5.5	scaled from 1.5 to 1.0	scaled from 21.5 to 11.1	ksf GLA	2,3
Convention (100-200 sq ft/key)	scaled from 10 to 5.5	scaled from 1 to 0.5	5.50	scaled from 1 to 0.5	scaled from 11.1 to 6	ksf GLA	2,3
Convention (>200 sq ft/key)	use convention center but adjust for captive on site						2,3
Residential							
Studio efficiency	0.10	0.85	0.15	0.85	1.00	unit	2,3
1 bedroom	0.10	0.90	0.15	0.90	1.05	unit	2,3
2 bedrooms	0.10	1.65	0.15	1.65	1.80	unit	2,3
3+ bedrooms	0.10	2.50	0.15	2.50	2.65	unit	2,3
Senior housing	0.55	0.30	0.42	0.30	0.85	unit	2,3
Office <25,000 sq ft	0.30	3.50	0.03	0.35	3.80	ksf GFA	3
Office 25,000-100,000 sq ft	sliding scale between <25,000 and 100,000				scaled from 3.8 to 3.4	ksf GFA	3
Office = 100,000 sq ft	0.25	3.15	0.03	0.32	3.40	ksf GFA	3
Office 100,000-500,000 sq ft	sliding scale between 100,000 and 200,000				scaled from 3.4 to 2.8	ksf GFA	3
Office >500,000 sq ft	0.20	2.60	0.02	0.26	2.80	ksf GFA	3
Open plan/ high-density office	0.25	5.75	0.03	0.58	6.00	ksf GFA	2
Medical/dental office	3.00	1.60	0.00	0.00	4.60	ksf GFA	2,3
Bank (drive-in branch)	3.50	2.50	3.00	1.75	6.00	ksf GFA	2,3
Arena	0.27	0.03	0.30	0.03	0.33	seat	2
Pro football stadium	0.30	0.01	0.30	0.01	0.31	seat	2
Pro baseball stadium	0.31	0.01	0.34	0.01	0.35	seat	2

Sources:

1. *Parking Requirements for Shopping Centers*, 2nd ed. (Washington, DC: ULI, 1999).
2. Developed by Team Members from a combination of sources.
3. *Parking Generation*, 5th ed. (Washington, DC: Institute of Transportation Engineers, 2019).

Note: New land uses and changes to second edition titles shown in **bold**. Changes or new ratios are highlighted in blue.



Parking Generation Manual

5th Edition



INSTITUTE OF TRANSPORTATION ENGINEERS

Land Use: 221 Multifamily Housing (Mid-Rise)

Description

Mid-rise multifamily housing includes apartments, townhouses, and condominiums located within the same building with at least three other dwelling units and with between three and 10 levels (floors) of residence. Multifamily housing (low-rise) (Land Use 220), multifamily housing (high-rise) (Land Use 222), and affordable housing (Land Use 223) are related land uses.

Time of Day Distribution for Parking Demand

The following table presents a time-of-day distribution of parking demand on a weekday (one general urban/suburban study site), a Saturday (two general urban/suburban study sites), and a Sunday (one dense multi-use urban study site).

Hour Beginning	Percent of Peak Parking Demand		
	Weekday	Saturday	Sunday
12:00–4:00 a.m.	100	100	100
5:00 a.m.	94	99	–
6:00 a.m.	83	97	–
7:00 a.m.	71	95	–
8:00 a.m.	61	88	–
9:00 a.m.	55	83	–
10:00 a.m.	54	75	–
11:00 a.m.	53	71	–
12:00 p.m.	50	68	–
1:00 p.m.	49	66	33
2:00 p.m.	49	70	40
3:00 p.m.	50	69	27
4:00 p.m.	58	72	13
5:00 p.m.	64	74	33
6:00 p.m.	67	74	60
7:00 p.m.	70	73	67
8:00 p.m.	76	75	47
9:00 p.m.	83	78	53
10:00 p.m.	90	82	73
11:00 p.m.	93	88	93

REPORT #2

Additional Data

In prior editions of *Parking Generation*, the mid-rise multifamily housing sites were further divided into rental and condominium categories. An investigation of parking demand data found no clear differences in parking demand between the rental and condominium sites within the ITE database. As more data are compiled for future editions, this land use classification can be reinvestigated.

The average parking supply ratios for the study sites with parking supply information are shown in the table below.

Setting	Proximity to Rail Transit	Parking Supply Ratio	
		Per Dwelling Unit	Per Bedroom
Center City Core	Within ½ mile of rail transit	1.1 (15 sites)	1.0 (12 sites)
Dense Multi-Use Urban	Within ½ mile of rail transit	1.2 (39 sites)	0.9 (34 sites)
	Not within ½ mile of rail transit	1.2 (65 sites)	0.8 (56 sites)
General Urban/Suburban	Within ½ mile of rail transit	1.5 (25 sites)	0.8 (12 sites)
	Not within ½ mile of rail transit	1.7 (62 sites)	1.0 (39 sites)

The sites were surveyed in the 1980s, the 1990s, the 2000s, and the 2010s in California, Colorado, District of Columbia, Maryland, Massachusetts, New Jersey, New York, Oregon, Virginia, Washington, and Wisconsin.

It is expected that the number of bedrooms and number of residents are likely correlated to the parking demand generated by a residential site. Parking studies of multifamily housing should attempt to obtain information on occupancy rate and on the mix of residential unit sizes (i.e., number of units by number of bedrooms at the site complex). Future parking studies should also indicate the number of levels contained in the residential building.

Source Numbers

21, 209, 247, 255, 277, 401, 402, 419, 505, 512, 522, 533, 535, 536, 537, 538, 545, 546, 547, 575, 576, 577, 579, 580, 581, 583, 584, 585, 587

Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 10:00 p.m. - 5:00 a.m.

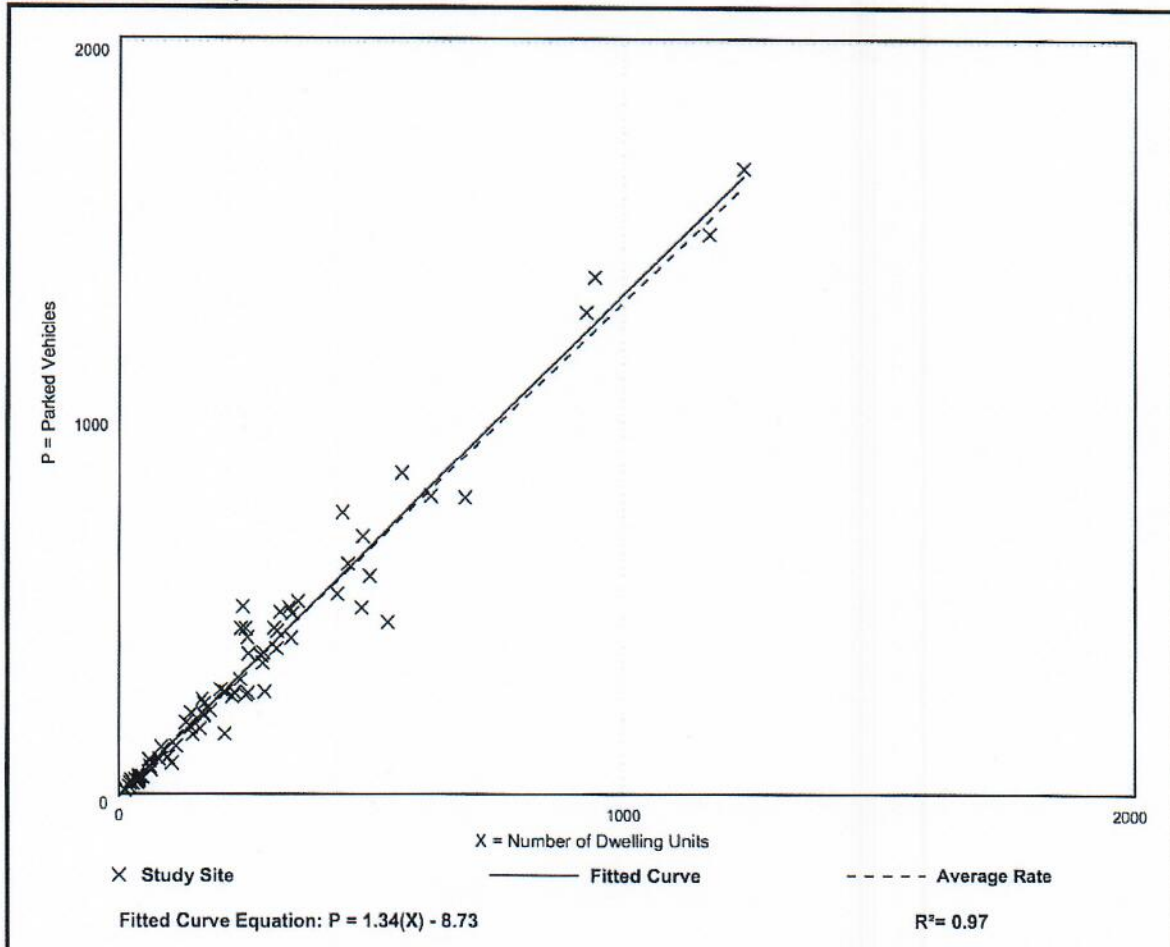
Number of Studies: 73

Avg. Num. of Dwelling Units: 261

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.31	0.75 - 2.03	1.13 / 1.47	1.26 - 1.36	0.22 (17%)

Data Plot and Equation



Multifamily Housing (Mid-Rise) (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban (no nearby rail transit)

Peak Period of Parking Demand: 11:00 p.m. - 7:00 a.m.

Number of Studies: 3

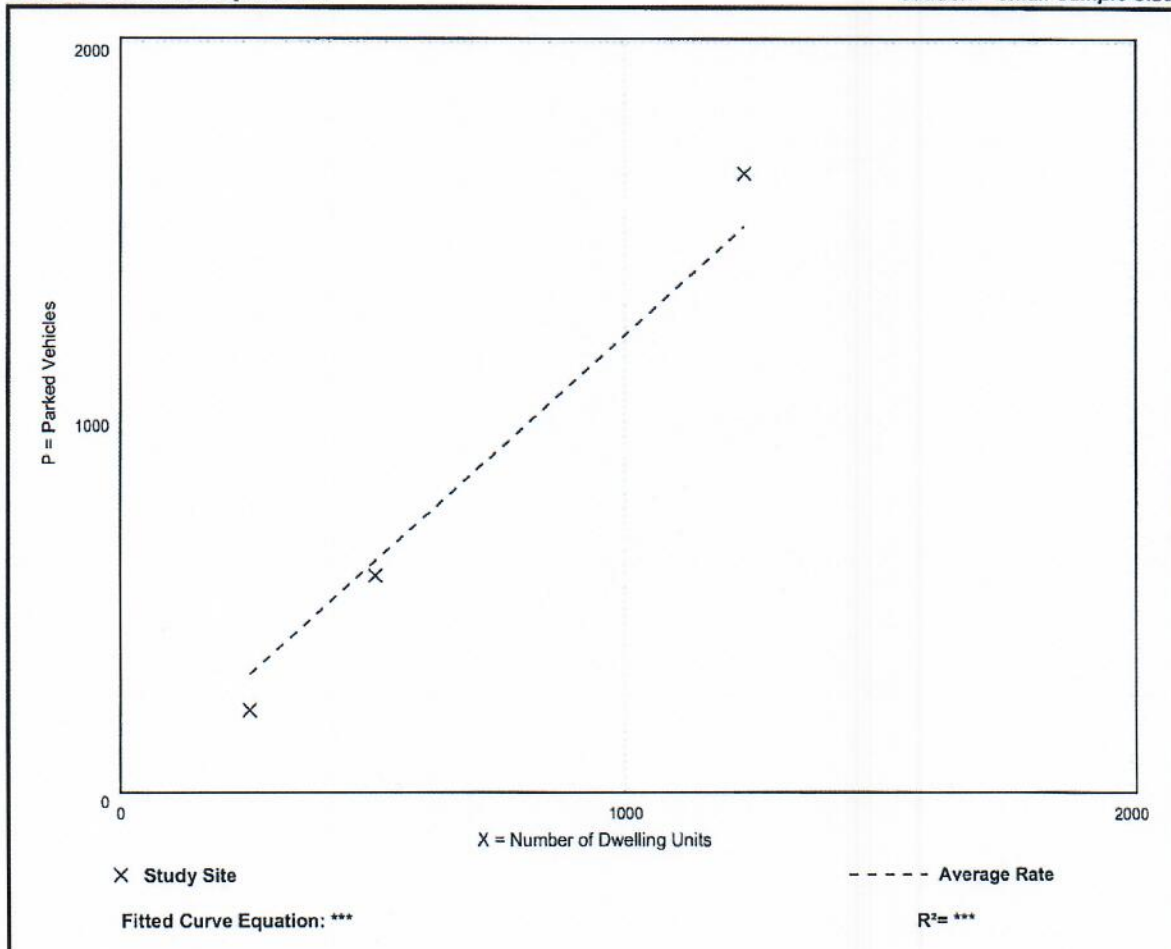
Avg. Num. of Dwelling Units: 665

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.22	0.84 - 1.33	0.94 / 1.33	***	0.20 (16%)

Data Plot and Equation

Caution – Small Sample Size



Explanation of the Reconsideration Process – Board of Zoning Appeals

The reconsideration process allows for the Board of Zoning Appeals (BZA) to revisit a previous decision before the approval of the meeting minutes in which that decision was recorded. This process can be initiated in one of two ways:

1. Board-Initiated Reconsideration (Section 3.7)

- **Eligibility:** Any Board member who voted in favor of the original action may make a motion to reconsider.
 - **Timing:** Must occur prior to approval of the minutes for that meeting.
 - **Approval:** A majority vote of the Board is required to proceed with reconsideration.
 - **Next Steps:** If approved, the item will be placed on the next available agenda, and the applicant will be notified.
 - **Public Notice:** No new advertisement or public notice is required, as the case remains open until officially closed by the Board under Section 3.8.
-

2. Public-Initiated Request for Reconsideration (Section 3.7a)

- **Who May Request:** Any person with a substantial interest in the Board's decision.
- **How to Request:** Submit a written request to the Zoning Administrator before approval of the minutes.
- **Requirements:** The request must clearly state why the Board's decision is in error, based on one or more of the following:
 - Mistake of law or fact
 - Inadvertence or excusable neglect
 - Newly discovered evidence
 - Fraud, misrepresentation, or misconduct
 - Clerical or other material errors
- **Evaluation:**
 - The Board will review the written submission only.
 - Testimony may be allowed only with the Board's permission.
 - The Board may also request testimony from witnesses if clarification is needed.
- **Outcome:**
 - Unfounded or repetitive requests are denied.
 - If the Board votes to reconsider, the case will be added to the next agenda for further action.

BEFORE THE RICHLAND COUNTY BOARD OF ZONING APPEALS

Henrietta Duncan,

Applicant/Petitioner,

v.

Richland County Board of Zoning Appeals,

Respondent.

REQUEST FOR RECONSIDERATION

Pursuant to Rule 3.7 of the Rules of Procedure for the Richland County Board of Zoning Appeals (BoZA), Applicant/Petitioner Henrietta Duncan hereby requests that the BoZA reverse its decision from October 2, 2024, and grant Duncan's Request for a variance to exceed the maximum square footage for an accessory structure.

This matter arose from Duncan's Request for variance to exceed the maximum square footage for an accessory structure on property, located at 1228 Greenville Circle, Columbia, South Carolina 29210, TMS: 07307-01-06. At issue in this case is whether the BoZA erred in its decision to deny Duncan's Request for variance.

The Richland County Land Development Code sets the following decision standards for consideration of a request for variance.

Section 26-2.5(p)(3) Decision Standards for Variance

- a. The Board of Zoning Appeals shall approve a variance application only on finding the applicant demonstrates all of the following:
 1. There are extraordinary and exceptional conditions pertaining to the particular piece of property;
 2. These conditions do not generally apply to other property in the vicinity;
 3. These conditions are not the result of the applicant's own actions;
 4. Because of these conditions, the application of the standards in this Ordinance to the particular piece of property would effectively prohibit or unreasonably restrict the utilization of the property; and
 5. The authorization of a variance will not be of substantial detriment to adjacent property or to the public good, and the granting of the variance will not harm the character of the district.

Duncan sought a variance from the maximum lot coverage area of a proposed accessory building. The Richland County Land Development Code sets the maximum lot coverage as follows:

Section 26.43(b)(4) Maximum Floor Area and Lot Coverage

- a. Except as otherwise provided by subsections b and c below, the total gross floor area of all accessory structures on any lot in a Residential district shall not exceed 50 percent of the gross floor area of the principal building on the lot or 1,200 square feet, whichever is greater. Accessory structures shall not cover more than 30 percent of the rear yard.

In this case, Duncan sought a variance to construct an accessory structure 900 square feet in size. The property already has an existing accessory structure 910 square feet in size. Together, the total square footage of accessory structure requested would equal 1810 square feet.

The evidence before the BoZA supports a finding that the unusually large size of the parcel is an extraordinary condition unique to this parcel. It was a mistake of law and fact for the BoZA to deny the requested variance.

Rather than continue the matter for rehearing when at least one other BoZA was present, the Chair determined that the tie vote was the equivalent of a denial. The BoZA's tied vote and chair's refusal to hold the matter over for further hearing before more members of the BoZA was arbitrary and unreasonable and an abuse of discretion, which are together an error of law.

A copy of the application and the transcript from the previous hearing are attached as Exhibits 1 and 2.

Duncan requests that the BoZA reconsider her request and upon reconsideration grant the requested variance.

Signature on following page

Respectfully submitted,



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**ATTORNEY FOR APPLICANT/
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May 30, 2025
Columbia, South Carolina



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