

MARYLAND PLANNER



American Planning Association
Maryland Chapter

Making Great Communities Happen

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Fall 2015

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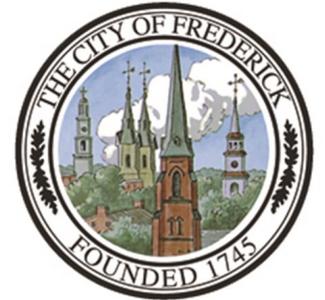
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Frederick's New Friends

By Matthew Davis, AICP, Manager of Comprehensive Planning, City of Fredrick

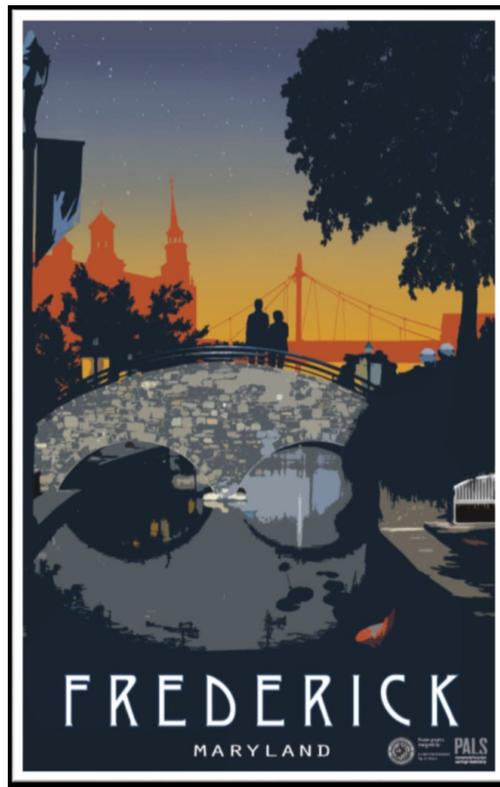
Hiring consultants to work on projects amounts to about 50,000 hours of work in addition to a planning staff's routine duties. Although they may work extra hours on collaborating with consultants, the City of Fredrick planning staff has become better acquainted with their new colleagues, or more accurately, their new PALS (The Partnership for Action Learning in Sustainability).



The Partnership for Action Learning in Sustainability (PALS) is a multi-disciplinary program comprised of highly motivated students and faculty which provides assistance for local governments with a variety of projects at a fraction of the cost while allowing students to work with planning practitioners and acquire valuable experience in a real-world setting.

Establishing a unique working relationship with the National Center for Smart Growth at the University of Maryland at College Park, who is the city's PALS, the City was able to use the skills -- and perhaps most importantly -- enthusiasm of over 350 students in 30 classes

to research, brainstorm, and develop recommendations and thereby laying the groundwork for further study and eventually implementing those recommendations. It is estimated that nearly one million dollars in project value was realized by the City with this program.



The City of Frederick officials and the PALS first began discussions to develop potential projects and courses for the 2014-2015 academic year in early 2014. From a list of over 200 potential projects, 30 were paired with faculty and students from different programs across the university campus based upon their interest. Selected projects included a variety of topics from economic development, stewardship of the city's watershed, composting organic waste in downtown restaurants, and re-imagining neighborhoods. Courses spanned across various academic

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APA Maryland Chapter

SA+P MORGAN
SCHOOL OF ARCHITECTURE + PLANNING

#SUPER JURY

DECEMBER 8, 2015
6:00^{PM} - 8:30^{PM}

CEBIS ROOM-111
LOCATION
5299 PERRING PARKWAY
BALTIMORE, MD 21239

Presentations

6:00-7:00PM- Planning Studio II: Making Place at Old Town Mall

7:00-7:15PM- Break and Refreshments

7:15-8:00PM- Housing and Land Development: A Neighborhood Plan for Waverly

8:00-8:30PM- Computer and Data Application for Planners: Selected Projects

programs including Biology, Real Estate Development, Architecture, and Urban Studies and Planning. The projects and classes were available for either fall or spring semesters.

Students and faculty made multiple trips to the city to better understand the “lay of the land” and pursue a better perspective of the issues and challenges. Deliverables were prepared in

the form of final reports and presentations which can be found at <http://www.cityoffrederick.com/index.aspx?nid=762>. Highlights of each semester presented were well received by both the city’s elected officials as well as the public. Videos of the presentations can be found on the City’s website www.cityoffrederick.com then by searching “PALS”.



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Planning staff with the City of Frederick spent many hours directing students, coordinating site visits, and attending and critiquing presentations in order to inject reality into the various proposals. The investment of these staff hours paid a huge dividend. It cost the city roughly one tenth of what might have been spent on consultant fees. Additionally, enthusiasm the students brought to PALS was influential that invigorated the city's planning staff.



The City of Frederick extends its thanks to Gerritt Knaap, executive director of the National Center for Smart Growth; Uri Avin, PALS Program Director; and Kiel Edson, graduate assistant for PALS for all their help in creating and coordinating the program. Finally, a special thanks to the faculty, students, and staff who made numerous trips to the City of Frederick, spent countless hours preparing documents and drawings, and presented the city with products and ideas that can be used to continue to move the city forward.

Maryland's Comprehensive Plan Review Changes to a 10-Year Cycle

By David Dahlstrom, AICP, Regional Planner, Maryland Department of Planning

The Maryland Department of Planning (MDP) is developing a Review Cycle Checklist, an update of its *Models and Guidelines for Developing Comprehensive Plans* for the new 10-year review cycle. The draft checklist, *Managing Maryland's Growth – Transitioning to the Comprehensive Plan 10-Year Review Cycle*, was developed in compliance with requirements in the Maryland General Assembly House Bill 409 (*Land Use – Comprehensive Planning and Zoning Cycle*), passed in 2013. This legislation directed MDP, in coordination with the Maryland Municipal League (MML) and the Maryland Association of Counties (MACo), to develop a schedule to transition the comprehensive planning cycle from every six years to every ten years to better coincide with data releases from the decennial census.

In 2013, House Bill 409 included the following changes:

- ◆ Increases local comprehensive plan reviews cycles from six years to 10 years;
- ◆ Requires all planning commissions and boards to report at least once with a five-year period on the implementation status of the local jurisdiction's comprehensive plan;
- ◆ Directs MDP, MACo and MML to create a schedule to transition the comprehensive planning cycle of each local jurisdiction from a six-year cycle to a 10-year cycle; and
- ◆ Requires all jurisdictions that adopted growth tiers, as outlined in 2012 Senate Bill 236, to incorporate their growth tier map into comprehensive plans.

A draft checklist was available for public comment until October 15, 2015. The draft checklist is intended to be a guide for county and municipal planning commissions, planning boards and their staff to formulate procedures and make decisions on periodically reviewing the comprehensive plan. The draft checklist has also been the subject of discussion at the Maryland Planning Directors Roundtable and the MML/MACo Joint Meeting of Planning and Economic Development Directors.

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Managing Maryland's Growth Transitioning to the Comprehensive Plan 10-Year Review Cycle

September 1, 2015
Draft – For Public Review and Comment

Maryland Department of Planning
301 West Preston Street, Suite 1100
Baltimore, Maryland 21201
Planning.Maryland.gov

The draft checklist and more detailed information can be downloaded from the Maryland Department of Planning Comprehensive Plan 10-Year Review Cycle website at <http://planning.maryland.gov/OurWork/compPlans/ten-year.shtml>. After incorporating comments from local counties or municipalities, the planning secretary will submit the revised draft to the General Assembly for review. A final draft is anticipated to be available on MDP's website by December 2015.

MDP is also writing *Models & Guidelines #32: The Comprehensive Plan 10-Year Review Cycle*. This will update a previously produced Models and Guidelines and will include more detailed information about updating a comprehensive plan. For more information, please contact David Dahlstrom, Regional Planner at (410)819-4084 or david.dahlstrom@maryland.gov.

Automated Parking: Save Land and Money

By Wes Guckert, PTP and Jessica Tiller, The Traffic Group

No longer does the “American Dream” involve just a home in the ‘burbs’ with a white picket fence. Today, many individuals are looking to reside in a city or urban center, which often is located outside a major city. Recent studies validate this trend, showing that urban population is at its highest levels in over 100 years. New mixed-used developments now provide all the amenities one could want, all within close proximity to work, services, retail, entertainment, restaurants, work, and culture.



Wes Guckert, PTP

To get a feel for just how popular mixed-used developments have become in the United States, all one needs to do is a quick Google search. Countless large-scale developments incorporating everything from office and hotel to residential, retail, and restaurants, are popping up from Miami, Florida on the East Coast to Bellevue, Washington on the West Coast. And, the list goes on and on.

Accommodating Cars: Automated Garages

While some who live in urban centers have chosen not to drive their cars for the day-to-day use, most still keep their vehicles. These urban centers require an efficient way to store cars and thus, a parking place. Most think standard ramp garages – either below or above ground – are the only means to accommodate the sheer number of cars. The reality is that automated garages can provide a better alternative.

For starters, developers have the potential to save millions of dollars if they choose an automated garage versus a standard ramp garage. The idea of saving 20-30% in the cost of building a garage using automated parking versus a standard ramp garage is worth a second look.

A good example is a project in Washington, D.C., which examined whether automated parking would be more cost effective than a standard ramp garage. It was determined that an underground garage, designed to service a high-rise apartment building, would cost \$75,000 per space. As luck would have it, the footprint of the building would need to be reduced due to utility issues unforeseen in the original development plan.

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It was determined that the cost “all in” for the automated system, plus the underground “bathtub” structure, would be \$58,000 per space, resulting in a \$17,000 per space savings. This equates to an overall savings of 23% from the original \$75,000 per space cost, and the parking would fit within the reduced available footprint which was not the case for the standard ramp garage.

Automated Garages: Not Just For Cities

In terms of saving land, many acres are paved over to accommodate required parking at strip malls and big-box stores. Except for the holiday season, most of this land-turned-parking goes unused. Not only is this a waste of the land, but also money. Automated garages can also work in less-densely populated areas as well. Another study examined an automobile dealership in suburban Northern Virginia where the dealership was severely lacking space to park new and used cars as well as employee vehicles. It was also out of options as it related to parking these types of vehicles on off-site, unused, and vacant lots. The study looked at the option of building a standard multi-level ramp garage with a fairly standard 120' x 240' footprint.

The study found that using an automated garage would only require a footprint of 60' x 100', even with the same number of spaces. This translates to an 80% land savings! The cost of land in suburban Northern Virginia, based upon land records and the Bureau of Tax Assessment of Arlington County, is about \$2 million an acre. Therefore, the cost of building a standard ramp garage, in land value only, would require the purchase of about \$1.3 million worth of land. That does not include setbacks, and other issues that inevitably arise. Providing the amount of parking needed for a 60' x 100' automated garage only required approximately \$300,000 worth of land, resulting in an overall savings of \$1 million in land costs alone. Clearly, the effectiveness of using automated parking in this circumstance was a very effective alternative.

Parking will continue to be a significant aspect of any project – in congested cities or heavily trafficked suburban regions. As an alternative that saves money and land, automated parking deserves serious consideration.

New Chair of Urban Land Institute's Public Development Infrastructure Council

A prestigious appointment elevates Wes Guckert, PTP, President & CEO of The Traffic Group (TTG), to a national post as Chairman for the Urban Land Institute's (ULI) Public Development Infrastructure Council (PDIC). The function of the PDIC is to provide leadership to public sector decision makers and private sector partners who are involved in public development projects at the city, state, and federal level.

Guckert was inaugurated at the recent ULI Fall Meeting, held in San Francisco, for a two-year term. A nationally recognized industry association, ULI invited Guckert to chair the PDIC, citing his proven leadership and depth of knowledge within the industry as well as his outstanding contributions to both ULI and the land use and real estate development spectrum.

As the founder of TTG – one of the nation's leading traffic engineering and transportation planning firms now celebrating three decades in business – Guckert is a recognized and well-respected expert in the field of traffic engineering and transportation planning. Throughout his 40 years in business, Guckert has played a major role in over 7,000 projects spanning both urban and suburban areas throughout the United States, as well as internationally.

In addition to Guckert's technical expertise, he is often asked to speak at industry conferences and serve as an expert witness, testifying before County and Municipal Boards, District Courts, and Planning Commissions on traffic engineering and transportation planning issues.

For more information please visit www.trafficgroup.com or contact the author at: wguckert@trafficgroup.com