Revised Statement in Support of Site Design Plan Review for
The Lofts at Eastport Landing

Background

Eastport Plaza, LLC owns the property located generally at Bay Ridge Avenue and Chesapeake Avenue in Eastport, which site is particularly described as Tax Map 52D, Parcel 538 ("Property"). The Property contains approximately 6.75 acres and is zoned within the B2 - Community Shopping District ("B2"). The site is currently developed with the Eastport Shopping Center. Eastport Plaza, LLC and its affiliated entities¹ ("Applicant") propose to redevelop the northeast portion of the Property, which area previously contained a gasoline service station and which currently contains impervious surfaces and a section of the shopping center structure that housed a movie theater and a restaurant. The Applicant's proposal is to redevelop this area with The Lofts at Eastport Landing (the "Project"). The Project includes a mixed-use structure consisting of ground floor retail space, lobby / amenity areas, and storage space, along with ninety-eight (98) dwellings above the ground floor. In compliance with City requirements regarding moderately priced dwelling units ("MPDUs"), six percent (6%) of the rental units will be MPDUs. Parking spaces serving the Project are located on the basement and main levels of the interior of the structure. In conjunction with its Site Design Plan Review Application, the Applicant concurrently filed an Adequate Public Facilities Certificate Application for the Project. Enumerated below are criteria in the Annapolis City Code ("Code") with an explanation of how the Project satisfies each applicable standard.

Code, Chapter 21.22

21.22.080 Review Criteria and Findings

A. District Standards (including Chapter 21.62 / see below)

Use Regulations

The Project includes retail space, lobby / amenity areas, and storage space on the ground floor, detailed in the zoning tabulations on Sheet C4 of the plans, along with ninety-eight (98) dwellings above the ground floor. Per Code, 21.48.020, a large variety of retail and general commercial uses as well as "Dwellings above the ground floor of nonresidential uses" are all designated as "P - Permitted" in B2. Accordingly, the Project complies with the applicable use regulations.

¹ Solstice Partners, LLC and SPRE Eastport, LLC
Bulk Standards & Density Standards

Three (3) types of uses are regulated in terms of bulk standards by Code, 21.50.150 - Bulk Regulations Table B2 District: the “Business establishment” use, “Dwellings above the ground floor of non residential uses,” and “Other Uses.” A “business establishment” means, per Code, 21.72.010 D., “a place of business carrying on operations, the ownership and management of which are separate and distinct from those of any other place of business located on the same zoning lot.” The Project involves a mix of residential and non-residential uses in a single structure that is separate and distinct from the Eastport Shopping Center operation, which supports assignment of the “business establishment” definition. The Project is, however, owned by the same entity that owns the Property and the Eastport Shopping Center, so the Project could be considered not purely and definitively a “business establishment” under the Code’s specific definition. One element of the mixed-use Project does involve “Dwellings above the ground floor of non residential uses.” Accordingly, the “Dwellings above the ground floor of non residential uses” category (“Dwellings Use”) and the “Other Uses” category are the options that appear to most reasonably regulate the Project at Code, 21.50.150. The bulk regulations for the Dwellings Use provide primarily that the applicable standards shall be “[p]er business establishments” meaning that the minimum for front yards, interior side yards, corner side yards, and rear yards is zero feet (0’), so long as no “Situation” is applicable per Table Note 2 that might require a transitional yard, and with the understanding that screening such as with a wall, fence or densely planted compact plantings may be required, as determined through the site plan design review process. Applicable via the “business establishments” category, the regulations also mandate a maximum floor area ratio (FAR) of 2.0. The bulk regulations for Other Uses provide that bulk regulations shall be determined through the site design plan review processes pursuant to Chapter 21.22. Accordingly, the chief quantitative bulk regulation that constrains the Project is an FAR of 2.0. The proposal calls for an FAR of 0.69, meeting the Code’s requirements.

Density for the Property is set at 1,800 square-feet of land area per dwelling unit in addition to the area for the business establishment. The proposal includes 98 dwelling units, which require a land area of 176,400 square-feet or approximately 4.05 acres. Even if the Project were considered to be a “business establishment” as opposed to a mixed-use establishment and even if the Eastport Shopping Center were also considered a “business establishment” for the purposes of density, subtracting both the land area of the Project excluding parking areas (14,535 square-feet) as well as that of the Eastport Shopping Center following the partial removal (59,400 square-

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2 See, e.g., Code, 17.11.232 - Mixed-use structure: “Any structure that is used or intended for use for a mixture of nonresidential and residential uses in the same structure.” The Project would appear to fit more appropriately within the “mixed-use structure” definition than the “business establishment” definition.

3 No Situation is applicable per Table Note 2 as the Property’s lot lines do not coincide with a lot line in an adjacent residential district and the Project does not involve a building or structure in a shopping center.
feet) from the Property (293,891 square-feet) leaves an area of 219,956 square-feet, which, divided by 1,800 square-feet, produces an allowable density of 122 dwellings. Accordingly, the proposed 98 dwellings are permissible in terms of density.

B. Design

The Project has been designed and refined with careful consideration of its context within Eastport, and the proposed building compatibly reflects the scale and character of the surrounding neighborhood. Along Americana Drive, the Project presents a more residential image to the vacant area along and across the street. Along Chesapeake Avenue, the mixed-use structure incorporates a series of traditional, small-scale retail/commercial storefronts with dwelling units above. The scale of the building, window patterns, covered porches, awnings, and architectural details are intended to maintain the character of the neighborhood and to enhance the pedestrian-friendly nature of both streets.

The landscape plan includes the installation of several trees, new brick sidewalks, green space and bio-retention planting areas, and, along Chesapeake Avenue, street furniture. Together these elements provide a significant enhancement to the prominent corner site and to the larger neighborhood, and the redevelopment of the vacant site will be a significant improvement at this location in the neighborhood. The continuation of residential uses along Americana Drive and retail with dwellings above on Chesapeake Avenue is consistent with the established development patterns on both streets.

The Project is also consistent with the “Annapolis Comprehensive Plan” dated 2009 (the “Plan”). The Property is classified as “Commercial” in the Plan, as depicted on Page 22 at Figure 3-3, Generalized Proposed Land Use Map, which map shows the generalized land use pattern desired for Annapolis by 2030. While the Property is not located within one of the Plan’s “Opportunity Areas,” the Plan discusses in its Land Use & Economic Development section at Page viii the topic of “[i]nfill development, redevelopment, and expansion outside of the four defined Opportunity Areas,” and it specifies that such activities “should be consistent with the character of the surrounding community” at pages 33-34. Discussing the low availability of “vacant” land in Annapolis, the Plan emphasizes that “by necessity future development in the city will consist of the gradual redevelopment of existing properties” and it simultaneously recognizes that “[i]nfill development will promote economic diversity and real estate vitality while respecting neighborhood character” (Plan, page 20). These infill priorities, combined with the Plan’s directive that the City should “protect and support the expansion of neighborhood commercial retail centers that serve local residents” (Plan, page 34), are reflected in the mixed-use design for the site which properly balances a residential character along Americana Drive with a more commercial approach along Chesapeake Avenue. By redeveloping a long-vacant site on a prominent Eastport corner with new businesses and residences, the Project will
help the City to “maintain a vibrant local economy” (Plan, page 4) while it furthers the design objectives of the Plan.

C. Compatibility

Please see above. The continuation of residential uses along Americana Drive and storefronts with dwellings above on Chesapeake Avenue are consistent with the established development patterns on both streets. The mixed-use Project will not overwhelm nearby buildings’ bulk and height and will create an appropriately scaled building compatible within the context of neighboring buildings. In addition, the first-floor retail will add to the commercial opportunities on the Property and will be appropriate new elements on the Property.

D. Minimize Adverse Impacts

The proposed building has been configured and oriented to provide minimal impact on the adjacent properties. The heights of the buildings are designed to be compatible with the surrounding building heights on the block face, and the detailing materials and fenestration are all consistent with those found in the more traditional buildings throughout Eastport.

E. Building Locations

Please see above. The buildings and structures, open space areas, landscape elements, and pedestrian and vehicular circulation systems are adequate, safe, and efficient, and have been located with sensitivity to the site: buildings and infrastructure are located primarily in the areas of the site that have been previously developed and that are adjacent to the existing road network, while natural features of the site such as stream and wetland buffers and steep slopes are largely left undisturbed.

The setbacks of the proposed structure along Chesapeake Avenue accommodate a landscaped walkway and outdoor seating area between the retail uses on the ground floor and the street frontage. The setbacks along Americana Drive also provide a broad landscaped walkway. Both street frontages will include the planting of trees and the installation of other landscaping. Entrances into the interior parking area within the structure are on the lower end of the Americana Drive frontage and through the rear of the structure from Norman Drive. The Norman Drive frontage will also contain walkways and tree planting. Pedestrian access into the courtyard area between the remaining Shopping Center structure and the interior side entrance into Eastport Commons will be maintained by reserving a courtyard walkway from Norman Drive. The walkway along the south face of the building has been designed to extend the existing pedestrian path along the front of the existing Eastport Shopping Center all the way out to Chesapeake Avenue. (The current walkway stops at the end of the Center and connects to the existing parking lot.) This extension will
allow for a continuous pedestrian path to the Eastport Shopping Center and new retail space that will not require crossing the vehicular entrances. The open area along the south face of the building incorporates planted areas and open sidewalk space that has been designed to act as an outdoor gathering space for community activities such as art fairs, etc. The site plan also shows an area where the popular seasonal farmers market could be accommodated.

F. Natural Features

The Property includes no significant natural features. The Project will maintain the existing trees at the rear of the site. The design also provides for the placement of new native trees on the site and will establish street trees along Chesapeake Avenue, Bay Ridge Avenue, Americana Drive, and Norman Drive.

G. Slopes and Soils

The site is gently sloping down towards the corner of Americana Drive and Norman Drive and no unique or sensitive features are present. There is currently very little stormwater management on the site. Initial soil boring information indicates that the soils will provide for only modest infiltration of stormwater. The landscape and civil drawings include alternative mechanisms for the treatment of stormwater that meet or exceed Code requirements for the proposed redevelopment.

H. Critical Area

A portion of the Property is in the Critical Area and is designated as an Intensely Developed Area ("IDA"). Though the Property is not directly adjacent to any waterway, stormwater management measures consistent with Critical Area and other City regulations, such as rain gardens and pervious paving, have been incorporated in the redevelopment as appropriate.

Code, Chapter 21.62


A. Relation of Buildings and Structures to the Surrounding Environment

The mixed-use structure is designed to integrate well into the surrounding environment. The building incorporates residential uses along Americana and Norman Drives and a combination of ground floor commercial space with dwellings above along Chesapeake Avenue. The project is located in an area of Eastport that includes several types of buildings in both form and function. There are retail and restaurant uses in the Eastport Shopping Center, which was remodeled in 1989 to incorporate "shingle style" design elements. The Post Office directly across
Americana Drive is a more contemporary building. The four-story brick building across Bay Ridge Avenue provides senior housing and the apartment complex across Norman Drive provides over 600 apartments in multi-story modern, flat-roof structures. The proposed Project is intended to relate to the varied scale and styles of the surrounding buildings.

B. Relation of Structures to Adjacent Development (Height, Width and Façade, Proportion, Mass, Relationship to Street, Roof Forms, Composition, Rhythm, Proportion of Openings, Façade Materials, Color, Corner and Through Lots, Site signage)

The scale of the Project is intended to relate well to nearby buildings located in this area of Eastport. The relationship of the mixed-use structure to the street face is consistent with the surrounding structures. The building is set back along Chesapeake Avenue to better follow the existing pattern established by the other buildings along the entire length of Chesapeake Avenue. The rhythm of the projections and the scale of the porches and openings are both intended to reflect the rhythm of the existing buildings. The brick foundations, shingle siding, metal roofs, porch elements, and architectural detailing are all consistent with those found throughout the neighborhood. The pitched roof elements and the changes in color and exterior materials reinforce the individual nature of each of the components. The roof configuration provides an eave height that more closely relates to the patterns established by the other buildings in the neighborhood.

21.62.030 Design of Open Areas

A. Existing features

The site slopes gently from the front along Chesapeake Avenue towards Norman Drive. A few non-specimen trees (primarily crepe myrtle) are located towards the rear of the site. The northern portion of the Property is currently vacant following the demolition of the gasoline service station which formerly occupied the corner site at the intersection of Chesapeake Avenue and Americana Drive. A section of the Eastport Shopping Center building containing a theater (now closed), a restaurant, and other commercial uses will be removed to accommodate the mixed-use structure.

B. Buffer areas

The area between the existing Eastport Shopping Center and the proposed building has been developed as a small open area that provides a pedestrian connection between Norman Drive and the Center. This area provides for additional landscaping as shown on the landscape plans associated with the proposal. Similarly, the pedestrian area along the south elevation has been widened to allow for additional
planting areas in order to create a buffer between the Project site and the existing parking area.

C. Bufferyards

Bufferyards have been created along Norman Drive, Americana Drive, and Chesapeake Avenue for the placement of trees and planting areas in order to create a green buffer between the proposed mixed-use building and the new sidewalks.

D. Open Space

Open space is provided by the creation of a pedestrian corridor from Norman Drive which leads to an open courtyard along the western façade of the mixed-use structure. These areas will incorporate low plantings to ensure that adequate visibility is maintained over time. The primary open space is provided in the courtyard area and incorporates a lawn area, trees, various plantings, and rain gardens. This area will be directly accessible to the businesses and residents.

21.62.040 Planting

The landscape plan calls for extensive planting distributed around the entire Property. Native species have been utilized to the greatest extent practical and the planting plan meets or exceeds the reforestation requirements of the Critical Area and the City.

21.62.050 Street Trees

Street trees are provided on Chesapeake Avenue, Americana Drive, and Norman Drive, none of which currently have street trees. The trees have been located so as not to conflict with utilities, obstruct views, or otherwise result in dangerous traffic conditions.

21.62.060 Scenic, Historic, Archaeological and, Landmark Sites and Views

There are no scenic, historic, archaeological, or landmark sites or views that impact the Property. The site is located in the center of the Eastport peninsula. Eastport, while not an historic district, has a rich cultural and maritime history and is home to many of Annapolis' remaining maritime businesses. The building reflects the mix of commercial and residential uses that exists in the surrounding area. The views along Chesapeake Avenue and Americana Drive are preserved by providing building setbacks consistent with adjacent structures. While there is no evidence of prior historically significant construction on the site, the demolition
and excavation process will be monitored by the Applicant’s architect and should the process reveal any significant findings, the Applicant will contact the Chief of Historic Preservation at the City to review the findings and to obtain guidance on how best to proceed.


Appropriate buffer yards and screening devices have been used to transition to the adjacent residential districts to the south and east of the site. The townhouses provide a transitional use between the higher intensity commercial use located at the intersection of Old Solomons Island Road and Forest Drive and the lower intensity residential uses to the south and east of the site. Screening fences, increased setbacks, and plantings in transitional yards are used to further establish an appropriate transition.

The Project provides a mix of residential dwellings and ground floor commercial uses, which combination transitions well between the B2 zoning district at the corner of Bay Ridge Road and Chesapeake Avenue, the P - Professional Office zoning district on Chesapeake Avenue (i.e. the Post Office site) to the north, the commercial/retail uses in the Eastport Shopping Center to the south on the Property, and the higher intensity R4 neighborhood across Norman Drive to the southeast. The Americana Drive and Norman Drive frontages of the proposed structure primarily include residential units facing the residential lots across Americana Drive and the multi-family uses across Norman Drive. Appropriate buffer yards and screening devices have been used to transition to these nearby residential districts to the northeast and southeast of the site.

21.62.075 School capacity

Based on information contained within the Anne Arundel County Public Schools July 2018 Educational Facilities Master Plan (the “EFMP”), the data required are as follows:

1. A total of 25 school-aged children are expected to live in the Project.4

2. Students within the project would be expected to attend the following schools: 5

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4 The EFMP, at Page 393 (Appendix I), identifies a student generation factor (“SGF”) of 0.259 students per housing unit in the Annapolis Feeder Zone, and further breaks this yield factor down by Grade Level to: Elementary (K-5) = 0.142; Middle (6-8) = 0.054; Senior (9-12) = 0.063. The project proposes up to 98 dwelling units, which equates to 25 total students (rounded down from 25.382), which total students can be broken down by grade levels to: Elementary (K-5) = 14 students (rounded up from 13.916); Middle (6-8) = 5 students (rounded down from 5.292); Senior (9-12) = 6 students (rounded down from 6.174).
a. Mills-Parole Elementary School, which is geographically located within the City of Annapolis,
b. Annapolis Middle School, which is not geographically located within the City of Annapolis, and
c. Annapolis High School, which is not geographically located within the City of Annapolis.

3. The current and projected capacities\(^5\) of these schools are as follows:

<table>
<thead>
<tr>
<th>FACILITIES/ENROLLMENT COMPARISON ANNAPILES FEEDER SYSTEM</th>
<th>Present and Projected FTE Enrollment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annapolis High</td>
<td>2,086</td>
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<tr>
<td>Annapolis Middle</td>
<td>1,495</td>
</tr>
<tr>
<td>Eastport Elem</td>
<td>336</td>
</tr>
</tbody>
</table>

21.62.080 Surface Water Drainage

The Project has been configured at the north end of the site. Because existing impervious is 92.5% of the total site area, the Project is considered "redevelopment" for stormwater management purposes. This redevelopment proposes the demolition of the north portion of the existing shopping center building and the construction of a mixed-use retail and residential building between the existing shopping center structure and Americana Drive. It also includes a redevelopment of the portion of the parking lot located closest to the proposed building.

The redevelopment maintains the drainage pattern at the site, with all runoff continuing to flow to the existing storm drain system within Americana Drive. Additionally, impervious area is reduced. A summary of the storm drain and stormwater management design for The Lofts at Eastport Landing is below.

ESD to the MEP

\(^5\) The EFMP locates the project within the Annapolis Feeder System, and each of these three schools is also identified in the EFMP, at Page 441, as being located within a Priority Funding Area. The EFMP, at Page 441 (Appendix R, Pg.1), provides that “Priority Funding Areas are locations where the State and local governments want to target their efforts to encourage and support economic development and new growth.”

\(^6\) The current and projected capacities are taken from the chart entitled “Facilities/Enrollment Comparison Annapolis Feeder System” within the EFMP, at Page 51.
The Lofts at Eastport Landing development is classified as a redevelopment project, given that, based on the overall 6.75 acre site boundary, existing impervious area is 92.5%. Additionally, existing impervious is 90.9% of the 2.63 acre limit of disturbance, or 2.39 acres. Therefore, the Project can be classified as redevelopment. The redevelopment is concentrated at the north end of the site. A breakdown of site criteria to determine ESD volume requirements is as follows:

- Total limit of disturbance = 2.63 acres
- Existing impervious area = 2.39 acres
- Post-development impervious area = 2.35 acres
- Impervious area reduction = 0.04 acres
- Impervious area required to be treated = 2.39 acres * 50% - 0.04 acres = 1.20 acres

Using the above, it is determined that the ESD volume required for the redevelopment is 3,999 cf.

In order to meet ESD requirements for the proposed redevelopment project, multiple ESD practices are proposed. Seven micro-bioretention areas are proposed. Four of these micro-bioretention areas are depressed “urban planters” located within paved areas between the existing building and parking lot. These micro-bioretention areas receive runoff from the surrounding paved areas via curb cuts in the header curb that surround each. The three micro-bioretention areas located between the proposed building and Chesapeake Avenue are typical micro-bioretention areas (however located against retaining walls) and receive roof runoff piped directly to them via underground connections through the retaining walls that discharge onto a stabilized gravel apron at the micro-bioretention area’s surface. Lastly, a green roof is proposed. This green roof meets the criteria established in the MDE guidelines for an 8” green roof.

A breakdown of the ESD practices proposed to meet ESD volume requirements at the site follows:
<table>
<thead>
<tr>
<th>ESD Practice</th>
<th>Total Drainage Area (sf)</th>
<th>Impervious Area (sf)</th>
<th>Actual Device Volume (cf)</th>
<th>Max. ESDv (for PE = 2.7&quot;) (cf)</th>
<th>ESDv Provided (cf)</th>
<th>Pe Treated (inches)</th>
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<tbody>
<tr>
<td>Alternative Surfaces:</td>
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<td></td>
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<tr>
<td>GR-1</td>
<td>5,000</td>
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<td>670</td>
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<td>MB-1</td>
<td>5,405</td>
<td>3,935</td>
<td>693</td>
<td>857</td>
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<td>MB-2</td>
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<td>Total Provided</td>
<td>39,400</td>
<td>33,620</td>
<td>4,105</td>
<td>7,251</td>
<td>4,105</td>
<td>1.03</td>
</tr>
</tbody>
</table>

As shown in the above table, all ESD volume requirements are met using ESD practices. Therefore, channel protection volume is also addressed.

**Overbank Flood Protection / Outfall Study**

The proposed The Lofts at Eastport Landing development occurs on a fully developed site, from which runoff from the existing shopping center and parking lot presently drains to existing storm drain within Chesapeake Avenue, Americana Drive, and Norman Drive. These storm drain systems converge at the intersection of Norman Drive and Americana Drive, and this storm drain discharges approximately 170' downstream of the site into Back Creek.

Three study points are identified for this project based on the existing storm drain that receives runoff from the site: 1) the existing inlet in Americana Drive that receives runoff via sheet flow from a small portion of the site, Americana Drive, and Chesapeake Avenue, 2) the existing inlet in Norman Drive at the intersection with Americana Drive, which receives runoff directly from Norman Drive and from the site via onsite storm drain, and 3) the existing onsite storm drain that receives runoff under existing conditions from a portion of the onsite parking lot.
and discharges into the storm drain system in Americana Drive. Runoff from each of these study points converges in the storm drain system in Americana Drive and discharges into Back Creek.

An outfall analysis was performed at each study point to document that the proposed development has an adequate outfall and does not have an adverse impact on the receiving waterways. A summary follows:

Study Point #1:

The existing inlet in Americana Drive receives runoff from the most northern portion of the site, as well as runoff from Chesapeake Avenue and Americana Drive, and has been identified as study point #1. The existing 10-year flow rate to this inlet is 3.45 cfs, and the post-development 10-year flow rate is 3.52 cfs, a 2% increase. Because there is an increase, an analysis on the existing storm drain system was performed, which shows that there is adequate capacity for this increase. Therefore, the existing storm drain at site outfall #1 is an adequate outfall.

Study Point #2:

The existing inlet on Norman Drive near the intersection with Americana Drive is identified as study point #2. Under existing conditions, this inlet receives runoff from Norman Drive and the eastern portion of the site. Under post-development conditions, it continues to receive runoff from Norman Drive and the eastern portion of the site, but it also receives runoff from the western portion of the site which drains to study point #3 under existing conditions (see Study Point #3 section below). Therefore, study point #2 receives runoff from the portion of the site draining to both site outfalls #2 and #3 under existing conditions.

The existing flow rate to this study point is 26.84 cfs. Under post-development conditions, in order to accommodate the increase in drainage area to this inlet, the existing storm drain system is upgraded in size. The storm drain downstream of this system is also adequate, given that runoff from study points #2 and #3 converged under existing conditions at the structure downstream of study point #2. The total existing 10-year flow rate to the existing storm drain system from study points #2 and #3 is 46.2 cfs; the post-development flow rate is 44.74 cfs (not taking into consideration the storage provided in the proposed ESD practices). This decrease is a largely a result of the decrease in impervious area within the drainage area.

Additionally, a detailed study of the storm drain system (existing and proposed) from the site to the system in Americana Drive shows that there is adequate capacity for the proposed development. Flow tabulations and hydraulic gradient computations are included in Appendix G of this report and show that the existing
and proposed storm drain is adequate to accommodate the proposed development and the changes proposed to the storm drain system. Therefore, the existing storm drain at site outfall #2 is an adequate outfall.

Study Point #3:

The existing onsite storm drain that receives runoff from the western portion of the site (primarily the existing parking lot) is identified as study point #3. This storm drain ties into the existing storm drain system in Americana Drive. Under existing conditions, the 10-year flow rate to this storm drain is 19.79 cfs.

Under post-development conditions, this storm drain system is to be abandoned because it is located under the footprint of the proposed building. Instead, this existing storm drain is redirected to the rear of the site with proposed storm drain and is merged at study point #2 (see Study Point #2 section above).

Summary:

The analysis performed at each of the three study points shows an adequate outfall at each, or adequate capacity in the receiving storm drain systems. These storm drain systems all converge within Americana Drive into existing storm drain that discharges into Back Creek. Therefore, it is concluded that the site has no adverse impact on the receiving waterways, and an adequate outfall exists for the site. No overbank flood protection is required for this development.

10% Rule

This redevelopment falls within the IDA (Intensely Developed Area) of the Critical Area. The Critical Area Commission requires that any development or redevelopment include practices to reduce water quality impacts associated with stormwater runoff. These practices shall reduce pollutant loads to a level 10% below that generated by the site prior to development (the 10% Rule).

Based on the existing and post-development impervious area for the redevelopment, the phosphorous removal requirement is 0.48 lbs/year. Through reduction in impervious area, a green roof, and ESD practices (seven microbioretention areas), the proposed redevelopment provides 1.00 lbs/year of phosphorous removal. Refer to Appendix C for the 10% Rule computations.

Stormwater Management Summary Note

Stormwater management for the proposed The Lofts at Eastport Landing development is provided in accordance with the current MDE stormwater management guidelines and City of Annapolis regulations. Given that the existing impervious area onsite is greater than 40%, this project is classified as
"redevelopment" for stormwater management purposes. Stormwater management for the site is provided as follows:

- In order to determine ESD requirements for this redevelopment project that is concentrated at the north end of the site, ESD volume requirements were determined based on the limit of disturbance. A total of 3,999 cf of ESD volume is required for the site. Through a reduction in impervious area and the use of alternative surfaces (an 8” green roof) and ESD practices (micro-bioretention areas), 4,105 cf of ESD volume is provided onsite.

- Channel protection volume is not required for this redevelopment project. Additionally, all ESD volume requirements are met through the use of ESD practices.

- Overbank flood protection, or management of the 10-year storm event, is not required for this project. The site drains to an existing storm drain system within Americana Drive. A detailed analysis of the storm drain system that receives runoff from the site shows adequate capacity for the proposed development. Therefore, overbank flood protection is not required.

- Extreme flood protection, or management of the 100-year storm event, is not required for this project.

Note that offsite area of disturbance is included in all ESD requirement computations. Therefore, stormwater management for improvements in the right-of-way is provided via overmanagement in onsite ESD practices. Also note that this project falls within the Critical Area. The proposed stormwater management for this redevelopment satisfies all criteria of the 10% Rule.

**Storm Drain**

The storm drain proposed with this development was designed based on the 10-year storm event (20-year storm event for sump conditions), using a minimum time of concentration of 5 minutes and C factors from the Anne Arundel County Department of Public Works Design Manual for D soils. Flows were determined based on the Rational Method and Manning’s equation. Velocities and friction slopes were also calculated.

Storm drain is proposed to capture runoff from the area of the proposed development as well as to intercept the existing storm drain and direct it into the proposed storm drain system that conveys runoff through the rear of the site. A complete analysis of both the existing and proposed storm drain system was performed to ensure that the changes made to the existing storm drain system do not have an adverse impact on it.
Traffic Impacts

A Traffic Impact Analysis ("TIA") for the proposed Project was commissioned by the City and conducted by Lenhart Traffic Consulting, Inc. The TIA, dated November 9, 2016, analyzed the impact of the initial scope of the Project, which design was originally proposed a few years ago and which at that time included one-hundred twenty-seven (127) dwellings and an overall increase of 395 square-feet of retail on the Property (given the contemplated demolition of certain existing Eastport Shopping Center retail spaces and the proposed inclusion of new commercial spaces in the mixed-use structure). The City of Annapolis Department of Transportation ("ADOT") reviewed the TIA and, in a memorandum dated November 28, 2016 (attached as Attachment A), identified as key findings the following:

- The proposed development will respectively add 66 and 83 new trips to the AM and PM peak hour traffic volumes
- Almost all signalized intersections in the study area will operate the [sic] LOS D or better. The exception is the intersection of Bay Ridge Avenue and Tyler Avenue which will operate at LOS E without any improvement. Using optimized signal timing, the analysis showed that intersection could operate at LOS C.

ADOT concluded, based upon the TIA and its own analysis, that "the small increase in peak hour traffic volume [from] the proposed development will have negligible impact on the roadway network provided that the traffic signal at Bay Ridge Avenue and Tyler Avenue is optimized to improve the level of service. **ADOT recommends that the developer secures an approval from the appropriate city and/or state agency for signal timing optimization at Bay Ridge Avenue and Tyler Avenue before approving the proposed development.**" In a subsequent letter from the Department of Planning and Zoning, dated December 6, 2016 (attached as Attachment B), DPZ conveyed ADOT's findings and explained that the City Department of Public Works ("DPW") was reviewing whether the Bay Ridge Avenue / Tyler Avenue signal timing optimization might be implemented immediately so as to improve existing levels of service (and, eventually, future levels of service). DPZ also explained that sidewalks, ramps, and crosswalks should be studied in connection with the pending design so as to ensure ADA compliance for pedestrian access, and that public bicycle parking facilities should be incorporated into the redevelopment proposal.

Since this time, the Applicant has incorporated bicycle facilities into the design and has ensured that the proposed pedestrian access complies with ADA requirements. Additionally the Applicant understands that any changes to signal timing will be implemented by the City of Annapolis if deemed warranted. Further, the Applicant has reduced the scope of the Project from the initial design
of 127 dwellings and 395 square-feet of increased retail space down to 98 dwellings and 3,029 square-feet of increased retail space. The 2,634 square-foot increase of proposed retail space between the initial and the revised plan is arguably negligible, but the Project’s proposed reduction of dwelling units—a decrease of 29 dwellings—is significant. Accordingly, the Applicant submits that the projected traffic will be even less impactful on the road network under the revised design and complies with City standards and Code requirements.

21.62.100 Driveway Connections to Public Streets and Rights-of-Way

The Property currently includes two vehicular access points at its frontage on Chesapeake Avenue and Bay Ridge Avenue. Upon redevelopment, vehicles will access the mixed-use structure by an entrance into the interior parking garage from Americana Drive and via a second entrance to the lower level parking on Norman Drive. The Americana Drive entrance is located approximately 90 feet from the Chesapeake Avenue intersection, which configuration minimizes any potential congestion.

21.62.110 Vehicular Circulation

The Project includes a fully enclosed parking garage in the interior of the mixed-use structure, including ample space to turn vehicles around internally. All of the parking spaces are sized for full-size vehicles. Required handicapped parking is also provided. Deliveries to the retail spaces will be accommodated on Americana Drive. Provisions for residents to move in and out of dwellings are provided off-street along Norman Drive. Adequate access to the entire perimeter of the structure for fire and emergency vehicles and personnel is available directly from Chesapeake Avenue, Americana Drive, and Norman Drive.

21.62.120 Parking and Loading

A. General Design Considerations

The parking areas have been designed to be easily accessible by all residents, guests, retail/commercial employees, and visitors, and have been designed in accordance with Code, 21.66.130. Please refer to the “Parking Summary” tabulations and illustrations on Sheet C5 of the associated plan set.

B. Types of facilities

One-hundred fifty (150) structured parking spaces are provided within the garage—these spaces adequately serve the ground floor commercial areas and the
dwellings above within the mixed-use structure. Additionally, eighteen (18) additional parking spaces will be located to the rear and side of the Eastport Shopping Center structure. On the eastern areas of the Property toward Bay Ridge Avenue, the Eastport Shopping Center will retain two-hundred fifty (250) surface parking spaces. Taken together, the Property will include a total of four-hundred eighteen (418) parking spaces. As the Project has evolved and as the design has been refined over the years, considerable data on the parking needs specific to the site have been transmitted to DPZ indicating that the parking proposed in this revised submittal is sufficient. Please additionally refer to the “Parking Summary” tabulations and illustrations on Sheet C5 of the associated plan set, and also to the “Executive Summary” — Parking Analysis” for Eastport Landing dated July 5, 2018 (attached as Attachment C).

C. Provisions for the physically handicapped

Provisions for the physically handicapped are provided in accordance with the Americans with Disabilities Act and the Maryland Building Code for individuals with physical disabilities. Parking spaces have been sized appropriately for van use. The mixed-use structure will be served by an elevator serving all floors and the parking garage. Each of the commercial/retail spaces will have ADA-compliant facilities.

D. Access

Off-street parking areas are designed with appropriate means of vehicular access and in a manner which will least interfere with the existing traffic movements.

E. Surface material

Sidewalks along Chesapeake Avenue and between the proposed mixed-use structure and the existing Eastport Shopping Center will be mostly brick. Other sidewalks will be concrete. Driveways to access the structured parking will also be concrete.

F. Parking space and aisle dimensions

Both the parking spaces and the aisle dimensions are compliant with City standards. All of the parking spaces are designed to be 8½ feet wide by 18 feet long. The driveway behind the garages is 24 feet in width. A van-accessible handicapped space is proposed to be provided per ADA guidelines.

G. Buffers and planting

H. Design of Loading Facilities

There is no Code requirement for loading spaces associated with residential usage. The Project, however, proposes a residential loading area off of Norman Drive adjacent to the south corner of the mixed-use building. The Applicant anticipates only infrequent deliveries to the commercial/retail space on Chesapeake Avenue. Deliveries will be made on Americana Drive.

21.62.130 Pedestrian and Bicycle Circulation

The Annapolis Comprehensive Plan includes guidelines encouraging adequate space for pedestrian circulation. The proposed mixed-use structure has been shifted back from the curb by approximately 20 feet. This shift allows for the addition of street trees and site furniture (e.g. benches) to help separate pedestrians from the curbside parking. Additional street trees will be added along Chesapeake Avenue to continue the separation. Adequate space for bicycle parking is provided in the covered area adjacent to the handicapped parking space, encouraging bicycle use by both residents and businesses. Additional bike racks will be located outside of the mixed-use building adjacent to the entrances.

21.62.140 Lighting

Adequate lighting will be provided for the parking areas, site walkways, and entrances of the mixed-use structure. Because the Project will comply with green building and energy efficiency requirements at Code, Chapter 17.14, light levels will be set to maintain safety while limiting excessive energy usage and spillover. High efficiency LED lighting will be incorporated where feasible.

21.62.150 Utility Services

The majority of electric, phone, cable, and other wiring along Chesapeake Avenue is overhead. This is consistent with the majority of utility connections throughout Eastport. If possible, any proposed additional wiring will be run underground to the greatest extent practical. Public water, public sewer, and private storm drain systems are proposed. Utilities will connect to public systems, which exist surrounding the site.

21.62.160 Waste Disposal

All recycling and garbage from the residential uses will be collected onsite in an enclosed, adequately sized area along Norman Drive underneath the proposed mixed-use building. Smaller scale trash and recycling containers, which can be wheeled to the curb for regular collection, are proposed. At this point no collection along Chesapeake Avenue is expected. Solid waste removal for the dwellings is anticipated to be provided by the City. For the commercial and retail
uses, a separate trash and recycling collection area is provided in the building adjacent to the service drive located on Americana Drive. The removal of waste and recycling for the commercial uses will be arranged for under a separate agreement.

21.62.170 Noise

The proposed uses within the Project are consistent with the development patterns on both Chesapeake Avenue (commercial and residential) and Americana Drive (residential). These uses do not typically generate any significant impact to noise levels and the Project is anticipated to be compatible. The restaurant use anticipated for the retail space along Chesapeake Avenue will comply with the hours of operation and noise limits appropriate for outdoor dining in Eastport in accordance with zoning regulations.

21.62.180 Storage, Loading, and Service Areas

As mentioned above, the Project’s anticipated retail loading requirements will be handled on Americana Drive. A loading space is proposed provided adjacent to the garage entrance to avoid disruption to the parking garage traffic. Move-in / move-out and loading for the dwellings will be accommodated off-street in the loading area located along Norman Drive. All required storage for the Project has been design to be accommodated within the proposed mixed-use structure. The majority of the mechanical equipment required for the Project is proposed to be located on the roof. Planting areas and garden walls have been configured to screen equipment from view where the equipment is located at grade.

Compliance with B2 District Additional Standards

21.42.030 D.

1. All business, servicing or processing in the B2 district, except for off-street parking or loading, shall be conducted within completely enclosed buildings.

2. The parking of trucks as an accessory use, when used in the conduct of a permitted business in the B2 district, is limited to vehicles up to one and one-half tons capacity when the storage space for the vehicle is located within one hundred fifty feet of a residential district.

The Project is designed such that all business, servicing, and processing, except for off-street parking or loading, will be conducted within completely enclosed buildings. Compliance with truck parking requirements will be achieved.
November 28, 2016

To: Sally Nash, Ph.D., AICP, Chief of Comprehensive Planning

From: Kwaku Agyemang-Duah

Re: Traffic Impact Study for Eastport Commons Development (aka The Lofts at Eastport Landing)

The current Eastport Shopping Center consists of 71,000 SF of retail. The proposed redevelopment of the shopping center will consist of 127 apartment units and some retail activities. Under the proposed conditions, 9,605 SF of retail will be removed and re-developed with a 6,500 SF of new retail, and a 3,500 SF of a new restaurant. This will result in overall increase of 395 SF of retail (not 935 SF as stated in the report) in addition to the 127 apartment units.

The Annapolis Department of Transportation (ADOT) has reviewed the Traffic Impact Analysis for the proposed redevelopment of Eastport Shopping Center. The traffic impact study was prepared by Lenhart Traffic Consulting, Inc., dated November 9, 2016.

The scope of the study was developed by the City Department of Planning & Zoning. The study was conducted in accordance with the City’s Policies and Guidelines for Traffic Impact Study.

Key findings from the traffic impact analysis include:

1. The proposed development will respectively add 66 and 83 new trips to the AM and PM peak hour traffic volumes. These new trips are likely to include internal captured trips given the proposed mixed development – residential and retail.

2. Almost all signalized intersections in the study area will operate the LOS D or better. The exception is the intersection of Bay Ridge Avenue and Tyler Avenue which will operate at LOS E without any improvement. Using optimized signal timing, the analysis showed that intersection could operate at LOS C.

Based on ADOT’s review of the traffic impact study and its own analysis, ADOT certifies that the small increase in peak hour traffic volume form the proposed development will have negligible impact on the roadway network provided that the traffic signal at Bay Ridge Avenue and Tyler Avenue is optimized to improve the level of service. ADOT recommends that the developer secures an approval from the appropriate city and/or state agency for signal timing optimization at Bay Ridge Avenue and Tyler Avenue before approving the proposed development.
December 5, 2016

Leo A. Wilson
Hammond Wilson
209 West Street
Annapolis MD 21401

Re: Traffic Impact Study for Eastport Commons/Shopping Center

Dear Mr. Wilson,

The City has completed the traffic impact study for the proposed partial redevelopment of the Eastport Shopping Center. The development will add 66 new AM trips and 83 new PM trips to peak hour traffic volumes. The impact of the proposed development will cause the intersection of Bay Ridge Avenue and Tyler Avenue to operate at Level of Service E without any improvement. Our traffic consultant has recommended that the signal timing at this intersection be optimized to add green time to Tyler Avenue.

After running a SimTraffic model incorporating this improvement, the intersection shows as operating at a Level of Service C. Our consultant has recommended that the City’s Department of Public Works implement this signal timing optimization immediately, as it will improve existing levels of service as well as future levels of service. The Department of Public Works is reviewing this request.

Our consultant has also noted that there should be a review of ADA compliance for pedestrian access at the site. There are several access points that do not appear to meet current ADA requirements for ramp and crosswalk access. This was also noted in the 2016 Eastport Traffic Study, which recommended that obstructed sidewalks and pedestrian ramps be addressed.

Additionally, in accordance with the recommendations of the Eastport Traffic Study, public bicycle parking facilities will need to be incorporated into the final design of the redevelopment proposal.

We look forward to working with you on this project.

Sincerely,

Pete Gutwald, AICP
Director of Planning and Zoning
145 Gorman Street, 3rd Floor
Annapolis, MD 21401

TRAFFIC CONCEPTS, INC.

Traffic Impact Studies • Feasibility • Traffic Signal Design • Traffic Counts • Expert Testimony

EXECUTIVE SUMMARY - PARKING ANALYSIS
EASTPORT LANDING
July 5, 2018

Traffic Concepts, Inc. prepared a Parking Analysis for the Eastport Landing (formerly known as Eastport Commons) mixed use development in September 2016. The results of that analysis indicated that adequate parking would exist for the proposed redevelopment of the shopping center to include a residential component.

At this time, we would like to offer additional information regarding the parking calculations. Once completed, the proposed redevelopment will create 73,935 gross square feet of retail space plus 98 residential apartments. The Annapolis City Code requires the residential units to provide 1 parking space per unit, since the units are overtop retail.

In order to determine the parking rates associated with the retail component of the project, we have consulted the Institute of Transportation Engineers, Parking Generation Manual, 4th Edition. This manual indicates that a retail shopping center (ITE Land Use Code 820) requires an average parking rate of 2.55 vehicles per 1,000 gross leasable space and an 85th percentile parking rate of 3.16 vehicles per 1,000 gross leasable space during a typical non-Friday weekday. During a typical Saturday (Non-December), this use requires an average parking rate of 2.87 vehicles per 1,000 gross leasable space and an 85th percentile parking rate of 3.40 vehicles per 1,000 gross leasable space. Excerpts from the Manual can be found below and on the following pages.
Land Use: 820
Shopping Center

Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA
On a: Non-Friday Weekday (Non-December)

<table>
<thead>
<tr>
<th>Statistic</th>
<th>Peak Period Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Period</td>
<td>11:00-1:00 p.m.; 6:00-7:00 p.m.</td>
</tr>
<tr>
<td>Number of Study Sites</td>
<td>24</td>
</tr>
<tr>
<td>Average Size of Study Sites</td>
<td>357,700 sq. ft. GLA</td>
</tr>
<tr>
<td>Average Peak Period Parking Demand</td>
<td>2.55 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>Standard Deviation</td>
<td>0.93</td>
</tr>
<tr>
<td>Coefficient of Variation</td>
<td>37%</td>
</tr>
<tr>
<td>Range</td>
<td>1.33-5.58 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>85th Percentile</td>
<td>3.16 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>33rd Percentile</td>
<td>2.20 vehicles per 1,000 sq. ft. GLA</td>
</tr>
</tbody>
</table>

Non-Friday Weekday Non-December
Peak Period Parking Demand

\[ P = 1.59x + 138 \]
\[ R^2 = 0.98 \]

\[ x = 1,000 \text{ sq. ft. GLA} \]
Land Use: 820 Shopping Center

Average Peak Period Parking Demand vs. 1,000 sq. ft. GLA
On a: Saturday (Non-December)

<table>
<thead>
<tr>
<th>Statistic</th>
<th>Peak Period Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Peak Period</td>
<td>1:00-2:00 P.m.</td>
</tr>
<tr>
<td>Number of Study Sites</td>
<td>26</td>
</tr>
<tr>
<td>Average Size of Study Sites</td>
<td>458,000 sq. ft. GLA</td>
</tr>
<tr>
<td>Average Peak Period Parking Demand</td>
<td>2.87 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>Standard Deviation</td>
<td>0.70</td>
</tr>
<tr>
<td>Coefficient of Variation</td>
<td>24%</td>
</tr>
<tr>
<td>95% Confidence Interval</td>
<td>2.60-3.12 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>Range</td>
<td>1.23-4.82 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>85th Percentile</td>
<td>3.40 vehicles per 1,000 sq. ft. GLA</td>
</tr>
<tr>
<td>33rd Percentile</td>
<td>2.46 vehicles per 1,000 sq. ft. GLA</td>
</tr>
</tbody>
</table>

Saturday Non-December Peak Period Parking Demand

\[ P = 3.38x - 116 \]

\[ R^2 = 0.98 \]

\[ x = 1,000 \text{ sq. ft. GLA} \]

* Actual Data Points  ---  Fitted Curve  ----  Average Rate
Using the information noted above in regards to residential (1 parking space per unit) parking and retail shopping center (3.40 parking spaces per 1,000 gross leasable area for the worst-case Saturday parking peak) parking, the proposed redevelopment of the Eastport Landing center will require the following parking:

**Residential**

98 units x 1 space per unit = 98 parking spaces

**Retail Shopping Center**

73,935 gsf x 3.4 spaces per 1,000 gsf = 251 parking spaces

**TOTAL REQUIRED PARKING SPACES** = 349 parking spaces

The proposed redevelopment will provide 418 parking spaces.

Therefore, the site will provide adequate parking for the proposed mix of uses. We would also like to note that this calculation does not provide for a shared use deduction that could be taken for such a mix of uses on the site. We will discuss this deduction in further detail below:

According to the *Institute of Transportation Engineers, Parking Generation Manual*, the peak parking demand for residential and retail occur at different times. As shown on the charts on the following pages, the residential peak parking demand occurs between midnight and 4AM. The retail peak parking demand occurs at noon.
## RESIDENTIAL DAILY PARKING DEMAND

<table>
<thead>
<tr>
<th>Hour Beginning</th>
<th>Percent of Peak Period</th>
<th>Number of Data Points*</th>
</tr>
</thead>
<tbody>
<tr>
<td>12:00-4:00 a.m.</td>
<td>100</td>
<td>14</td>
</tr>
<tr>
<td>5:00 a.m.</td>
<td>96</td>
<td>14</td>
</tr>
<tr>
<td>6:00 a.m.</td>
<td>92</td>
<td>14</td>
</tr>
<tr>
<td>7:00 a.m.</td>
<td>74</td>
<td>1</td>
</tr>
<tr>
<td>8:00 a.m.</td>
<td>64</td>
<td>1</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>12:00 p.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>1:00 p.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>3:00 p.m.</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>4:00 p.m.</td>
<td>44</td>
<td>1</td>
</tr>
<tr>
<td>5:00 p.m.</td>
<td>59</td>
<td>1</td>
</tr>
<tr>
<td>6:00 p.m.</td>
<td>69</td>
<td>1</td>
</tr>
<tr>
<td>7:00 p.m.</td>
<td>66</td>
<td>9</td>
</tr>
<tr>
<td>8:00 p.m.</td>
<td>75</td>
<td>9</td>
</tr>
<tr>
<td>9:00 p.m.</td>
<td>77</td>
<td>10</td>
</tr>
<tr>
<td>10:00 p.m.</td>
<td>92</td>
<td>14</td>
</tr>
<tr>
<td>11:00 p.m.</td>
<td>94</td>
<td>14</td>
</tr>
</tbody>
</table>

* Subset of database

## RETAIL DAILY PARKING DEMAND

<table>
<thead>
<tr>
<th>Hour Beginning</th>
<th>Non-Friday Weekday</th>
<th>Friday</th>
<th>Saturday</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Percent of Peak Period</td>
<td>Number of Data Points*</td>
<td>Percent of Peak Period</td>
</tr>
<tr>
<td>12:00-4:00 a.m.</td>
<td>-</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>5:00 a.m.</td>
<td>-</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>6:00 a.m.</td>
<td>-</td>
<td>0</td>
<td>-</td>
</tr>
<tr>
<td>7:00 a.m.</td>
<td>5</td>
<td>1</td>
<td>-</td>
</tr>
<tr>
<td>8:00 a.m.</td>
<td>18</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>9:00 a.m.</td>
<td>38</td>
<td>4</td>
<td>-</td>
</tr>
<tr>
<td>10:00 a.m.</td>
<td>63</td>
<td>5</td>
<td>83</td>
</tr>
<tr>
<td>11:00 a.m.</td>
<td>91</td>
<td>7</td>
<td>79</td>
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<tr>
<td>12:00 p.m.</td>
<td>100</td>
<td>8</td>
<td>100</td>
</tr>
<tr>
<td>1:00 p.m.</td>
<td>97</td>
<td>6</td>
<td>92</td>
</tr>
<tr>
<td>2:00 p.m.</td>
<td>95</td>
<td>6</td>
<td>83</td>
</tr>
<tr>
<td>3:00 p.m.</td>
<td>88</td>
<td>6</td>
<td>76</td>
</tr>
<tr>
<td>4:00 p.m.</td>
<td>78</td>
<td>6</td>
<td>70</td>
</tr>
<tr>
<td>5:00 p.m.</td>
<td>62</td>
<td>6</td>
<td>73</td>
</tr>
<tr>
<td>6:00 p.m.</td>
<td>64</td>
<td>6</td>
<td>77</td>
</tr>
<tr>
<td>7:00 p.m.</td>
<td>77</td>
<td>3</td>
<td>92</td>
</tr>
<tr>
<td>8:00 p.m.</td>
<td>70</td>
<td>2</td>
<td>89</td>
</tr>
<tr>
<td>9:00 p.m.</td>
<td>42</td>
<td>2</td>
<td>-</td>
</tr>
<tr>
<td>10:00 p.m.</td>
<td>-</td>
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<td>-</td>
</tr>
<tr>
<td>11:00 p.m.</td>
<td>-</td>
<td>0</td>
<td>-</td>
</tr>
</tbody>
</table>

* Subset of database
As shown in the charts above, during a typical weekday at 7PM when the retail parking demand is at 77%, the residential parking demand is at 66%. At this time of the evening, the retail parking demand is beginning to decline, while the residential parking demand is beginning to increase. However, neither use is at its peak parking demand. These percentages indicate that these uses could allow for a shared use of the parking requirements. Although the site meets the parking requirements as noted above without considering a shared use of parking, this information further indicates the site will provide adequate parking.

We would also note that the Parking Analysis prepared for this site indicated a current usage of 3.28\textsuperscript{1} spaces per 1,000 gross square feet of retail space, which is below the 3.40 spaces per 1,000 gross square feet of space as currently being provided for the retail component of the redevelopment.

\textsuperscript{1} The Parking Analysis dated September 2016 indicated a parking rate of 2.75 spaces per 1,000 gross square feet of space. However, that rate has been adjusted to account for the existing vacant space in the center (11,500 gross square feet).