

Summary of Key Points

P & Z Department Comments on Eastport Shopping Center Project

Introduction

Comments from Planning and Zoning Department ask the developer to address several concerns, including: traffic flow; pedestrian and bicycle safety and circulation; adequacy of parking; height, mass and scale (size of the development in the context of the Eastport neighborhood). A brief summary of the comments follows below.

General Comments

- Correct adjacent zoning: P/OCD, B2/OCD & B1/OCD
- Proposed addition lacks integration into an overall master, planned development.
 - No holistic pattern of traffic flow
 - Parking within the proposed garage should allow access to intersection
 - Proposed addition height does not integrate well with the existing one-story shopping center
- Provide plan for safe pedestrian and bicycle circulation, within and around the site
 - Provide improvements along Bay Ridge Avenue to allow for a proper bike lane

Civil Comments

- Revise density requirements, with commercial square footage subtracted out. The maximum density allowable thus 140 units.
- Net parking square footage is 85% of gross not 75%. Please revise.
 - Executive Summary proposes 1.5 parking spaces per dwelling unit for all units. The Institute of Transportation Engineers suggests a parking ratio of 3.4 parking spaces per 1,000 gsf of retail shopping center space, for a total parking requirement of 434 spaces. Another standard suggested by the Urban Land Institute would require 4.0 spaces per 1,000 gsf. Please submit a formal request for Alternative Parking Standards.
 - The proposed garage includes 158 parking spaces, thus 33 short of the residential parking proposed. Increase the number of parking spaces within the proposed garage to support the additional 33 spaces and the required commercial parking to support the retail/restaurant space.
- When the shopping center included the movie theater and gas station, what was the total parking provided?
- Please correct the Site Plan Zoning Summary. Planned uses under the proposed column, shall be changed to include planned development uses for those residential units proposed on the Garden Level and Main Level.
- Critical area impervious surface limitations are 60% for the B2 zoning district. The existing, grandfathered impervious surface is 92.2% with a proposed reduction of 0.3%. Applicants of grandfathered properties shall strive to reduce impervious surfaces.

Architectural Comments

- A full context study shall be provided which delineates neighborhood areas on all four sides of the shopping center (building heights, types, styles, mass, scale, solids vs voids in the streetscape, street setbacks, green/open space)
- A storyboard, raised helium balloons and or similar simulation shall be established on-site for the proposed improvements.
- The overall building height proposed along Chesapeake Avenue is nearly 60 ft. The City has established building height limitations to better respect the context of old historic buildings and adjacent neighborhoods.
 - The first cornice proposed along Chesapeake Avenue is 13-15 ft. which establishes a pedestrian scale and proper urban form similar to other Eastport structures on the corridor
 - The second, continuous cornice proposed along Chesapeake Avenue is 36-38 ft., which does not comport with Eastport buildings along Chesapeake Avenue and Bay Ridge Avenue. Most structures, including commercial, do not have an overall building height of 36 ft.