



2009 MAY -1 PM 2:23

Memorandum

TO: District of Columbia Zoning Commission

FROM: Jennifer Steingasser, Deputy Director *JLS*
Development Review and Historic Preservation

DATE: May 1, 2009

SUBJECT: Setdown Report - ZC #09-03 (Skyland Shopping Center)
Consolidated PUD and Related Map Amendment
Various Parcels and Various Lots in Squares 5632, 5633, 5641, 5641-N

I. APPLICATION

The applicant, Skyland Holdings on behalf of the District of Columbia through the Deputy Mayor for Planning and Economic Development, proposes a Consolidated Planned Unit Development (PUD) and related Map amendment. The development would replace the old Skyland Shopping Center and create the Skyland "Town Center" with retail, residential and other complementary uses.

The application form shows that the property is currently in the C-3-A, R-5-B, R-5-A, and R-1-B districts (Exhibit 1 of applicant's submission). However, in the analysis provided, the R-5-A lots are identified as being in the R-5-B district. This had been brought to the attention of the applicant and would be clarified if the proposal is set down. The majority of the property is in the C-3-A district and the requested Map amendment would rezone the R-5-A, R-5-B and R-1-B portions to the C-3-A district.

II. RECOMMENDATION

The redevelopment of the Skyland Shopping Center is a high priority to the City and the neighborhood. It has been under consideration and planning for a number of years with extensive community involvement. The redevelopment of the property would provide a new town center that would serve the residents of the development, the surrounding area and the wider community East of the River with a wider range of retail and services as well as new residences. The project would be at a scale compatible with surrounding residential and commercial developments. The proposal is not inconsistent with the 2006 Comprehensive Plan, Future Land Use Map that recommends moderate density commercial for the majority of the property and Generalized Policy Map recommendation for a multi-neighborhood center for the property. The development is also consistent with many of the policies for the Far Northeast and Northwest Area.

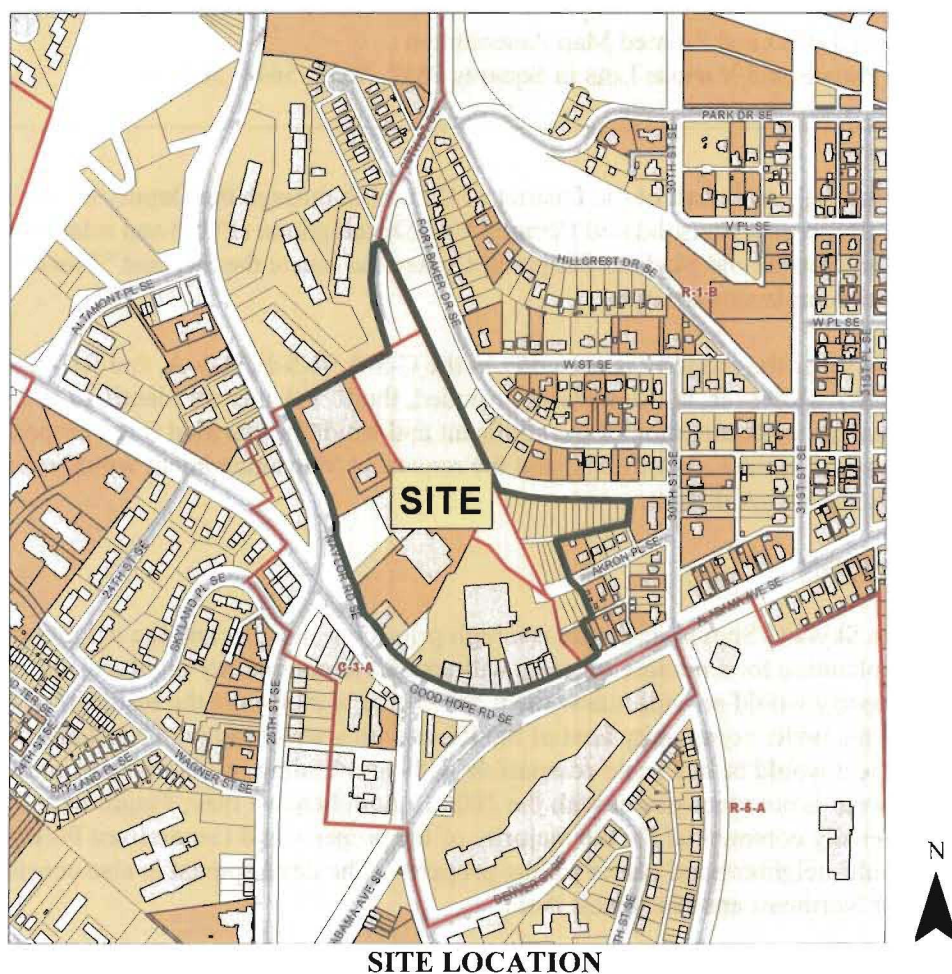
The Office of Planning (OP) has identified a few items that require further analysis after the application is setdown. OP has discussed these issues with the applicant and is satisfied that they can be easily addressed as part of the prehearing submission and should not impact setdown of the proposal. **OP therefore recommends that the proposal be setdown and that the applicant provide the following items prior to the public hearing;**

1. A determination that a portion of the site is within the R-5-A district
2. Roof Plan
3. Theoretical Subdivision Plan and analysis of Section 2516
4. Identify location of courts
5. Bus Stop design

ZONING COMMISSION
District of ColumbiaCASE NO. 09-03EXHIBIT NO. 15

III. SITE AND SURROUNDING AREA

The subject property¹ is located in Skyland neighborhood in Ward 7 at the intersection of Naylor Road, Good Hope Road and Alabama Avenue, SE and is developed with the currently vacant Skyland Shopping Center. The site is currently in the C-3-A, R-5-B, R-5-A and R-1-B districts and is bounded on the east by the Hillcrest single-family residential in the R-1-B district; to the south by the Good Hope Marketplace which has approximately 97,000 square feet of retail space including a supermarket in the C-3-A district; to the west are multifamily residences in the R-5-A district; and to the north by the Fairlawn neighborhood of multifamily residences in the R-5-A district.



IV. PROPOSAL

The applicant proposes to demolish all the existing buildings and redevelop the site as a mixed use “Town Center” consisting of apartments, rowhouses, and retail uses. The development would feature a “main street” running in an east-west direction and terminating at a “big box” retail use on the western portion of the site. On both sides of the main street buildings would have ground floor retail with apartments above. The ground floor of the buildings which would front on Alabama Avenue, Good Hope Road and Naylor Road would have retail uses fronting on them

¹ The 18.7 acre property encompasses Square 5632, Lots 3-5, 805; Square 5633, Lots 800, 801; Square 5641, Lots 10-13, 819; Square 5641-N, Lots 12-31, 33; Parcels 213/52, 213/60, 213/61, 214/62, 214/88, 214/104, 214/182, 214/187, 214/189, 214/190, and 214/196.

to provide pedestrian activity. Above grade parking structures are proposed to serve the residential and retail uses. Parking structures would be wrapped by retail and residential building thus minimizing their visibility. An existing building that houses a switching facility for the RCN cable company is currently located in the center of the property and would be relocated to the southeastern corner of the property close to Alabama Avenue.

V. ZONING

The majority of the property is in the C-3-A district with eastern portions in the R-5-B, R-5-A and R-1 B Districts. Concurrent with the requested PUD, the applicant has requested a map amendment to rezone the R-5-B, R-5-A and R-1-B portions to the C-3-A district.

The C-3 districts are “... *designed to accommodate major business and employment centers supplementary to the Central Business (C-4) District*” and “... *provide substantial amounts of employment, housing, and mixed uses.*” The C-3-A district in particular “... *permit medium density development, with a density incentive for residential development within a general pattern of mixed-use development*” and are “... *compact in area and located on arterial streets, in uptown centers, and at rapid transit stops.*”

Attachment 1 is a table that outlines a comparison of the existing R-1-A, R-5-A, R-5-B and C-3-A districts to the proposed C-3-A/PUD standards and the development proposal for the project.

VI. FLEXIBILITY

The applicant has requested flexibility from the parking, loading, roof structure, and closed court requirements in addition to having more than one principal building on a single record and other requirements of Section 2516. The applicant has not stated exactly what elements of Section 2516 are not met. OP has requested this information from the applicant and request that it is provided as soon as possible if the proposal is setdown.

Loading

The regulations require that loading facilities to serve the residential and retail uses be provided independently. The applicant is proposing that the retail and residential uses on Block 3 and Block 4 share the loading facilities and that the service delivery to the retail use on Block 1 can be accommodated in the loading berths. Use of the loading dock by both uses would be coordinated and further reviewed and addressed by the Department of transportation (DDOT) if the application is setdown. The flexibility requested to reduce the facilities as follows:

- Block 1 – one, 20 feet deep service delivery area.
- Block 3 – one, 55-feet berth; one, 200-feet platform; and one, 20-feet deep service delivery area
- Block 4 – one, 30-feet berth; two, 100-feet platform; and one, 20-feet deep service delivery area

Roof Structure

The applicant has requested flexibility from the roof structure setback and enclosure requirements on Buildings 1, 2, 3 and 4. The applicant has not provided roof plans showing the equipment on the roof, the location and the enclosures and their proposed setbacks. This information should be provided prior to the public hearing.

Closed court

The submission requests flexibility from the required court width on Building 2A and Building 2B.

VII. PURPOSE AND STANDARDS FOR PLANNED UNIT DEVELOPMENT

The purpose and standards for Planned Unit Developments are outlined in 11 DCMR, Chapter 24. A PUD is “designed to encourage high quality developments that provide public benefits.” Pursuant to Section 2402.3, the applicant has elected to file a consolidated PUD. In order to maximize the use of the site consistent with the zoning regulations and to utilize opportunities for some flexibility as allowed in Section 2400.2.

The overall goal is to permit flexibility of development and other incentives, such as increased building height and density; provided, that the project offers a commendable number of quality public benefits and that it protects and advances the public health, safety, welfare, and convenience.”

Section 2403 further outlines the standards under which the application is evaluated.

The impact of the project on the surrounding area and the operation of city services and facilities shall not be found to be unacceptable, but shall instead be found to be either favorable, capable of being mitigated, or acceptable given the quality of public benefits in the project.

Land Use and Urban Design

Consistent with the recommendation of the Comprehensive Plan, the proposal would develop the site with a mixed used development consisting of residential, retail and other service uses. The development would feature a main street with some parking space and building with ground floor retail uses complemented by wide sidewalks for easy and active pedestrian experience. The proposal would not be a closed, internally focused center but would also have an external component by having ground floor retail facing Alabama Avenue, Naylor Road and Good Hope Road. Pathways would also be provided to draw pedestrians into the main street area from the adjacent communities along Good Hope Road and alighting from the buses from Good Hope Road. The development would include a variety of public spaces and plazas integrated throughout the development.

Housing

The proposal would create up to 500 residential units of which approximately 20 would be townhouses. The apartment units would be one-bedroom, one-bedroom plus den and two-bedrooms. As part of the overall development, the applicant is proposing between 135-150 affordable units. Of the total affordable units, 90-100 or 20% of the housing would be dedicated to housing for residents with incomes of up to 80% of AMI, and 45-50 units or 10% would be for household with incomes of below 120% of AMI. The applicant states that the affordable units would be distributed throughout the multifamily buildings.

Retail

A feature of the new town center would be a “big box” retail store that would provide a variety of goods. Other retail spaces of varying sizes would allow for a mixture of other retail goods and services. The new retail would serve the new residents, the surrounding neighborhood as well as draw customers from a wider service area. The provision of new retail space would improve the urban fabric and increase pedestrian activity to create a livelier and more inviting streetscape experience for residents and visitors.

Transportation and Traffic

The site is serviced by Alabama Avenue, Good Hope Road and Naylor Road which are major roadways that connect to the area east of the River to other parts of the City. The property is well serviced by a number of busses that connect to the Anacostia, Congress Heights, Southern Avenue Metro Station which are within two miles of the site and the Naylor Road Station which is within a mile of the property. The applicant proposes to undertake some improvements to the adjacent roadways including pedestrian crossings and a new intersection and traffic signals.

The applicant is proposing a significant amount of parking spaces to serve both the retail and residential uses that is significantly above that required by the Zoning Regulations. Overall, the uses would require a total of 1,042 and the proposal is for 1,867 spaces. Both OP and DDOT feel this number of spaces is exorbitant and is not consistent with the aim of reducing car usage and encouraging the use of other modes of transportation. Encouraging the use of other modes of transportation is even more significant for this development since there are currently a number of bus routes that terminate at the site or pass directly along the adjacent roadways with stops at the site. OP has recommended and would work with the applicant on ways in which ridership can be encouraged through the provision of real time information relating to bus routes, arrival and departure times, and improved facilities for riders.

The development would encourage and facilitate pedestrians use through the provision of bicycle racks along the sidewalks near the retail areas and public gathering spaces as well as in the garages. Car-share parking spaces would also be provided on-site to reduce the reliance on car ownership and automobile use.

Since the development would be constructed in phases, OP would recommend support the proposed number of spaces with the condition that at each phase of the development an assessment be made to ascertain the need for the full proposed parking for the next phase. The need would be based on an analysis of the use of the current spaces and use of other alternative modes of transportation. A more detailed analysis of this proposal will be coordinated with DDOT and would be provided at the public hearing.

The applicant has provided a Transportation Management Plan with an objective of reducing potential impacts from traffic and parking. The applicant has provided a truck management plan that would manage trucks coming to and from the site.

Environmental

The developer proposes Block 1 to be constructed to LEED Silver certification standards with the remainder of the blocks designed to meet the Green Communities standards. A number of the buildings would have green roofs and other environmentally sensitive elements related to erosion control and stormwater management. OP requests that the applicant provide a LEED and Green Communities checklist as well as a stormwater management plan detailing the systems that would be used.

There are topographical changes across the site and the development utilizes these changes in the siting of the buildings which minimizes grading. The topographical changes allow the project to be buffered from the adjacent residences to the east of the property.

First Source Agreement

The applicant has committed to participation in a First Source Agreement with the District of Columbia Department of Employment Services and should provide a signed agreement prior to the Commission's vote on the Final Order.

Local Business Opportunities

The applicant has committed to participation in the Certified Business Enterprise (CBE) program offered by the Department of Small and Local Business Development to engage the District's small and local businesses in the design, development and construction of the project. The applicant should provide more information on the details of this program and should provide a signed agreement prior to the Commission's vote on the Final Order.

Public Benefits and Amenities

The objectives of a PUD are to permit flexibility of development in return for the provision of superior public benefits, provided the PUD process is not used to circumvent the intent and purposes of the Zoning Regulations, or results in an action inconsistent with the Comprehensive Plan.

Public amenities are defined in Section 2407.3 as including “*one type of public benefit, specifically a functional or aesthetic feature of the proposed development that adds to the attractiveness, convenience or comfort of the project for occupants and immediate neighbors*”.

The proposed redevelopment targets an under-utilized shopping center that is located at an intersection of three major roadways. The majority of the site is already zoned C-3-A and the proposal would include small areas of residentially zoned land, a majority of which would remain undeveloped and together with the topography act as a buffer to adjacent residences. The applicant has requested only a minimum amount of flexibility which does not affect the FAR, density, or height allowed by-right in the C-3-A district. The proposal requests a PUD related map amendment to the C-3-A district to permit a 1.61 FAR and a height of up to 60 feet which is significantly below the maximum 4.0 FAR (2.5 commercial) and 65 foot height limit that is permitted as a matter of right.

The following amenities and benefits have been proposed:

Amenities

1. The applicant proposes between 90-100 units (20%) of the housing for households with incomes of up to 80% of AMI, and 45-50 units (10%) for household with incomes of below 120% of AMI.
2. An environmentally sustainable development which incorporates green building practices set by the National Association of Home Builders, as well as green building materials and practices in the development and construction of the development.
3. Participation in a First Source Agreement with the District of Columbia Department of Employment Services and participation in the Certified Business Enterprise (CBE) program offered by the Department of Small and Local Business Development to engage the District’s small and local businesses in the design, development and construction of the project.
4. Facilitation for transit oriented development through the provision of ride share spaces, transit subsidy, bus shelters

Benefits

1. The revitalization of the property with a new town center having a mix of residential and retail uses.
2. Improvements to transportation and pedestrian circulation and infrastructure.

Details of amenities and benefits will be further provided and analyzed prior to public hearing

VIII. Multiple Buildings on a Single Lot

The applicant proposes to combine the lots which make up the subject site and create a single record lot. The review required by the specified District agencies would be conducted if the application is setdown. Secondly, the townhouses would be constructed on the same record lot as the supermarket resulting in multiple structures on a single lot, thus subject to the requirements of Section 2516. A more comprehensive review by the applicant of the proposal against the requirements and standards of Section 2516 should be provided prior to the public hearing.

IX. Phasing

The development would be developed in phases over a number of years. Phase One of the development would include Blocks 1 and 2, the relocation of the RCN building and the construction of Main Street. The remainder of the blocks would be developed as dictated by the market at that time.

X. 2006 COMPREHENSIVE PLAN

The Generalized Land Use Map of the 2006 Comprehensive Plan shows how different parts of the City may change. The map designates a majority of the property as a Multi-Neighborhood Center. Multi-Neighborhood Centers are described as:

Multi-neighborhood centers contain many of the same activities as neighborhood centers but in greater depth and variety. Their service area is typically one to three miles. These centers are generally found at major intersections and along key transit routes. These centers might include supermarkets, general merchandise stores, drug stores, restaurants, specialty shops, apparel stores, and a variety of service-oriented businesses. These centers also may include office space for small businesses, although their primary function remains retail trade.

Examples of multi-neighborhood business centers include Hechinger Mall, Brentwood Shopping Center, and Skyland Shopping Center. Mixed-use infill development at these centers should be encouraged to provide new retail and service uses, and additional housing and job opportunities. Transit improvements to these centers are also desirable (emphasis added).

The subject property is recommended to be a Multi-Neighborhood Center and the proposal meets this designation as it would provide new retail, service and housing on the site as well as transit improvements both on the site and its periphery.

The 2006 Comprehensive Plan Future Land Use Map designates public policy on future land uses and designates the majority of the property as moderate density commercial. Small areas of the site are also designated as moderate-density residential and low-density residential. Moderate-density commercial uses are described as:

“ . . . shopping and service areas that are somewhat more intense in scale and character than the low-density commercial areas. Retail, office, and service businesses are the predominant uses. Areas with this designation range from small business districts that draw primarily from the surrounding neighborhoods to larger business districts uses that draw from a broader market area. Buildings are larger and/or taller than those in low density commercial areas but generally do not exceed five stories in height. The corresponding Zone districts are generally C-2-A, C-2-B, and C-3-A, although other districts may apply.”

The existing C-3-A zoning would be retained and the other small residentially zoned portions rezoned to C-3-A. This PUD related zoning and the proposed development are not inconsistent with the moderate density designation. The development would be a town center that would serve patrons from a wide area as well as the surrounding neighborhood. The proposal is not inconsistent with the 2006 Comprehensive Plan Future Land Use Maps.

The proposed development is within the Far Northeast and Southeast area and meets or furthers many of the policies for this area as outlined below.

FNS-1.1 Guiding Growth and Neighborhood Conservation

Policy FNS-1.1.1: Conservation of Low Density Neighborhoods

Recognize the value and importance of Far Northeast and Southeast's stable single family neighborhoods to the character of the local community and to the entire District of Columbia. Ensure that the Comprehensive Plan and zoning designations for these neighborhoods reflect and protect the existing low density land use pattern while allowing for infill development that is compatible with neighborhood character.

Policy FNS-1.1.2: Development of New Housing

Encourage new housing for area residents on vacant lots and around Metro stations within the community, and on underutilized commercial sites along the area's major avenues. Strongly encourage the rehabilitation and renovation of existing housing in Far Northeast and Southeast, taking steps to ensure that the housing remains affordable for current and future residents.

Policy FNS-1.1.3: Directing Growth

Concentrate employment growth in Far Northeast and Southeast, including office and retail development, around the Deanwood, Minnesota Avenue and Benning Road Metrorail station areas, at the Skyland Shopping Center, and along the Nannie Helen Burroughs Avenue, Minnesota Avenue, Benning Road, and Pennsylvania Avenue SE "Great Streets" corridors. Provide improved pedestrian, bus, and automobile access to these areas, and improve their visual and urban design qualities. These areas should be safe, inviting, pedestrian-oriented places.

Policy FNS-1.1.4: Retail Development

Support the revitalization of the neighborhood commercial areas listed in Policy FNS-1.1.3 with new businesses and activities that provide needed retail services to the adjacent neighborhoods and that are compatible with surrounding land uses.

Policy FNS-1.1.9: Congestion Management

Re-examine traffic control and management programs along major Far Northeast and Southeast arterial streets, particularly along Pennsylvania and Minnesota Avenues, East Capitol Street, Benning Road, Branch Avenue, and Naylor Road, and develop measures to improve pedestrian safety and mitigate the effects of increased local and regional traffic on residential streets.

Action FNS-1.1.A: Façade Improvements

Encourage urban design and façade improvements in the established commercial districts along Naylor Road, Minnesota Avenue, Benning Road, Branch Avenue, Alabama Avenue, Nannie Helen Burroughs Avenue, Division Avenue, and Pennsylvania Avenue SE. These improvements should respect and enhance historic structures and landmarks in these areas.

FNS-1.2 Conserving and Enhancing Community Resources

Policy FNS-1.2.4: Soil Erosion

Reduce soil erosion and stabilize slopes at Far Northeast and Southeast erosion "hot spots," particularly the Skyland/Alabama Avenue area, Blaine Street NE (in Capitol View), O Street SE, and along Watts Branch and Pope Branch.

FNS-2.7 Skyland

Skyland Shopping Center occupies 16 acres at the intersection of Naylor Road, Good Hope Road, and Alabama Road SE. When it was initially developed in the 1940s, the 170,000 square foot complex of free-standing retail buildings was one of the first auto-oriented shopping centers in Washington. Along with the adjacent 95,000 square foot Good Hope Marketplace, it is the principal commercial center serving the southern part of Far Northeast and Southeast. Plans to renovate and modernize Skyland have been evolving for many years. The center has not adapted to changing trends in retailing, and is not fully meeting the needs of the more than 80,000 residents who live in its primary market area. Its redevelopment as a "Town Center" with more than 275,000 square feet of leasable space is being pursued by the National Capital Revitalization Commission. Reinvestment in Skyland is an important part of the District's efforts to provide better shopping options for neighborhoods east of the Anacostia River, reduce the loss of retail dollars to the suburbs, and make the East of

the River area more attractive to existing and future residents. To be most effective, planned improvements should be part of a broader strategy to enhance the Alabama/Good Hope area as a focal point for surrounding neighborhoods such as Hillcrest and Fairlawn, and to upgrade the Naylor Road corridor as a gateway to Far Northeast and Southeast and Historic Anacostia.

Policy FNS-2.7.1: Skyland Revitalization

Revitalize Skyland Shopping Center as an essential, dynamic community scale retail center. Together with the Good Hope Marketplace, these two centers should function as the primary business district for adjacent neighborhoods, providing a diverse array of quality goods and services for area residents.

XI. AGENCY COMMENTS

The application would be reviewed by and referred to the following agencies for review and comments:

1. District Department of Transportation
2. Metropolitan Police Department
3. Fire and Emergency Medical Services Department
4. District Department of the Environment

XII. COMMUNITY COMMENT

The property is in Ward 7 and within ANC-7B. The applicant has had numerous meetings and charattes with the community and the ANC as the plans for the redevelopment of the subject property evolved over the years.

XIII. SUMMARY AND RECOMMENDATION

The redevelopment of the property would provide a new town center that would serve the residents of the development, the surrounding area and the wider community East of the River with a wider range of retail and services as well as residences. The project would be at a scale compatible with surrounding residential and commercial developments. The proposal is not inconsistent with the 2006 Comprehensive Plan, Future Land Use Map that recommends moderate density commercial for the majority of the property and Generalized Policy Map recommendation for a multi-neighborhood center for the property. The development is also consistent with many of the policies for the Far Northeast and Northwest Area.

OP has identified a number of items that are missing from the submission and would be required for further analysis. OP recommends that the proposal be setdown and that the applicant provide the following items prior to the public hearing;

1. A determination that a portion of the site is within the R-5-A district
2. Roof Plan
3. Theoretical Subdivision Plan and analysis of Section 2516
4. Identify location of courts
5. Bus Stop design

Attachment:

1. Development Table

JLS/mbr

ATTACHMENT 1
ZC #09-03 (Skyland Shopping Center)

A comparison of the existing R-1-A, R-5-B and C-3-A districts to the proposed C-3-A/PUD standards and the proposal.

Note: A portion of the site may be in the R-5-A district.

Requirement	Existing R-1-A, R-5-A, R-5-B and C-3-A	C-3-A/PUD	Proposal
Site Area	R-1-A - 2.56 acres R-5-B - 4.69 acres C-3-A - 11.44 acres TOTAL - 18.7 acres	18.7 acres	C-3-A - 18.7 acres
FAR	<u>R-1-A, R-5-A</u> C-3-A Residential - 4.0 max. Commercial - 2.5 max.	Residential - 4.5 Commercial - 3.0 Total - 4.5	1.61 (total) 0.95 (residential)
Lot Occupancy	R-1-A - 40% R-5-B - 60% C-3-A - 75%	Residential - 75% Commercial - 100%	Residential - 44.5%
Height	R-1-A - 40 ft. R-5-A - 40 ft. C-3-A - 65 ft.	90 ft.	Blocks 1-4 60 ft. Block 5 40 ft. RCN 38 ft.
Parking	One family dwelling = 1 per unit: Multifamily - 1 per 2 units Retail - 1 per each additional 300 sf. over 3,000 sf.	<u>Block 1:</u> 155,440 sf. retail = 508 spaces Total: = 508 spaces <u>Block 2:</u> 91,870 sf. retail = 296 spaces 256 units = 128 spaces Total = 424 spaces <u>Block 3:</u> 39,420 sf. retail = 21 spaces 111 units = 56 spaces Total = 77 spaces <u>Block 4:</u> 28,790 sf. retail = 86 spaces 81 units = 41 spaces Total = 127 spaces <u>Block 5:</u> 20 townhouses = 20 spaces Total Required: 1,156 spaces	<u>Block 1:</u> Retail = 652 spaces <u>Block 2:</u> Retail = 330 spaces Residential = 350 spaces Total = 680 spaces <u>Block 3:</u> Retail = 130 spaces Residential = 149 spaces Total = 279 spaces <u>Block 4:</u> Retail = 114 spaces Residential = 106 spaces Total = 220 spaces <u>Block 5:</u> Residential = 36 spaces Total: 1,867 spaces

Requirement	Existing R-1-A, R-5-A, R-5-B and C-3-A	C-3-A/PUD	Proposal
Bicycle	5% of retail	5% = 52 spaces	52 spaces
Loading	<u>Non-Residential</u> 2 berth @ 30 ft. deep 2 berth @ 55 ft. deep 2 platforms @ 100 sf. 2 platforms @ 200 sf. 2 space @ 20 ft. deep <u>Residential</u> 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 space @ 20 ft.	<u>Block 1:</u> 1 berth @ 30 ft. deep 2 berths @ 55 ft. deep 1 platform @ 100 sf. 2 platforms @ 200 sf. 1 service @ 20 ft. deep <u>Block 2:</u> Retail 1 berth @ 30 ft. deep 1 berth @ 55 ft. deep 1 platform @ 100 sf. 1 platform @ 200 sf. 1 service @ 20 ft. deep Residential 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 3:</u> Retail 1 berth @ 30 ft. deep 1 berth @ 55 ft. deep 1 platform @ 100 sf. 1 platform @ 200 sf. 1 service @ 20 ft. deep Residential 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 4:</u> Retail 2 berths @ 30 ft. deep 2 platforms @ 100 sf. 1 service @ 20 ft. deep Residential 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 5:</u> None Required	<u>Block 1:</u> 1 berth @ 30 ft. deep 2 berths @ 55 ft. deep 1 platform @ 100 sf. 2 platforms @ 200 sf. <u>Block 2:</u> Retail 1 berth @ 30 ft. deep 1 berth @ 55 ft. deep 1 platform @ 100 sf. 1 platform @ 200 sf. 1 service @ 20 ft. deep Residential 1 berth @ 55 ft. deep 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 3:</u> Retail & Residential 1 berth @ 30 ft. deep 1 berth @ 55 ft. deep 1 platform @ 100 sf. 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 4:</u> Retail & Residential 1 berth @ 55 ft. deep 1 berth @ 30 ft. deep 1 platform @ 200 sf. 1 service @ 20 ft. deep <u>Block 5:</u> None Required