

SKYLAND TOWN CENTER

SKYLAND HOLDINGS, LLC
THE RAPPAPORT COMPANIES
WILLIAM C. SMITH & COMPANY, INC.
HARRISON MALONE DEVELOPMENT, INC.
MARSHALL HEIGHTS COMMUNITY DEVELOPMENT ORGANIZATION
WASHINGTON EAST FOUNDATION

TORTI GALLAS AND PARTNERS, INC.
BOHLER ENGINEERING, PC
MICHAEL VERGASON LANDSCAPE ARCHITECTS, LTD
MACRIS HENDRICKS GLASCOCK, PA
GOROVE/SLADE ASSOCIATES, INC.
PILLSBURY WINTHROP SHAW PITTMAN, LLP



ZONING COMMISSION
District of Columbia

CASE NO. 09-03

ZONING COMMISSION
District of Columbia

CASE NO. 09-03

EXHIBIT NO. 6A1

February 17, 2009

Skyland Town Center

Intersection of Naylor Road, Good Hope Road, and Alabama Avenue
Washington, DC 20020



Main Street - West Elevation

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District of Columbia

CASE NO. 09-03

EXHIBIT NO. 6



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Regional Analysis

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Aerial Site Photo

THE RAPPAPORT COMPANIES - WILLIAM C. SMITH & CO.
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Context Photos

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2 Adkins Avenue - Looking South



5 Naylor Road - Looking Northwest



3 Adkins Avenue - Looking East



6 Naylor Road - Looking Northwest



1 Adkins Avenue - Looking Southwest



4 Adkins Avenue - Looking East



7 Naylor Road - Looking West

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Site Photos

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SITE HISTORY



Skyland Town Center...

Builds on the history of the site as a crossroads village bustling with commercial and public activity. The architecture of the center draws on the traditions of Good Hope and the surrounding neighborhoods.

Settled before other sections of Anacostia, **Good Hope**, an outpost of the city, emerged in the 1820's...The small community developed around the well-traveled thoroughfare that connected southern Maryland with the city of Washington. While the origin of the name has been lost, it is possible that the earliest (commercial) proprietor located at the busy junction of today's **Naylor Road and Alabama Avenue** called it Good Hope because weary travelers were welcomed there. The hilltop was shared by a blacksmith shop, stables, and local businesses geared to serve travelers...A bustling village, Good Hope retained much of its charm and atmosphere until the days of the horseless carriage...

Excerpted from *The Anacostia Story 1608-1950*,
Louise Daniel Hutchinson



Early Transit Along Good Hope



Variegated Retail on Good Hope



Carver Theater



Mixed-Use Along Good Hope



Federal and Tudor Styles



Photos: Tom Gallas and Partners, Inc. / 1990 Spring Street, 4th Floor, Mount Spring, Maryland (near 100 photo)

Site History



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SKYLAND

January 9, 2009



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Illustrative Site Plan

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Perspective of Good Hope Road



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Perspective of Main Street at Large Format Retail

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Perspective at Main Street at Alabama Avenue



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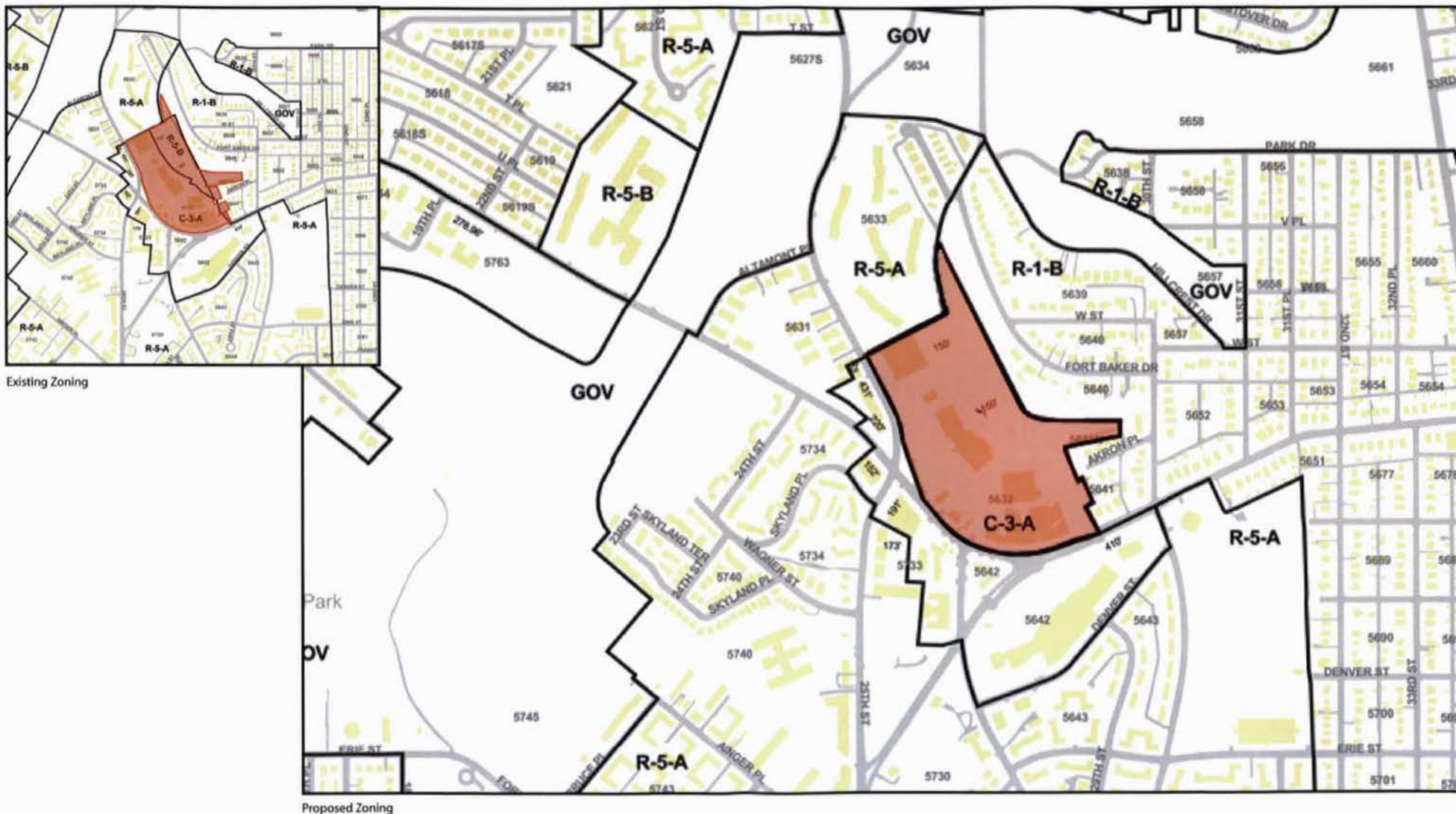


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Perspective of Main Street at Residential Street

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Zoning Map

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BLOCKS 1,2,3, 4 and 5			
Allowable	Existing Zoning (R-5-B - Partial Site)	Existing and Proposed Zoning (C-3-A)	Provided
FAR	1.8 (3.0 PUD)	4.0 (4.5 PUD) 2.5 Commercial (3.0 PUD Commercial) 4.5 x 814,720 = 3,666,240 sf. 3.0 x 814,720 = 2,444,120 sf.	1.61 Total 0.95 Commercial Gross Floor Area by Block Block 1 239,570 Block 2 591,981 Block 3 265,830 Block 4 181,394 Block 5 32,272 Total Building Area 1,311,047 gsf Gross Floor Area by Use Residential 535,864 Retail 315,520 Commercial (RCN) 3,520 Parking 456,143 Total 1,311,047 gsf
Roof Structures	1/3 of roof area per 11 DCMR (411.8)	.37 increase in FAR per 11 DCMR (411.7)	
Penthouse	One continuous structure 1:1 Setback	One continuous structure 1:1 Setback	RELIEF FOR ONE CONTINUOUS STRUCTURE RELIEF FOR 1:1 SETBACK
Lot Occupancy	60%	75% at residential uses 814,720 x .75 = 611,040 sf	44.4% 362,030 sf
Building Height	50 feet (60 feet PUD) stories -- no limit	65 feet (90 feet PUD) stories-no limit	Block 1 - Up to 59' at Main Street entry; up to 28' Main Street/Naylor Road frontage Block 2 - Up to 60' Block 3 - Up to 55' Block 4 - Up to 58' Block 5 - Townhouses - Up to 40' Block 5 -- RCN Building - Up to 38'
Dwelling Units	NA	NA	468 units Note: Number of units may vary
Rear Yard	15 ft minimum; 3 inches per foot from mean finished grade to highest point main roof	12 ft minimum; to centerline of street abutting rear in case of corner lot abutting three or more streets per 11 DCMR (774.11)**	35' from centerline of Naylor Road
Side Yard	None required; If provided 3 inches per foot of height not < 8 feet	None required; If provided 2 inches per foot of height not < 6 feet Block 1 33' x 2" = 5' - 6" Block 4 40' x 2" = 6' - 8"	Block 1 -- 40' - 0' Block 4 -- 50' - 0"
Courtyards	Open	Min. Width: 4" per ft of height not < 10 feet Min. Width: 4" per ft of height not < 15' (res)	Provided as req'd
	Closed	Min. Width: 4" per ft of height not < 15 feet Area: Twice square of req'd width not < 350 sf	RELIEF FOR COURT AT BLOCK 2

** Alabama Avenue, Good Hope Road and Naylor Avenue frontage establish corner lot abutting three streets.

BLOCKS 1,2,3, 4 and 5

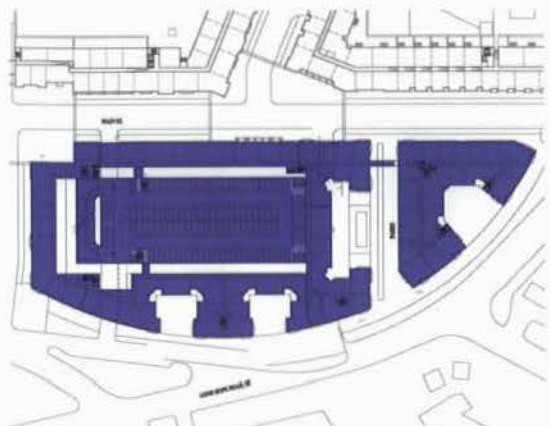
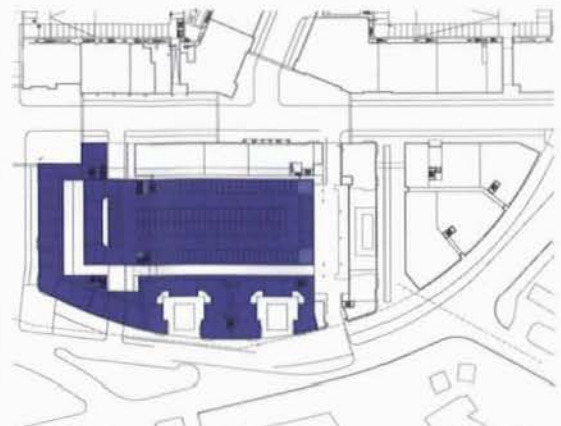
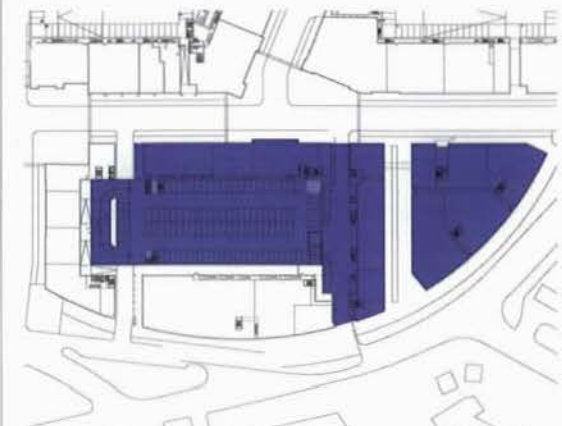
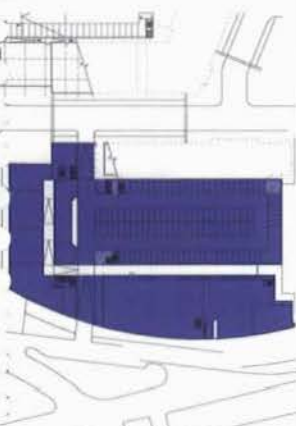
Allowable	Existing Zoning (R-5-B)	Existing and Proposed Zoning (C-3-A)	Provided
<u>Parking Requirement</u>			
Residential	One Family Dwelling: 1 for each dwelling unit Apartments: 1 for each 2 dwelling units 7 x 1 = 7; 448/2 = 224; 7 + 224 = 231 spaces	One Family Dwelling: 1 for each dwelling unit Apartments: 1 for each 2 dwelling units 7 x 1 = 7; 448/2 = 224; 7 + 224 = 231 spaces	1,867 total parking spaces 621 Res. Spaces Provided 36 for One Family Dwellings at 1.8 spaces per unit 585 for Apartments at 1.3 spaces per dwelling unit Min. 60% of required + (11 DCMR 2115.2) 585 x .6 = 351 full size required
Retail	NA	1 space for each add'l 300 sf over 3000 sf of retail Block 1: 155,440 sf Block 2: 91,870 sf Block 3: 39,420 sf Block 4: 28,790 sf Total retail area: 315,520 sf - 3000/300 = 1,042 spaces Min. 60% of required to be full size 1,042 x .6 = 625 full size required	1,246 Retail spaces
Bicycles	NA	5% of required retail spaces per 11 DCMR (2119.2) 1,042 spaces x .05 = 52 spaces	52 spaces provided
<u>Loading</u>			
Residential	<u>Block 2</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 3</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 4</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'	<u>Block 2</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 3</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 4</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 5</u> -- N/A	<u>Block 2</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 3</u> Shared, see Retail below <u>Block 4</u> 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 5</u> - N/A
Retail	NA	<u>Block 1</u> 1 loading berth @ 10' x 30' 2 loading berths @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 2</u> 1 loading berth @ 12' x 30' 1 loading berth @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 3</u> 1 loading berth @ 12' x 30' 1 loading berth @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 4</u> 2 loading berths @ 10' x 30' 2 platforms @ 200 sf 1 service/delivery @ 10' x 20'	<u>Block 1</u> 1 loading berth @ 10' x 30' 4 loading berths @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf <u>Block 2</u> 1 loading berth @ 12' x 30' 1 loading berth @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 3</u> 1 loading berth @ 12' x 30' 1 loading berth @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf 1 service/delivery @ 10' x 20' <u>Block 4</u> 1 loading berth @ 10' x 30' All other Shared -- see Residential above



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FAR - Block 1

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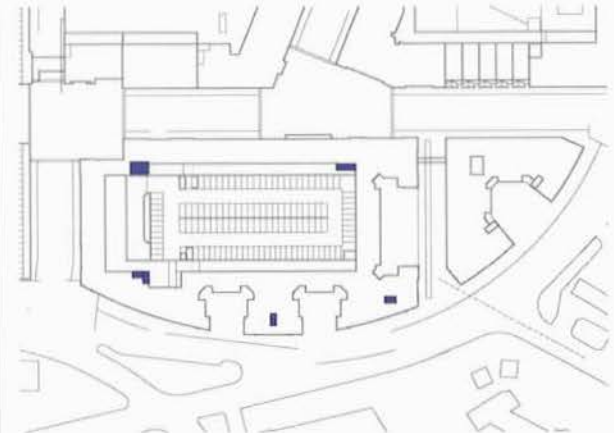
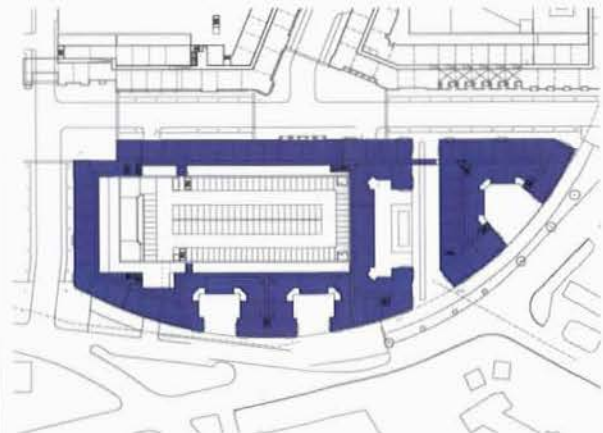
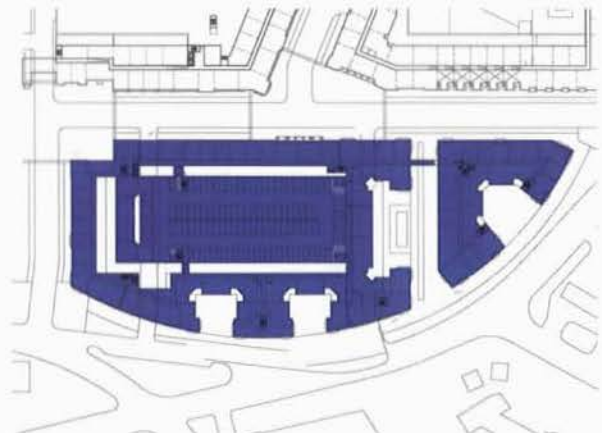


GFA P1 LEVEL (+262.0') 1" = 180'-0"
2A = 83,251 SF

GFA 1ST FLOOR (P2 LEVEL) (+273.0') 1" = 180'-0"
2A (79,475 SF) + 2B (27,836 SF) = 107,311 SF

GFA 2ND FLOOR (P3 LEVEL) (+284.0') 1" = 180'-0"
2A = 72,220 SF

GFA 3RD FLOOR (P4 LEVEL) (+295.0') 1" = 180'-0"
2A (101,130 SF) + 2B (22,501 SF) = 123,631 SF



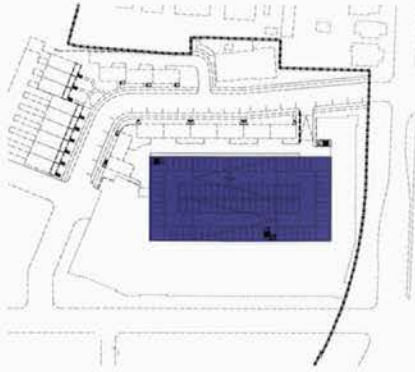
GFA 4TH FLOOR (P5 LEVEL) (+306.0') 1" = 180'-0"
2A (101,130 SF) + 2B (22,339 SF) = 123,469 SF

GFA 5TH FLOOR (P6 LEVEL) (+317.0') 1" = 180'-0"
2A (59,760 SF) + 2B (22,339 SF) = 82,099 SF

ROOF (+328.0') 1" = 180'-0"
2A (1,338 SF) + 2B (507 SF) = 1,845 SF - PENTHOUSE AREA DOES NOT COUNT IN GFA

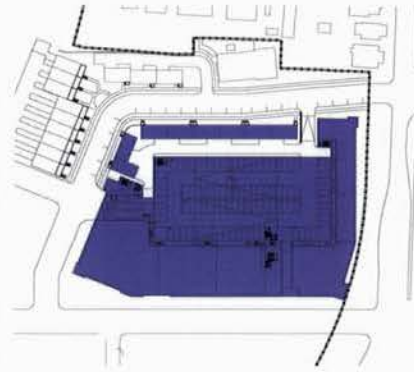
FAR - Block 2

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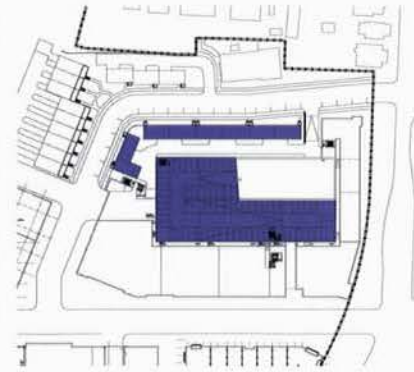
GFA P1 LEVEL
35,860 SF

1" = 180'-0"



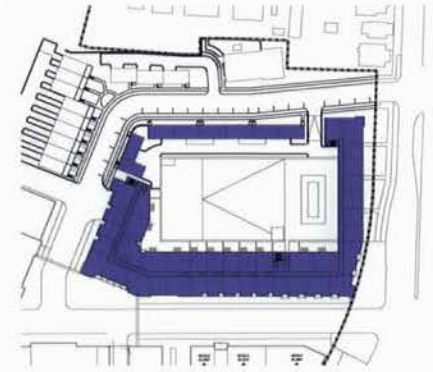
GFA 1ST FLOOR (P2 LEVEL)
82,024 SF

1" = 180'-0"



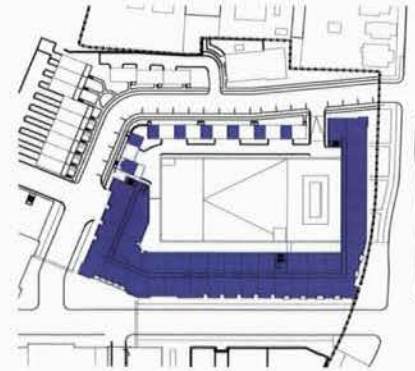
GFA P3 LEVEL
28,821 SF

1" = 180'-0"



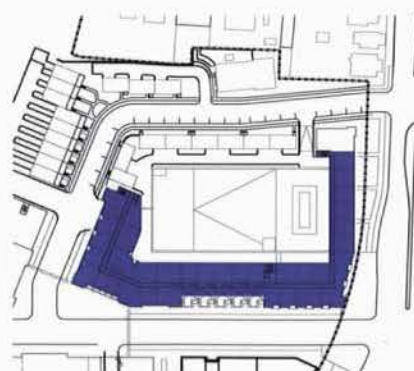
GFA 2ND FLOOR
44,152 SF

1" = 180'-0"



GFA 3RD FLOOR
40,775 SF

1" = 180'-0"



GFA 4TH FLOOR
34,198 SF

1" = 180'-0"



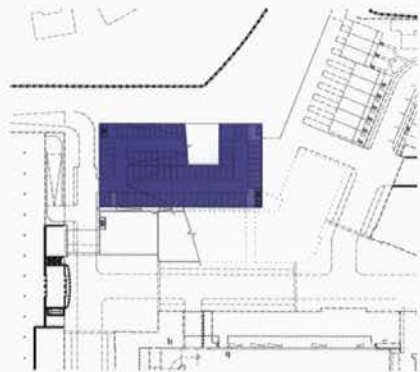
ROOF
911 SF - PENTHOUSE AREA DOES NOT COUNT IN GFA

1" = 180'-0"

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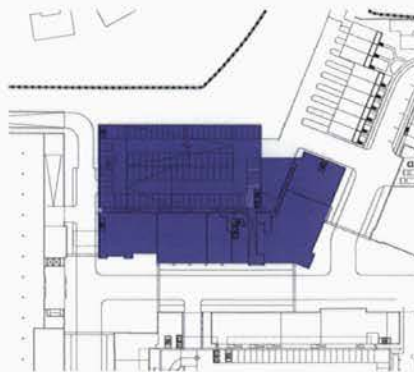
FAR - Block 3

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GFA P1 LEVEL
26,089 SF

1" = 180'-0"



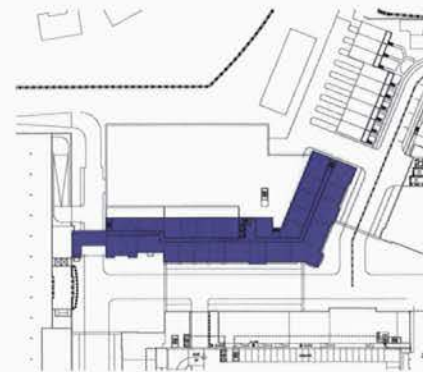
GFA 1ST FLOOR (P2 LEVEL)
61,694 SF

1" = 180'-0"



GFA P3 LEVEL
14,736 SF

1" = 180'-0"



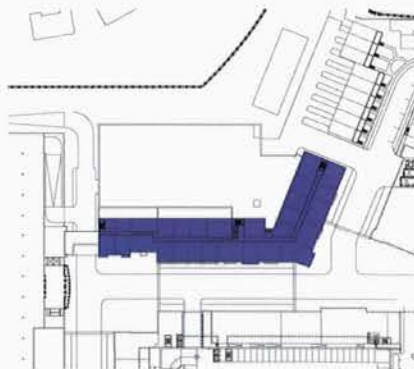
GFA 2ND FLOOR
27,175 SF

1" = 180'-0"



GFA 3RD FLOOR
25,850 SF

1" = 180'-0"



GFA 4TH FLOOR
25,850 SF

1" = 180'-0"



ROOF
863 SF - PENTHOUSE AREA DOES NOT COUNT IN GFA

1" = 180'-0"

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FAR - Block 4

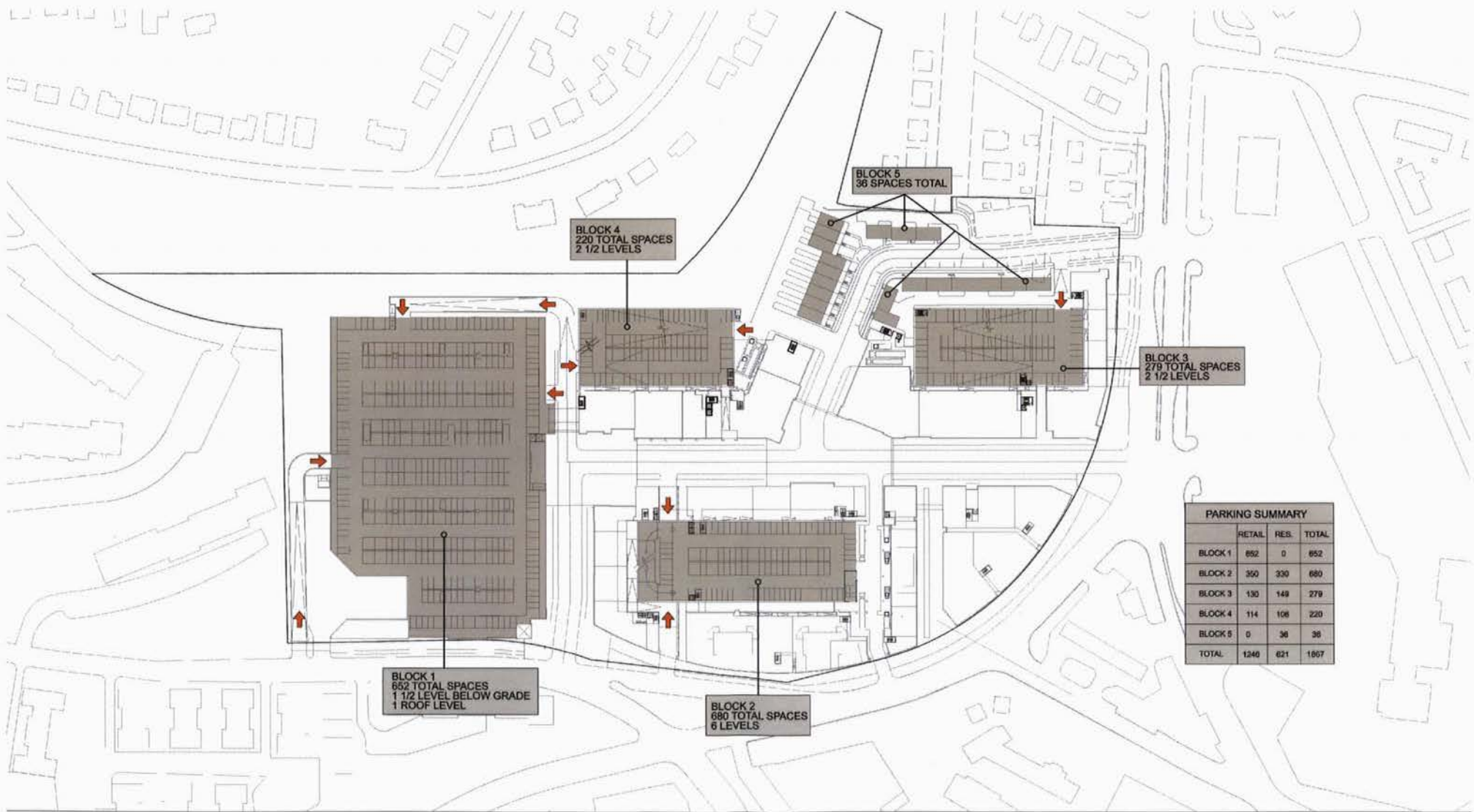
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FAR - Block 5

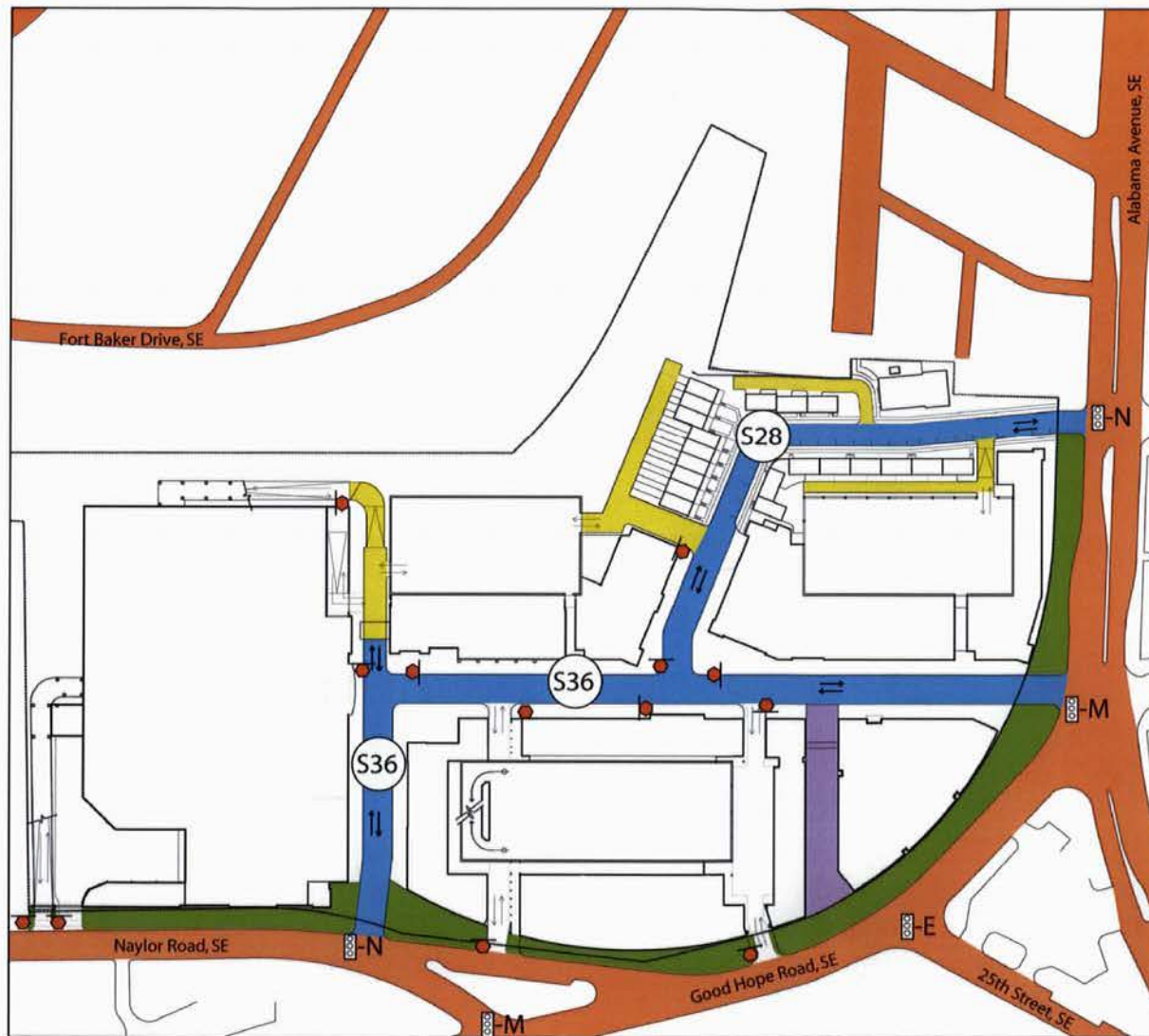
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Parking Diagram

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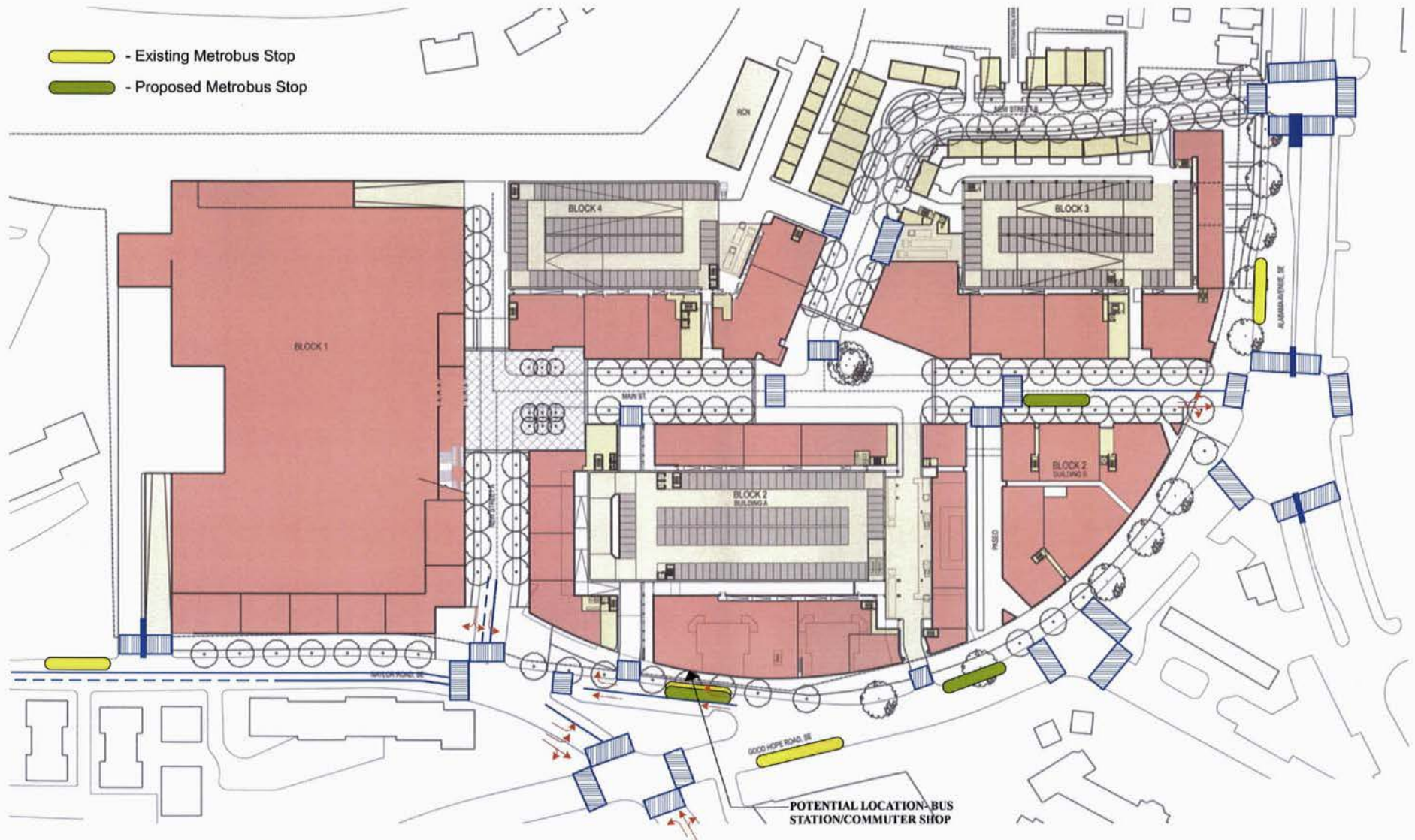
- Existing Public Street
- New Private Street
- New Private Driveway
- New Private Pedestrian Way
- Streetscape Improvements
- S36 Two-way Street, Parking both sides
including spaces for car-sharing service
- S28 Two-way street, parking one side
- N New Traffic Light
- M Modified Traffic Light
- E Existing Traffic Light
- Stop Sign

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Street Plan

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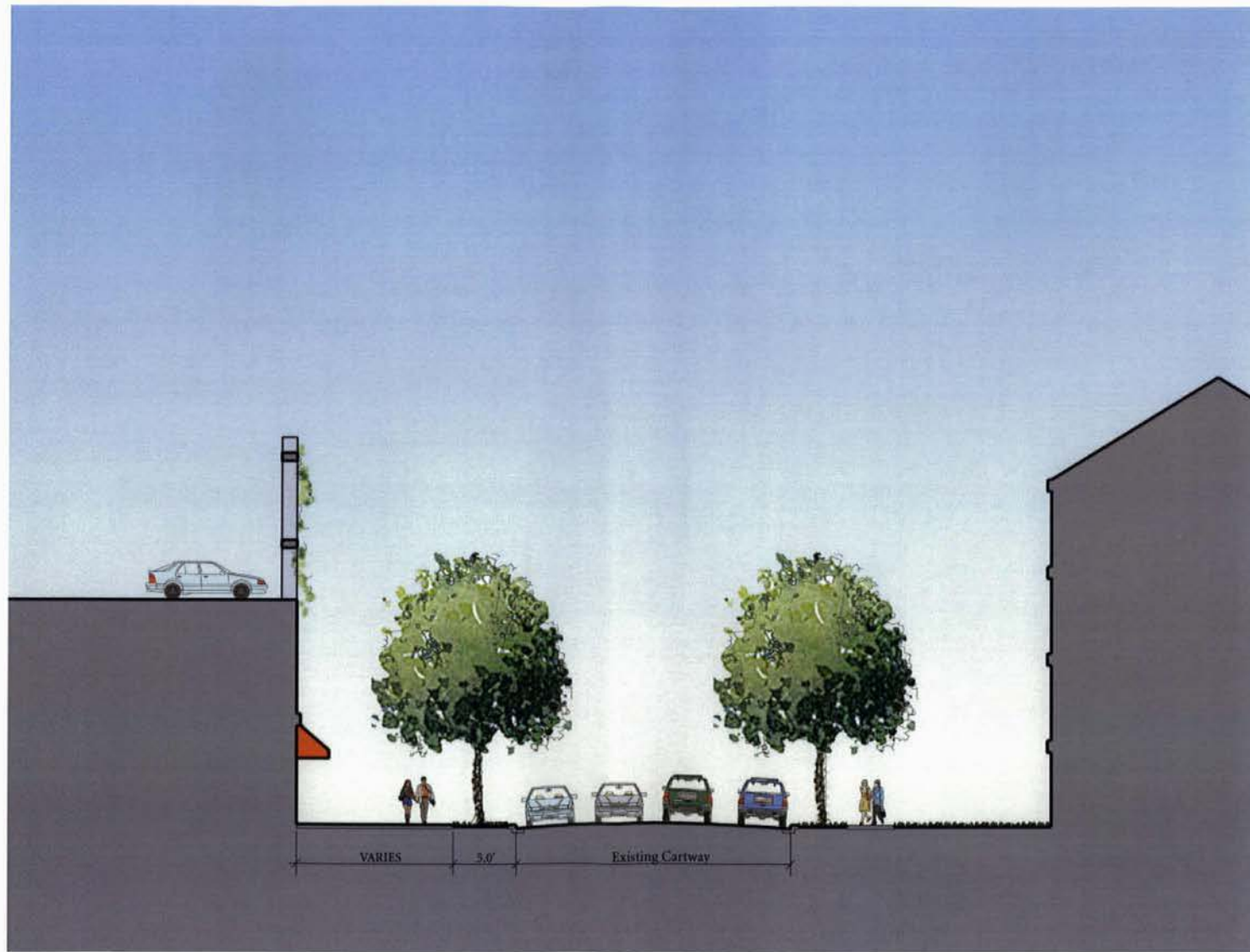
-  - Existing Metrobus Stop
-  - Proposed Metrobus Stop



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Metrobus Stop and Pedestrian Crossing Locations

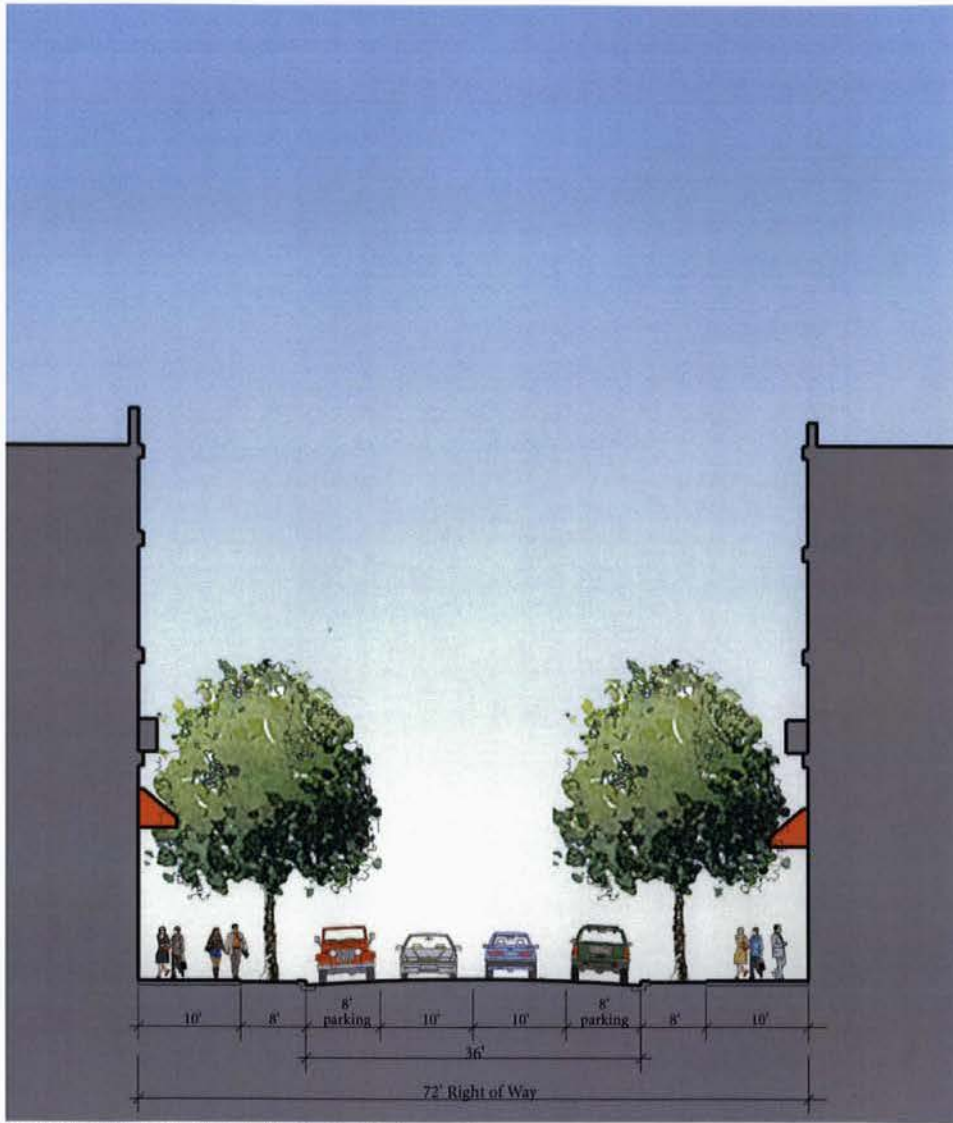
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Street Section: Naylor Road Showing Streetscape Improvements

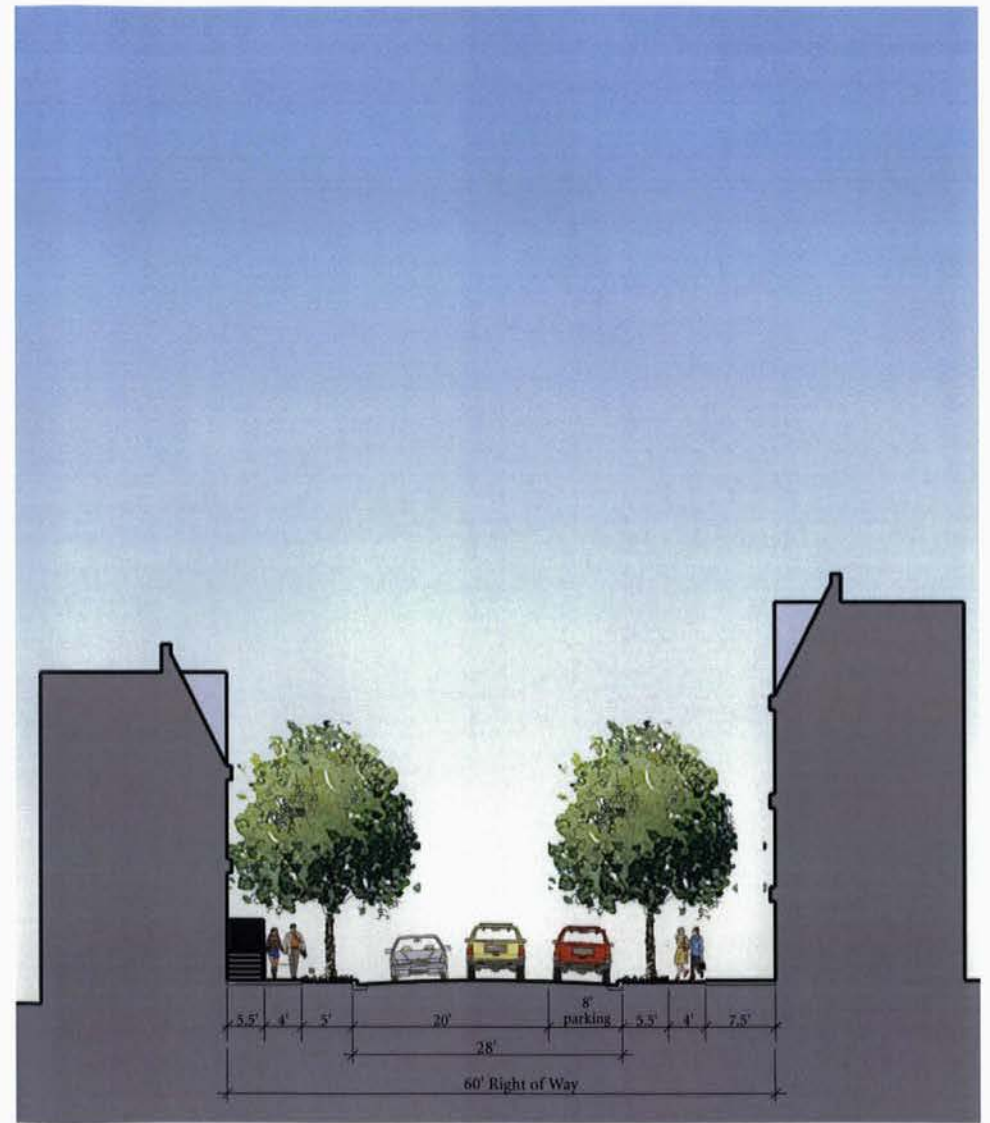
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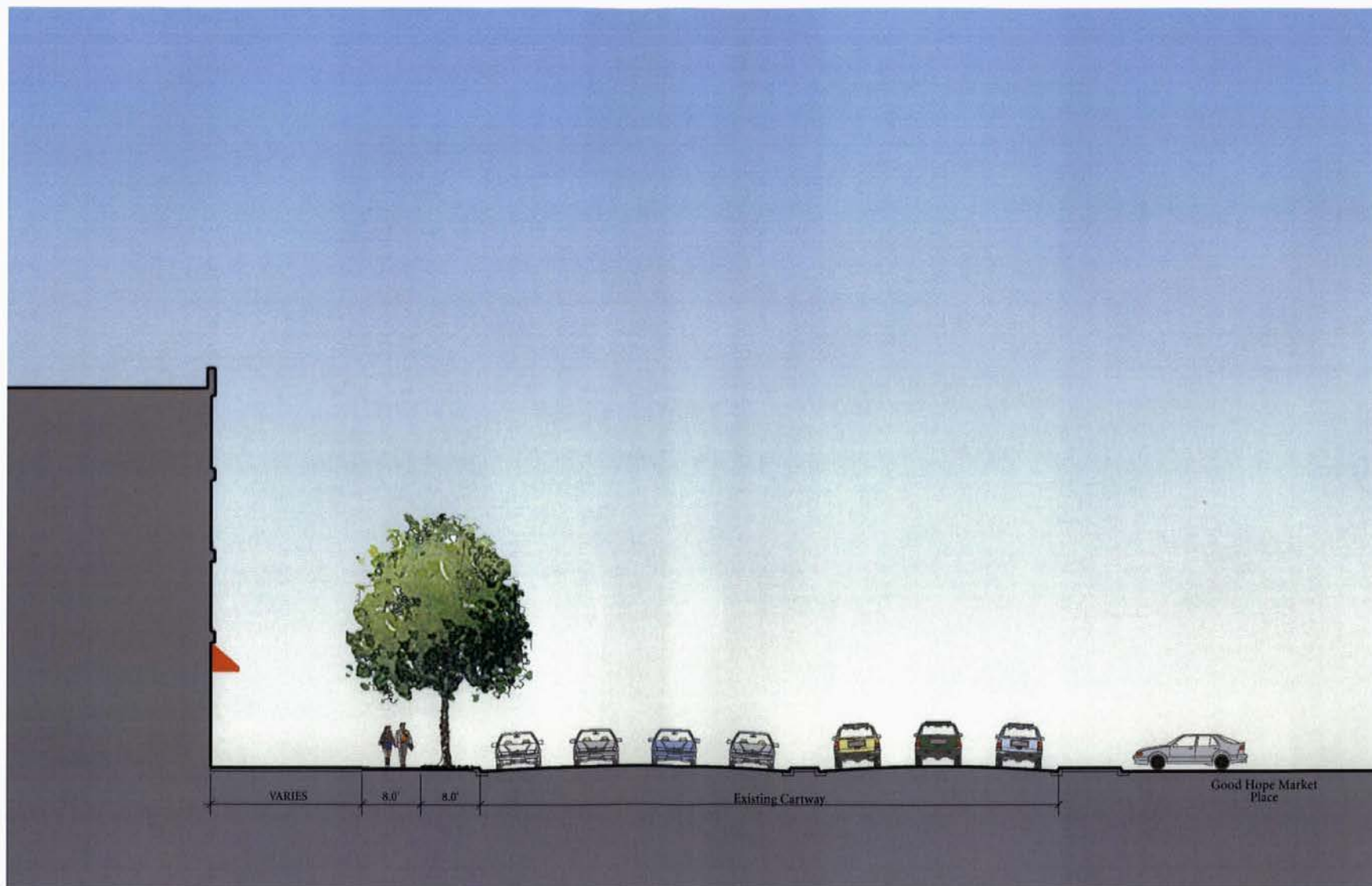
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S36- Street Section: Main Street

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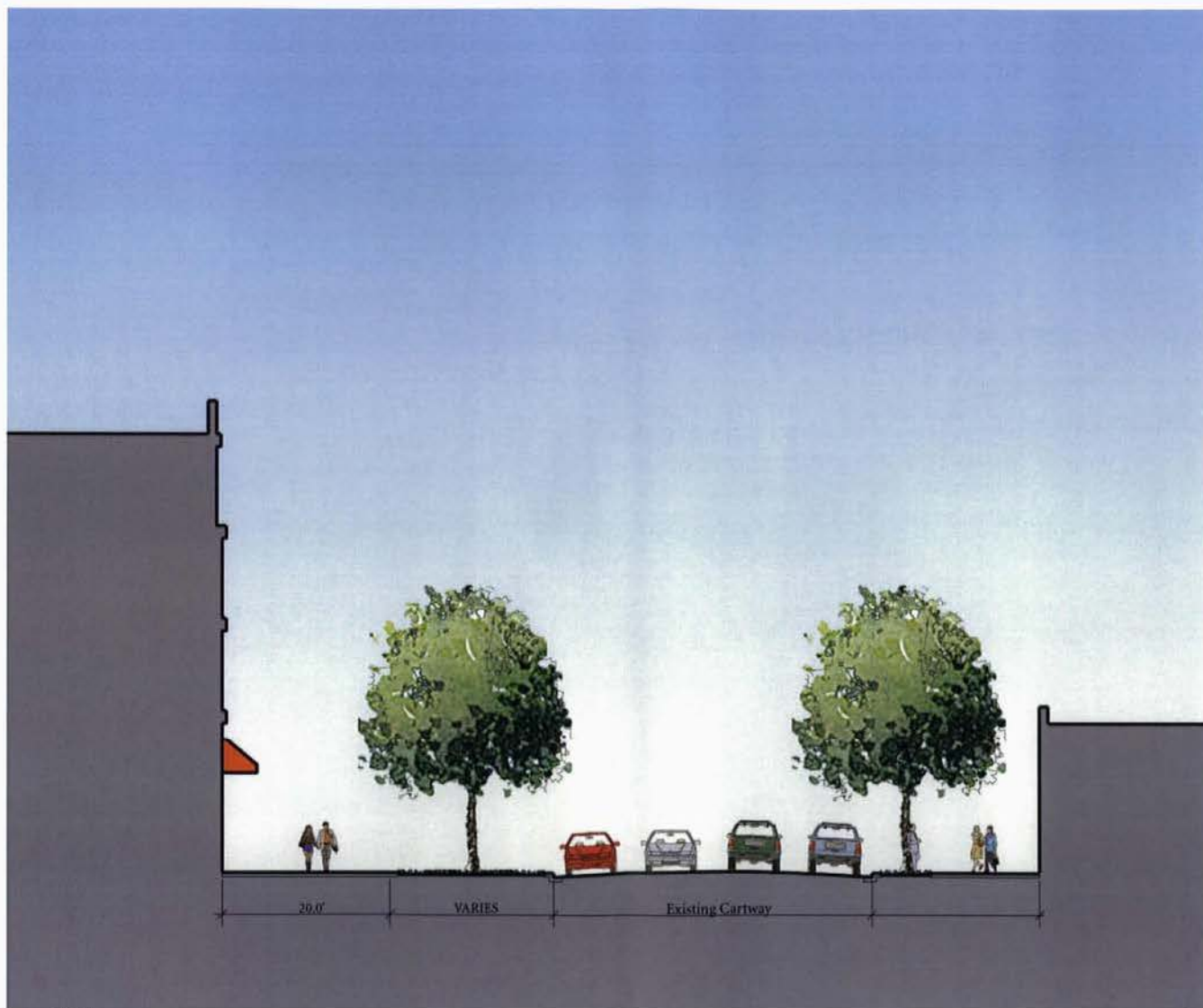
S28- Street Section: New Residential Street



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Street Section: Alabama Avenue Showing Streetscape Improvements

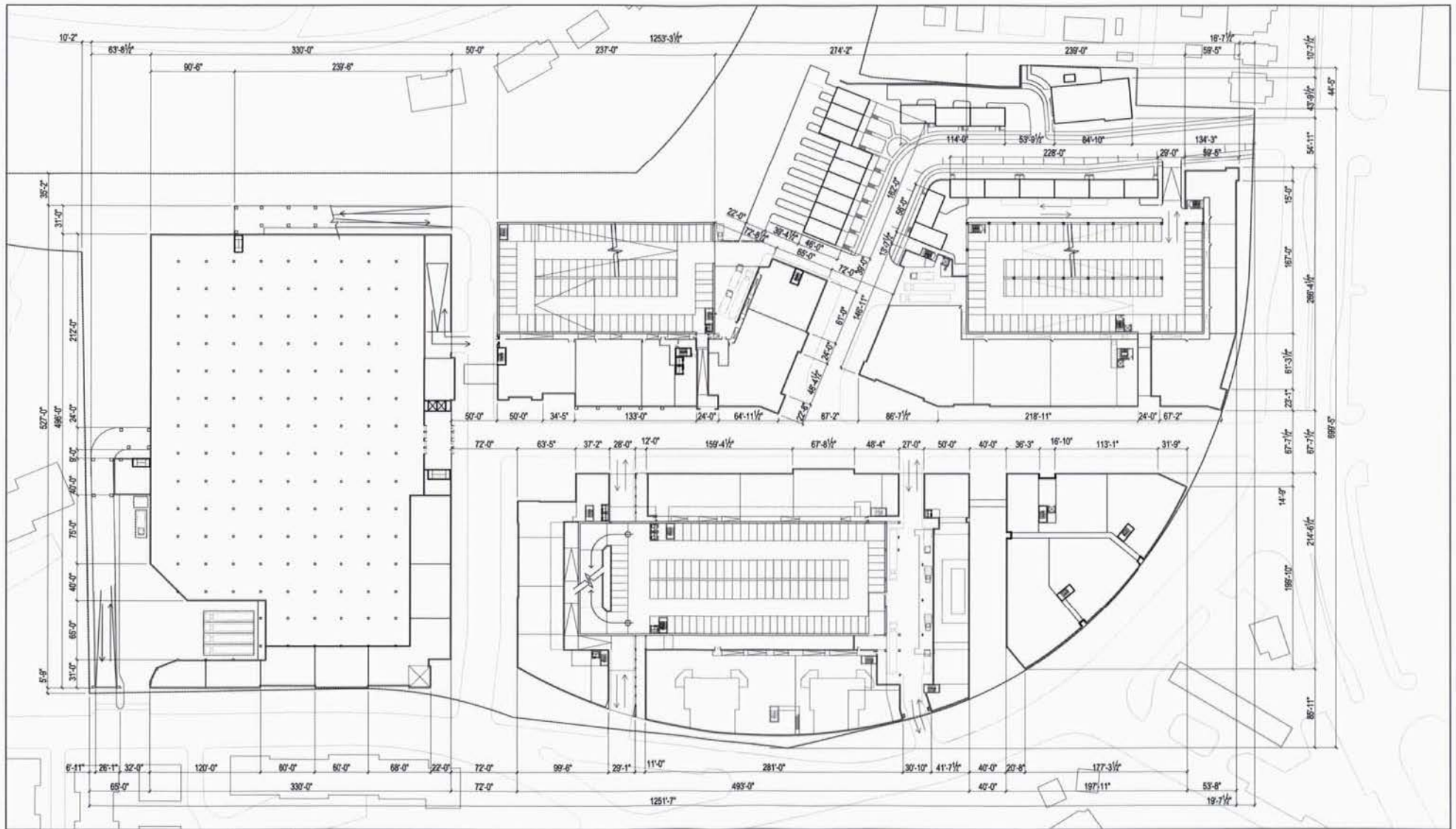
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Street Section: Good Hope Road Showing Streetscape Improvements

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Building Dimension Plan

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Site Plan in Context

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Lower Level Parking Plan

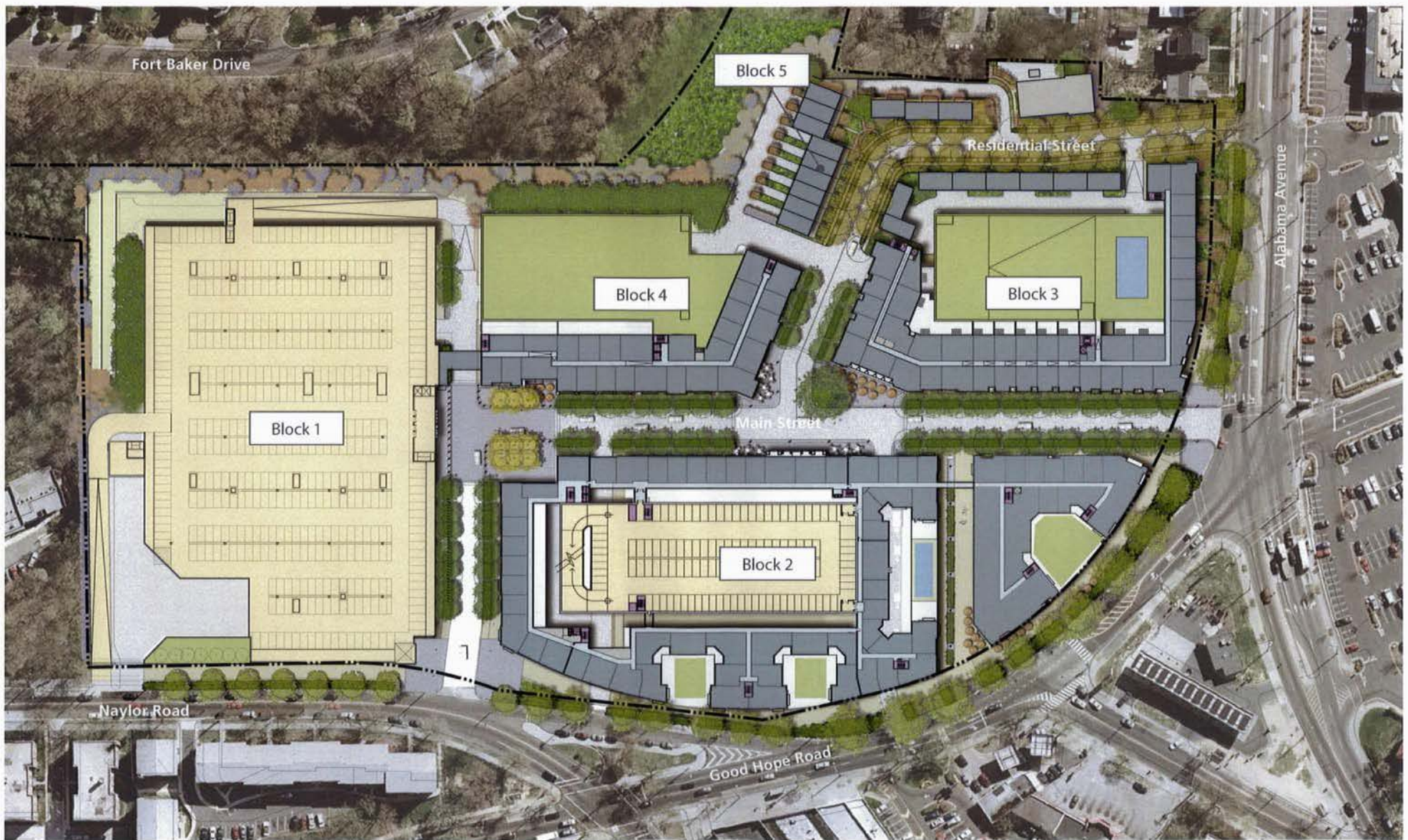
THE RAPPAPORT COMPANIES - WILLIAM C. SMITH & CO.
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Retail Level Plan

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Typical Residential Plan

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Roof Plan

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Main Street Elevation (West Side)



Naylor Road Elevation

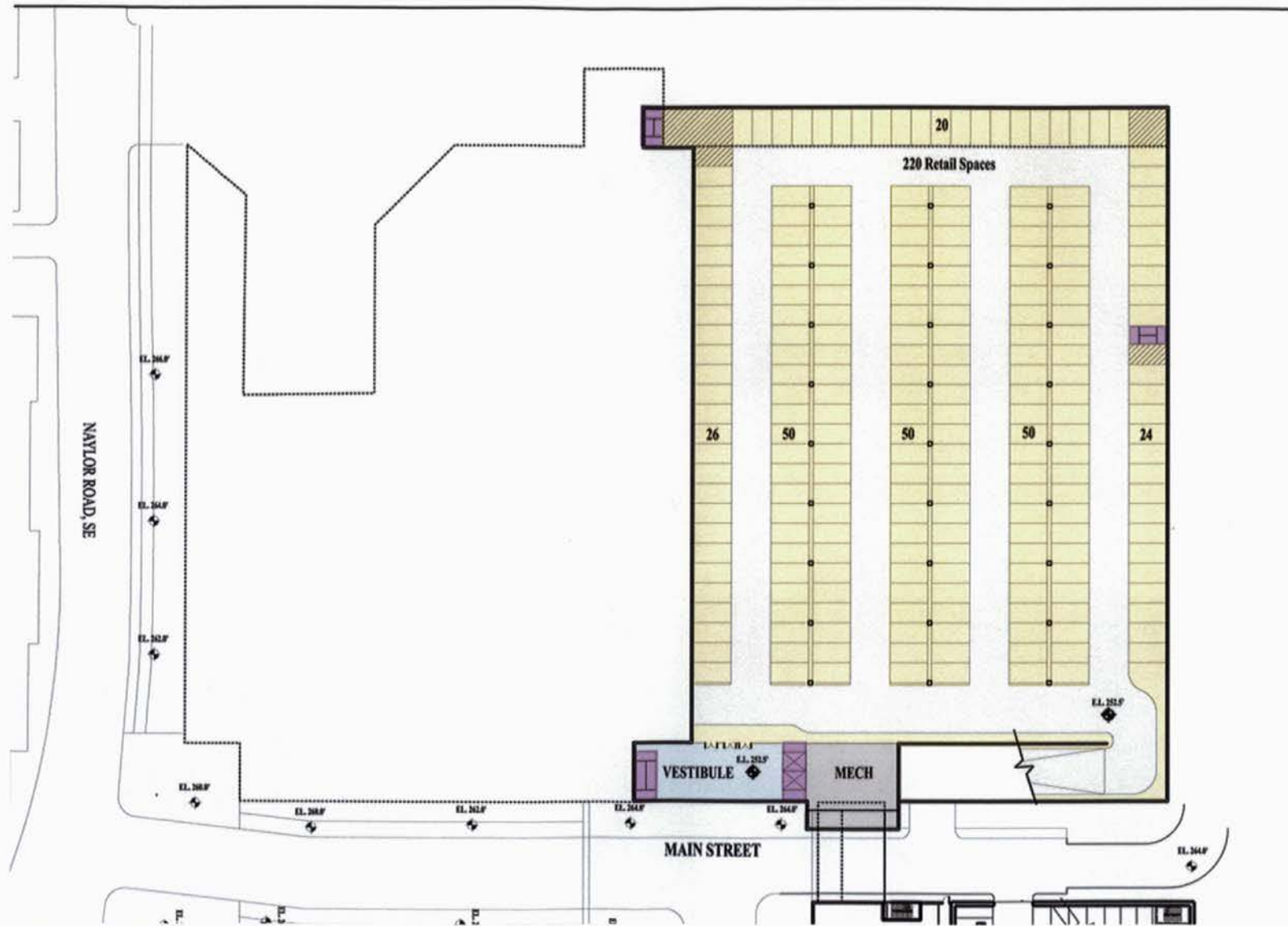


Main Street Elevation (East Side)



Good Hope Road / Alabama Avenue - West to South Elevation

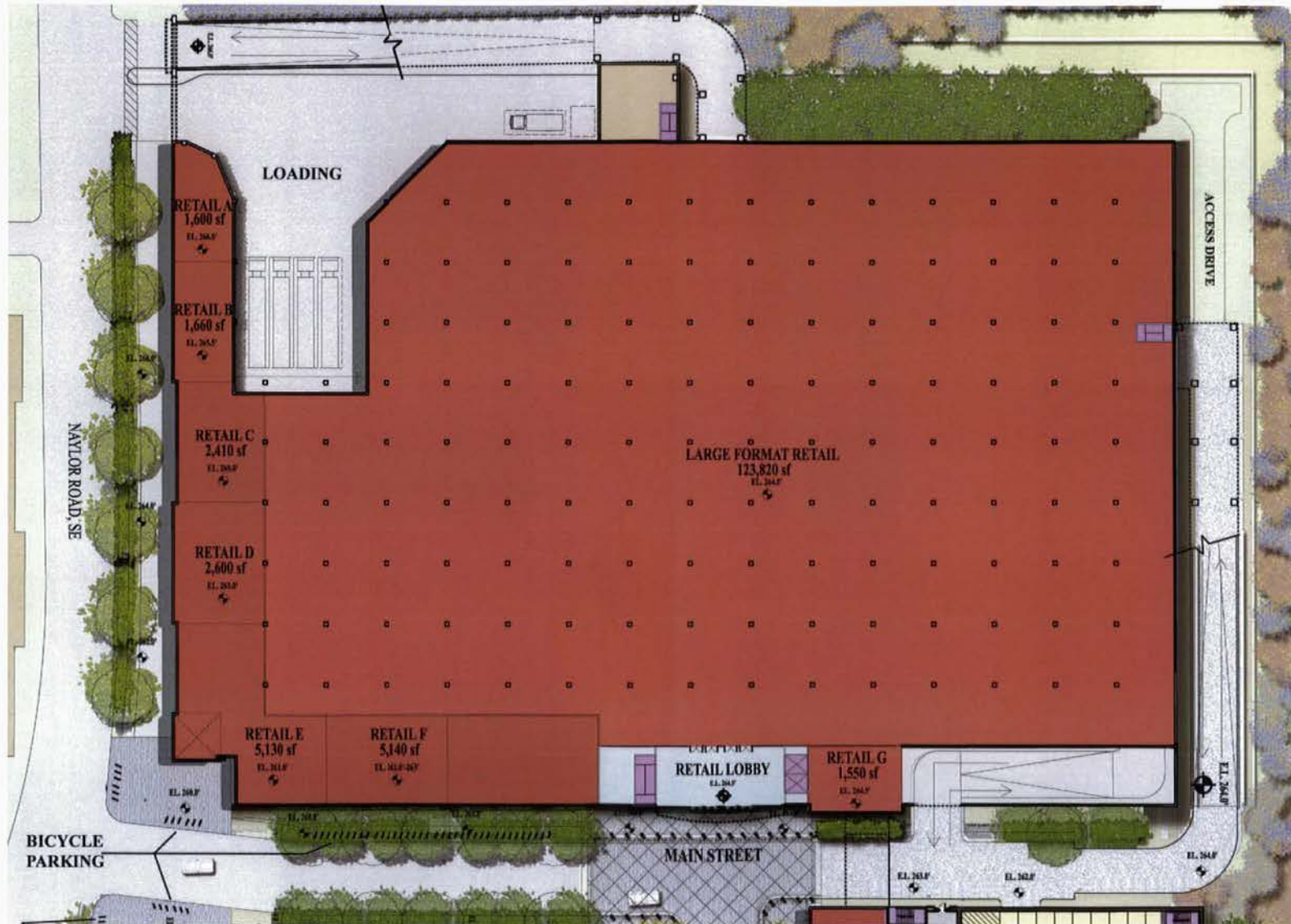
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Block 1 - Lower Level Parking Plan

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Block 1 - Ground Floor Plan

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Block 1 - Roof Plan

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