

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.
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PILLSBURY WINTHROP SHAW PITTMAN, LLP



ZONING COMMISSION
District of Columbia
CASE NO.09-03
EXHIBIT NO.20A1

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Skyland Town Center

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

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Main Street - West Elevation

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Illustrative Bay Study



Brick Sample



Elevation Key



Key Plan

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Block 1 - Additional Facade Details and Materials

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Precedent Photo - Green Screen



Precedent Photo - Green Screen



Illustrative Bay Study



Brick Sample



Elevation Key



Key Plan

Note: Sample materials are conceptual. Actual color and manufacturer are subject to availability.

SKYLAND TOWN CENTER



Precedent Photo



Brick Sample

Illustrative Bay Study



Elevation Key



Key Plan

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Block 2a & 2b - Additional Facade Details and Materials - Naylor/Good Hope Road

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Precedent Photo



Brick Sample

Illustrative Bay Study



Elevation Key



Key Plan

Note: Sample materials are conceptual. Actual color and manufacturer are subject to availability.



Illustrative Bay Study



Elevation Key

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Block 2a - Additional Facade Details and Materials - Main Street

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Brick Sample



Key Plan



Illustrative Bay Study



Elevation Key

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Precedent Photo



Brick Sample



Key Plan



Illustrative Bay Study



Precedent Photo



Brick Sample



Key Plan



Elevation Key

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Block 2a - Additional Facade Details and Materials - Main Street

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Illustrative Bay Study



Precedent Photo



Brick Sample



Key Plan



Elevation Key

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Illustrative Bay Study



Precedent Photo



Brick Sample



Key Plan



Elevation Key

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Block 3 - Additional Facade Details and Materials - Main Street

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Illustrative Bay Study



Precedent Photo



Brick Sample



Key Plan



Elevation Key

Note: Sample materials are conceptual. Actual color and manufacturer are subject to availability.



Illustrative Bay Study



Brick Sample

Brick Sample



Key Plan



Elevation Key

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Block 3 - Additional Facade Details and Materials - Main Street

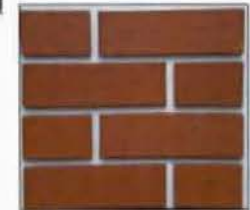
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Illustrative Bay Study



Precedent Photo



Brick Sample



Key Plan



Elevation Key

Block 4 - Additional Facade Details and Materials - Main Street



Illustrative Bay Study



Precedent Photo



Brick Sample



Elevation Key

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Block 4 - Additional Facade Details and Materials - Main Street

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Precedent Photo



Brick Sample



Elevation Key

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Typical Townhouse Elevation



RCN Building



Examples of Tudor in Hillcrest



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Block 5 - Townhouses and RCN Building

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LEGEND

-  ROOFTOP - SEDUMS, GRASSES, PERENNIALS
-  GROUND COVER
-  SHRUBS - YEW, VIBURNUM
-  LONDON PLANE TREE
-  MALE GINKGO
-  AMERICAN ELM, WILLOW OAK
-  ORNAMENTAL TREES - CHERRY, SHADBLOW
-  EVERGREEN TREES - SPRUCE, CYPRESS



Roof plan of Green Roofs at Block 3 and Block 4



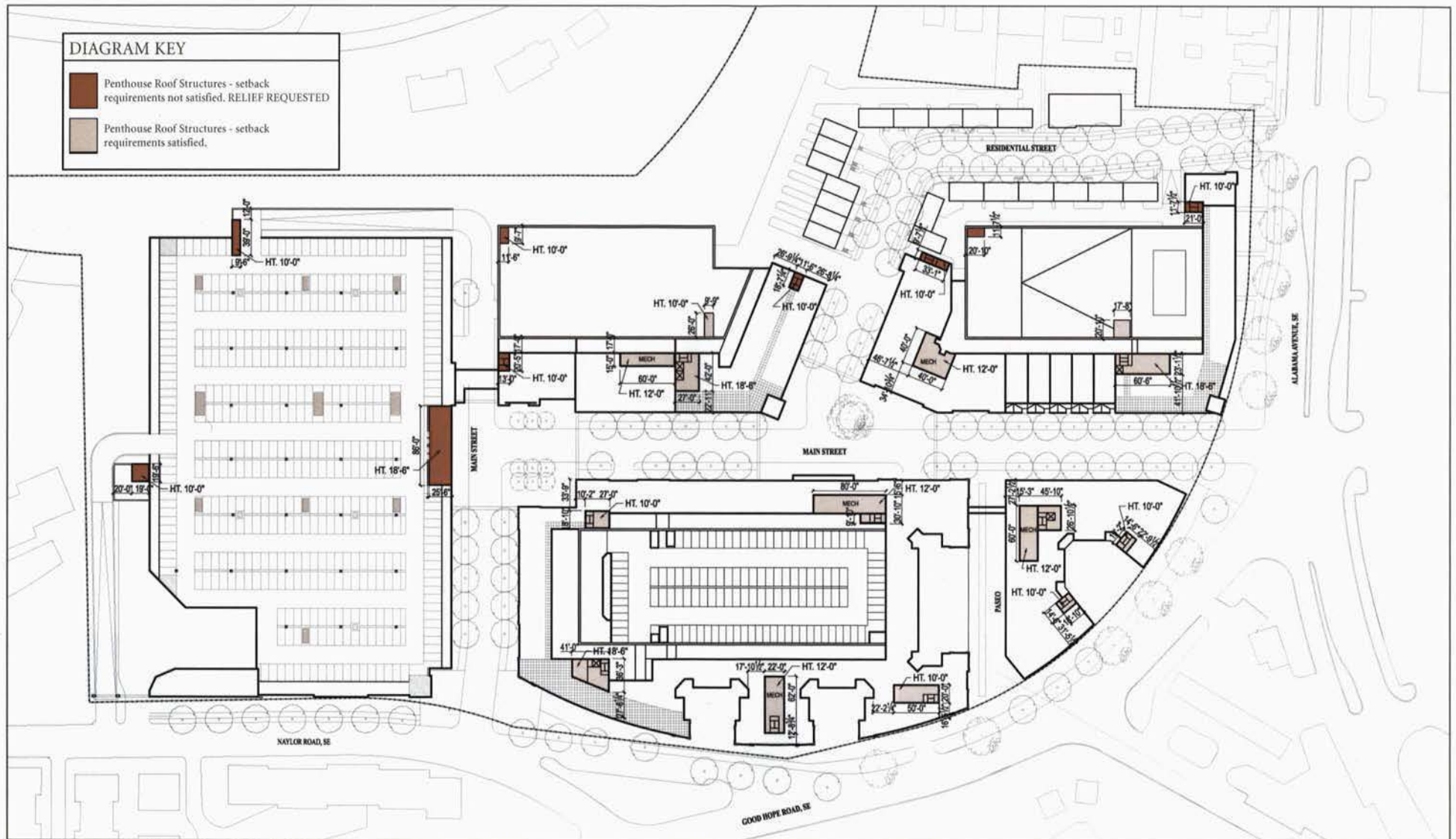
Examples of Green Roofs with sedums, grasses, and perennials

Rooftop pool

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Blocks 3 & 4 Green Roofs

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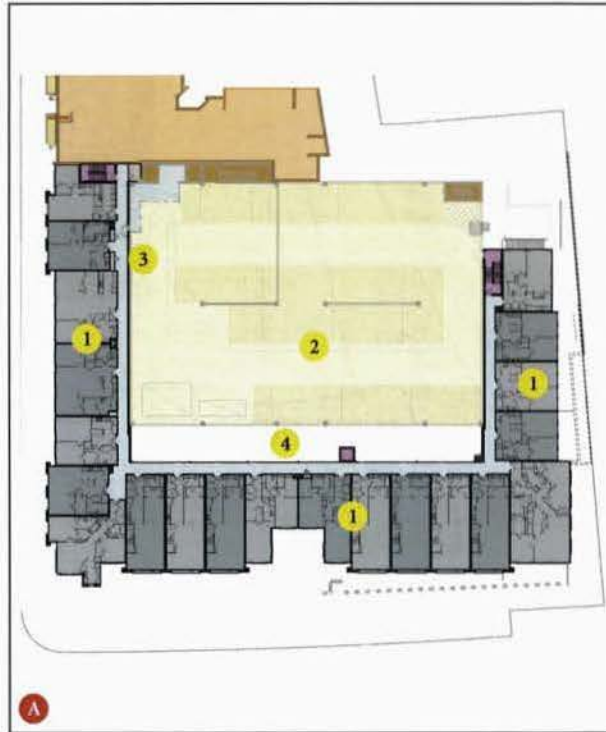
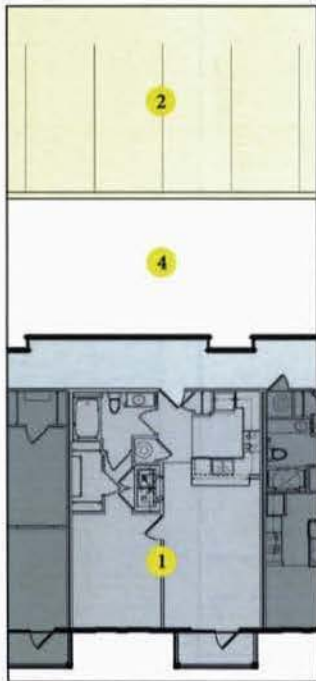
Roof Dimension Plan

X

SKYLAND TOWN CENTER

KEY TO IMAGES

- A** Metro Pointe, Wheaton, Maryland. Plan shows residential units **1** in single-loaded corridor configuration surrounding multi-level garage **2**, called a "donut configuration." Corridor is either directly adjacent to garage with entry points **3** or the garage is separated by a light and air gap ventilating and illuminating the interior **4**.
- B** Monument Place, Fairfax, Virginia. Aerial image shows similar adjacency conditions between structured garage and residential buildings. Direct adjacency **3**. Light and air gap **4**.



Typical Daylit Corridor



Typical Unit Interior

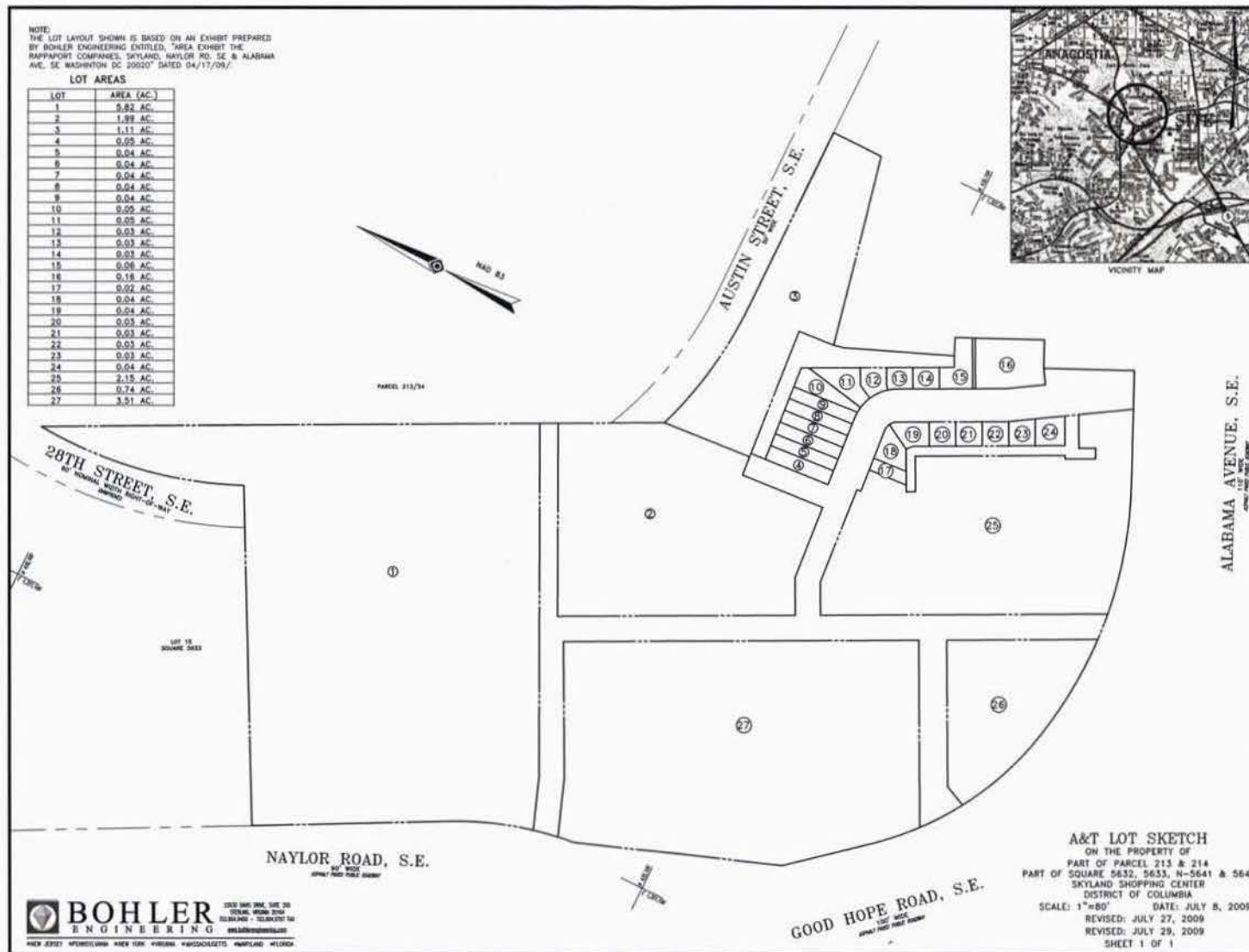


Typical Unit Interior

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Building Design Precedents

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Theoretical Lot Layout

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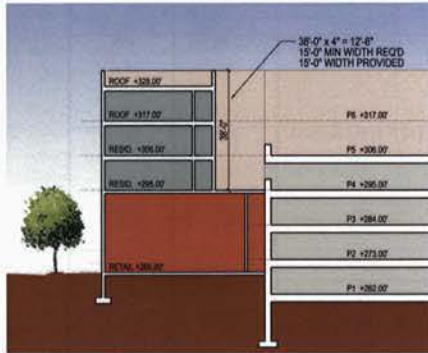
LOT	UNIT TYPE	LOT AREA (SF)	UNIT AREA (GFA)	UNIT FOOTPRINT (SF)	HEIGHT		REAR YARD		SIDE YARD		FLOOR AREA RATIO		LOT OCCUPANCY	
					C-3-A PUD	PROPOSED	C-3-A PUD	PROPOSED	C-3-A PUD	PROPOSED	C-3-A PUD	PROPOSED	C-3-A PUD	PROPOSED
1	N/A	253,519	239,570	155,440	90'	UP TO 59'	2.5' / 28' = 8' - 10", REQ'D MIN. = 12'	66'-5"	LOADING SIDE = 2' / 33' = 5' - 4", 6' - 0" MIN. REQ'D MAIN ST. SIDE = 2' / 59' = 9' - 10" MIN. REQ'D	LOADING SIDE = 70' - 7" MAIN ST. SIDE = 20' - 9"	4.5 PUD (3.0 Commercial)	0.945 (Commercial)	75%	61%
2	N/A	86,684	181,394	27,175	90'	UP TO 58'	2.5' / 33' = 8' - 10", REQ'D MIN. = 12'	53' - 11"	RES ST SIDE = 2' / 53' - 6" = 8' - 11" REQ'D ACCESS SIDE = 2' / 58' = 9' - 8"	RES ST SIDE = 10' - 0" ACCESS SIDE = 4' - 0"	4.5 PUD (3.0 Commercial)	2.09 (1.01 Commercial)	75%	31%
3	N/A	48,352	N/A	N/A	90'	N/A	N/A	N/A	N/A	N/A	4.5 PUD (3.0 Commercial)	N/A	75%	N/A
4	A	2,178	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	39' - 4 1/2"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD = 2' - 11 7/8"	4.5 PUD (3.0 Commercial)	1.15	75%	38%
5	A	1,742	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	39' - 4 1/2"	N/A	N/A	4.5 PUD (3.0 Commercial)	1.44	75%	47%
6	A	1,742	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	39' - 4 1/2"	NA	NA	4.5 PUD (3.0 Commercial)	1.44	75%	47%
7	A	1,742	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	39' - 4 1/2"	NA	NA	4.5 PUD (3.0 Commercial)	1.44	75%	47%
8	A	1,742	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	14' - 4 1/2"	NA	NA	4.5 PUD (3.0 Commercial)	1.44	75%	47%
9	A	1,742	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	14' - 4 1/2"	NA	NA	4.5 PUD (3.0 Commercial)	1.44	75%	47%
10	A	2,178	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	14' - 4 1/2"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD = 8' - 7 3/4"	4.5 PUD (3.0 Commercial)	1.15	75%	38%
11	B	2,178	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	5' - 10"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD = 15' - 9"	4.5 PUD (3.0 Commercial)	1.24	75%	39%
12	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	5' - 10"	NA	NA	4.5 PUD (3.0 Commercial)	2.07	75%	65%
13	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	5' - 10"	NA	NA	4.5 PUD (3.0 Commercial)	2.07	75%	65%
14	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	5' - 10"	NA	NA	4.5 PUD (3.0 Commercial)	2.07	75%	65%
15	B	2,614	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	5' - 10"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD = 9' - 6 1/2"	4.5 PUD (3.0 Commercial)	1.03	75%	32%
16	N/A	6,970	3,520	3,520	90'	UP TO 38'	2.5' / 38' = 7' - 11", REQ'D MIN. = 12'	29' - 1 1/2"	TOWNHOUSE SIDE = 2' / 38' = 6' - 4" REQ'D MIN. SIDE YARD = 2' / 38' = 6' - 4" REQ'D MIN.	TOWNHOUSE SIDE = 6' - 4" SIDE YARD = 13' - 0"	4.5 PUD (3.0 Commercial)	0.5 (Commercial)	75%	50%
17	A	871	2,524	828	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	12' - 7"	N/A	N/A	4.5 PUD (3.0 Commercial)	2.89	75%	95%
18	B	1,742	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	19' - 6 1/2"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD 7' - 4"	4.5 PUD (3.0 Commercial)	1.55	75%	48%
19	B	1,742	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	SIDE YARD 10' - 2 1/2"	4.5 PUD (3.0 Commercial)	1.55	75%	48%
20	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	N/A	N/A	4.5 PUD (3.0 Commercial)	2.07	75%	65%
21	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	N/A	N/A	4.5 PUD (3.0 Commercial)	2.07	75%	65%
22	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	N/A	N/A	4.5 PUD (3.0 Commercial)	2.07	75%	65%
23	B	1,307	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	N/A	N/A	4.5 PUD (3.0 Commercial)	2.07	75%	65%
24	B	1,742	2,708	850	90'	UP TO 40'	2.5' / 40' = 8' - 4", REQ'D MIN. = 12'	8' - 0"	SIDE YARD = 2' / 40' = 6' - 8" REQ'D MIN.	5' - 0"	4.5 PUD (3.0 Commercial)	1.55	75%	48%
25	N/A	93,654	245,088	38,114	90'	UP TO 55'	THROUGH LOT 2.5' / 33' = 8' - 10 1/2", REQ'D MIN. = 12'	11' - 11 5/8" FROM CENTER LINE OF PRIVATE DRIVE	LOADING SIDE = 2' / 55' = 9' - 2" REQ'D MIN. ALABAMA RD SIDE = 2' / 55' = 9' - 2" REQ'D MIN.	LOADING SIDE = 18' - 0" ALABAMA RD SIDE = 5' - 10 3/4"	4.5 PUD (3.0 Commercial)	2.61 (1.25 Commercial)	75%	40%
26	N/A	32,234	95,015	22,501	90'	UP TO 60'	2.5' / 60' = 12' - 6" REQ'D MIN.	18' - 0"	PASEO SIDE = 0'	PASEO SIDE = 0'	4.5 PUD (3.0 Commercial)	2.94 (.86 Commercial)	75%	69%
27	N/A	152,896	496,966	101,130	90'	UP TO 60'	2.5' / 60' = 12' - 6" REQ'D MIN.	13' - 0"	SITE ENTRY SIDE = 2' / 60' = 10' - 0" REQ'D MIN. PASEO SIDE = 0'	SITE ENTRY SIDE = 18' - 8" PASEO SIDE = 0'	4.5 PUD (3.0 Commercial)	3.25 (1.06 Commercial)	75%	66%

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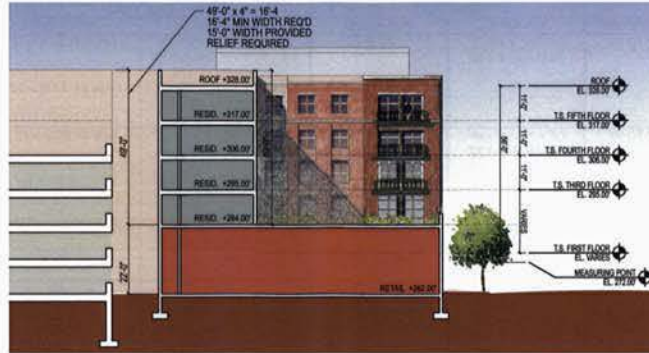
NOTE: Areas in yellow indicate where flexibility is required from C-3-A PUD requirements

Theoretical Lot Analysis

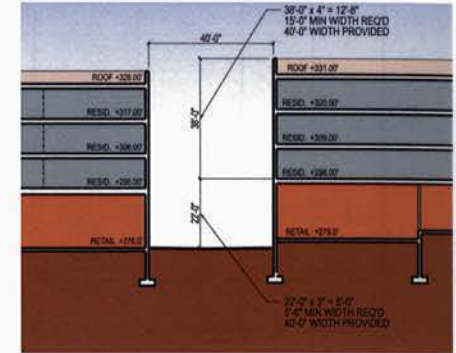
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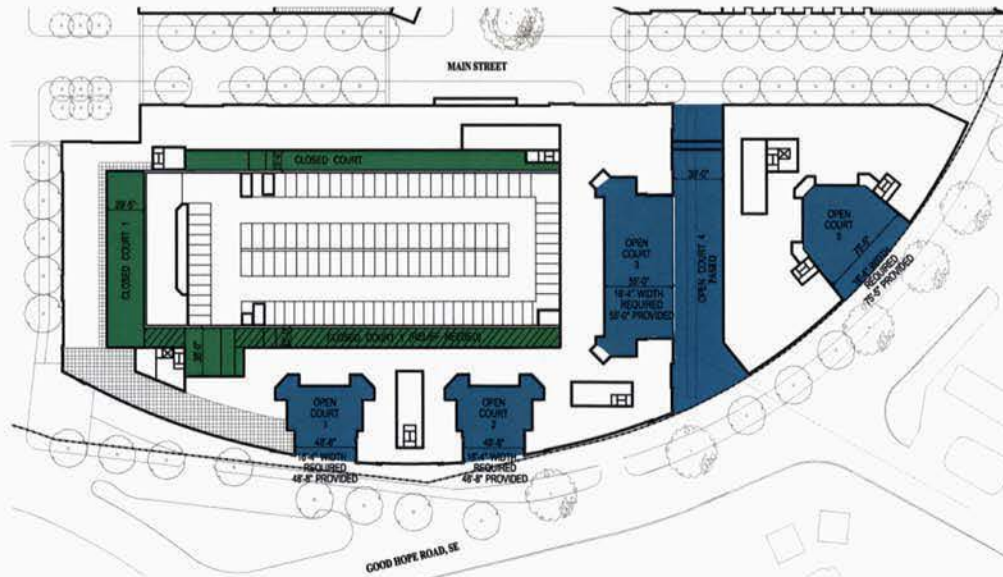
Section - Closed Court 1



Section - Closed Court 2



Section - Open Court 3



Block 2 Courts - Plan Diagram

PLAN DIAGRAM KEY	
	Closed Court - setback requirements satisfied.
	Closed Court - setback requirements not satisfied. RELIEF REQUESTED
	Open Court - setback requirements satisfied.

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Block 2 - Court Diagrams

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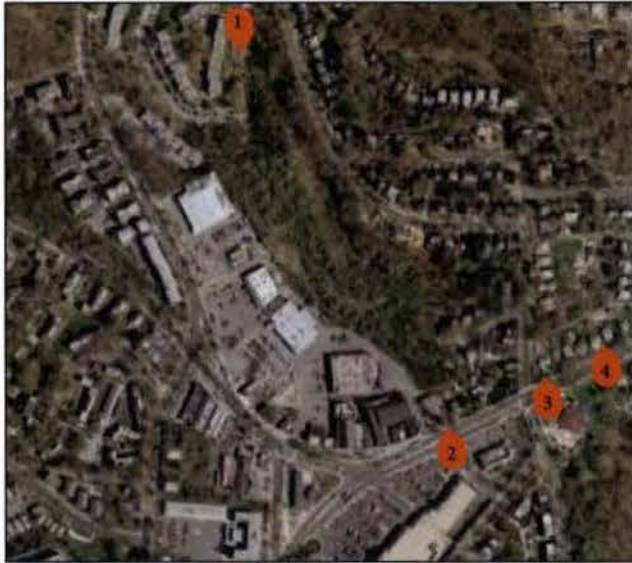


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Regional Analysis

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2 Hillcrest Avenue: Looking East



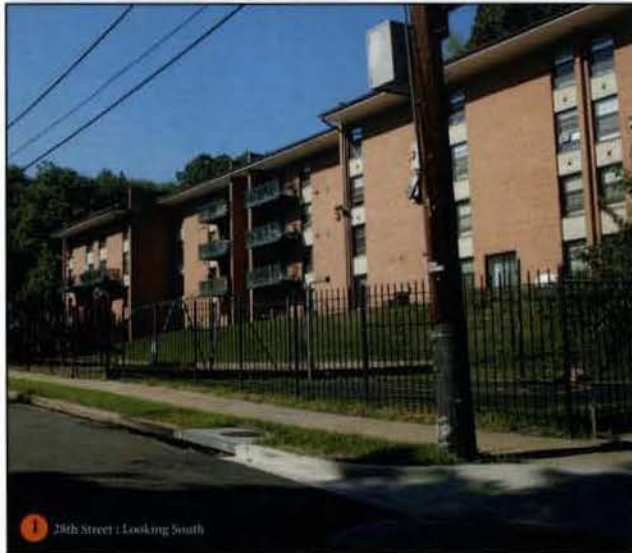
Homes in Hillcrest Neighborhood



3 Alabama Avenue: Looking North



Homes in Hillcrest Neighborhood



1 28th Street: Looking South



4 Alabama Avenue: Looking South

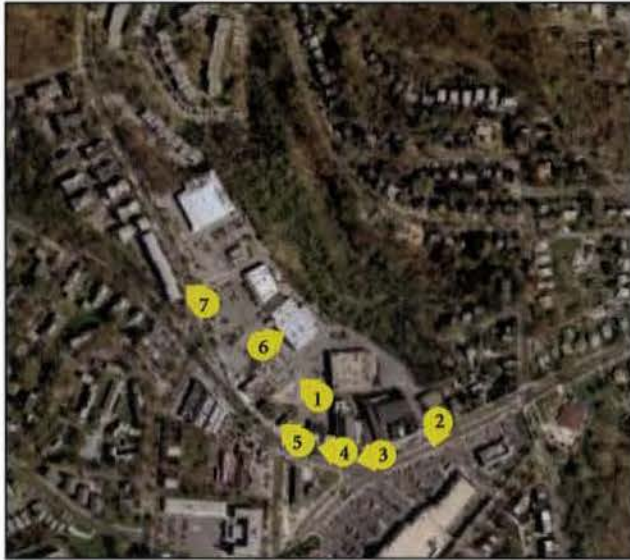


Homes in Hillcrest Neighborhood

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Context Photos

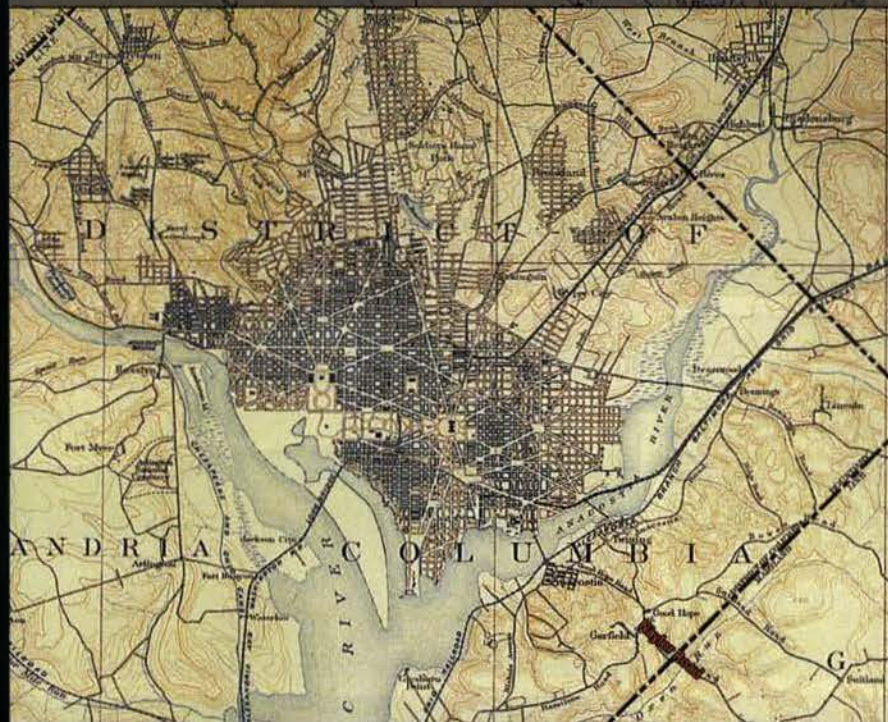
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Site Photos

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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



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Site History



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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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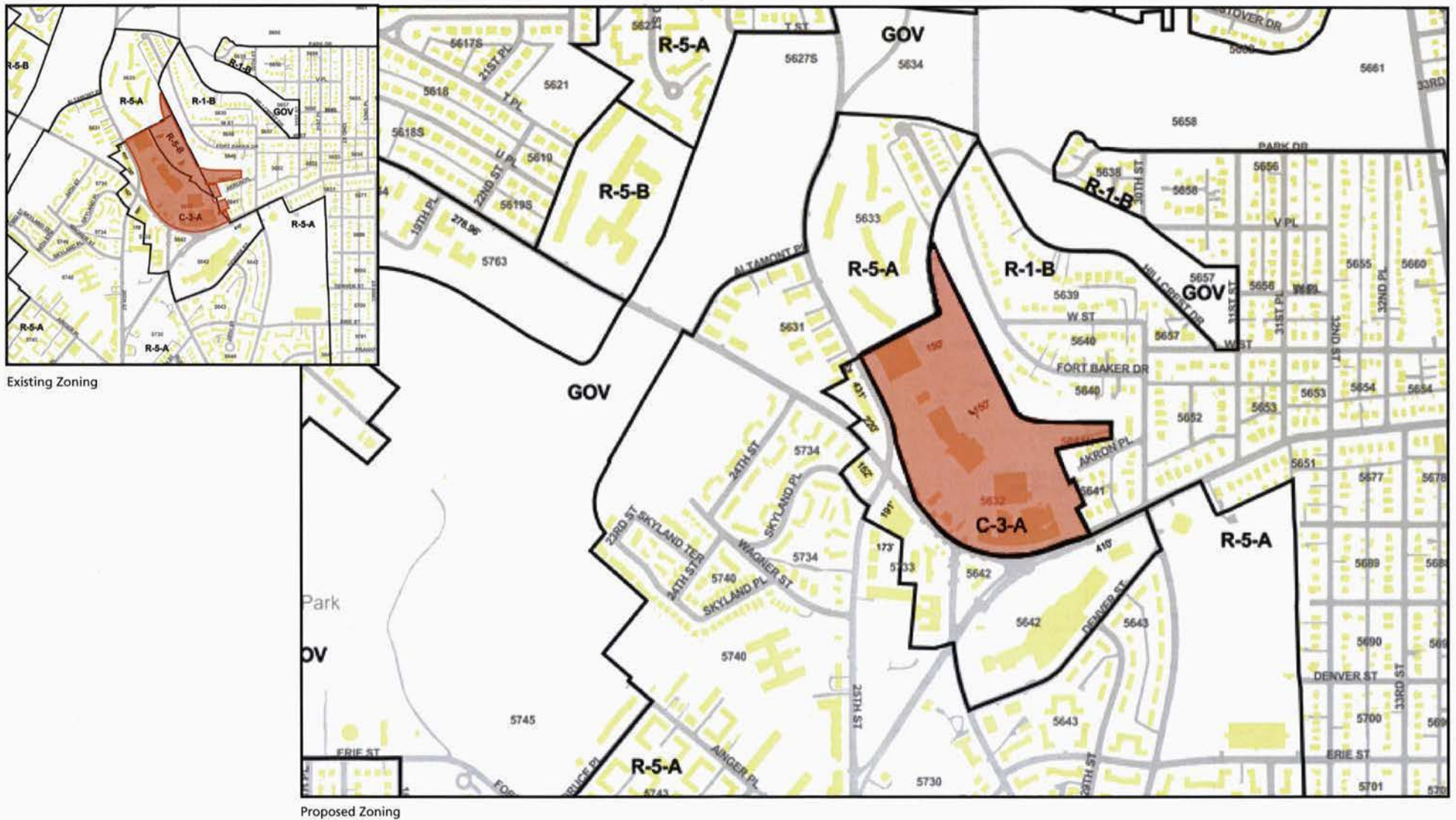
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Perspective of Main Street at Residential Street

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Zoning Map

SKYLAND HOLDINGS, LLC
TORTI GALLAS AND PARTNERS

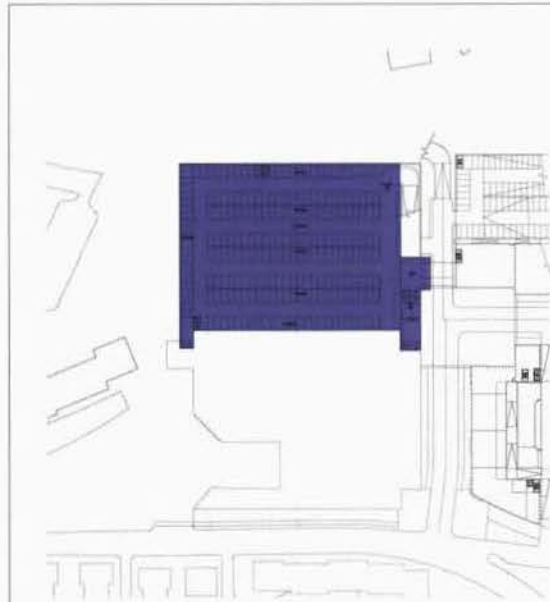
BLOCKS 1,2,3, 4 and 5			
Allowable	Existing Zoning (R-5-B - Partial Site)	Existing and Proposed Zoning (C-3-A)	Provided
FAR	1.8 (3.0 PUD)	4.0 (4.5 PUD) 2.5 Commercial (3.0 PUD Commercial) 4.5 x 814,720 = 3,666,240 sf. 3.0 x 814,720 = 2,444,120 sf.	1.53 Total 0.95 Commercial Gross Floor Area by Block Block 1 239,570 Block 2 550,611 Block 3 256,230 Block 4 168,769 Block 5 34,518 Total Building Area 1,249,698 gsf Gross Floor Area by Use Residential 538,110 Retail 315,520 Commercial (RCN) 3,520 Parking 392,548 Total 1,249,698 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	44.5% 362,304 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)**	See Sheet VIII
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"	See Sheet VIII
Courtyards	Open Min. Width: 4" per ft of height not < 10 feet	Min. Width: 3" per ft of height < 12' (non-res) 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	Area: Twice square of req'd width not < 250 sf (non-res) Area: Twice square of req'd width not < 350 sf (res)	RELIEF FOR COURT AT BLOCK 2

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Zoning Analysis - Blocks 1, 2, 3, 4 and 5

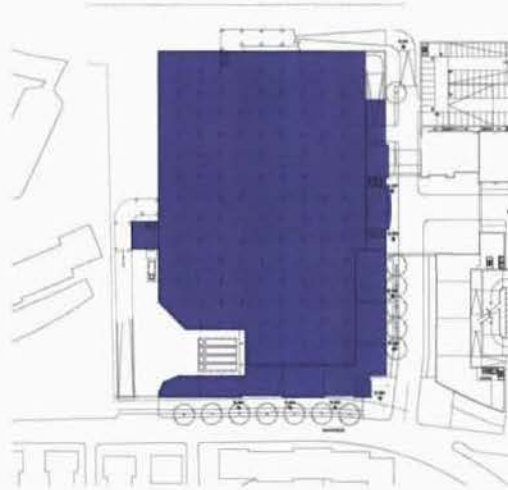
BLOCKS 1,2,3, 4 and 5

Allowable	Existing Zoning (R-5-B)	Existing and Proposed Zoning (C-3-A)	Provided
Parking Requirement			1,698 total parking spaces
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	484 Res. Spaces Provided 36 for One Family Dwellings at 1.8 spaces per unit 448 for Apartments at 1.0 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	1,214 Retail spaces
Bicycles	NA	5% of required retail spaces per 11 DCMR (2119.2) 1,042 spaces x .05 = 52 spaces	52 spaces provided
Loading			
Residential	Block 2 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 3 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 4 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20'	Block 2 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 3 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 4 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 5 -- N/A	Block 2 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 3 RELIEF REQUESTED Shared, see Retail below Block 4 RELIEF REQUESTED 1 loading berth @ 12' x 55' 1 platform @ 200 sf 1 service/delivery @ 10' x 20' Block 5 - N/A
Retail	NA	Block 1 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' Block 2 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' Block 3 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' Block 4 2 loading berths @ 10' x 30' 2 platforms @ 200 sf 1 service/delivery @ 10' x 20'	Block 1 1 loading berth @ 10' x 30' 4 loading berths @ 12' x 55' 1 platform @ 100 sf 1 platform @ 200 sf Block 2 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' Block 3 RELIEF REQUESTED 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' Block 4 RELIEF REQUESTED 1 loading berth @ 10' x 30' All other Shared -- see Residential above



GFA P1 LEVEL
84,130 SF

1" = 180'-0"



GFA 1ST FLOOR
155,440 SF

1" = 180'-0"



GFA 2ND FLOOR

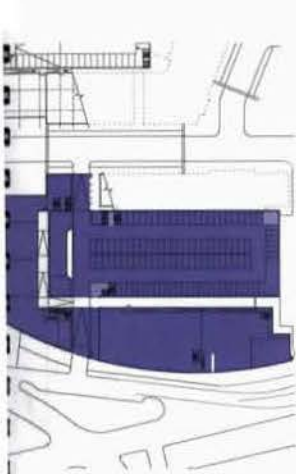
2, 848 SF - PENTHOUSE AREA DOES NOT COUNT IN GFA

1" = 180'-0"

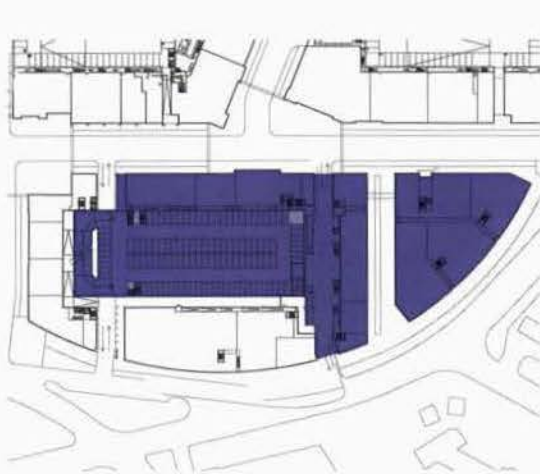
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FAR - Block 1

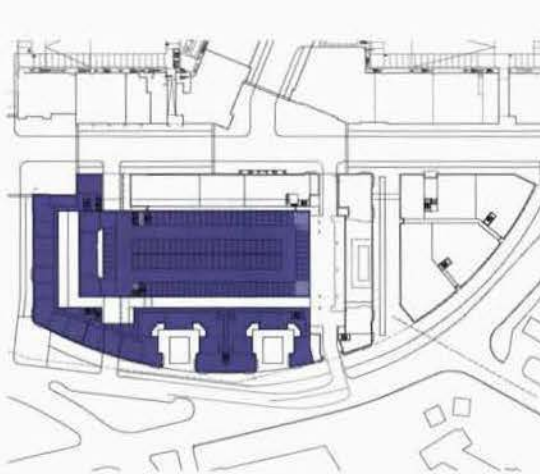
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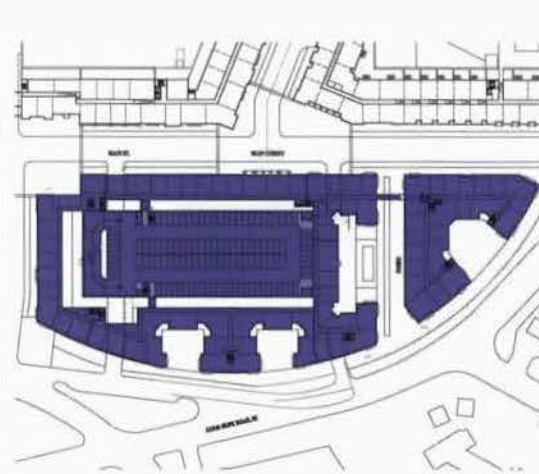
GFA P1 LEVEL (+262.0') 1" = 180'-0"
2A = 83,251 SF



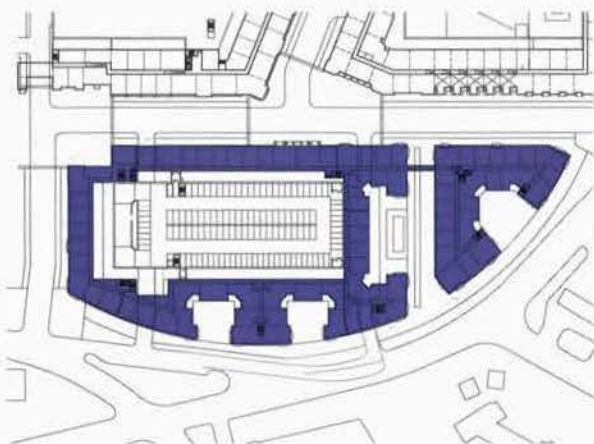
GFA 1ST FLOOR (P2 LEVEL) (+273.0') 1" = 180'-0"
2A (79,475 SF) + 2B (27,836 SF) = 107,311 SF



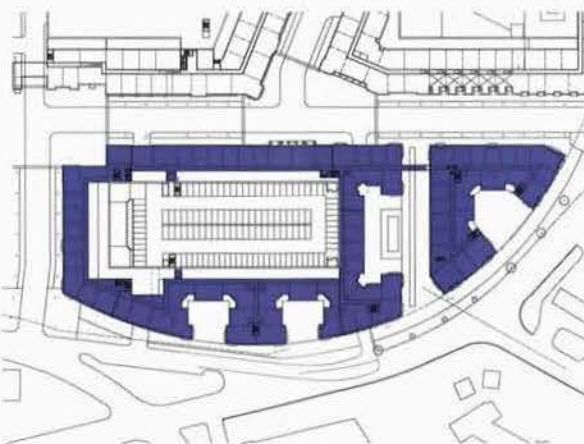
GFA 2ND FLOOR (P3 LEVEL) (+284.0') 1" = 180'-0"
2A = 72,220 SF



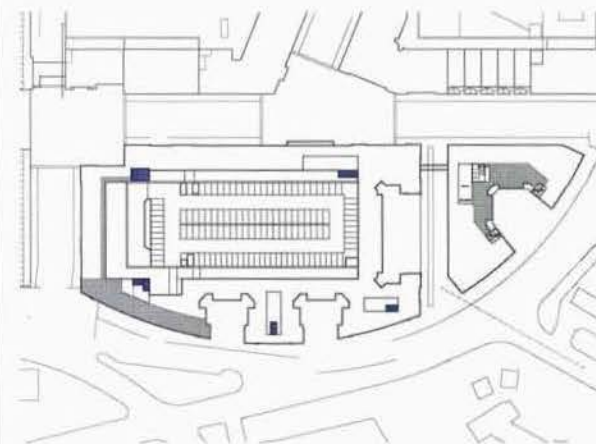
GFA 3RD FLOOR (P4 LEVEL) (+295.0') 1" = 180'-0"
2A (101,130 SF) + 2B (22,501 SF) = 123,631 SF



GFA 4TH FLOOR (P5 LEVEL) (+306.0') 1" = 180'-0"
2A (59,760 SF) + 2B (22,339 SF) = 82,099 SF



GFA 5TH FLOOR (+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



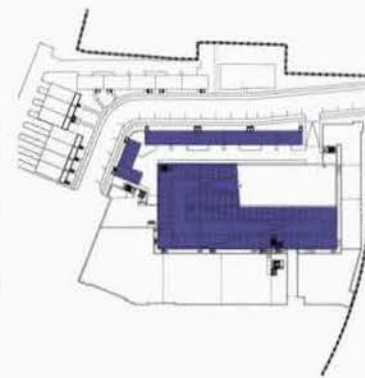
GFA P1 LEVEL
26,260 SF

1" = 180'-0"



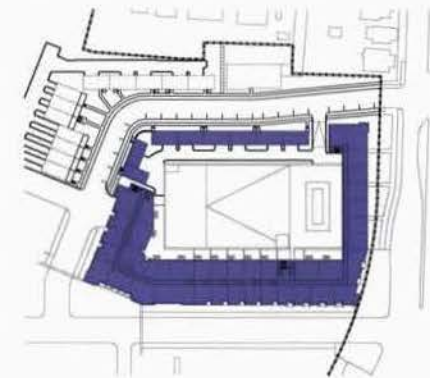
GFA 1ST FLOOR (P2 LEVEL)
82,024 SF

1" = 180'-0"



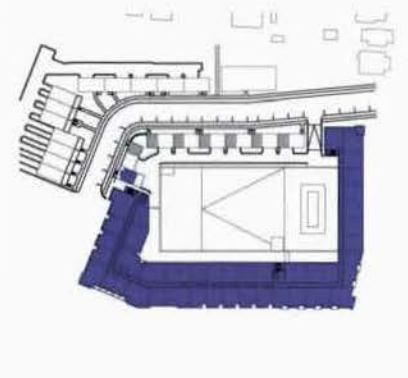
GFA P3 LEVEL
28,821 SF

1" = 180'-0"



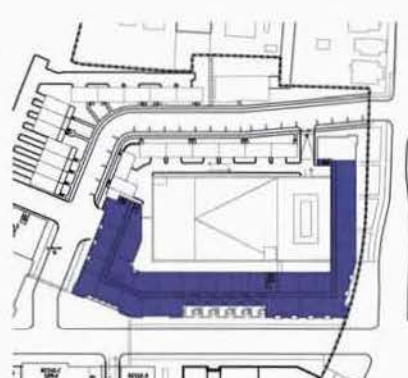
GFA 2ND FLOOR
44,152 SF

1" = 180'-0"



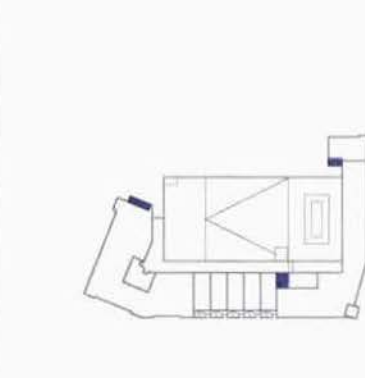
GFA 3RD FLOOR
40,775 SF

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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FAR - Block 4

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GFA GARAGE FLOOR
8,386 SF

1" = 180'-0"



GFA FIRST FLOOR
13,296 SF

1" = 180'-0"



GFA SECOND FLOOR
8,386 SF

1" = 180'-0"



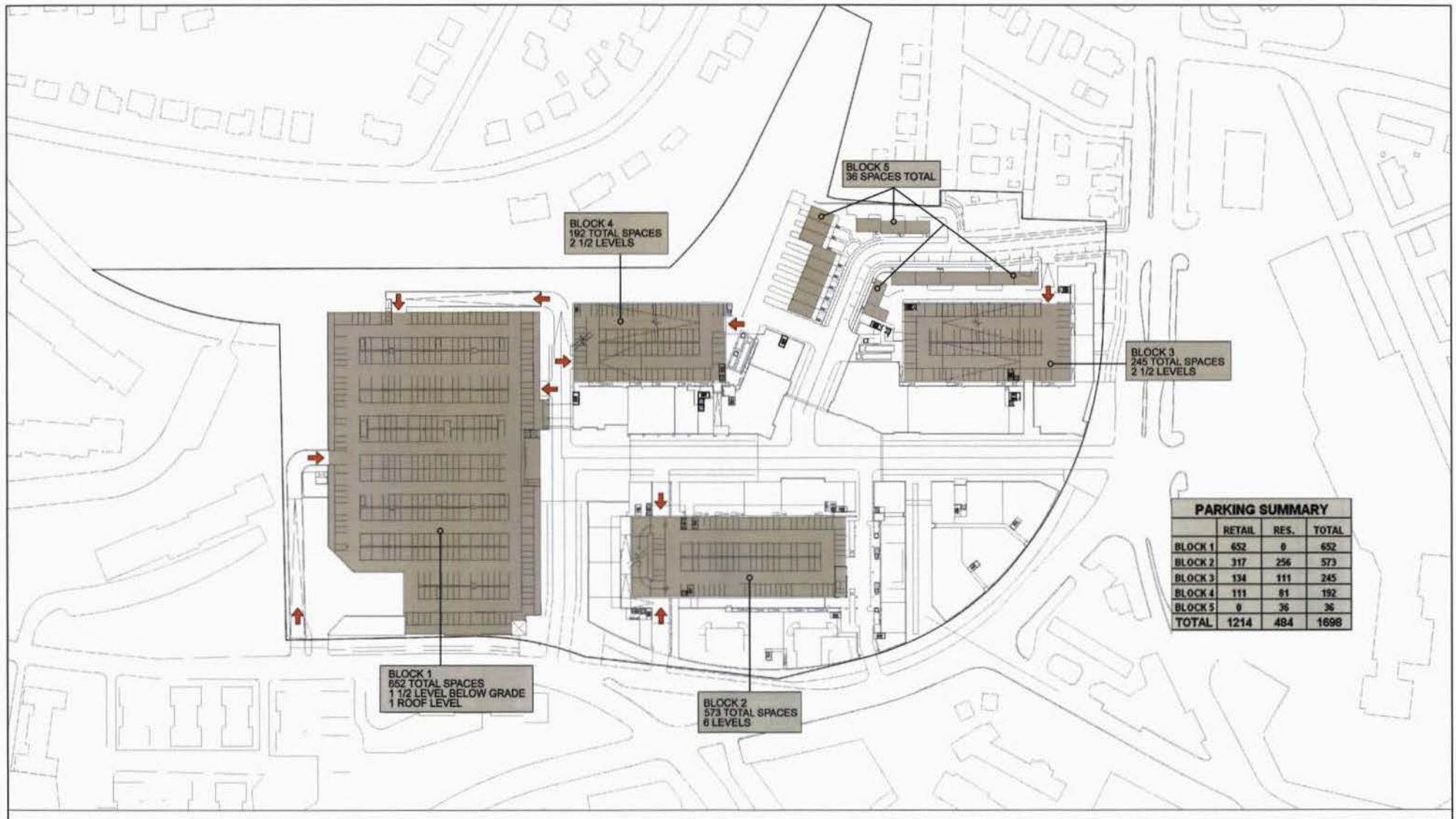
GFA THIRD FLOOR
4,450 SF

1" = 180'-0"

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FAR - Block 5

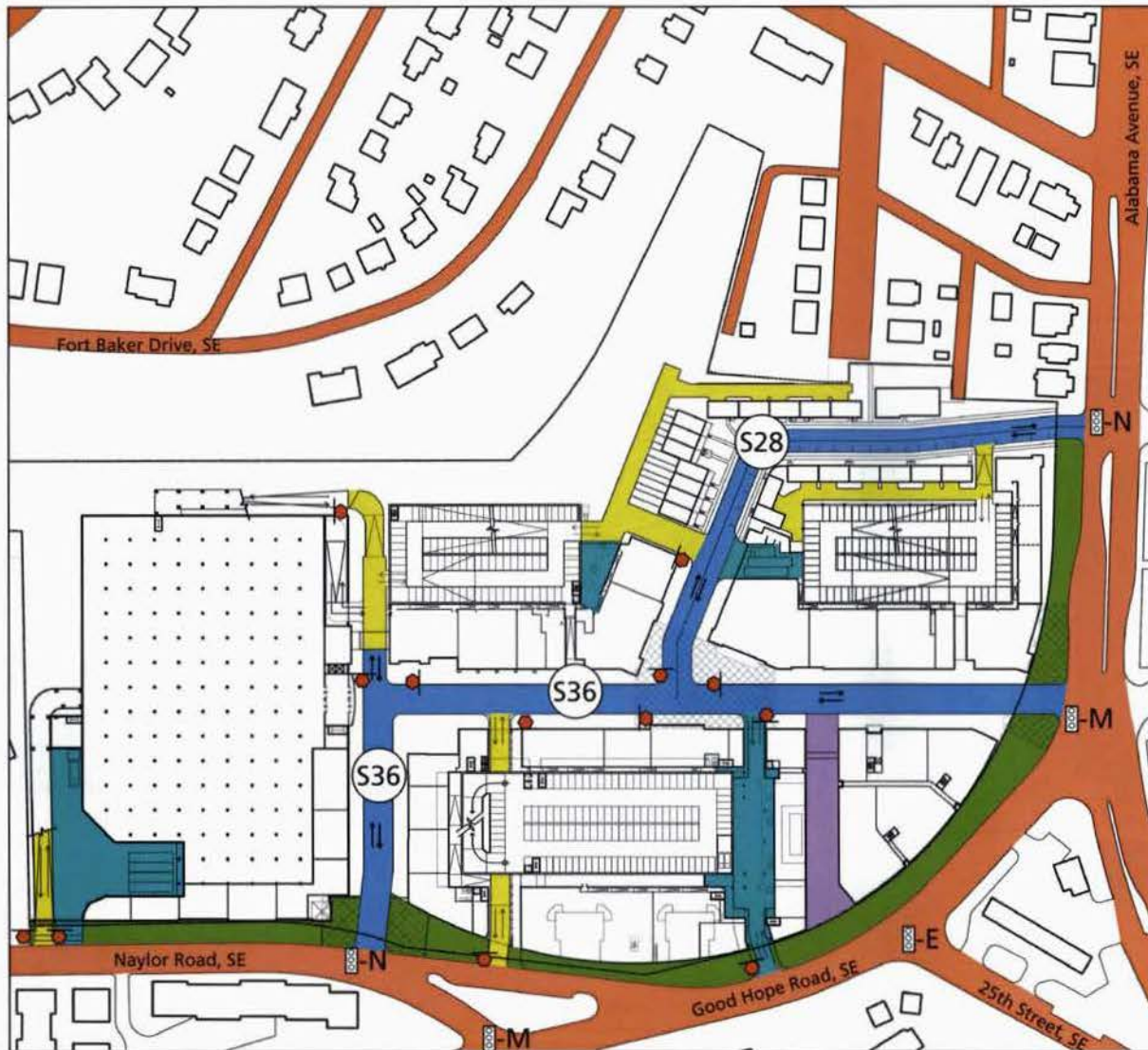
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Parking Diagram

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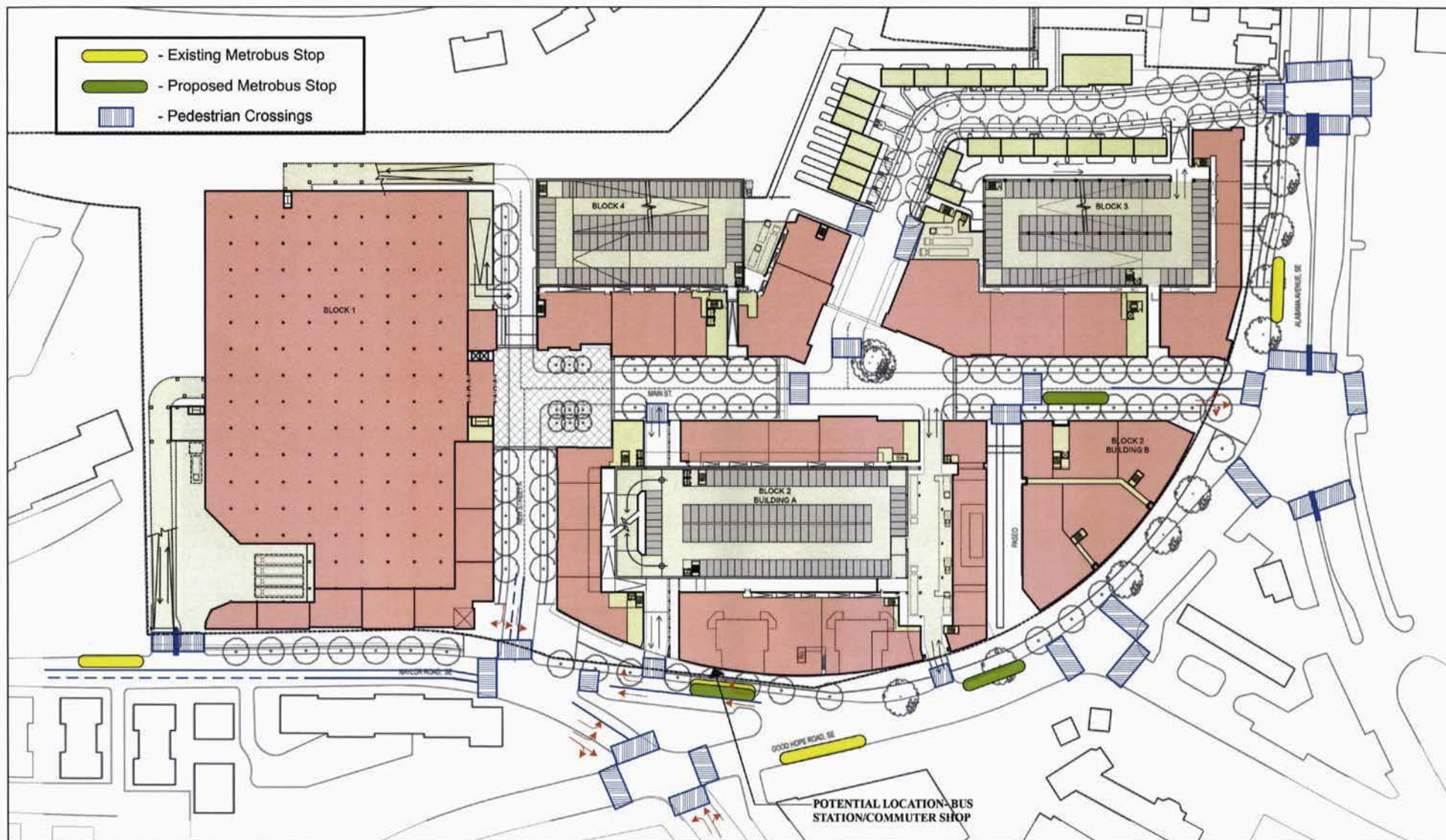


- Existing Public Street / Alley
- New Private Street
- New Private Driveway / Garage Entrance
- New Private Pedestrian Way
- Streetscape Improvements
- Truck Access and Loading
- S36 Two-way Street, Parking both sides including spaces for car-sharing service
- S28 Two-way street, parking one side
-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

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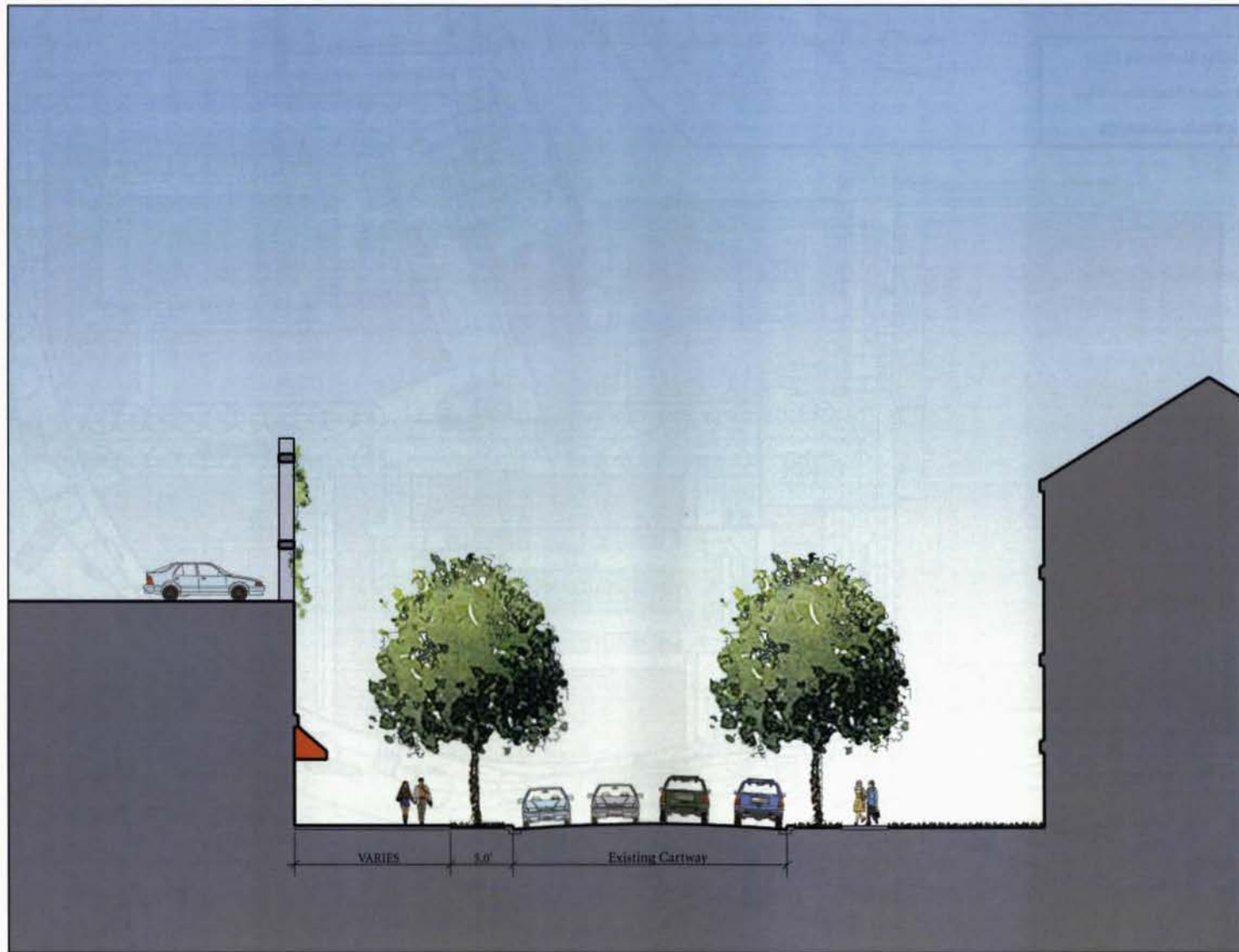
Street Plan & Loading Plan

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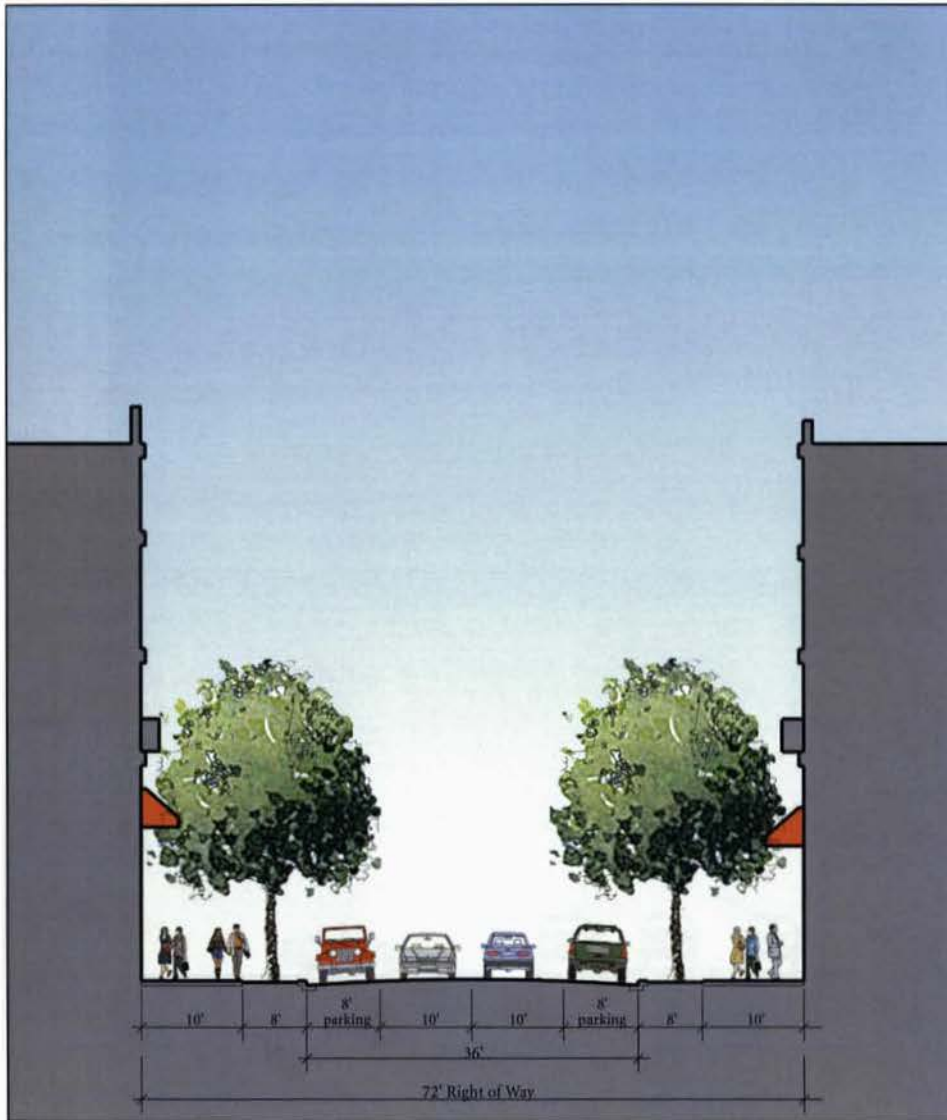
Metrobus Stop and Pedestrian Crossing Locations



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Street Section: Naylor Road

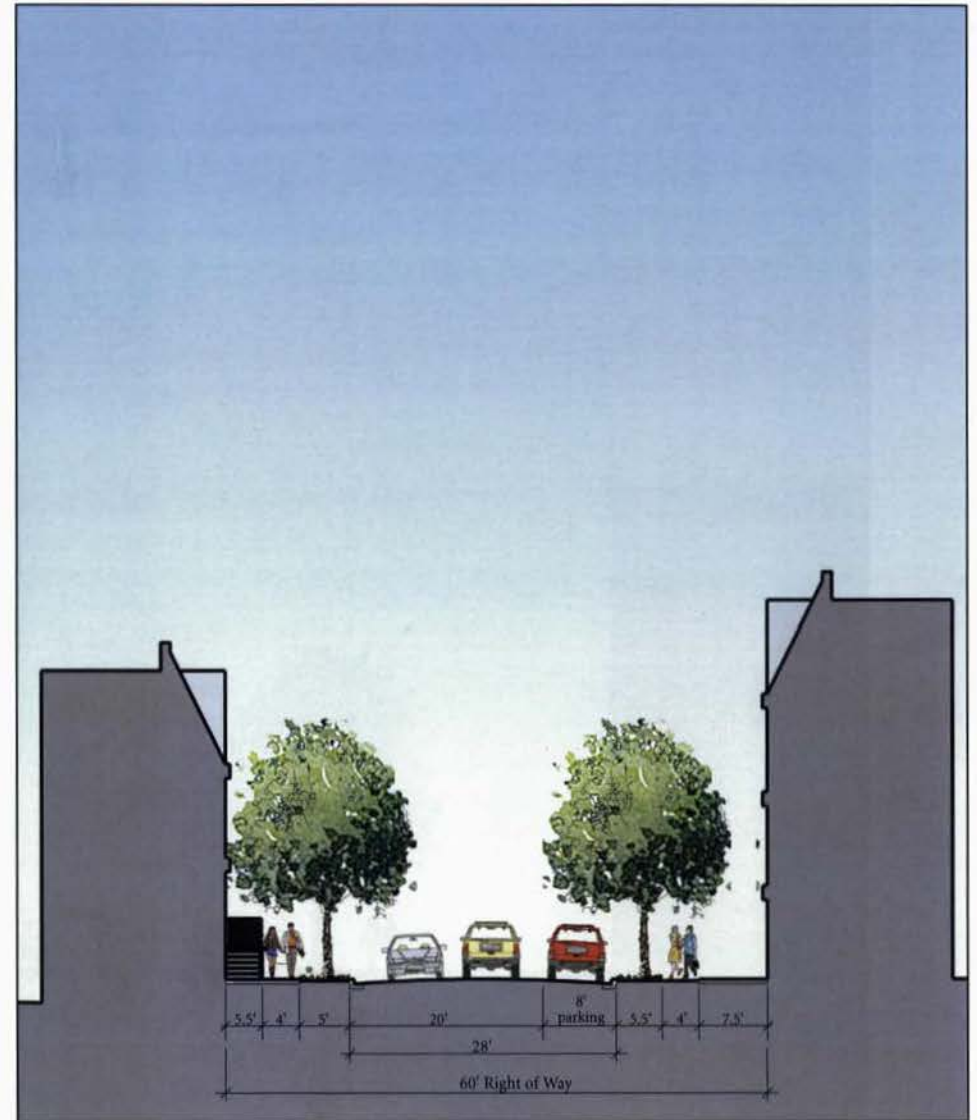
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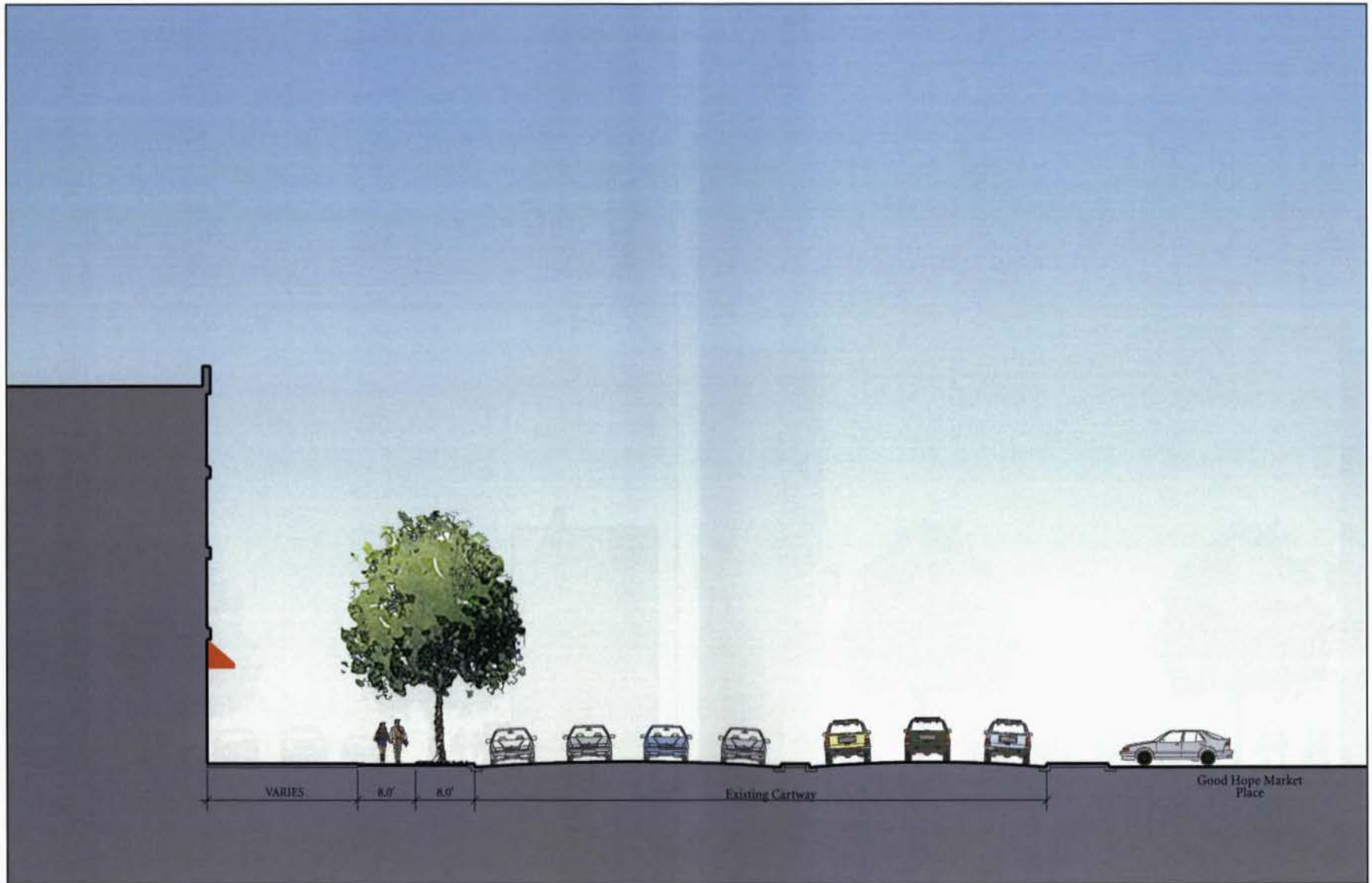
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S36 - Street Section: Main Street

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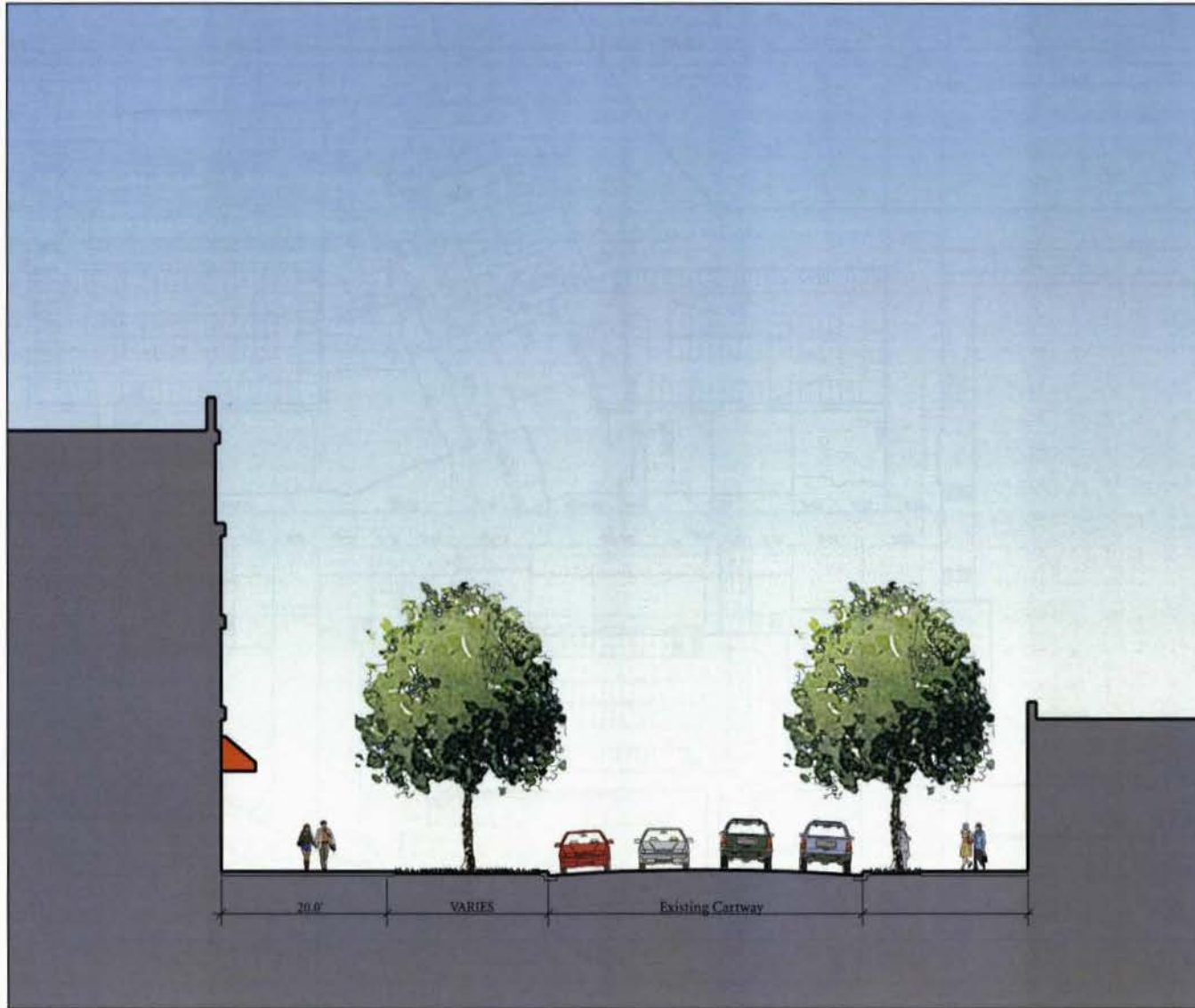
S28 - Street Section: Residential Street



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Street Section: Alabama Avenue

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Street Section: Good Hope Road

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