PROJECT SUMMARY

Project Location: 2613 South Water Street, 26-E-9
Neighborhood: South Side Flats
Zoning: SP-5
Zoning Overlay: N/A
Environmental Overlay: N/A
Neighborhood Plan: N/A
Community Organization: South Side Community Council
Zoning Record Number: DCP-ZDR-2020-13024

Use: Multi-Family Residential Apartments
Building Area: 349,919 SF
First level Area: 56,106 SF
Building Height from S Water St: 84’-6” Top of Parapet
Building Stories: 7 from S. Water St. w/ partial lower level
Unit counts: 246 Units
Parking Spaces: 174 Required, 184 Provided.
Parking Efficiency: 0.75
Bike Parking: 82 required, 108 Provided.

Our design goal is a “landmark” building for the SSW that activates the surrounding site, reinforces the connection to the river and trail, and enhances the vitality of the neighborhood with its innovative approach to a “live-work-play” development.
SOMERA ROAD’S OVERALL VISION

SOUTHSIDE WORKS
OVERALL PUBLIC SPACE MAP

THREE RIVERS HERITAGE TRAIL ENTRANCE & AMPHITHEATER
FUTURE APARTMENTS
COMMUNITY GARDEN
GARDEN PATH
PLAYGROUND
F&B PLAZA
THE DOG PARK
TOWN CENTER
CORNER GREEN
THE BOX OFFICE
RIVER FRONT GAMES
LAWN EAST
SOMERA ROAD’S OVERALL VISION

SITE PLAN
TOWN CENTER

NIGHTTIME VISUALIZATION
TOWN CENTER

VIEW FROM CORNER OF TUNNEL BOULEVARD AND 27TH STREET - WIDE
DOG PARK PLAZA

SITE PLAN
THE DOG PARK

PLANS FOR OVERALL IMPROVEMENTS:
- Pedestrian pathways
- Bicycle routes
- Public art installations
- Enhanced landscaping
- Improved seating areas
- Sustainable design elements
SOMERA ROAD’S OVERALL VISION

TUNNEL PARK
PHASE 1 - PLAYGROUND AND DOG PARK

SOUTHSIDE WORKS
PERSPECTIVE VIEW
THE NEIGHBORHOOD

View of Carson Street Commons Apartments from S 26th Street

View of Hofbrauhaus from S Water Street

View of Southside Works City Club Apartments from Coal Place

View of SouthSide Works Town Square from Sidney Street

View of Hyatt House from S Water Street

View of AEO Corporate Office from S Water Street

View of Southshore Riverfront Park Kiosk from S Water Street
View of SouthSide Works City Club Apartments from Three Rivers Heritage Trail

View of City Club Apartments from the intersection of Tunnel Blvd & S 26th Street

View of Birmingham Bridge & Downtown At west end of the site

View of Hofbrauhaus at east end of the Site from S 26th Street
View of SouthShore Riverfront Park from the stage on upper Three Rivers Heritage Trail.

View of SouthShore Riverfront Park from the east end of the site.

View of RiverPlace Amphitheater at Riverfront Park from the upper Three Rivers Heritage Trail.

View of the upper Three Rivers Heritage Trail from the north edge of the site.

View of the Ingots Statuary from the west end of the upper Three Rivers Heritage Trail.

View of SouthSide Marina from the upper Three Rivers Heritage Trail.
PLDP DESIGN GUIDELINES
FRONTAGE & VIEW CORRIDORS
Please note that the site plan shows both projects - the apartment building & the tunnel park on completion.
LANDSCAPE PLAN: CONTEXT

Trail Level 0 & Street Level 01

Ingot Sculptures

The Morgan Mill Gate

Existing landings extend to meet project site

Existing monuments in slope

Trail Connection +748

Seating

The Porch +738

South Shore Riverfront Park (SSRP)

Service Access

Bike Plaza

Parking Entrance

Entry Plaza

734+
LEGEND:

A. Entry Plaza
B. Entry Terrace
C. Connection to SSRP
D. Connection to SSRP (RA)
E. The Porch (RA)
F. Unit patios & trail connection
G. Landscape Buffer Planting
H. Vehicular Entry
I. Streetscape
J. Drop-off zone

RA- denotes restricted access
LEGEND:
A. Vehicular Entry
B. Bike Plaza
C. Streetscape
D. Planting
E. Service/Loading
F. Fire Truck Access
G. ADA Accessible Ramp-Trail Connection
H. Landscape Buffer Planting
I. Hillside seating
Note: Amenity terraces access is restricted to residents.
PODIUM

RIVERBANK
ROCK
STRATA
LAYERING

PEDESTRIAN CONNECTION

HOT METAL BRIDGE
MARINA
MASTS
MOVEMENT
PLAYGROUND

UPPER FLOORS

RIVER EXPRESSION & REFLECTIVITY,
CARVE AWAY AT VIEWS,
NOD TO THE CITY,
FROM THE PREEXISTING BASE OF NATURAL & MANMADE LAYERS ON THE SITE, THE BUILDING GROWS WITH A STRATA LIKE MATERIAL ON THE EXTERIOR; ADDING ANOTHER TIER TO THE PRE-EXISTING CONTEXTUAL VOCABULARY.
SECTION at South Shore Riverfront Park

SECTION at The Ingots – looking towards Downtown
The design intent is for the facade system to provide a permeable building envelope that allows light penetration, ventilation & enhances the garage’s environment. The perforated aluminum/mesh system will create a sense of curiosity for the pedestrians.

Lower Level – Architectural stone masonry
- Material inspired from site surrounding and riverbank rock strata

Upper Level – Fiber Cement Panels
- Panels with two color grades to create visual variation
- Varying sill heights for a dynamic façade
- The reveals connecting different sill height further emphasize the movement

Upper Level Book Ends – Ivory Brick
- Windows shift slightly at 5th & 7th floor
- Brick detail helps in emphasizing this shift

MATERIALS & FAÇADE TREATMENT
Goal for façade articulation –

• simple unified form at street
• few big “moves” (visual shifts)
• use vertical elements to forth break down long façade
• use balconies and subtle recesses to further break down the scale
• use finer details, especially at the ground and courtyard levels, to address the pedestrian scale
• provide a balance of higher cost and economical materials

MATERIAL ARTICULATION

<table>
<thead>
<tr>
<th>Material Articulation</th>
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<tbody>
<tr>
<td>IVORY BRICK BOOK ENDS</td>
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<tr>
<td>SMOOTH FIBER CEMENT PANEL - INSET</td>
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<td>SMOOTH FIBER CEMENT PANEL</td>
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<tr>
<td>ACCENT FIBER CEMENT PANEL - HORIZONTAL EXTRUSIONS</td>
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<tr>
<td>BRONZE VERTICAL SCREEN SUPPORTS, BALCONY EDGES &amp; ENTRY PORTAL</td>
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<tr>
<td>STRATA - ARCHITECTURAL STONE MASONRY</td>
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- Brick
- Fiber Cement Panels – Color 1
- Fiber Cement Inset Panels - Color 2
- Architectural stone masonry
- Perforated Metal Screen
PROPOSED SCREEN –Parking

Panelized design gesture using perforations of different scales to create interest & encourages visual movement.

BOD
• Perforation sizes (1/4”-1”)
• Panel Sizes 36”X40”
• Horizontal support frames behind the panels
• Vertical support frames in front of the panels, inspired from elements from the hot metal bridge.
• Ceiling lighting fixtures inside the garage will provide soft distribution of light emanating from inside.
SOUTH ELEVATIONS
From S Water Street

82'-0"

456'-0"

84'-6"
WEST ELEVATIONS
AXON VIEW - FROM S 27th STREET

*Materials in elevation are not intended to be photorealistic. Landscaping Information on Landscape Plans & Site Plans supersedes this view.
STREET VIEW - FROM S 27th STREET

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PEDESTRIAN LEVEL VIEW - FROM WATER STREET
AXON VIEW - FROM THE MONONGAHELA

*Materials in elevation are not intended to be photorealistic. Landscaping Information on Landscape Plans & Site Plans supersedes this view.
STREET VIEW - FROM S 26\textsuperscript{th} STREET

*Materials in elevation are not intended to be photorealistic. Landscaping Information on Landscape Plans & Site Plans supersedes this view.
STREET VIEW - FROM COAL PLACE

*Materials in elevation are not intended to be photorealistic.
Landscaping Information on Landscape Plans & Site Plans supersedes this view.
PEDESTRIAN LEVEL VIEW - BIKE PLAZA

Please note that this view shows both projects - the apartment building & the tunnel park on completion.

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STREET VIEW - COAL PLACE FROM S 26th STREET

Please note that this view shows both projects - the apartment building & the tunnel park on completion.

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BIRD’S EYE VIEW - FROM MONONGAHELA RIVER

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STREET VIEW - FROM COAL PLACE

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VIEW- FROM PITTSBURGH TECHNOLOGY CENTER

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VIEW- FROM PITTSBURGH TECHNOLOGY CENTER

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CONSTRUCTION MANAGEMENT PLAN
Construction Management Principles
- Safety
- Quality
- Reliability
- Communication & Neighborhood

Project Schedule
- Ground Breaking – Q4/2021
- Duration – 22 months
- Delivery – Q1/2023

Management Plan
- Early Contractor Engagement / Preconstruction
- Weekly Owner coordination meetings
- Daily foreman meetings
- Pre-planning of all work
- Site logistics and phasing plans communicated early
- “One Team” approach to delivery

Risks & Mitigation:

Site Location
- Site is immediately adjacent to river (3-sided)
- Focus on efficient use of available staging and laydown

Erosion and Sediment Control
- Develop E&S maintenance plan to prevent unwanted run-off into river
- Dedicated construction entrances & washouts
- Dust management as needed

Adjacency to trail
- Temporary re-direction of trail traffic during high-risk activity
- Provide protection, signage, etc. as required
- Dual trail system of upper trail should prevent the need for complete shut down at any time during construction.

Traffic, Parking and Pedestrian Circulation
- Respect current pedestrian patterns
- Pre-plan delivery routes
- Plan for dedicated contractor parking where possible

Neighborhood
- Respect the “live, work, play” ecosystem already in existence at SouthSide Works
- Monthly update meetings with SSW stakeholders
SUSTAINABILITY & STORMWATER MANAGEMENT SUMMARY

Sustainable Site Strategies:
• Brownfield site
• Direct access to SSW amenities, shopping, eating and entertainment
• Native plant species
• Green amenity courtyard (lower roof)
• Permeable pavers at walkways & access lane
• Bike parking exceeds minimum requirement with indoor/outdoor options as well as bike room with workbench & equipment.
• Partnership with DOMI & MOVE 412 pilot program, providing opportunity for locating a Swiftmile Hub near the building.
• Walking distance to public transportation stops. Nearest bus stop at 0.10 Miles/ 530 Feet.
• Healthy Ride Bike Station within 0.07 Miles/400 Feet.
• Electric Vehicle Charging Stations

Sustainable Building Strategies:
• Daylighting
• Efficient glazing systems
• Operable windows
• LED lighting
• Energy Star appliances
• Low flow fixtures
• High Solar Reflectivity Index (SRI) white roofing system
• Low VOC & recycled materials
ACCESSIBILITY & UNIVERSAL DESIGN SUMMARY

Amenity courtyard on the third level & the Porch at the trail level can be accessed using elevators providing accessibility to all regardless of their physical or cognitive abilities.

A series of accessible landscaped switchback ramps, stairs in the South Shore Riverfront Park adjacent to the site are an asset and allow for accessibility along the northern edge of the apartment building.

Accessible Unit Count
Type A Dwelling – 5
Type B Dwelling – 241

Total units – 246
ANSI Type A units provided are 2% of the total unit count.

Accessible Car Parking Spaces – 7
Accessible Bike Parking – 24

LEGEND
 Universally accessible connections

Building Entrance
Elevators

Three Rivers Heritage Trail

Accessible Ramp to connect the site with the Three Rivers Heritage Trail

Dedicated ADA Seating

S Water Street
Coal Pl.
STUDY INTERSECTIONS
PORT AUTHORITY BUS ROUTES & STOPS
BIKE ROUTES
RECOMMENDED MITIGATION

- Install stop signs at the side driveways.
- Move the drop-off area to the west.
- Optimize signal timing.

Map showing suggested traffic mitigations.
TRANSPORTATION DEMAND MANAGEMENT – POTENTIAL INITIATIVES

- Establish a member of the property management team (a TDM coordinator) who can be the resource person for tenants regarding public transit service, bikeshare, bike room, carpooling incentives.
- Provide follow-up on TDM strategies to DOMI as required.
- Set a target for SOV trip reductions.
- Provide a controlled access bike room with a workbench and a few tools/air pump.
- Provide outdoor public bike racks.
- Request installation of an additional Healthy Ride bike station nearby.
- The developer is currently partnering with DOMI and the MOVE 412 pilot program to bring mobility options to the South Side Works campus, and will provide opportunity for locating a Swiftmile HUB near or directly adjacent to new building.
- Support the local residential community if they petition the City for new or expanded Residential Permit Parking areas.
- Provide an information kiosk in the building, which would provide real time information on public transit and locations of available Healthy Ride bikes.
- Provide website option, bulletin board, and/or marketing for tenants to connect to each other for ride sharing and opportunities. Cross promote with brochures distributed in key areas.
- Provide zip car/car share program in the building.
- Establish wayfinding strategies to direct pedestrians to bus stations, bike racks, bike repair stations, etc.
### Summary – Community & City Stakeholders

#### Key Activities Meetings, & Hearings

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<tr>
<th>Date</th>
<th>Event Description</th>
<th>Notes</th>
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| 10/29/2020 | Project Pre-Application Meeting                                                    | Confirmation that building height may exceed 75’ up to 110’ and is in the designated landmark building area of the PLDP.  
|            |                                                                                   | 10% Open space will be handled in other areas, not required on this site.                   |
|            |                                                                                   | Preference for 0-10’ setback in the 2000 PLDP Guidelines vs. the 5-10’ setback in the 1998 PLDP. |
| 01/26/2021 | Zoning Development Review – DCP-ZDR-2020-13024                                     | Staff found overall design to be solid & appreciated level of detailing in the façade and the trail activation.  
|            |                                                                                   | Additional renderings were created to capture future vision of the park as a foreground to the apartment based on the staffs request. |
| 02/03/2021 | Receipt of Urban Design Targets from City Planning Staff                           | Design teams attention to Riverfront design was appreciated.                               |
|            |                                                                                   | Praised multiple physical and visual connections to the river.                             |
|            |                                                                                   | The Design team finetuned the massing to address some of the concerns related to building scale. |
| 03/08/2021 | Meeting with Riverlife                                                            | Asked about screening of cars and equipment, which will be provided.                       |
|            |                                                                                   | Concern with height and blocking views from other smaller residences was brought up. This building is 1 story taller than the City Club Apartments which sits between River and greater SS Flats already. |
| 03/09/2021 | South Side Planning Forum                                                          | Based on the feedback from CDAP, additional façade studies were done to refine & articulate a clear hierarchy of materiality that accentuates the multi-textured façade.  
|            |                                                                                   | Additional perspectives were created to illustrate the building from across the river and illumination strategies at night. |
| 03/16/2021 | Contextual Design Review Panel Design (CDAP) Review                               | The material palette of the building & site treatment was appreciated.                     |
|            |                                                                                   | Concern with blocking visual connectivity to the river.                                   |
|            |                                                                                   | Concern with parking screening and lighting in garage bleeding to street.                 |
|            |                                                                                   | Additional site sections were created to understand the relationship between S. Water Street, Tunnel Boulevard, the playground & the river to compare existing view of the river from the street level v/s the view after the project is built. Demonstrates the height the buildings site is above the river and the lack of existing visibility to the river because of this elevation difference. |
|            |                                                                                   | Large view sheds to the east and west of the building are maintained and actually provide views of the river.  
|            |                                                                                   | Additional development of the parking screening and the lighting was developed including a night rendering to show the design more clearly. |
| 03/25/2021 | South Side Community Council – Development Activities Meeting                      |                                                                                           |
| 05/19/2021 | DOMI TIS Submission                                                               | In review.                                                                                |
| 05/21/2021 | City SWM Submission                                                               | In review.                                                                                |
THANK YOU
DESIGN CONCEPT NARRATIVE FOR THE PROPOSED APARTMENTS

A strong mixed-used approach is at the core of Somera Road's initiatives for the Southside works – with the goal to create a healthy ecosystem where all use cases are complementary and operate in tandem. The apartment building along with the new playground to the south aims at fulfilling the community's long-held goal of turning a vacant, inaccessible riverfront lot into a lively, dynamic, and accessible river facing community destination. The Monongahela offers a place of beauty and solitude to the people of Pittsburgh. The design teams' goal is to arrive at a design solution that balances the human need to be close to nature while providing urban density thus creating a rich and dynamic built environment to live. The concept aims to strike the balance between the natural landscape & the urbanized built environment. The apartment building not only provides accessible connections to the river at the east & west end of the building but also create places of interest along the façade for people to hang out, meet friends, and bring their family to enjoy the riverfront.

Our design goal is a “landmark” building for the SSW that activates the surrounding site, connects the community with the river trail, and enhances the vitality of the neighborhood with its innovative approach to a “live-work-play” development.

On the macro scale, the massing of the building will:

- Respond to the natural form of the river to the north.
- Celebrate views of the city skyline to the west, hillside bluffs of Oakland to the north and wooded slopes to the south.
- Respond to the adjacent Tunnel Park and Riverfront Park with unique treatment of the façade at garage & Pedestrian levels.
- Respond to the location of the Ingot Statuary and view plaza at the river trail.
- Address the pedestrian experience by introducing contextual artwork along the façade that the blurs the boundaries between building and art.
- Maximize efficiency by leaving no space under-utilized.

Through this responsive massing and “landmark” nature of the building, residents will quickly become rooted within this unique hub of Pittsburgh. A primary transition in the building form will occur at the junction of the Ingot Sculpture plaza at the river trail and Coal Place within the new park to the south of the building. Beyond this major transition, a regular column grid will be prioritized in the remainder of the building to maximize efficiency in the design.

The finer details of the building will address the pedestrian scale, especially at the ground and courtyard levels, breaking down the mass of the building. The linear nature of the building will be intersected with volumes to help break down the overall length using simple big “moves”. This will also help create more views from the apartments out to the river as well as define the courtyard space for the residence. A mix of metal and vegetative screening at the pedestrian level will open the garage to exterior views and fresh air. Expansive amounts of glass at ground level amenity and lobby areas will also provide for transparency in and out of the building. Balconies, subtle recesses and vertical projections in the building façade will further break down the scale and provide connection for residents to the site and surrounding community.

The following is a narrative that illustrates the design concept for the project and how the project addresses the Development Design and Controls found in the PLDP. Please refer to page 39 of PLDP for reference.

PLDP sections marked in RED will need to be updated to support this use and form.
DEVELOPMENT DESIGN AND CONTROLS (Per Section VI in PLDP)

A. Comprehensive Planning Concepts

1. Planning Zones - The project is located in “Subdistrict I” per pg. 40 of the Jan 13, 1998 PLDP Amended #1, and “Subdistrict A” per Exhibit B of the PLDP Amendment #1. The site is located in SP-5 per the Pittsburgh Zoning Code.

Unrealized vision of the Marina Blvd & Implementation of S 27th Street, South Shore Riverfront Park and Coal Place

The vision of the PLDP (written in 1998) & The SSW Design guidelines (written in 2000) included a broad 130’ street named Marina Blvd starting at Carson street & terminating in a designated view corridor towards the river. When the Soffer Organization & the South Side Local Development Company began a series of mixed-use development in SSW in 2003, they did not realize this vision for the Marina Blvd.
The South Shore Riverfront Park made the design intent of a designated view corridor from the PLDP & the SSW guidelines a reality in 2012. "The Riverfront Park Master Plan addresses the river frontage along with the Monongahela river & southside works development, a 130-acre brownfield site. The riverfront park provides the South Side residents with a major public venue and enhances the riverfront identity if the south side." – EPD PGH

While the original PLDP anticipated 27th Street running parallel to 26th Street, this did not take place as shown in the Google Earth image. Instead, 27th Street is diagonal to 26th Street. This shifted the Designated View Corridors to each side of the project site with the Marina to the west and the Southside River Front Park Piazza to the east. Coal Place became a connector between S. Water Street and Tunnel Boulevard. South of Tunnel Boulevard Coal Place becomes a private parking area and service access for SSW City Club Apartments and 424 S.

27th Street. As a minor connector street that does not carry through to Sidney St. as a public way, it does not act as an opportunity for a view corridor like 26th, 27th and 28th Streets do.
A. Comprehensive Planning Concepts

2. Lot Dimension

A. Lot Dimensions per PLDP-

1. Required: The lot dimension is bounded by the rights-of-way set by the Development Masterplan.

2. Provided: Per previous explanation of the as built street layout and the change from the original Development Masterplan the project site became longer and narrower tapering towards the west of the property. Because the URA leases the small parking lot at the west of the site to the Southside Marina, that portion of the property will be subdivided off and maintained by the URAA.

i. Total lot area (prior to subdivision) – 86,651 sq ft or 1.989 acres
   Lot Area (West) – 8,203 Sq Ft or 0.211 acres
   Lot Area (East) – 77,448 Sq Ft or 1.778 acres
i. Residential Density
1. Required: Overall residential density of the SSW will average between 60-70 units per acre with Apartment component expected to range between 80-110 units per acre.
2. Provided: Residential density of this project is roughly 139 units per acre. It is less than the adjacent SSW City Club Apartments & will not cause the overall SSW residential apartment density to exceed the expected apartment density range 80-110 units per acre listed in the PLDP.
3. Residential density in the SSW- Total: 983 units/12.7425 acres = 77 units/acre
   City Club Apartments: 262 units/1.6769 acres= 156 units/acre
   Carson Street Commons: 270 units/6.4 acres= 42 units/acre
   Flats at SSW: 83 units/1.5040 acres= 55 units/acre
   Hot Metal Flats: 117 units/1.3836 acres= 85 units/acre
   Riverfront Apartments: 251 units/1.778 acres= 141 units/acre

ii. Maximum Lot Coverage per PLDP: 85% for multifamily, per residential block.
1. Provided: Lot coverage provided in this project is 72.3%
   Proposed Lot Area (East) after subdivision – 77,448 Sq Ft or 1.778 acs
   Building Area 55,984 Sq Ft / 77,448 Sq Ft = 72.3%
A. Comprehensive Planning Concepts

4. Building Height

Our site is located in a zone anticipated to be a landmark location. During the preapplication meeting dated 29th October 2020 and subsequent email response from Planning Staff, Anne Kramer confirmed that proposed building can exceed 75'; URA would accept height if permitted.

i. PLDP Maximum height is 75' except where landmark buildings are proposed. Landmark buildings are permitted to be up to 100’.

ii. Height permitted per the 2000 SSW Design Guidelines: Exceptions to the height regulations are permitted, as authorized by the Zoning Administrator, per below:

1. Any structure above 6 stories and 75’ shall be placed in a location specifically identified for such structures in the FLDLP, which shall locate such structures in important public locations in the district, adjacent to major public open spaces or public streets, and shall be designed to be a landmark structure which specifically responds to its location on the site.

2. The max height shall not exceed 9 stories and 100’.

3. Structures with height above 6 stories and 75’ shall be sited and designed to be an integral part of the Land Development Plan and shall not result in abrupt changes in scale or size from adjacent buildings.

4. No more than 3 structures above 6 stories and 75’ shall be located within the SP-5 district.

iii. Note: Pittsburgh Zoning Code limitations for SP-5 District provides the following exceptions to a 75’ height limit:

1. Two (2) structures may exceed seventy-five (75) feet and shall not exceed one hundred ten (110) feet, for any uses permitted in subsections 909.01.J.1(a), (b) and (c), and immediately adjacent to Hot Metal Street.

2. Three (3) structures may exceed one hundred ten (110) feet and shall not exceed one hundred sixty-five (165) feet, for any uses permitted in subsections 909.01.J.1(a), (b) and (c), and within the area bounded by the Monongahela River, Hot Metal Street, South Water Street, and 26th Street.

3. No more than five (5) structures exceeding seventy-five (75) feet shall be located within the SP-5 District.

iv. Provided: The Building Height from S Water St: 84”-6” Top of Parapet

Building Stories: 7 from S. Water St. w/ partial lower level

Our site is at a location originally anticipated to be a landmark building per the PLDP. Our building will frame the edge of South Shore Riverfront Park to the east and Tunnel Park to the south of the building, adjacent to the site. The building will define the edges of the adjacent opens spacing acting as the urban street wall. The proposed height relates to the height of existing 6 story SSW City Club apartments directly to the south of the site at approx. 75’ (based on google earth) to the highest parapet. This apartment building and the REI retail building (at approx. 45’) are 160’ away from the proposed project. The Hofbräuhaus Pittsburgh (approx. 45’) is 130’ to the east of the proposed project.
5. Variable Build-To Line

i. Build to Lines per PLDP:
   1. 5’-10’ along Tunnel Boulevard
   2. 5’-10’ along “Marina Boulevard” (27th St.)

ii. Build to lines per SSW Design Guidelines pg. 16:
   1. Front setbacks 0’-10’ with no percentage required.
   3. 30% minimum must be open to views to the River (See “Setback
      Diagram” from the SSW Design Guidelines for description).

iii. Build-to Lines Provided:
The build-to lines along S. Water Street are being maintained per the SSW Design Guidelines, with one exception near the bike storage plaza. This is the location of the building where it angles in response to the property line at the north along the heritage trail. It creates a deeper setback here and is being utilized for a rain garden to support meeting the challenging stormwater management requirements. The deepest part of the setback is approx. 28’ off the property line and from there it angles back to conform with the build to lines.
The building at the north along the Heritage Trail easement conforms to the minimum 15’ setback.

iv. Views to the River Provided: In review of the Setback Type 4 diagram in the Design Guidelines, the proposed building meets the design intent for the view corridors at South Shore Riverfront Park on the East between Hofbräuhaus Pittsburgh and the building. The west side of the site also conforms to the guidelines as it does not abut any other buildings as Water Street ends and turns toward 26th Street leaving complete openness to the river and downtown. The marina building sits below the street level to the west of the site and does not impede the openness to the river.
A. Comprehensive Planning Concepts

The distance between the apartment building & the Hofbräuhaus is approximately 130 ft. The parking lot to the west is about 500’ wide. The building length along S. Water Street is approximately 465’ wide. The view corridors at each end of the building exceed any other view corridors along the river between the existing structures in the SSW.

This view is taken from the apartment building across Tunnel Park– the proposed building will not block views of the river and city to the west. The marina also remains in view from this location. Credit– SSW City Club Apartments.

This view is taken from 27th Street towards the South Shore Riverfront Park Piazza and shows the view corridor.
Impact of elevation drop on hierarchy of spaces

Section across the Tunnel Blvd & the South Shore Riverfront Park drops about 40’ over a span of 295’ along the east end of the proposed apartment building. The elevation drops create a varying visual experience for the pedestrians. The views of the river also change drastically as one moves from the South Water street to the River landing in the South Shore Riverfront Park (SSRP).

At Tunnel Blvd, the S. Water Street & the entry to the SSRP Piazza the pedestrian experience & views are limited to the hillside bluffs of Oakland due to the steep slope towards the river. The Monongahela is not visible from these vantage points. The pedestrians need to walk up towards the SSRP Amphitheatre to get a glimpse of the river. Users are about 18’-20’ above the river when standing at the SSRP Stage.

Pedestrian connections & activity nodes are strategically designed along the buildings east end to work with the switchback terraces connecting the upper and lower plazas of the SSRP. Together the two projects create an exciting outdoor public space that draw pedestrians closer to the Monongahela for relaxation and special event.
6. Parking:
The parking structure will have an architecturally finished front façade. The garage screen’s design concept is inspired from the prominent truss geometry of the Hot Metal Bridge. The primary vertical structural members support the perforated screen & the secondary angled aesthetic elements imitate the vertical & the diagonal members of the truss bridge. The design intent is for the facade system to provide a permeable building envelope that allows light penetration, ventilation & enhances the garage’s environment. The perforated aluminum/mesh system will create a sense of curiosity for the pedestrians. The façade system aims at providing screening yet allowing visual engagement between the passerby & the building occupants, anchoring the relationship between the interior & exterior.

The goal is to create an overall delicate, lightweight and elegant look that draws attention to the west of the building to pay an ode to the city skyline. Smaller perforated metal panels with varying opening sizes come together to form an overall screen. Perforated panels with the largest opening sizes are strategically placed to create visual pulls towards the west end. Light and movement can be glimpsed through openings of different sizes. The variation in the perforation sizes allows control of natural light coming into the space & artificial light spilling onto the sidewalk at night. Perforated panels let the light shine through at night, transforming the building into a beacon.

The length of parking facing Tunnel Boulevard is 346 feet, which is below the maximum 400’ permitted. Stairwell leading to Tunnel Park is located at the perimeter of the garage, in direct view from the street.

No Below grade parking is proposed for the project.
B. Street Framework Standards
Goal – creation of a system that allows for flexibility or variety of development type.
Creating a strong visual identity through intensive landscaping and a framework that encourages
Continuity of sidewalks along each street
Crosswalk demarcation at street intersection
Wide sidewalk with shade trees (Street trees to conform to current City standards)
High level of street lights
High visibility inside the building at first floor to programmed areas to create self-policing environment
The playground along with the apartment building creates a landmark within the overall masterplan
The 12'-6" floor-to-floor heights of the garage levels allow for future conversion to alternative uses.

C. Street Design Standards
Proposed vacation of S. Water Street is not part of the SSW Riverfront Apartments project. It is undetermined if and when this vacation will be pursued.

D. Tree Planting Framework Plan – Street Trees
The street trees planned for the project will be spaced at a maximum spacing of 25 feet (20 feet at minimum). While the project is located on South Water Street, due to its adjacency to Tunnel Park and Tunnel Boulevard the project will utilize the London Planetree. However, the cultivar utilized will be derived from the City of Pittsburgh approved street tree list dated January 1, 2020 as the ‘Bloodgood’ cultivar specified in the 1998 PLDP document is no longer permitted by the City of Pittsburgh. Tree caliper specified will be 3 ½”-4.”
The street trees planted along South Water Street will be located within a City of Pittsburgh standard (30 SF minimum) planting area which will contribute to the urban character and reduce stormwater impacts through the use of (pervious) planting areas.

E. Architectural Standards
1. Exterior Appearance of Building:
The overall design aesthetic of the buildings within the SSW has taken on an eclectic nature with a wide range of architectural styles and materials. A particular design or material precedent has not fully been established, particularly as one moves further away from the older buildings on East Carson Street. The proposed apartment building will provide a unique design style and high-quality materials to set the bar in this eclectic neighborhood.

The building will rest on a base of architectural precast panels/architectural stone masonry, in response to the natural surrounding rock strata found at the river’s edge:

Above the lower level, the strata look continues in brick facades at the upper apartment levels. Between the primary brick areas, fiber cement panels will be used that are in close relation to the brick color and texture. The river facing and city facing facades will utilize larger/additional windows to celebrate views.

At the pedestrian level, a custom screen structure is provided to frame the natural setting of the adjacent park to the south and the river trail to the north. Storefront is maximized along the first-floor level to express interior spaces to the community & establish visual connections with the pedestrians. The glazing systems will be designed to create openness & maintain daylight comfort in the interior spaces. Clear glass will be used to avoid features that could lead to thermal or visual reflectance issues. Outdoor seating areas will be provided to further activate the sidewalks.

The proposed building will elevate the pedestrian & architectural identity of the SouthSide Works neighborhood by using high quality & durable materials with a cohesive color palette. The design intent is to provide articulation to the façade by introducing a consistent rhythm of materials, patterns, reveals & building peel backs to create an inviting unified environment that adds interest, creates shadows and excitement.
E. Architectural Standards

Exterior Building Designs should address the following general guidelines:

Emphasize simplicity and harmony in material selection providing designs that recognize the transition from traditional, brick buildings along the western and south edges to more contemporary “high-tech” designed building nearer the Monongahela River. Building designs should be limited to no more than three cladding materials, with one dominant cladding material.

- Masonry should be the dominant exterior material along all public streets.
- Glass should be secondary material.
- Dominant building colors should be shades of brick reds, red-orange, and red-orange-tan.
- Accent colors should be of traditional colors, consistent with those utilized in the South Side and East Carson Street corridor and should complement the dominant building color.
- Elements such as pilasters, cornices, window sills, lintel, etc. shall be included where appropriate. Materials of these components should be limited brick, cast stone, stone, ornamental metal, stucco, concrete, and split face CMU block.
- Railings, walls and other building extensions should be designed and constructed in the same materials as the main structure.
- The following materials are discouraged: vinyl and aluminum siding, imitation stone, unfinished aluminum, wood roof shingles, split-face concrete block, reflective glass

2. Site Landscape Design
As the project is located in subdistrict 1A, the landscape design and design of the public realm extends the proposed building entry and bike plaza into the public streetscape. Enhanced pavement materials, seating and planting are planned at the building entry (corner of 27th Street/South Water Street) and the bike plaza (near the Coal Place project entry).

The building entry plaza will utilize more detailed paving patterns and materials and include benches and low plantings. The entry plaza hardscape materials wrap around the building corner to create a patio (with outdoor tables and chairs) which overlooks / connects to the adjacent Southshore Riverfront Park entrance.

Near the Water Street/Coal Place intersection, a newly created bike plaza extends from the building’s interior bike amenity/storage space into the public realm. Detailed paving, seating, bike storage racks and planting create a welcoming plaza for cyclists. Plantings selected are native and adapted to the region with a focus on seasonal color/interest and suitability to site design/conditions.

These pedestrian oriented spaces are publicly accessible and provide enhanced opportunities for the building’s connection to the greater South Side Community.

Planting areas between the public sidewalk and the building façade will contribute to stormwater mitigation, providing permeable areas for stormwater infiltration and reduce impervious surfaces (where possible).
In addition to the above, the landscape will address the Riverfront Park through connections to the adjacent Three Rivers Heritage Trail and South Shore Riverfront Park. Plant species will aim to contribute to the diversity and enhance the habitat of wildlife and plant communities of Western Pennsylvania. The landscape proposed along the riverfront trail will utilize a palette of native and adapted plants and draw upon the existing character of the trail.

**Engaging Connections:**

Through strategic design & programming the project creates places of interest around the building to engage pedestrians & building users with the site. The concept aims to strike the balance between the natural landscape & the urbanized built environment.

The entry plaza forms an outdoor lobby to the apartment building & also acts as an extension to the South Shore River Front Piazza.

The Porch at the northeast end of the apartment building acts as an outdoor extension to the indoor fitness center. The Porch creates an activation node along the Three Rivers Heritage trail and helps create a more thriving environment. The river facing apartment units along with the hillside seating next to the Ingot sculpture plaza encourage pedestrian movement further.

The Bike Plaza to the south-west is an extension to an indoor bike repair & storage area. This plaza sits close to the future bike test trail area being developed as a part of the playground. This activity node draws pedestrians and park users closer to the west end of the apartment building. A paved area along the west end provides another accessible connection to Three Rivers Heritage trail.
3. Plants for Private Development Parcels
   The plant palette will be comprised of plants from the approved lists in the PLDP and Design Guidelines. With the focus of creating sustainable landscapes, the design will expand upon the palette proposed in the 1998 and 2000 documents and incorporate additional native and adapted plant species suitable to the region. Discrepancies with the City’s current standards will be determined and reconciled.

4. Screening of Service Elements
   Trash service area is located at the west end of the site to keep it as far as possible from the primary boulevard at 27th Street and the Riverfront Park. Trash will be housed in a room within the building. Collection Company will have access to the room to collect refuge keeping dumpsters screen from site at all times. Rooftop mechanical units will be screened from public right of ways and neighboring properties. Utilities will be underground to the connection point provided by the utility company.

5. Lighting:
   Lighting will express the hierarchy of pedestrian and vehicular traffic. Outdoor seating areas will be activated with dynamic lighting, the building façade will be indirect with hidden light sources, the primary corner facing the Riverfront park will provide lighting to highlight the primary entrance. Entry to garage will be highlighted to identify the location to vehicular traffic and the screening around the garage will allow for a subtle ambient light projecting from the building. Architectural lighting will be used to provide subtle highlights to key design features.

6. Site Elements:
   Public art will be integrated with the building façade facing Tunnel Park to the South of the building. All site furniture will made of long-lasting materials. Public bike parking will be provided per the zoning code requirements.
Factors driving massing & form decisions –

- Respond to the natural form of the site
- The two orange volumes push out towards south water street to break the long façade.
- Transition in the building form at the Ingot Sculpture plaza junction breaks the geometry further to create a pedestrian-friendly experience.
- The delicate garage skin at the first floor visually lifts the building towards the west to pay an ode to the city skyline.
- The three orange volumes towards the river help create two connected terraces. The change of scale between the two terraces allows for creating a distinct spatial quality.
- The change in building angle allows for the celebration of the views of the city skyline to the west, hillside bluffs of Oakland to the north, wooded slopes to the south and the river
- Unit efficiency
SECTION at The Ingots – looking towards Hot Metal Bridge

SECTION at the west end