

Site Location

North Point Breeze

Multi Parcel Mixed-Use Development - Masterplan (December 2, 2019)



Community Meeting Agenda

North Point Breeze - Lexington Partners/ URA Development

Construction Junction

December 2, 2019 6:30 PM

45 minutes to 1 Hour

- General Introduction – Jeff Wetzel – North Point Breeze Neighborhood Association
- Project Introduction – URA Representative

Points of Discussion: Timeline of approvals and purchase process

Other government requirements / Issues

- Development Recap – Lexington Partners – Keith B. Key, Jason Lardo, Tisha Germany
- Project Design Presentation – Indovina Associates Architects - Rob Indovina, Ryan Indovina

Project Components

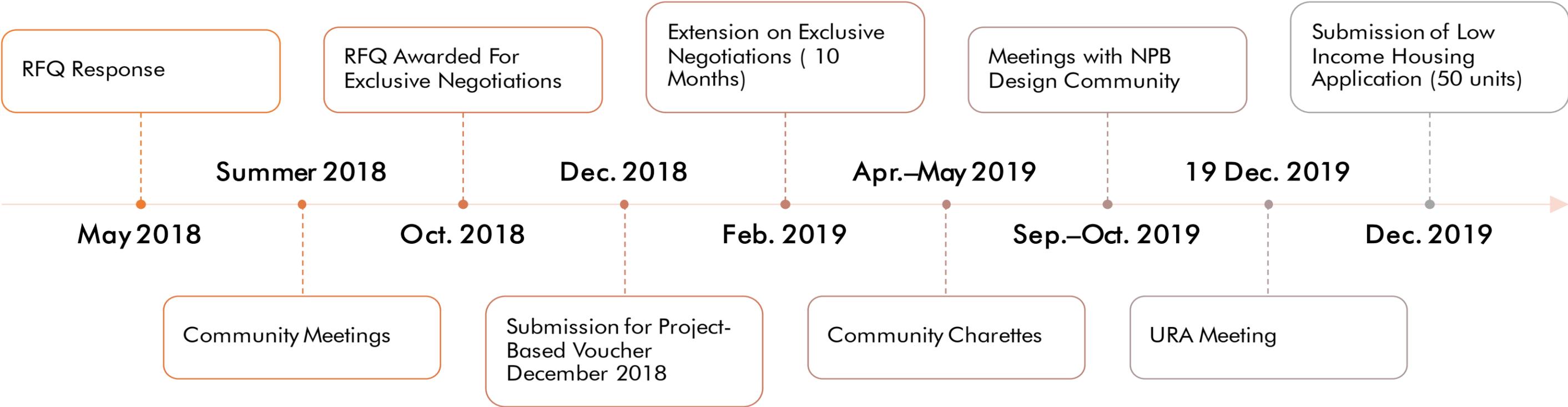
Commercial Development

Residential Development

30 Minutes

- Audience Q & A

Timeline



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Design for everyday life.

architecture. urbanism.
art. landscape.

Project: Lexington Partners Lexington Technology Park RFP Response

Regarding: Integration of previous planning recommendations
into the Lexington Partners Housing RFP Proposals

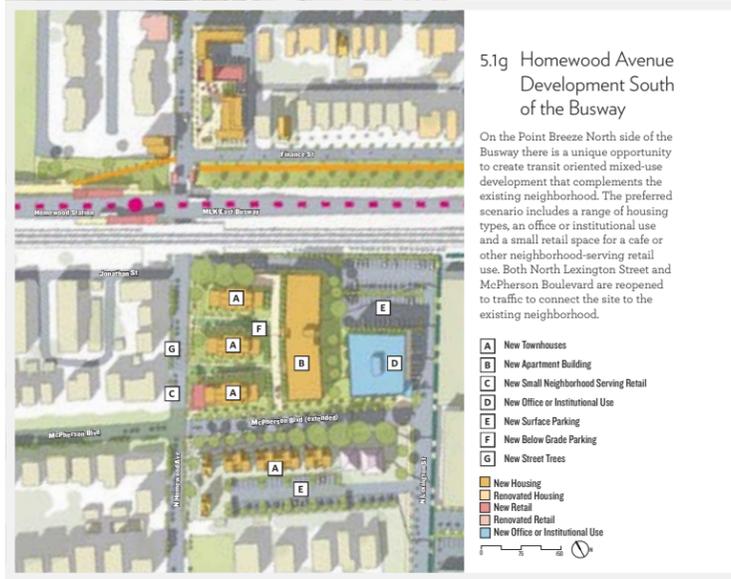
This memo outlines previous planning for the Lexington Technology Park site referenced and examined during the Lexington Partners RFP response development. Described below are how these recommendations guided the development of options for the housing site by Lexington Partners prior to the engagement of Indovina Associates Architects, whose have since refined and further explored options for the site during a series of charrettes in the spring of 2019.

The Lexington Partners RFP response built on scenarios drawn from two relevant previous studies of the site created by the Urban Redevelopment Authority of Pittsburgh, in both cases with multiple community meetings. Our understanding is that the URA crafted the Request for Proposals in part based on the recommendations of these studies and with input from the Point Breeze North Development Corporation. Our general strategy for the housing portion of the site is heavily influenced by the basic organization and housing mix principles articulated in these two studies and summarized below.

The first study *Bridging the Busway*, from January 2012, provides broad recommendations of the Lexington site in two sections, the housing site of the RFP is covered in the "Homewood Ave - TOD Target Area" pages (102-129) and the remainder of the Lexington site in the "Rosedale & Lexington" section (pages 134-137). The "Homewood Ave - TOD Target Area" recommends in point G on page 104 to, "Develop a mix of housing, small retail and office or institutional uses on the surface parking lot south of the Busway at Homewood Avenue and Lexington Street." The document further illustrates two alternative mixed-use scenarios for the parking lot on pages 124-129. The first scenario illustrates a mix of housing types, a sub-surface garage, an office building and a very small retail space. The second scenario illustrates a small supermarket, a parking structure, a mix of housing types, and an office building. The mix of uses shown in the first option is significantly closer to what was requested of developers in the RFP and is excerpted on the following pages. This scheme (5.1g Homewood Avenue Development South of the Busway) (page 124) calls for a mix of uses including "New Townhouses", a "New Apartment Building" and "New Below Grade Parking" among other uses. It also recommends an extension of McPherson Boulevard in the larger Lexington site. The distribution of housing types includes lines of town house units in the north-western section of the site perpendicular to Homewood Avenue

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5.1g Homewood Avenue Development South of the Busway

On the Point Breeze North side of the Busway there is a unique opportunity to create transit oriented mixed-use development that complements the existing neighborhood. The preferred scenario includes a range of housing types, an office or institutional use and a small retail space for a cafe or other neighborhood-serving retail use. Both North Lexington Street and McPherson Boulevard are reopened to traffic to connect the site to the existing neighborhood.

- A New Townhouses
 - B New Apartment Building
 - C New Small Neighborhood Serving Retail
 - D New Office or Institutional Use
 - E New Surface Parking
 - F New Below Grade Parking
 - G New Street Trees
- New Housing
 - Renovated Housing
 - New Retail
 - Renovated Retail
 - New Office or Institutional Use



with green spaces in between buildings. In the south portion of the site, town houses face both Homewood Avenue and the extension of McPherson with a small surface parking lot to serve the housing illustrated behind them. In the eastern area of the parking lot site a three story apartment building over a single level parking podium, with a four-story office building behind it is illustrated. This page is excerpted at left. The explanation of the building organization on page 127 (below) describes the site organization strategy as follows: "The site is large enough to accommodate a ranges of uses and housing types, however new buildings should decrease in scale as they



move towards Homewood Avenue to relate to the 2 1/2 story houses across the street." This page also recommends that future developers "Build a range of housing types to create a medium density development next to Homewood Station including apartment buildings, back-to-back attached two-story units and traditional townhouses." The accompanying rendering is excerpted below:



Bridging the Busway January 2012

Called for

New Office Building

Apartments

Townhouse – facing inward

New Townhouses along McPherson Boulevard

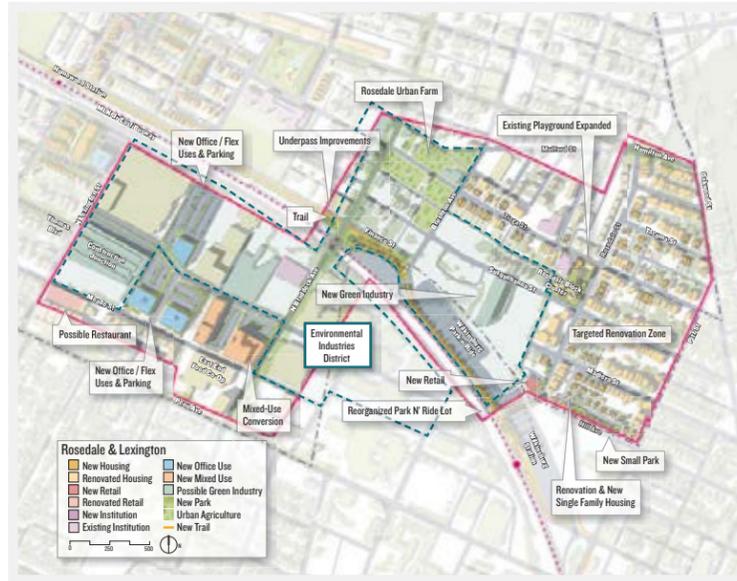
- 31 Townhouses
- 45-65 unit apartment
- 33,000 sf of office
- 2,000 sf retail
- 62 surface spaces
- 141 garage spaces

Extend Thomas to Braddock

New mixed use, green industry and office uses

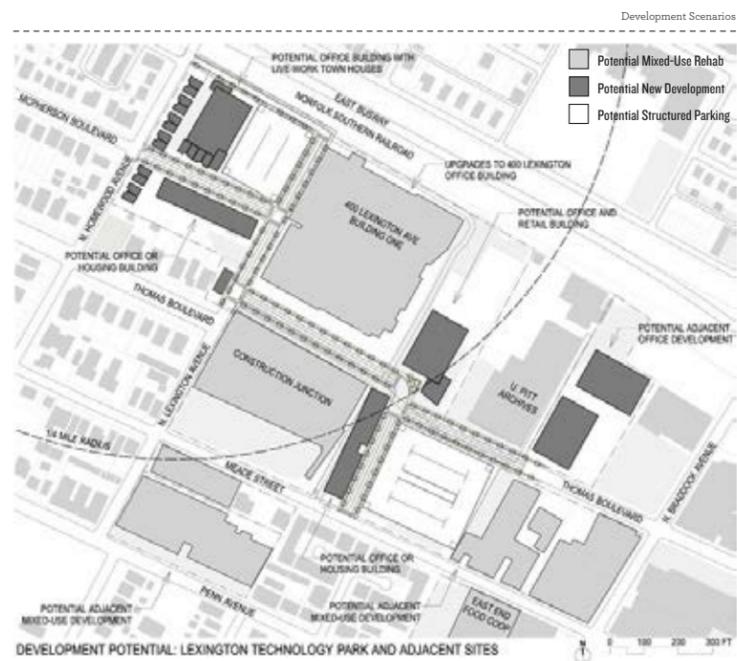
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The recommendations from *Bridging the Busway* for the remainder of the Lexington site are shown at left (page 137.) Specifically the plan recommends that future development of the Lexington site "Extend Thomas Boulevard to Braddock Avenue and encourage new mixed use, green industry and office uses in the Lexington Technology Park "

The *Bridging the Busway* study was followed by a second study created by the URA and Pittsburgh Department of City Planning in 2015 to examine the potential for transit oriented development around the Homewood Station of the Martin Luther King Jr. East Busway. *The Homewood Station Transit Oriented Development Study* also examined the potential of creating a TRID (Transit Revitalization Investment District.) This second study is focused primarily on how a TRID district might support the implementation of planning recommendations made in *Bridging the Busway* as well as through the *Homewood Cluster Planning Process* (on the Homewood side of the Busway.)



The study illustrates mixed-use development for a portion of the Lexington site including the parking lot where the RFP requested the construction of affordable housing. The study's development scenario for Lexington is illustrated at left (page 71.) It shows a mix of town houses, an apartment building, an office building, and a parking structure to serve these uses as well as the larger district. This mix of uses is similar to that illustrated in *Bridging the Busway*, but the configuration is different. Similarly, the study recommends extending McPherson Blvd. through the site.

Homewood Station Transit Oriented Development

12 townhouses

Office Building/Live-work

Parking Garage

Extend McPherson and Thomas

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Lexington Technology Park

The Lexington Technology Park and the parcels adjacent to have the potential to develop into a mixed-use district containing office uses, housing, retail and light industrial uses. The Enhanced Development Scenario illustrates a possible development strategy for this area. The addition of both new streets and new structured parking are required to maximize development on the Lexington site. The development scenario is organized around a pair of new streets linking the two disconnected parts of Thomas Boulevard.



DEVELOPMENT SCENARIO

Affordable living and working for all

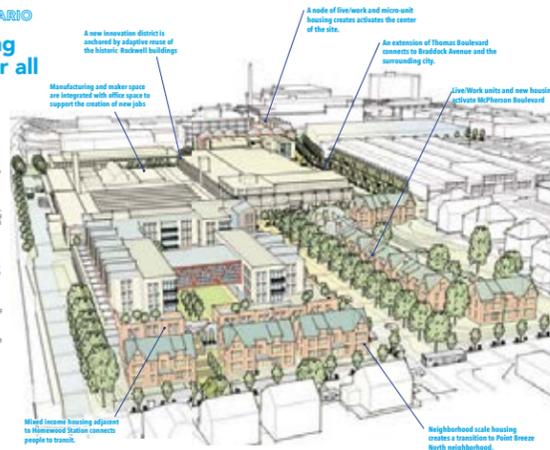
Planning approach

The following development scenario is one vision of how a mixed-use, transit-oriented district could be developed in the project area. Our community-oriented approach gradually reintegrates Lexington back into the surrounding neighborhood, and attempts to create a place that everyone feels belongs to them, whether you have lived in the neighborhood your whole life or you have just arrived. Although it may appear that this development plan is completely worked out, this vision is only the beginning of a conversation about the future of the site. Our team is committed to working with all neighborhood stakeholders, through an inclusive planning process, to modify and bring the design into alignment with the community's hopes and vision for the site.

We are committed to creating a mixed-income place that includes affordable housing as well as affordable work space, and brings new jobs into the neighborhood. We love the place and acknowledge that it is already home to many people. We want the existing community to thrive in the new district as a strong part of connecting cultural, economic and historical identity. Rather than displace existing residents and businesses of their homes, North and Homewood, if successful, this development will regard the needs of affordable housing in the neighborhood, bring new amenities into the neighborhood and be a platform for economic renewal for the surrounding community. The development team is also committed to supporting the surrounding neighborhood, by helping to improve existing public amenities outside of the formal development area boundaries, and by supporting and providing space for existing community initiatives.

Build on past community planning

Two planning studies guided our redevelopment approach: Bridging the Busway (2012) and The Homewood Station Transit Oriented Development Study (2015). Bridging the Busway recommended improvements to Homewood Station and the Baddock Avenue underpass.



LEXINGTON PARTNERS OF PITTSBURGH - REVISED HOUSING PROPOSAL

As in *Bridging the Busway*, smaller town houses are shown along Homewood Avenue, with larger uses of up to 4 stories shown behind biased towards the train tracks and existing commercial uses. The rendering illustrating this from the TOD study is shown at left (page 71.)

Lexington Partners drew significantly on these two city sponsored studies in developing their RFP response, in particular in crafting options for mixed-income housing on the parking lot site.

The scenario first illustrated in the original RFP response created a mix of housing types including town houses and an apartment building with sub-surface structure parking. Consistent with the *Bridging the Busway* and *Homewood Station Transit Oriented Development Study*, the Lexington Partners scheme proposed a site organization strategy that biased 2 1/2 story town houses along Homewood Avenue and an extension of McPherson, and located a larger apartment building in the eastern portion of the site adjacent to the existing commercial uses in order to minimize impact on the existing housing on Homewood Avenue and Thomas and McPherson Boulevards.

However during the RFP process concerns with the density and height of the apartment building were raised by community members, and in response the Lexington Partners team proposed a version illustrated at left that increased the number of town houses, decreased the height and density of the apartment building and significantly set the apartment building back further from Homewood Avenue.

RFP Response

Townhouse on Homewood

Apartment Building

Townhouses on McPherson

Revised RFP Proposal

Townhouse on Homewood Additional townhouse

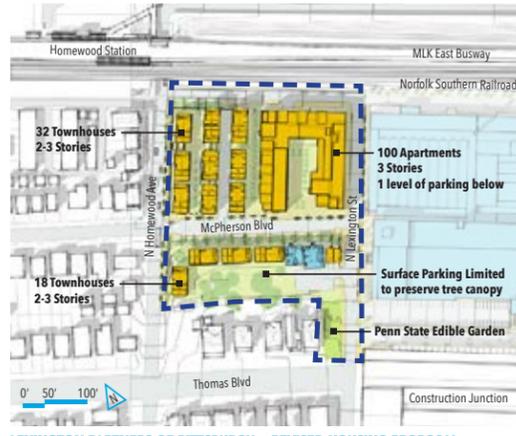
Apartment Building - Reduced Size

Moved back toward Lexington

Townhouses on McPherson

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The plan of this revised scheme from the development proposal is illustrated at left. This scheme worked to achieve the recommendations put forward in *Bridging the Busway* to: "Build a range of housing types to create a medium density development next to Homewood Station including apartment buildings, back-to-back attached two-story units and traditional townhouses." Further it worked to follow the principles put forward in *Bridging the Busway* about site organization: "The site is large enough to accommodate a ranges of uses and housing types, however new buildings should decrease in scale as they move towards Homewood Avenue to relate to the 2 1/2 story houses across the street."

Following the RFP decision by the URA, the Lexington Partners team engaged Indovina Associates Architects (IAA) to act as architects for the project. After further assessing the site topography, vehicular access and building footprints in more detail, IAA then generated a series of schemes that maintain the basic principles of 1. a mix of housing types including both town houses and an apartment building, and 2. biasing any larger buildings to the east adjacent to the existing taller commercial uses.

The IAA scheme options and development is explained in the other documents provided by Lexington Partners.

Ultimate Solution for RFP

Used as the Basis of Design

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Guiding Principles

Inclusion

Inclusion of incomes- Market rate to 50% AMI DOWN to 20 % AMI and below

Inclusions of living types – 150 living units

125 For Rent - 50 Affordable Units

Townhomes & Apartments

25 For Sale Townhomes – varied sizes

Sustainability

Reduce impermeable area- Permeable paving - reduce heat island effect

Retention of trees- addition of trees

On site Storm water management – Rain Gardens and Underground storage

Mixed Use- Mixed Opportunities

Residential and Commercial uses

Community oriented – affordable housing- affordable workspaces

Community amenity- community space - cafe

Community Scale

Neighborhood scale – create neighborhoods

Pedestrian Oriented – Walkability - Connectivity

Pedestrian spine – Motor courts -multi-use hardscape

Massing

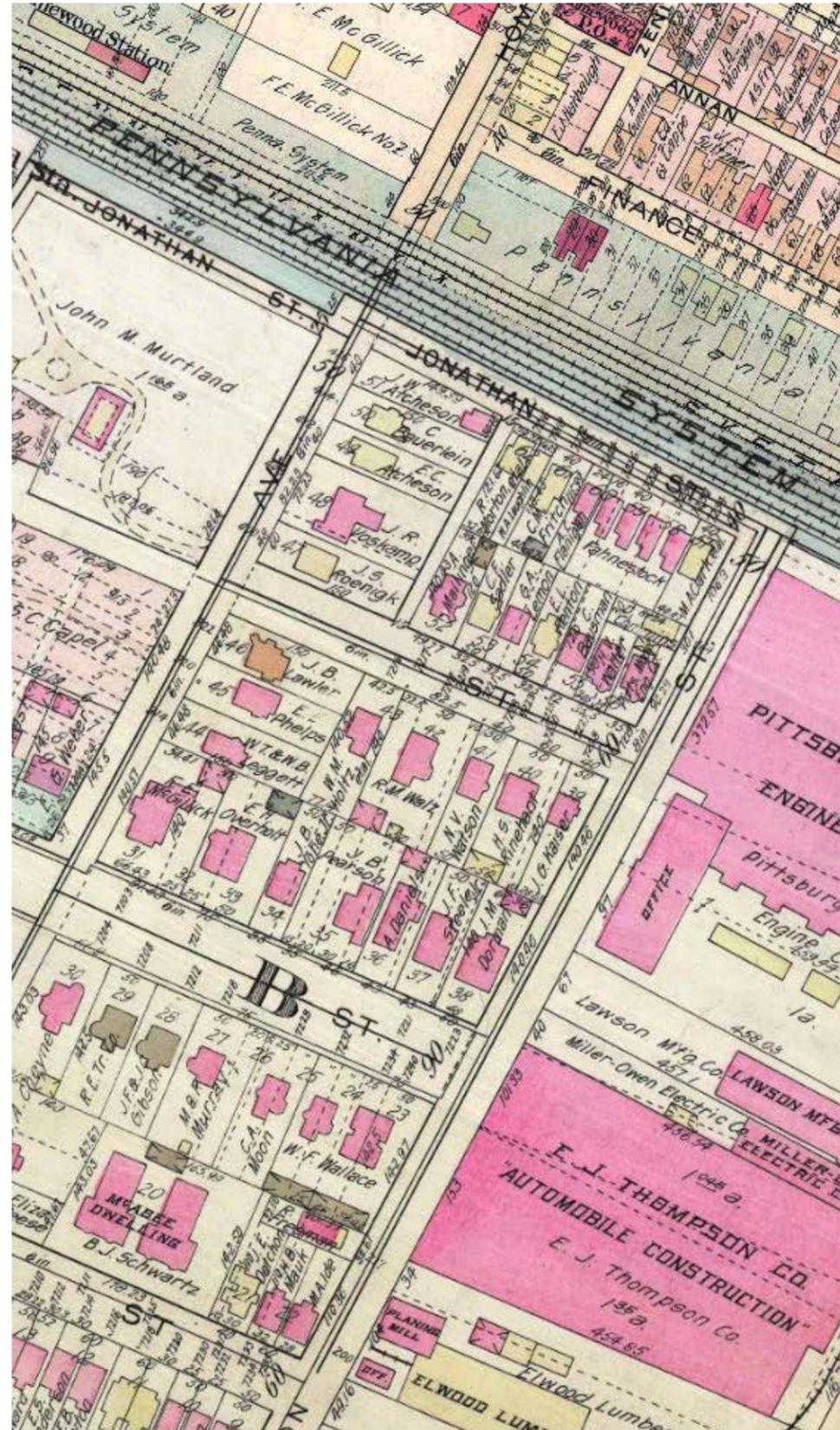
Transition from residential zone to Industrial/Commercial

Varied units – varied scale – 2, 3, 4 stories - option for 5

High quality – Varied materials

Historic Images

Past land development maps and photos show residential density on the proposed site.





North Point Breeze Master Plan

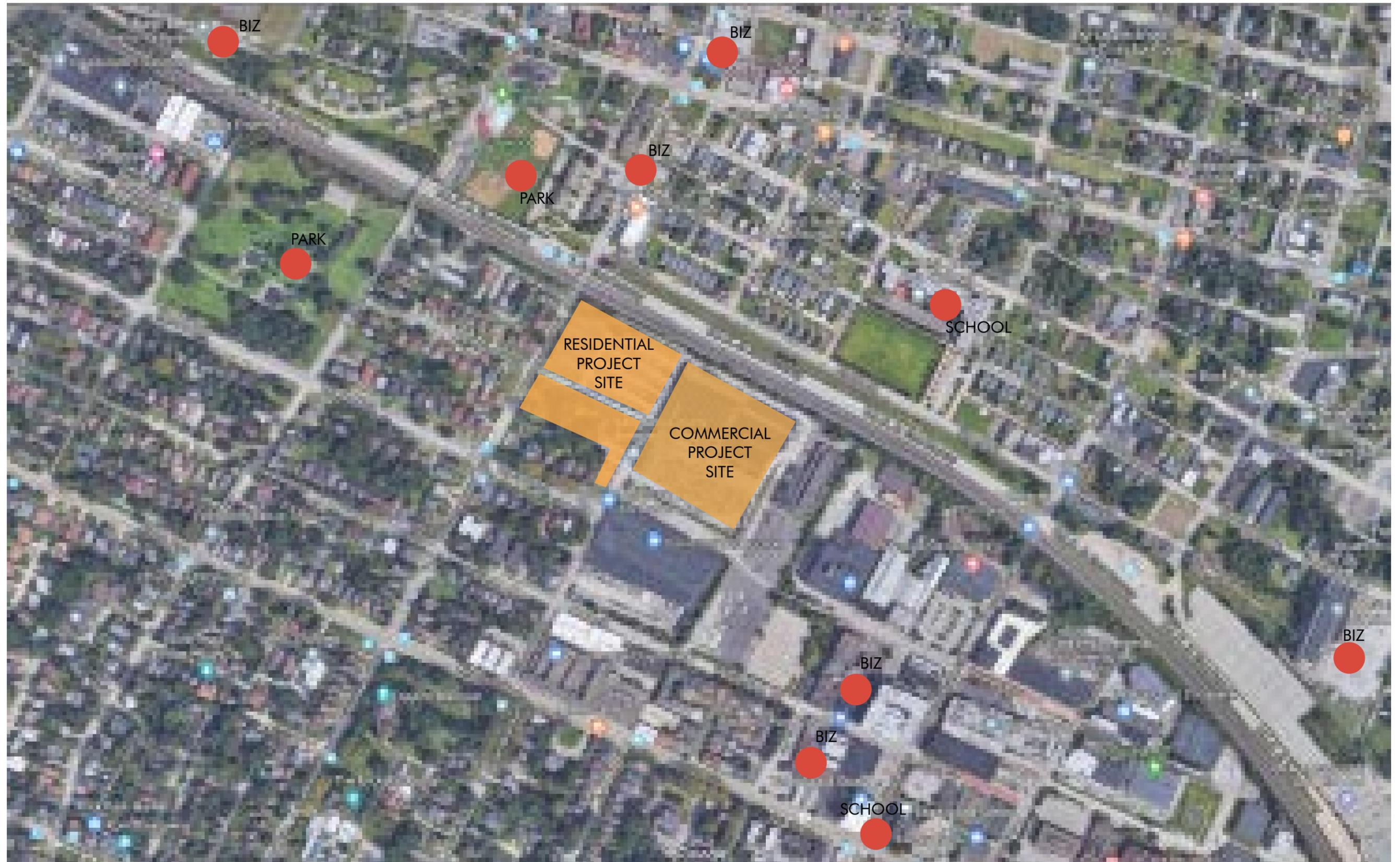
Lexington Partners
Mixed Use Multi-Parcel Development
Pittsburgh, PA

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Associates
Architects
2185 Park Avenue
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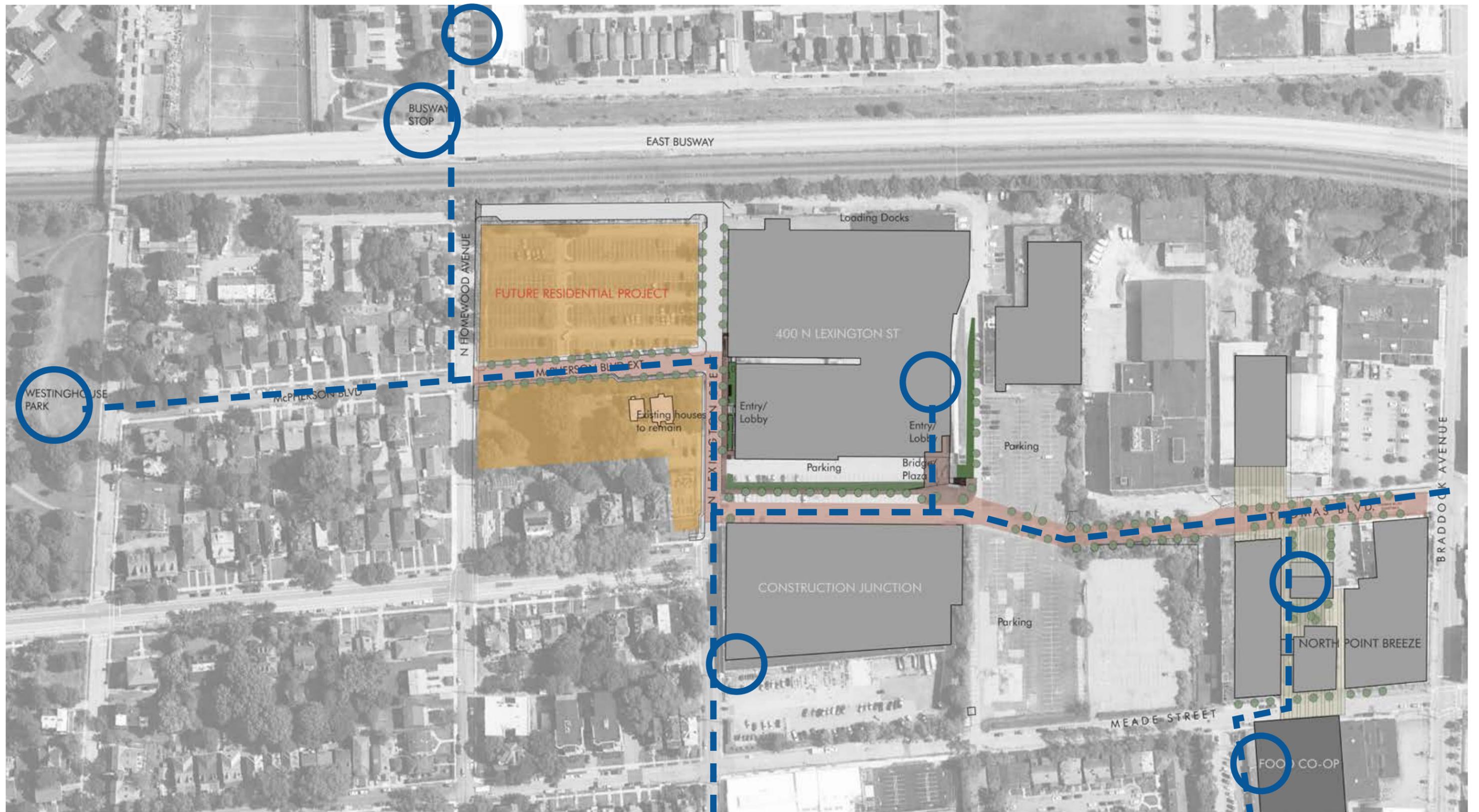
All dimensions and existing conditions shall be checked and verified by Contractor at the site. Any discrepancy shall be reported to the Architect in writing.
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Project Number: PI19056
Date: 11.12.2019
Revisions:

Site Plan
Sheet No.
SD-1.1



Site Context



Connections - Base Diagram



Connections - Truck Traffic



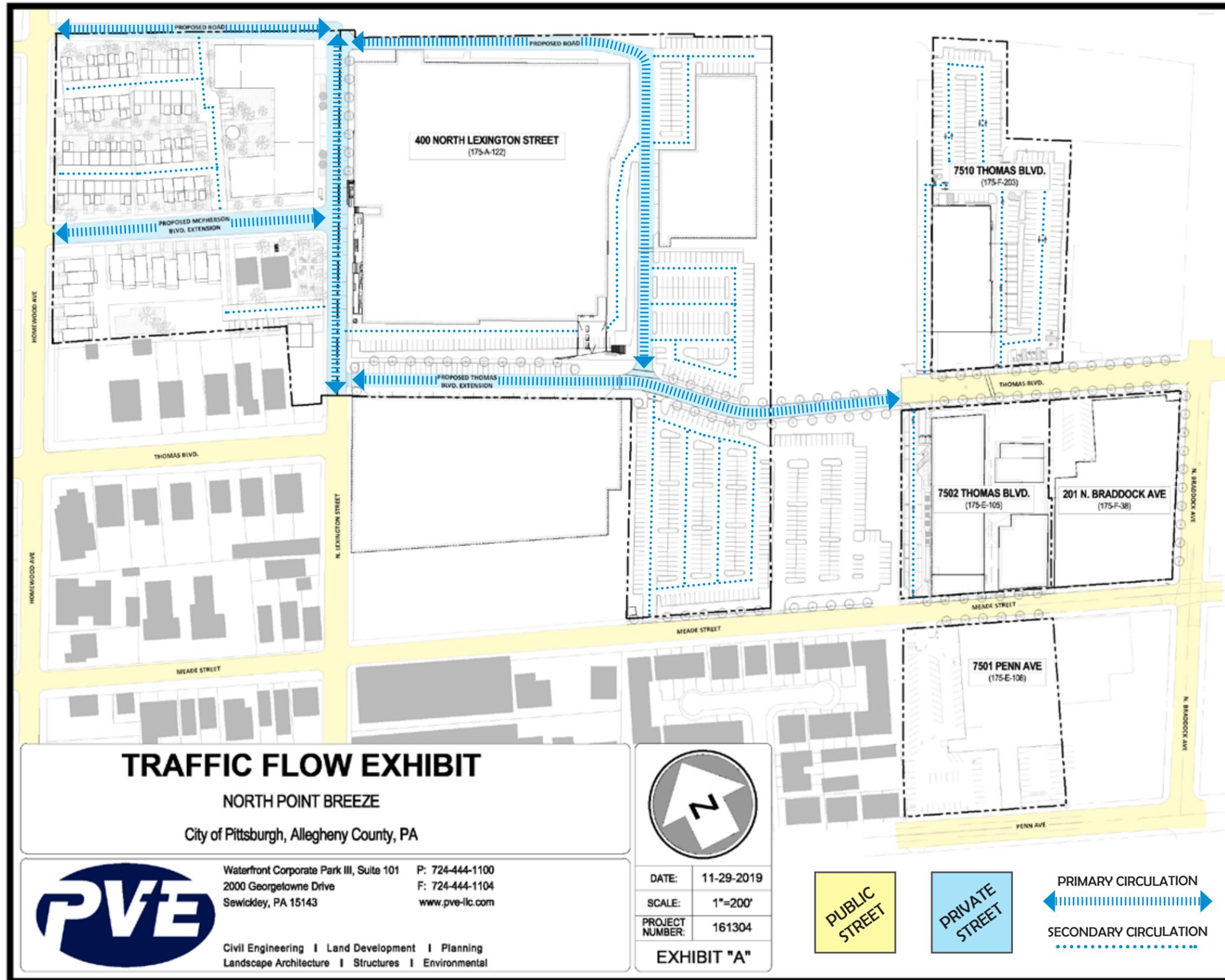
Connections - Car Traffic



Connections - Pedestrians and Bicycles



Connections - Traffic Network



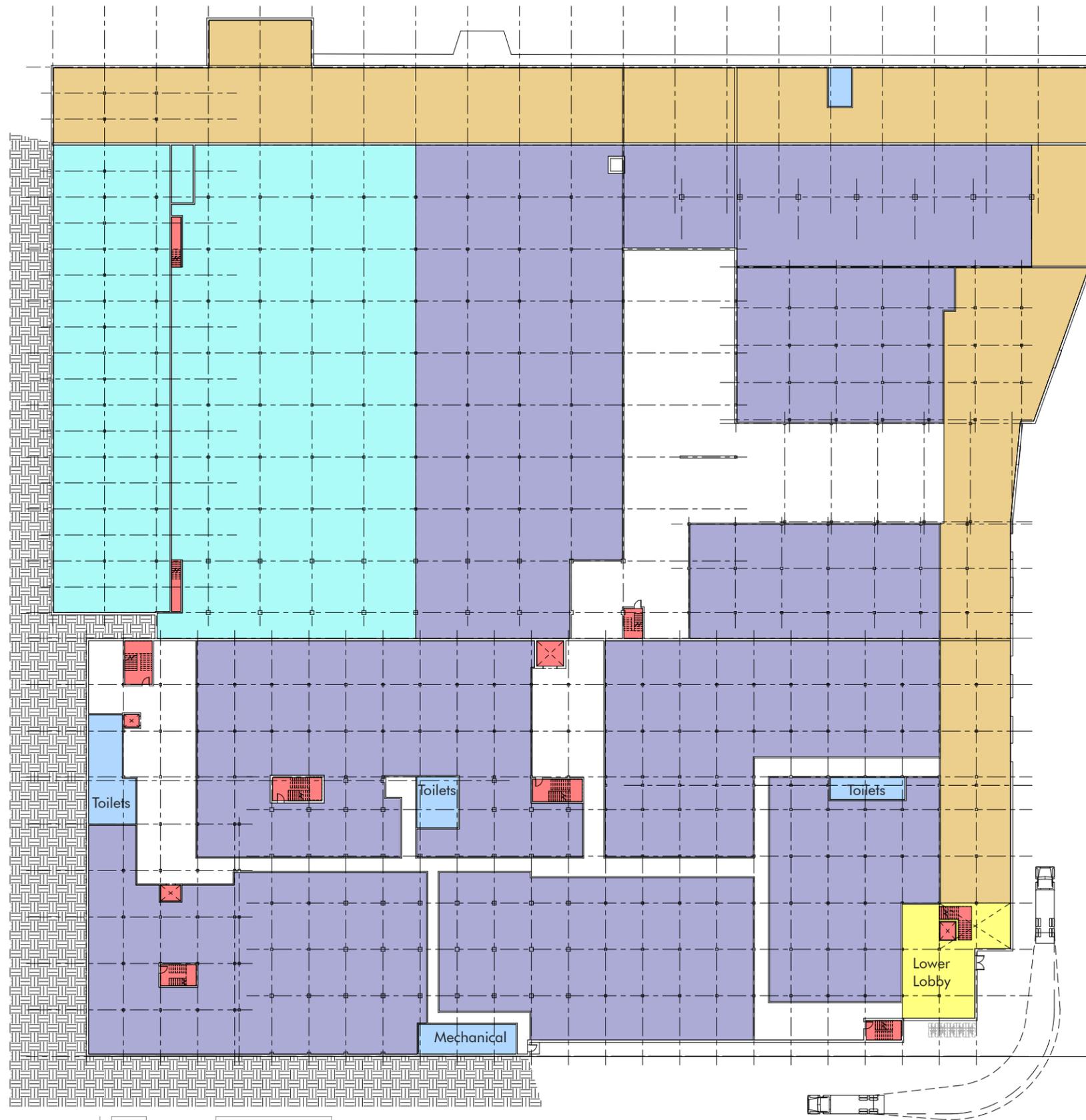


LEXINGTON TECHNOLOGY CENTER

02-07-2019



MASTER PLAN



Basement Level Areas:
 Office Area = 62,999 SF
 R & D Area = 94,553 SF
 Support Area = 2,205 SF
 Corridor & Etc. Area = 11,521 SF
 Vertical Circulation Area = 1,591 SF
 Level Total Area = 176,058 GSF
 Total Building Area = 338,979 GSF

INDEX - Potential Program Categories

- Light Manufacturing /
Maker/ Distribution
- Office / Professional
Services/ Healthcare
- Tech /Arts/ Fashion
- Common Space/ Lobby/
Cafe/ Flex Work
- Loading / Service
- Support / Restroom/
Mechanical
- Vertical Circulation

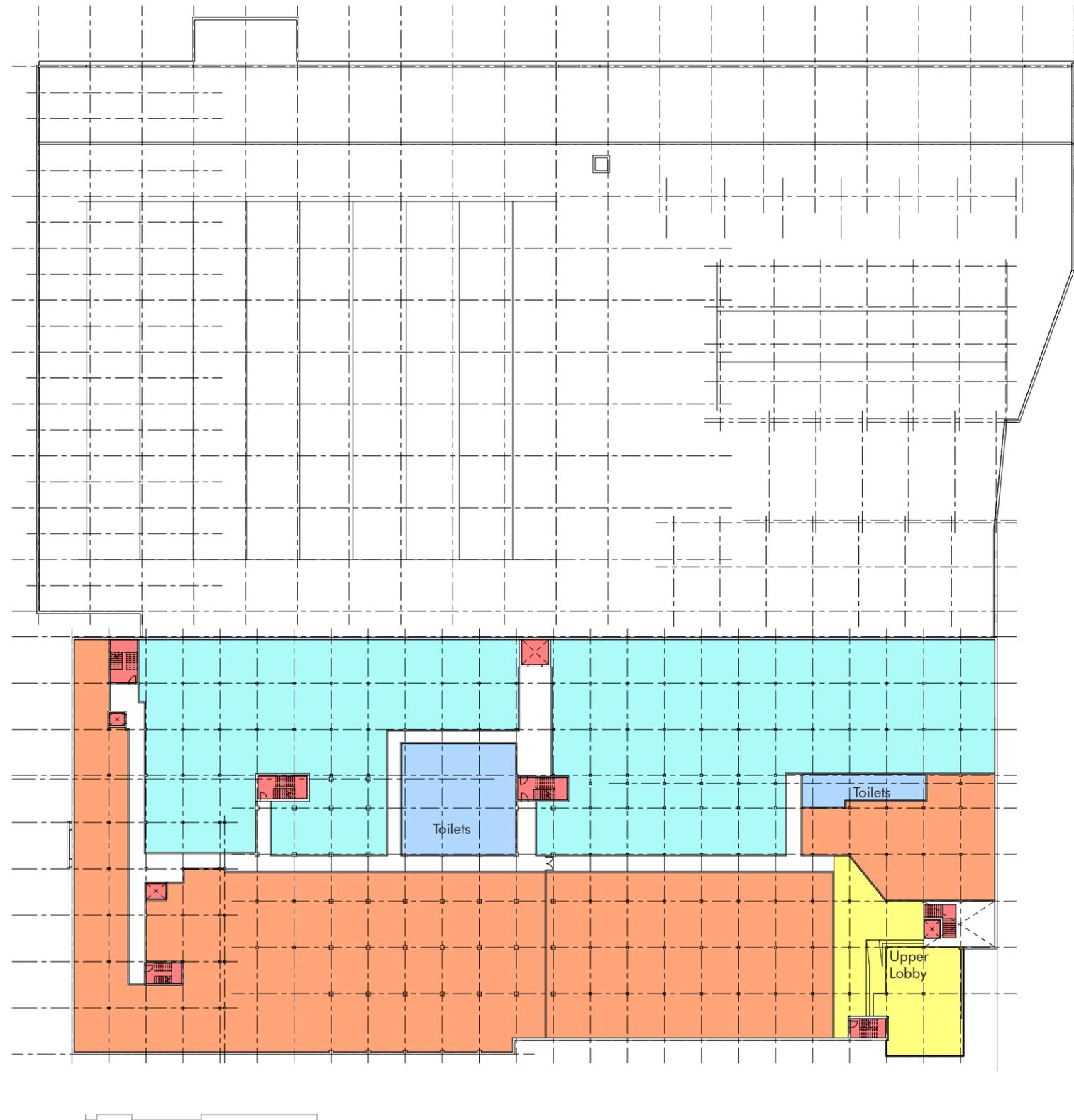


First Level Areas:
 Office Area = 60,540 SF
 Support Area = 524 SF
 Corridor & Etc. Area = 15,665 SF
 Vertical Circulation Area = 1,487 SF
 Level Total Area = 81,966 GSF
 Total Building Area = 338,979 GSF
 [Flex Lobby = 6,873/ Cafe & Kitchen = 2,030
 (ALL Included in 15,665 figure)]

INDEX - Potential Program Categories

- Light Manufacturing / Maker/ Distribution
- Office / Professional Services/ Healthcare
- Tech /Arts/ Fashion
- Common Space/ Lobby/ Cafe/ Flex Work
- Loading / Service
- Support / Restroom/ Mechanical
- Vertical Circulation

First Floor Floor Plan

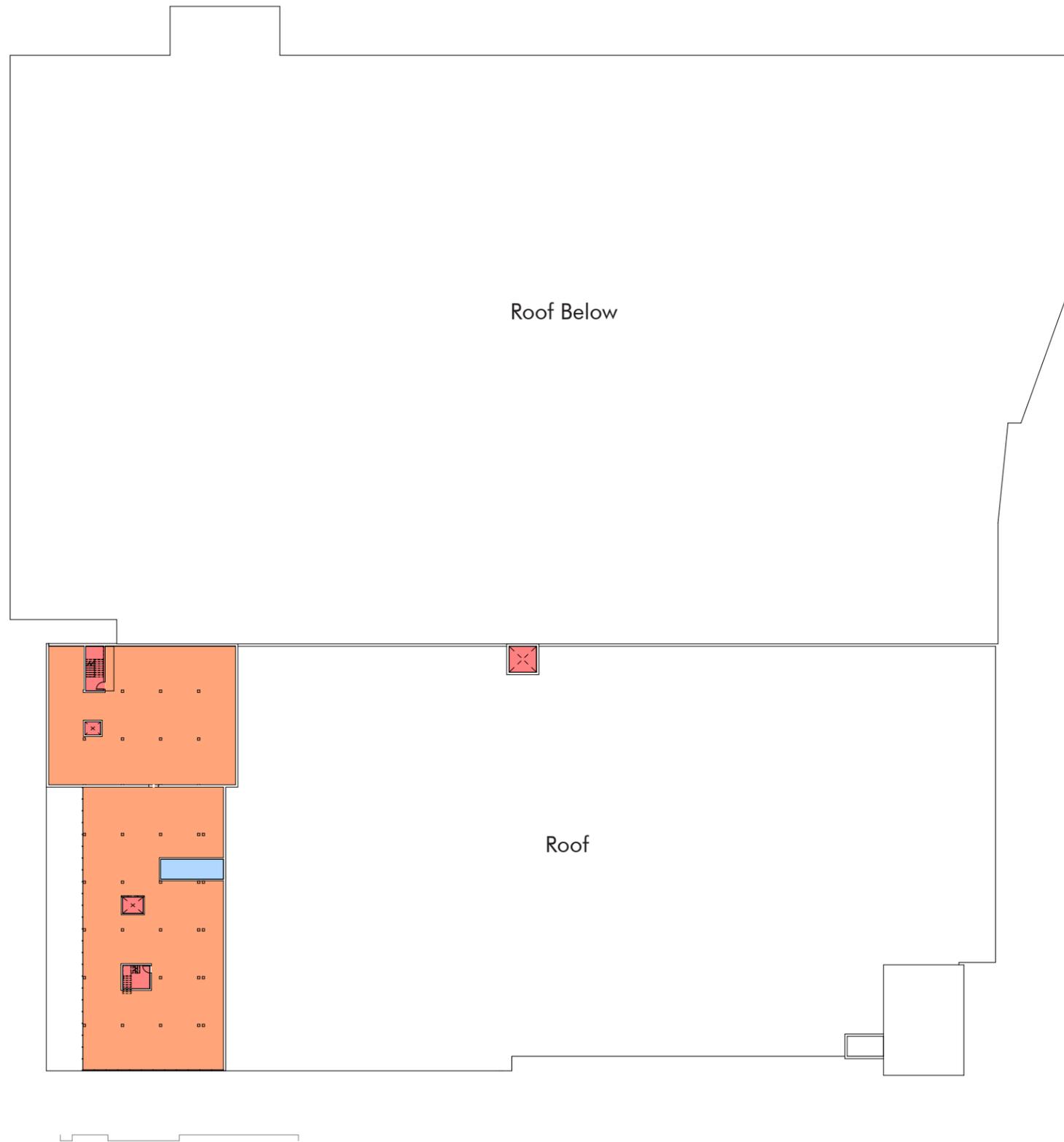


Second Level Areas:
 Office Area = 51,950 SF
 Support Area = 3,017 SF
 Corridor & Etc. Area = 8,105 SF
 Vertical Circulation Area = 1,308 SF
 Level Total Area = 69,147 GSF
 Total Building Area = 338,979 GSF

INDEX - Potential Program Categories

- Light Manufacturing / Maker/ Distribution
- Office / Professional Services/ Healthcare
- Tech /Arts/ Fashion
- Common Space/ Lobby/ Cafe/ Flex Work
- Loading / Service
- Support / Restroom/ Mechanical
- Vertical Circulation

Second Floor Plan

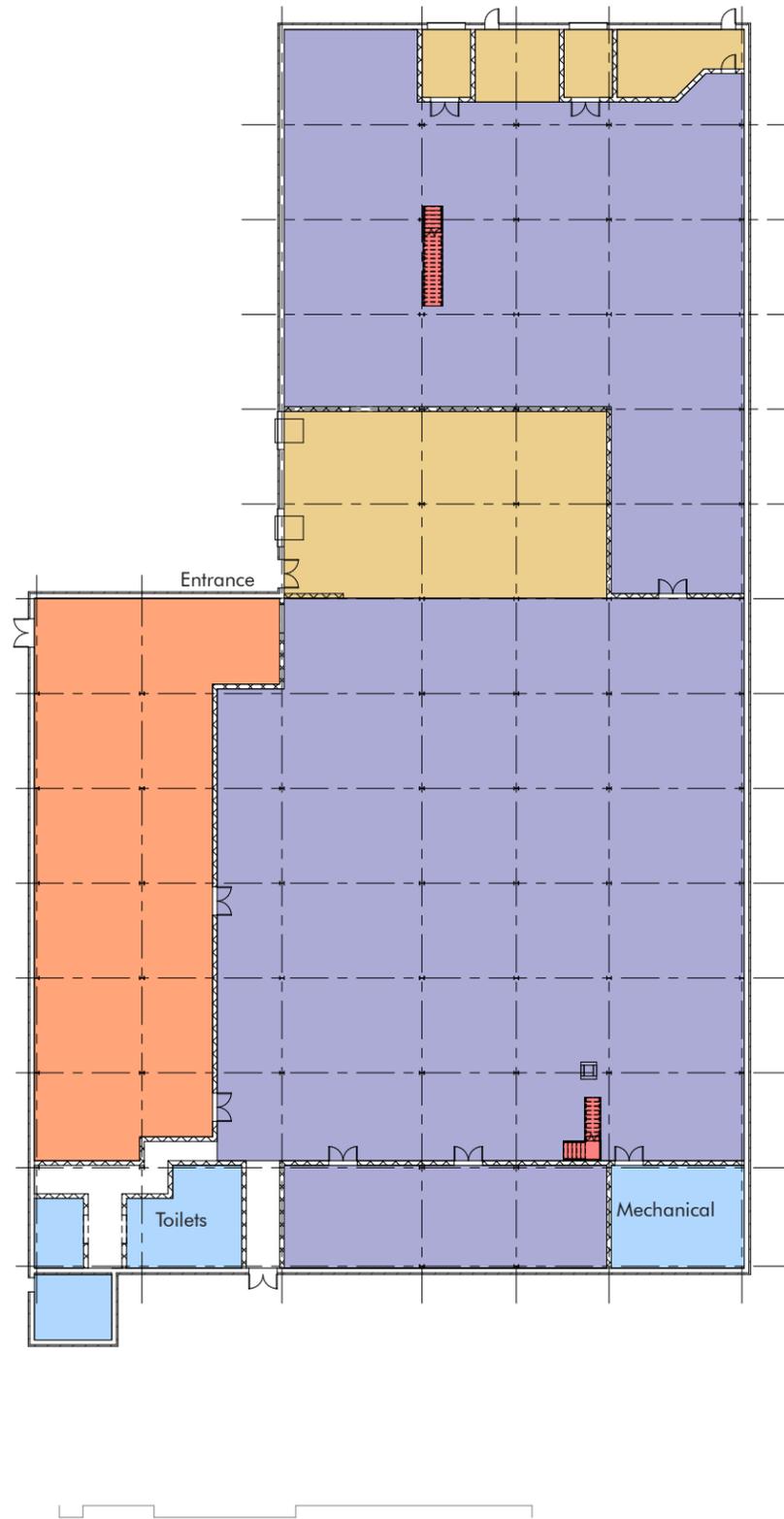


Third Level Areas:
 Office Area = 10,832 SF
 Support Area = 220 SF
 Vertical Circulation Area = 556 SF
 Level Total Area = 11,808 GSF
 Total Building Area = 338,979 GSF

INDEX - Potential Program Categories

- Light Manufacturing / Maker/ Distribution
- Office / Professional Services/ Healthcare
- Tech /Arts/ Fashion
- Common Space/ Lobby/ Cafe/ Flex Work
- Loading / Service
- Support / Restroom/ Mechanical
- Vertical Circulation

Third Floor Plan



Building Two

First Floor Level Areas:

Office Area = 26,807 SF

R & D Area = 3,571 SF

Support Area = 1,451 SF

Corridor Area = 509 SF

Vertical Circulation Area = 149 SF

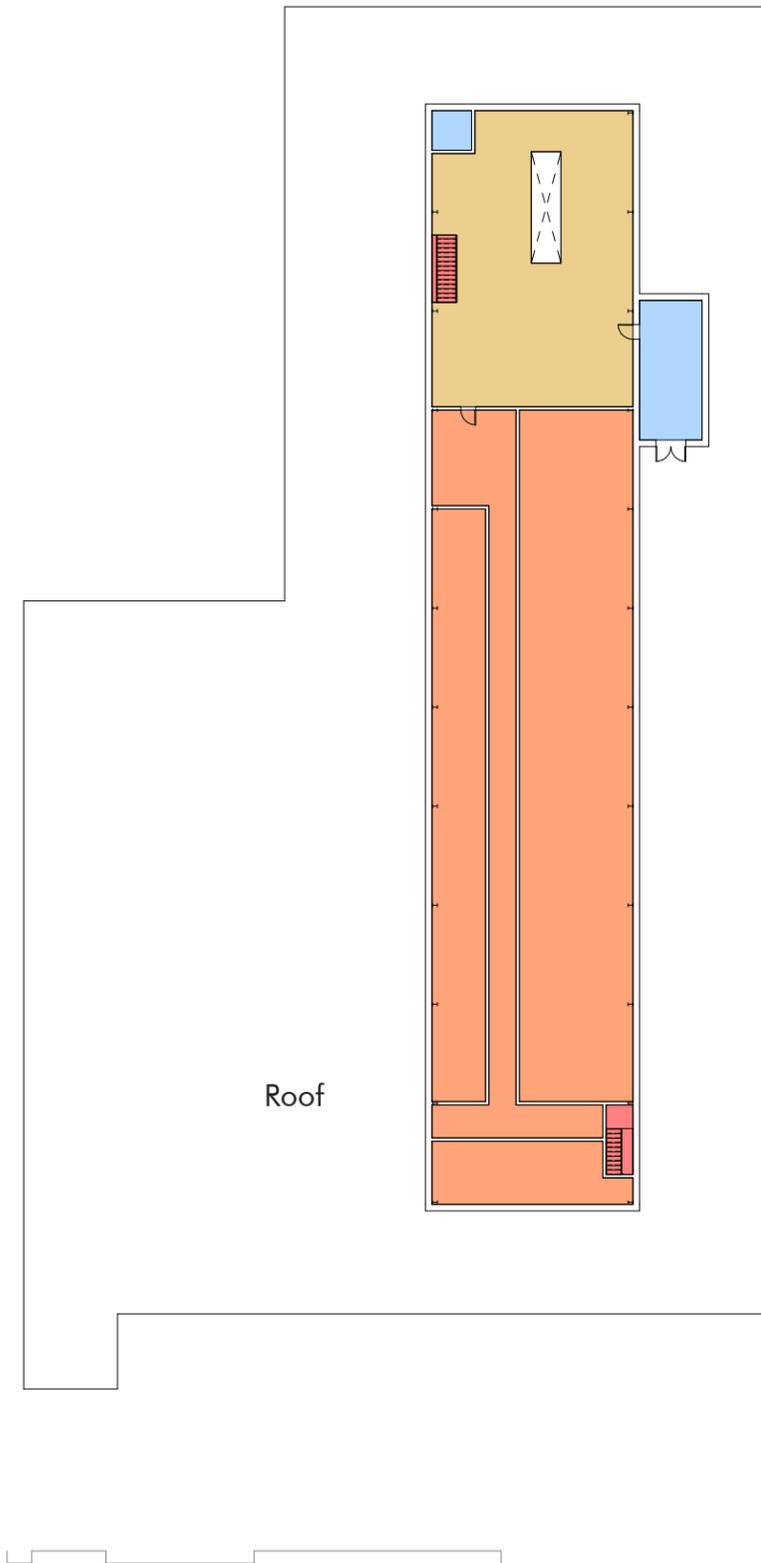
Level Total Area = 34,252 GSF

Total Building Area = 44,373 GSF

INDEX - Potential Program Categories

- Light Manufacturing /
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Services/ Healthcare
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- Common Space/ Lobby/
Cafe/ Flex Work
- Loading / Service
- Support / Restroom/
Mechanical
- Vertical Circulation

Building Two - Lower Level



Building Two

Second Floor Level Areas:

Office Area = 6,209 SF

R & D Area = 2,155 SF

Support Area = 421 SF

Vertical Circulation Area = 144 SF

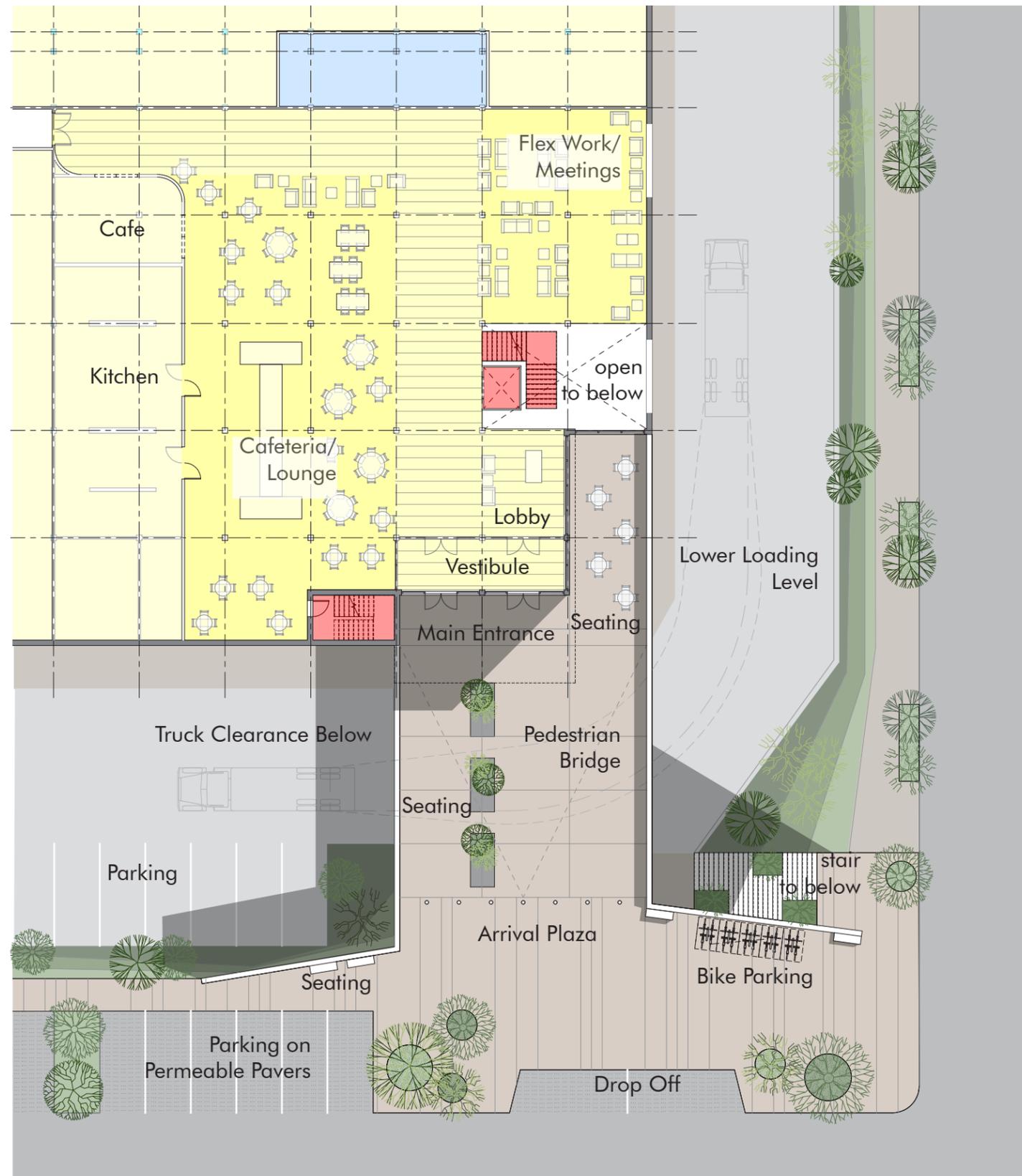
Level Total Area = 10,121 GSF

Total Building Area = 44,373 GSF

INDEX - Potential Program Categories

-  Light Manufacturing / Maker/ Distribution
-  Office / Professional Services/ Healthcare
-  Tech /Arts/ Fashion
-  Common Space/ Lobby/ Cafe/ Flex Work
-  Loading / Service
-  Support / Restroom/ Mechanical
-  Vertical Circulation

Building Two - Upper Level



Enlarged Lobby Plan



3D Views

North Point Breeze

Multi Parcel Mixed-Use Development - Masterplan (December 2, 2019)







3D Views

North Point Breeze

Multi Parcel Mixed-Use Development - Masterplan (December 2, 2019)



Site Building Strategy



Site Landscaping Strategy



Site Parking Strategy

Local Precedents



-large apartment buildings with integrated courtyards



-large apartment buildings with 3-4 stories



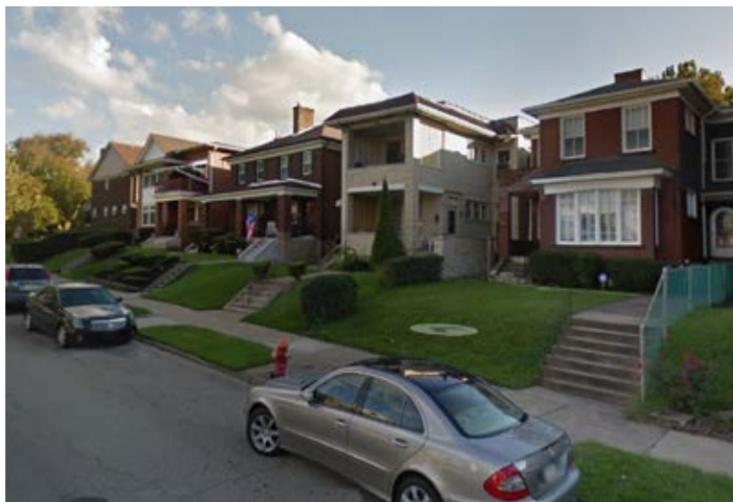
-apartments with wooded streetscapes and vehicular and pedestrian traffic



Local Precedents



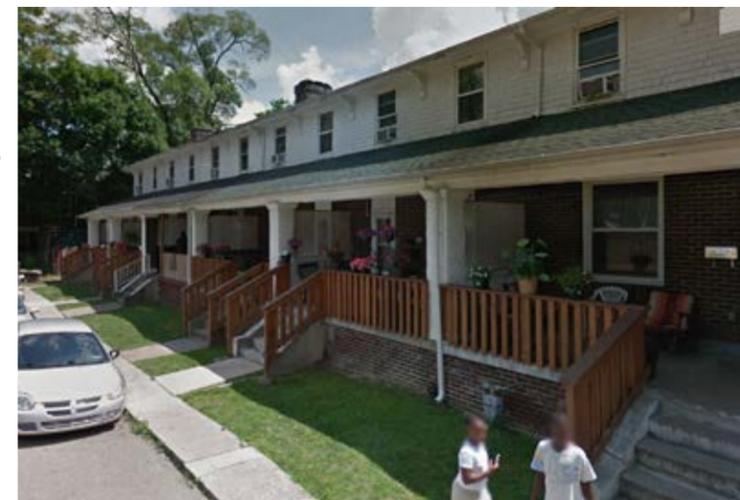
- interior greenspaces formed by grouped units
- integrated vegetation



- closely-spaced homes with connection to street
- mixed residential typologies



- townhome-style residences with outdoor space
- single lane vehicular access



North Point Breeze Neighborhood Precedents



Massing & Materiality

3 Storeys



Clustered Houses

2 1/2 Storeys



Scale & Roof Line

3 - 4 Storeys



Detail

3 1/2 Storeys



Current Schematic Design - 150 Units
Mixed Townhouses/Triplexes on McPherson

34 Townhomes – on site

6 Townhomes – McPherson/Homewood

12 Cluster homes – McPherson/Homewood

98 Apartments - 4 ½ stories (5 total)

19 Units
23 Units
23 Units
20 Units
13 Units
<hr/>
98 Units

Current Design - Mixed Townhouses/Triplexes on McPherson



Low Density Study - 150 Units
Townhouses on McPherson

34 Townhomes – on site

16 Townhomes – McPherson/Homewood

100 Apartments - 4 1/2 stories (5 total)

19 Units
23 Units
23 Units
20 Units
<u>15 Units</u>
100 Units

Low Density Study - Townhouses on McPherson



Mixed Density Study - 150 Units
 Mix Townhomes / Stacked Flats on McPherson

41 Townhomes – on site

6 Townhomes – McPherson/Homewood

24 Stacked flats – McPherson

79 Apartments - 3 ½ stories (4 total)

19 Units
23 Units
23 Units
<u>14 Units</u>
79 Units

Mixed Density Study - Mix Townhomes / Stacked Flats on McPherson



**Medium Density Study - 150 Units
Cluster Homes on McPherson**

41 Townhomes – on site

27 Cluster homes – McPherson/Homewood
Remove existing houses

82 Apartments - 3 ½ stories (4 total)

19 Units
23 Units
23 Units
<u>17 Units</u>
82 Units

Medium Density Study - Cluster Homes on McPherson



**High Density Study - 150 Units
Stacked Flats on McPherson**

41 Townhomes – on site

42 Stacked flats – McPherson/Homewood
Remove existing houses

67 Apartments - 3 full stories

21 Units
23 Units
<u>23 Units</u>
67 Units

High Density Study - Stacked Flats on McPherson



Current Schematic Design View

Five Floors of Apartments, Existing Houses remain at corner Lexington & McPherson, Mix of Townhouses & Cluster Homes on McPherson



High Density Schematic Study

Four Floors of Apartments, Existing Houses demolished at corner Lexington & McPherson, Stacked Flats



Medium Density Schematic Study

Four Floors of Apartments, Existing Houses demolished at corner Lexington & McPherson, New Triplexes



Studies of Apartment Elevation - Current Schematic Design



Studies of Apartment Elevation - High Density on McPherson



Studies of Apartment Elevation - Medium Density on McPherson



Studies of Apartment Elevation on McPherson



Studies of Apartment Elevation on McPherson



Site Section Studies from Jonathan - Mixed Density on McPherson



Site Section Studies from Jonathan - High Density on McPherson



Site Section Studies from Jonathan - Medium Density on McPherson

Green Space / Stormwater Run-Off



TOTAL NEW NON PERMEABLE = 34%
 TOTAL EXISTING NON PERMEABLE = 81%
47% REDUCTION IN NON PERMEABLE SURFACE AREA



Aerial View of Trees to Remain

Landscaping and Greenspaces



- organized, layered, textured
- clear circulation paths

- minimal paving
- enclosed, sheltered



- public art
- accommodation of existing vegetation



- permeable pavement
- opportunities for plant growth



- privacy
- place-making

3D Views and Inspiration Images

KBK - North Poin Breeze
Townhouse Material Palette

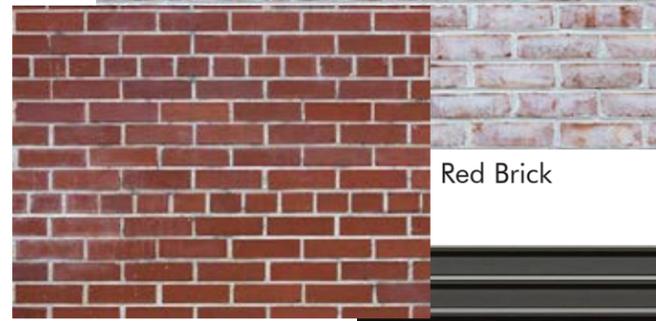


Black Stained Pine Cladding



Whitewashed Brick

White Plaster



Red Brick



Black Corrugated Metal



Brick and Wood Cladding



Mixed Paving Surfaces



Black Corrugated Metal Roofing



Black Wood and Red Brick



Brick and Corrugated Metal



Courtyard



Covered Entry Area

Parking Apartments

Units	100	
Required Spaces	100	Spaces
Bicycle reduction	30	Spaces
Required Spaces	70	Spaces

Provided

Interior	70	Spaces
Regular	68	Spaces
Accessible	2	Spaces
Exterior	15	Spaces
Regular	13	Spaces
Accessible	2	Spaces
	85	Spaces

Parking Townhomes

Units	50	
Required Spaces	50	Spaces
Bicycle reduction	15	Spaces
Required Spaces	35	Spaces

Provided

Interior	66	Spaces
Regular	66	Spaces
Accessible	1	Space
Exterior	9	Spaces
Regular	7	Spaces
Accessible	2	Spaces
	75	Spaces

Total Parking

Required	105	Spaces
Provided	160	Spaces

Zoning

UI Urban Industrial
 Multi-Family Residential requires a Special Exception
 Attached single family requires a Variance
 Four Stories 60' permitted
 Special Exception to 85 feet for additional story
 1 car per unit with a 30% reduction for bicycle parking

904.07.A Purpose
 The UI, Urban Industrial District, is intended to:

1. Allow mid-sized to large industries with lower external impacts on surrounding properties and districts;
2. Provide a flexible district that addresses the growing need for easily adaptable and flexible spaces, including office parks, incubator spaces, high technology and service sector industries;
3. Allow multi-use buildings that permit assembly, inventory, sales, and business functions within the same space;
4. Encourage adaptive reuse of manufacturing buildings and allow the development of high density multi-unit residential buildings.

Site Development Standard - UI District

- Minimum Lot Size: 0 sf
- Maximum Floor Area Ratio:
 - 3:1 when not located within 1,500 ft. of a Major Transit Facility
 - 4:1 when located within 1,500 ft. of a Major Transit Facility
- Minimum Front Setback
 - none required
- Minimum Rear Setback:
 - 20 ft. when not adjacent to a way
 - none required when adjacent to a way
- Minimum Exterior Sideyard Setback 10 ft.
- Minimum Interior Sideyard Setback 10 ft.
- Maximum Height 60 ft. (not to exceed 4 stories)

Summary

Apartments

Total Units	100
Total Bedrooms	148
Average Size	819 SF

Townhomes

Total Units	50
Total Bedrooms	130
Average Size	1,269 SF

Total Project

Total Units	150	
Total Bedrooms	278	
Average Size	969 SF	145,367

Apartments	Unit Mix				
One Bedroom	44	44.0%	22 Affordable	50%	22 Market Rate
One Bedroom Plus	21	21.0%	9 Affordable	43%	12 Market Rate
Two Bedroom	23	23.0%	6 Affordable	26%	17 Market Rate
Three Bedroom	12	12.0%	3 Affordable	25%	9 Market Rate
	100	100.0%	40	40%	60 Market Rate

Townhouse					
Two Bedroom	21	42.0%	7 Affordable	33%	14 Market Rate
Three Bedroom	29	58.0%	3 Affordable	10%	26 Market Rate
	50	100.0%	10 Affordable	20%	40 Market Rate
	150		50 Affordable	33%	100 Market Rate

Unit Mix

Rentable Units

Affordable Units - 50 Units

1 Bed - 22 Units

2 Bedroom - 22 Units

3 Bedroom - 6 Units

Market Rate Units - 75 Units

1 Bedroom - 35 Units

2 Bedroom - 39 Units

3 Bedroom - 1 Unit

For Sale Units

3 Bedroom - 25 Units

Accessibility - Universal Design

All apartment units will be Type B - Adaptable and Type C VISIBLE

5 apartment Units will be Type A – Fully Accessible

2 Townhomes will be Type A – Fully Accessible

All Townhomes will be Type C VISIBLE

Rental Incomes

36 of the 50 units will be set at 50% Area Median Income and below

14 of the 50 units will be set at 20% Area Median Income and below

2019 Area Median Income for Allegheny County - \$79,900

50% for a family of 2- \$32,000; family of 3 \$36,000

20% for a family of 2- \$19,200; family of 3 \$21,600



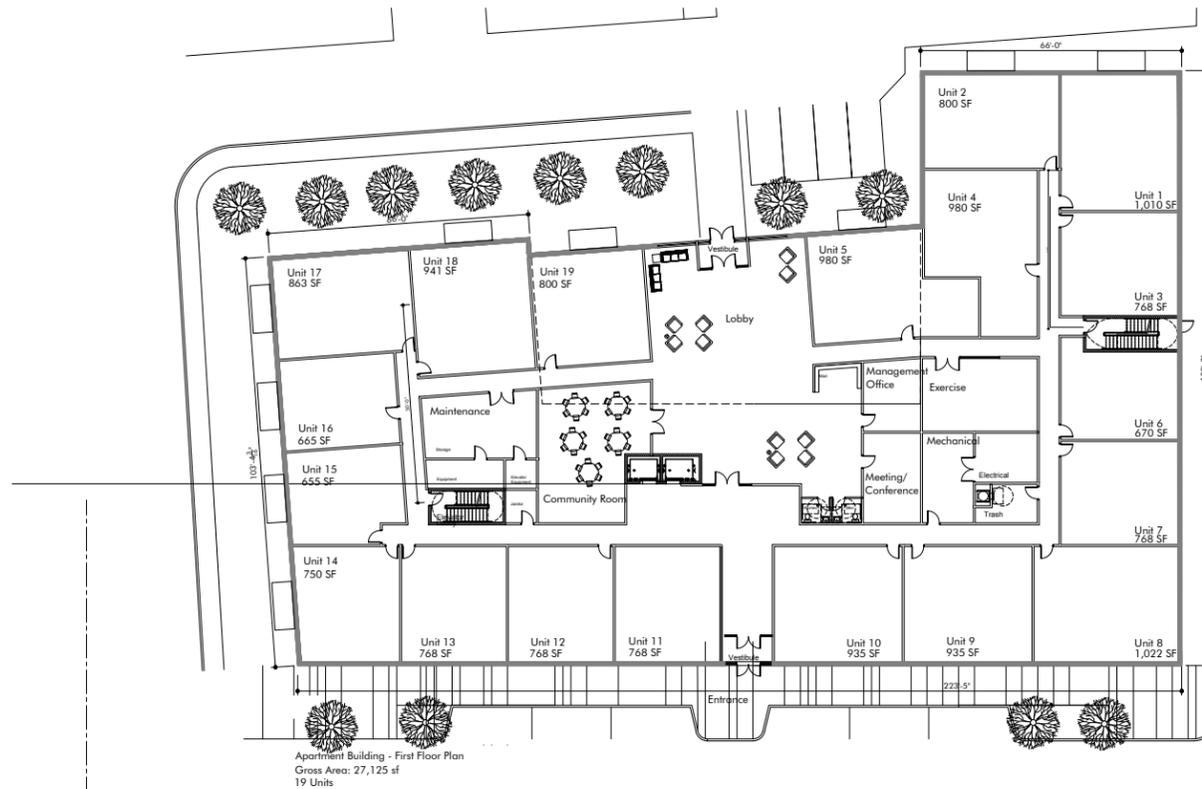
Townhouses
-For Rent

Apartments
-For Rent

Townhouses
-For Sale

Townhouses
-For Sale

Option 1 - Low Density



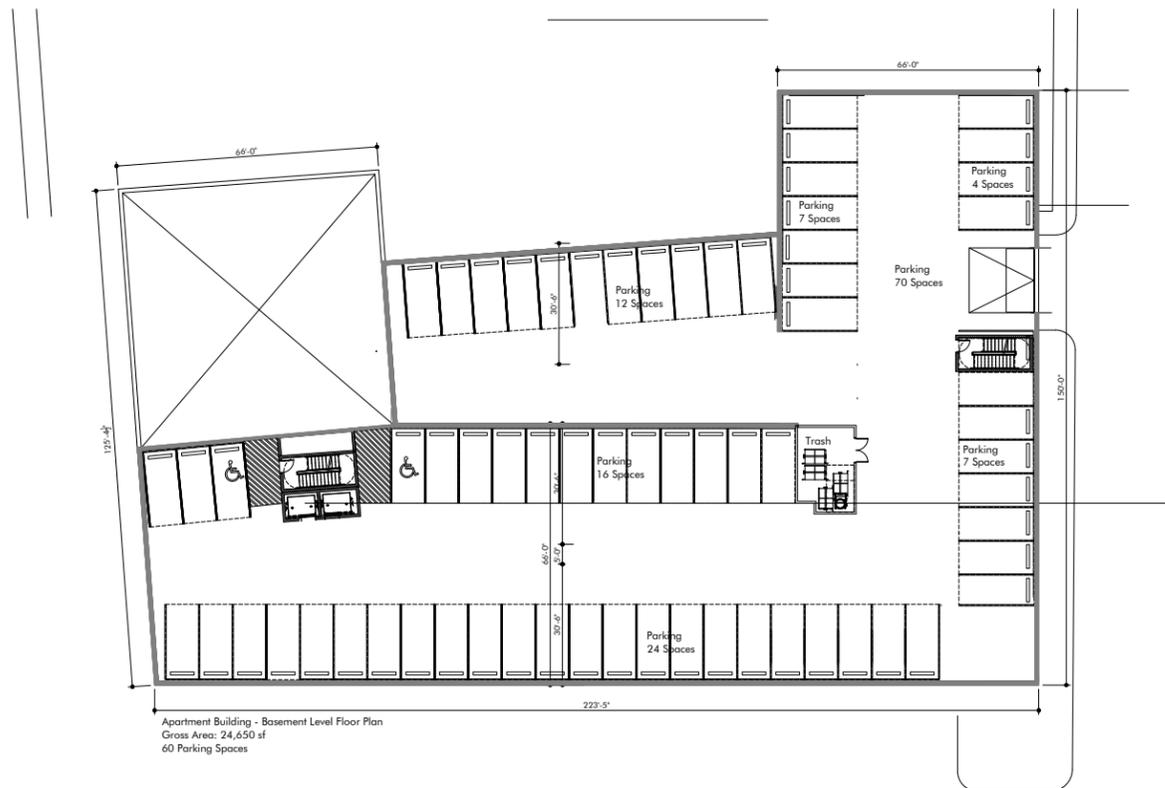
Apartment Building - First Floor Plan
Gross Area: 27,125 sf
19 Units

1 First Floor Plan
1/16" = 1'-0"

Multi-Family Units **Bedrooms**

Unit	SF	Bedrooms
Ground Floor	27,125	
Unit 1	1,010 SF	3
Unit 2	800 SF	1
Unit 3	768 SF	1
Unit 4	980 SF	2
Unit 5	980 SF	2
Unit 6	670 SF	1
Unit 7	768 SF	1
Unit 8	1,022 SF	3
Unit 9	935 SF	2
Unit 10	935 SF	2
Unit 11	768 SF	1
Unit 12	768 SF	1
Unit 13	768 SF	1
Unit 14	750 SF	1
Unit 15	655 SF	1
Unit 16	665 SF	1
Unit 17	863 SF	2
Unit 18	941 SF	2
Unit 19	800 SF	1
Total Area	19	29

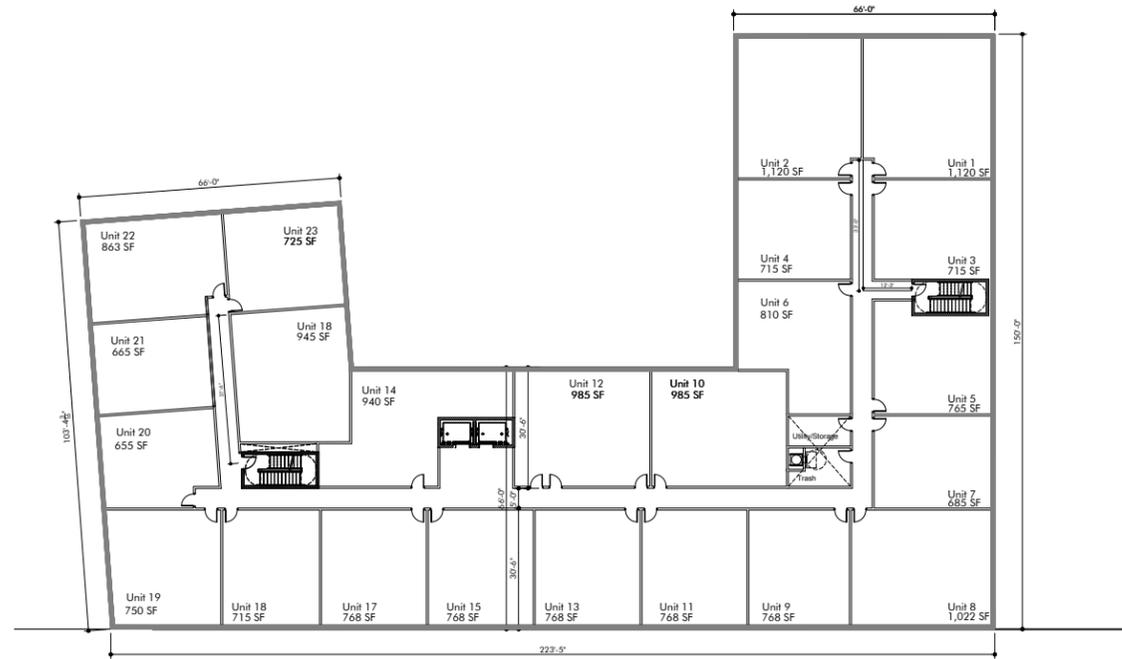
Average **15,846** **834 SF**



Apartment Building - Basement Level Floor Plan
Gross Area: 24,650 sf
60 Parking Spaces

0 Basement Level Parking Plan
1/16" = 1'-0"

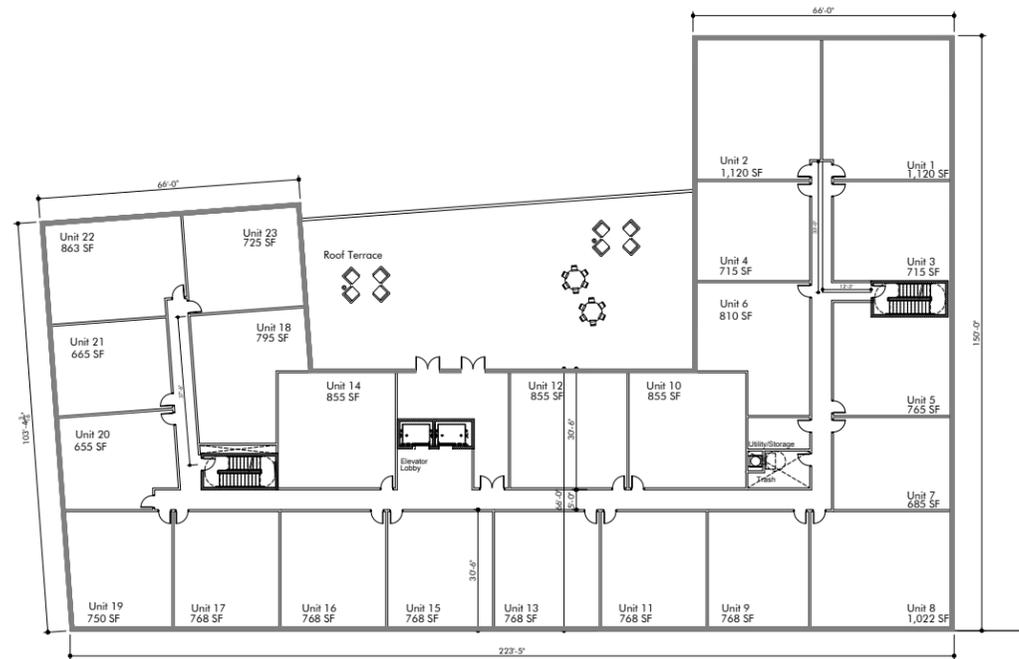
Multi-Family Building -
Basement Parking Floor 20,175 SF
First Floor Plan 24,500 SF
Second Floor Plan 24,500 SF
Third Floor Plan 24,500 SF
Fourth Floor Plan 14,165 SF
Fifth Floor Plan 19,890 SF
Gross Area: 127,730 SF
100 Units



Apartment Building - Third Floor Plan
 Gross Area: 23,060 sf (Incl. Circulation - 2,000 sf)
 23 Units with average size of ~ 800 sf

3 Third Floor Plan
 1/16" = 1'-0"

Multi-Family Units	Gross Area	Bedrooms
Second Floor	23,060	
Unit 1	1,120 SF	3
Unit 2	1,120 SF	3
Unit 3	715 SF	1
Unit 4	715 SF	1
Unit 5	765 SF	1
Unit 6	810 SF	1
Unit 7	685 SF	1
Unit 8	685 SF	1
Unit 9	1,022 SF	3
Unit 10	985 SF	2
Unit 11	768 SF	1
Unit 12	985 SF	2
Unit 13	768 SF	1
Unit 14	940 SF	2
Unit 15	768 SF	1
Unit 16	768 SF	1
Unit 17	715 SF	1
Unit 18	945 SF	2
Unit 19	750 SF	1

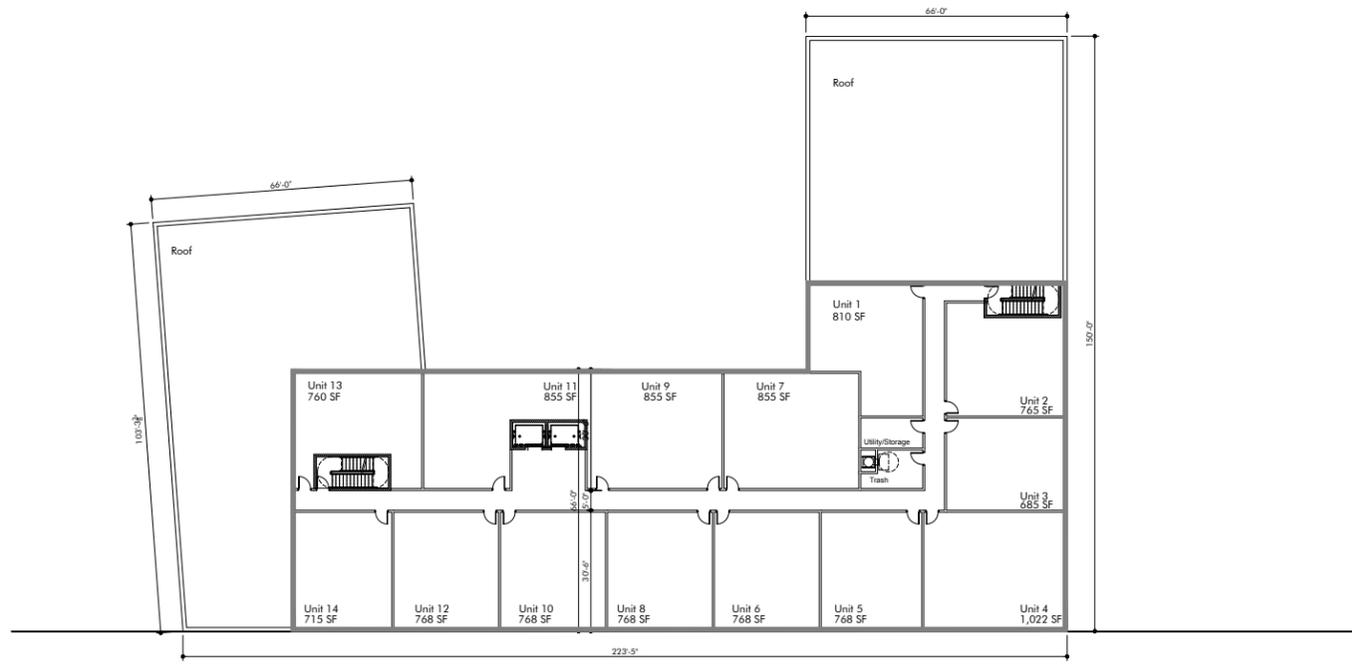


Apartment Building - Second Floor Plan
 Gross Area: 23,060 sf (Incl. Circulation - 2,000 sf)
 23 Units with average size of ~ 800 sf

2 Second Floor Plan
 1/16" = 1'-0"

Third Floor	Gross Area	Bedrooms
Unit 1	1,120 SF	3
Unit 2	1,120 SF	3
Unit 3	715 SF	1
Unit 4	715 SF	1
Unit 5	765 SF	1
Unit 6	810 SF	1
Unit 7	685 SF	1
Unit 8	685 SF	1
Unit 9	1,022 SF	3
Unit 10	985 SF	2
Unit 11	768 SF	1
Unit 12	855 SF	2
Unit 13	768 SF	1
Unit 14	855 SF	2
Unit 15	768 SF	1
Unit 16	768 SF	1
Unit 17	715 SF	1
Unit 18	945 SF	2
Unit 19	750 SF	1
Unit 20	655 SF	1
Unit 21	665 SF	1
Unit 22	863 SF	2
Unit 23	725 SF	1
23		34

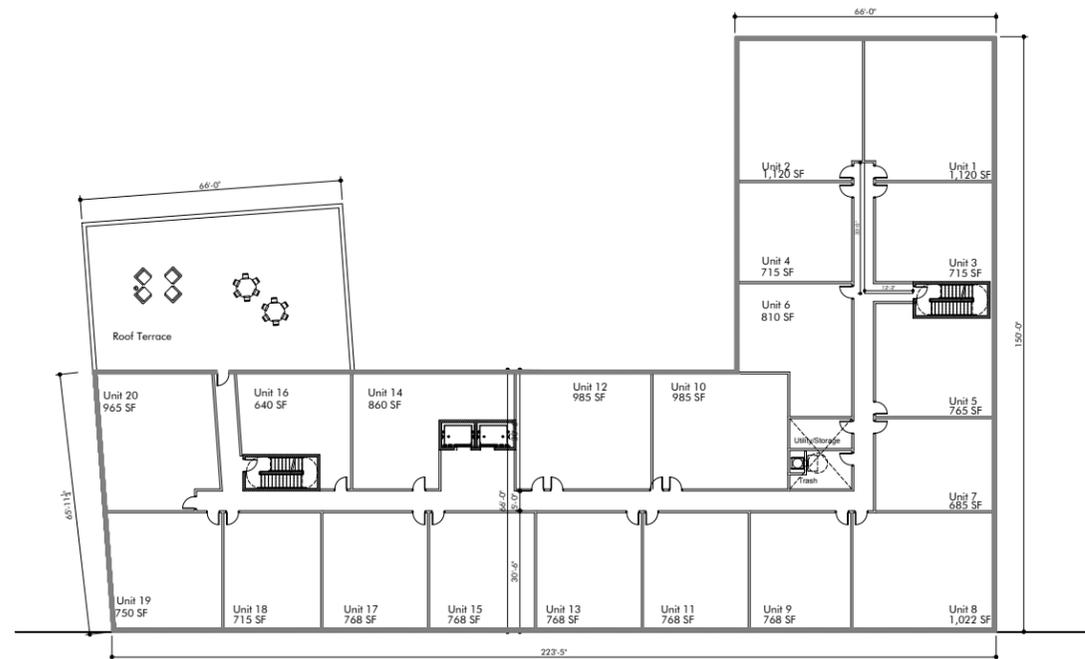
Total Area	18,722
Average	814



Apartment Building - Fifth Floor Plan
Gross Area: 14,415 sf
14 Units

Multi-Family Units		Bedrooms
Fourth Floor	Gross Area	20,420
Unit 1	1,120 SF	3
Unit 2	1,120 SF	3
Unit 3	715 SF	1
Unit 4	715 SF	1
Unit 5	765 SF	1
Unit 6	810 SF	2
Unit 7	685 SF	1
Unit 8	685 SF	1
Unit 9	1,022 SF	3
Unit 10	985 SF	2
Unit 11	768 SF	1
Unit 12	855 SF	2
Unit 13	768 SF	1
Unit 14	855 SF	2
Unit 15	768 SF	1
Unit 16	768 SF	1
Unit 17	715 SF	1
Unit 18	945 SF	2
Unit 19	750 SF	1
Unit 20	655 SF	1
	20	31

5 Fifth Floor Plan
1/16" = 1'-0"



Apartment Building - Fourth Floor Plan
Gross Area: 20,420 sf
20 Units

Fifth Floor	Gross Area	14,451
Unit 1	810 SF	1
Unit 2	765 SF	1
Unit 3	685 SF	1
Unit 4	1,022 SF	3
Unit 5	768 SF	1
Unit 6	768 SF	1
Unit 7	855 SF	2
Unit 8	768 SF	1
Unit 9	855 SF	2
Unit 10	768 SF	1
Unit 11	855 SF	2
Unit 12	768 SF	1
Unit 13	760 SF	1
Unit 14	715 SF	1
Unit 15	760 SF	1
	15	20
Total Area	11,922	108,116
Average	795	

4 Fourth Floor Plan
1/16" = 1'-0"

Townhome Units	Area	Bedrooms	Two Bedrooms	Three Bedrooms	Parking Spaces
Unit 1	1,493 SF	3		1	1
Unit 2	1,173 SF	3		1	1
Unit 3	1,173 SF	2	1		1
Unit 4	1,173 SF	2	1		1
Unit 5	1,493 SF	3		1	1
Unit 6	1,173 SF	3		1	1
Unit 7	993 SF	2	1		1
Unit 8	993 SF	2	1		1
Unit 9	1,022 SF	2	1		1
Unit 10	1,493 SF	3		1	1
Unit 11	1,173 SF	3		1	1
Unit 12	993 SF	2	1		1
Unit 13	993 SF	2	1		1
Unit 14	993 SF	2	1		1
Unit 15	1,493 SF	3		1	1
Unit 16	1,173 SF	3		1	1
Unit 17	993 SF	2	1		1
Unit 18	993 SF	2	1		1
Unit 19	1,493 SF	3	1		1
Unit 20	993 SF	2		1	1
Unit 21	1,173 SF	3	1		1
Unit 22	1,173 SF	3	1		1
Unit 23	1,493 SF	3	1		1
Unit 24	1,173 SF	3	1		1
Unit 25	993 SF	2		1	1
Unit 26	993 SF	2		1	1
Unit 27	1,493 SF	3	1		1
Unit 28	1,173 SF	3	1		1
Unit 29	993 SF	2		1	1
Unit 30	993 SF	2		1	1
Unit 31	1,173 SF	3	1		1
Unit 32	1,493 SF	3	1		1
Unit 33	1,173 SF	3	1		1
Unit 34	993 SF	2		1	1
Unit 35	1,600 SF	3		1	2
Unit 36	1,600 SF	3		1	2
Unit 37	1,120 SF	2	1		2
Unit 38	1,600 SF	3		1	2
Unit 39	1,600 SF	3		1	2
Unit 40	1,120 SF	2	1		2
Unit 41	1,600 SF	3		1	2
Unit 42	1,600 SF	3		1	2
Unit 43	1,120 SF	2	1		2
Unit 44	1,600 SF	3		1	2
Unit 45	1,600 SF	3		1	2
Unit 46	1,120 SF	2	1		2
Unit 47	1,600 SF	3		1	2
Unit 48	1,600 SF	3		1	2
Unit 49	1,600 SF	3		1	2
Unit 50	1,440 SF	3		1	2
50	63,471	130	24	26	66



North Point Breeze
Multi Parcel Mixed-Use Development - Masterplan (December 2, 2019)



North Point Breeze
Multi Parcel Mixed-Use Development - Masterplan (December 2, 2019)