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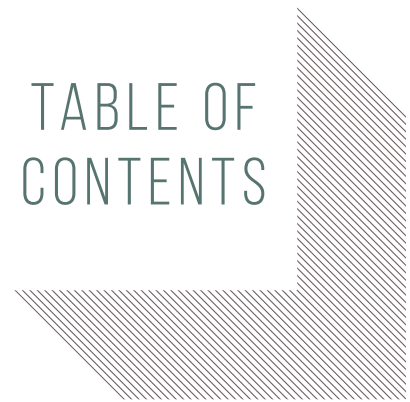
## W. 3RD ST & PACIFIC AVENUE

SITE PLAN REVIEW

09.10.2019



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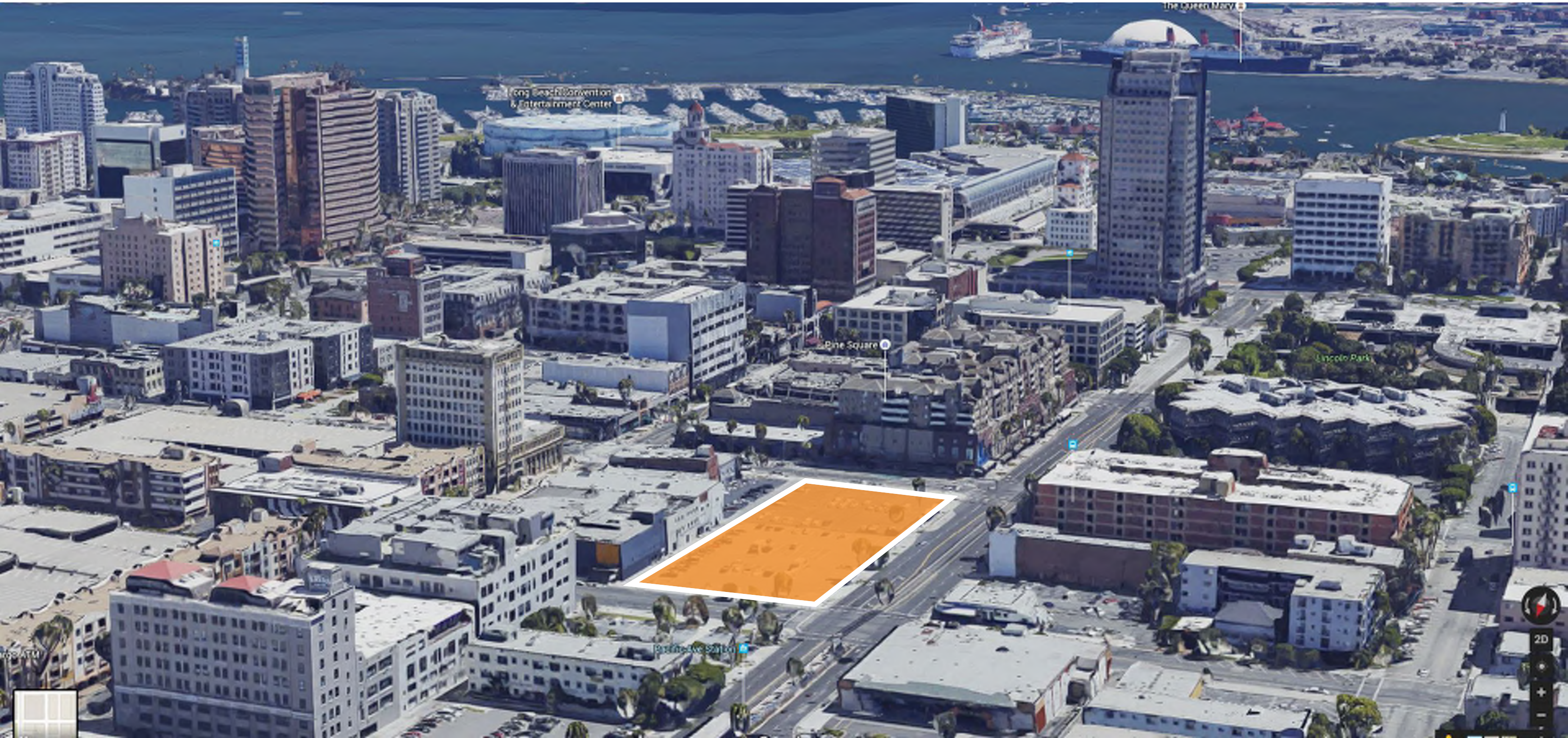


VIEW OF DOWNTOWN HIGHLIGHTING SITE





DOWNTOWN LONG BEACH LOOKING SOUTH OVER THE SITE





## DEVELOPMENT NARRATIVE

### SUMMARY:

The 3rd+Pacific project is a mixed-use development consisting of 345 residential units and 14,437 square feet of retail commercial space. The development proposes two buildings--a 23-story high rise building at the south portion of the site, and an 8-story building at the north end of the property. Both buildings offer ground floor retail, with apartments rising above. A proposed pedestrian-focused paseo reenvisioned the existing alley and energizes the space between the two buildings. Parking for the site includes two levels of underground parking for each building. The north building has an additional level of parking at street level and the second-floor. The high-rise building features four additional parking levels above the ground floor, extending from the second through fifth floors.

The project was developed in accordance with the Downtown Plan design guidelines and combines bold architecture with an enhanced pedestrian experience in using varied materials, massing, and active uses at the perimeter of the ground floor and along the central paseo.

### OVERALL DESIGN CONCEPT:

Specifically, the design focuses on 3 key concepts:

1. A development massing that is varied in scale and texture. This is consistent with the Downtown Plan design guidelines to use massing as a means to articulate the design idea and provide high quality architecture. The two buildings will carry their own design identity, supportive of a pedestrian and neighborhood scale, while using complimentary materials palettes and proportions.
2. We are 'opening up the block' to add breadth and amenity to the experience between 3rd and 4th streets, along Pacific. Within this, the project introduces a 'Paseo' concept to the midblock, offering an enhanced pedestrian experience consistent with the Downtown Plan goals of pedestrian oriented design.
3. The project design is highly focused on the resulting ground floor conditions, and what it feels like to inhabit this space. It will be a thoughtfully scaled, crafted, enjoyable, comfortable, modern experience that provides the vibrant ground floor activity envisioned in the Downtown Plan.

### THE PASEO:

To ensure that the site maintains a human scale, it's important that full and half block developments are supportive to pedestrian interaction. The development of 'small scale' experiences within the larger context is our goal and is paramount to successful urban design.

This design achieves this by replacing the Roble Way Alley with a wider 'Paseo' that joins the north and south portions of the site and enhances the midblock experience. For this site, the pedestrian experiences of the paseo are enhanced by the promenade path linking east to the vibrant retail district of Pine Street. The use of landscaping, patterned paving and overhead lighting in the paseo serves as a visual connection to Pine Street. The proposed pedestrian

extension of Roble Way to Pine Street also strengthens the alley extension east of Pine reaching to City Place Parking, supporting the Long Beach Specific Plan for midblock crossings.

The intent is for each side of the development facing the Roble Way Paseo to present complementary identities that create an interaction between the ground floor uses. The physical experience of the space between the two buildings will be comfortable and inviting. The paseo will be fortified by opening the space to between the structures for a more generously scaled and welcoming pedestrian realm. Landscaping and paving in the paseo will enrich the space and provide opportunities for seating, plantings, and activity. This generous pedestrian space also invites more daylight between the buildings than the existing, narrower Roble Way right-of-way.

The character and transparency of ground floor uses within the Paseo will establish an architectural tone for the pedestrian zones of the development. Street facing facades for this project's buildings fronting 3<sup>rd</sup>, Pacific, and 4<sup>th</sup> will also host active retail spaces that support and enhance the active central Paseo.

### VARIED MASSING:

To introduce varied scale within this half block the two buildings offer differing, complimentary scale and architecture.

We are proposing a 23-story mixed-use residential tower on the southern portion of the site. While simple in plan, the tower will be a dynamically shaped modern building that presents unique massing profiles from all directions. This shaping of the tower results in unique conditions where it meets the street, further creating specific pedestrian and neighborhood scaled identities around the development site. The steel framed crown atop the building establishes an iconic skyline shape and presence on the top floor. At key positions around the tower, residential balconies that provide humane scale and textural form to the tower.

On the northern portion of the parcel, we are proposing an 8-story mixed use residential building whose scale steps down to compliment the adjacent neighboring residential building across 4th Street, to the north. Different than the tower in its construction methodology, the architecture is more intimate, while retaining the modern, straightforward sensibility that characterizes a forward thinking and contemporary approach to its design.

### A FOCUS ON HUMAN SCALE:

This design proposal shares a primary goal with the City of Long Beach-- to make the city a world class, pedestrian oriented metropolis that features a welcoming and walkable urban condition, augmented by mass transit. The proposed design strives to sustainably host business, retail, and residential uses in a variety of scales that are thoughtfully arranged within the Downtown Plan. Our response here is to begin that dialogue by proposing a few basics about how we feel it should develop.



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## DEVELOPMENT NARRATIVE

To us, this means a laser like focus on the first 25 vertical feet of building facades, and their composition in both materials and geometry. It includes a focus on the ground plain experience of space, and how it is defined with materials, pathways, trees, lighting, etc. Key considerations such as sidewalks that are comfortably wide; building setbacks that vary to create interesting facades which respond to their internal uses, and expression of individual senses of space; material selections that are simple but offer texture and variety. Also, paramount to giving this place a unique personality and vibrant life are native trees, eco walls, and things that grow.

It's critically important to make people feel connected to the scale and porosity of these spaces. This design proposal looks to be welcoming, texturally varied within a family of materials, and properly sized both in height and in measured distance.

The paired buildings will be modern in composition, presenting a simple palette of high quality materials that are durable in the seaside environment. Expanses of ground floor glazing will allow abundant light into spaces and provide views into and from the active uses contained within. Thoughtfully placed canopies will provide human scale, shade and functional cover to the public realm where appropriate.

To appropriately compose these areas requires a coordinated effort reflecting several disciplines of design expertise. Landscape Architects and City Planners are essential members of the development team who have helped to shape this space. Their involvement helps ensure the proposal's design is vibrant and consistent inside and out.

This site at West 3rd Street and Pacific Avenue presents a valuable opportunity for the City of Long Beach. The potential of the site to introduce hundreds of permanent residents and increased daily retail visitor traffic to this downtown district will certainly add to its vitality.

The impact of a fully realized development here can be transformative for Pacific Avenue. It can serve as an important complement and extension to the signature Pine Street shopping district one block to the east. It is our hope that this project will enliven a pedestrian connection at the midblock and augment the 3rd and 4th street connections between Pacific and Pine Avenues.

### ENHANCING THE NEIGHBORHOOD:

In response to the site conditions with regard to the preliminary planning of this development proposal, we carefully evaluated the City of Long Beach, and its long-term civic goals.

A successful development will possess carefully and thoughtfully planned ground floor retail, appropriate vehicular parking, judiciously selected retailers and restaurant operators, and a vibrant & permanent population of residents. The latter part being of equal importance to a thoroughly crafted ground floor pedestrian experience.

Parking will be provided in both above and below ground levels. The above grade parking areas garages will be architecturally screened within the building program and not visible from the street.

Our proposed retail uses are finer grained and potentially boutique restaurant based than a large retailer or restaurant chain. The largest individual retail space is less than 7,000 square feet.

### PHASING OF BUILDINGS

Overarching the phasing of the development is a focus on establishing a unified project design. The two buildings will have unique and complimentary designs that work as an attractive amenity to the city. Our planning of the development anticipates a future vesting of a Tentative Track Map.

To facilitate the speed of development and recognize the varied character of the two buildings this proposal anticipates that each building will be erected in separate phases and under separate building permits. Separating the buildings in this way will allow for a finer-grained development. Each building will add individually to the neighborhood while striving for complimentary textures and enhancement of the Roble Way paseo.

In recognition of the project's phasing the buildings both feature outdoor amenity spaces atop their respective podiums, generating more active use zones with visibility from the streets. No longer linking the buildings for resident amenities, this design removes the earlier envisioned bridge across Roble Way. Deletion of that element opens the paseo view between Pacific and Pine Streets and offers unobstructed sky exposure to that space, consistent with our goal of making this space a key project design element.

### PARKING

Both buildings offer parking supportive of residential and commercial uses within them. To facilitate phased construction and efficiency, each building will house two levels of underground parking, with additional spaces to meet Long Beach requirements above ground. For the above ground parking it has been designed to ensure the broadest extent of active street-facing ground floor uses.

At the north building, above grade parking extends to the second floor and is held back from the street facades to create double-height retail and lobby functions facing the streets and paseo. That building's above grade parking is effectively concealed behind active use zones.



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## DEVELOPMENT NARRATIVE

For the south building, four levels of parking rise above the ground floor lobby and retail spaces to meet parking count requirements. This design uses the parking zone as a design element in establishing a clear and differentiated base for the high rise. Façade elements are composed to create screening and an attractive pattern to the building base.

### SUSTAINABILITY GOALS:

This development will:

- Integrate living roofs and landscaping, to assist in filtration of rain.
- Integrate solar systems to provide alternative energy.
- Target LEED Silver Accreditation or Equivalent process.

### CSPR JANUARY 9, 2018 REVIEW RESPONSES

The previously proposed pedestrian bridge linking the two buildings across Roble Way has been deleted. Rather than creating a visual obstacle to the view and connection through the paseo, deletion of the bridge allows a more generous sense of space between the buildings. Without that encumbrance the paseo has opportunities for more appealing pedestrian elements including plantings and overhead lighting.

Balconies at the midrise have been revised to integrate more with the building composition. The façade materials and their patterns create natural positions for balconies and enhances the rhythm of the facades. Railings at the balconies have been revised to be less busy, employing glass panels.

The building materials palette has been simplified in response to feedback from the Concept Site Plan Review. Colored fins have been deleted. The color range of metal panels has been reduced to primary tones of white and greys.

Building base differentiation is addressed with planters and seating bases near the residential entries. Ground floor commercial tenants are anticipated to use the building base at the sidewalks and paseo for seating/dining further differentiating the base of the building. The overall design approach for both buildings also recognizes that for urban structures of this scale, the building base must have a scale appropriate to the overall design approach. Our use of glazing at the ground floor to create scale and transparency, as part of a broader composition of the lower stories of the buildings strives to ground them at many scales.

Building entries are a key element in this design. Both residential lobby entries open into the center paseo and the architecture of the buildings is intended to celebrate them in material and scale. Retail frontages all have significant exposure and openings to the street and are expected to have clear and visible entries.

The Solana Court alley will serve as the service access for both buildings. While this path must necessarily be more modest in treatment than the central Roble Way Paseo, attention has been paid to modulate the facades of the buildings facing it. Paving here will be subservient to the more densely detailed crossing of Roble Way. Landscape elements along Solana including vine pockets and slender planting beds are envisioned to make the alley both attractive and functional.

Garage entry security gates are set back from Solana Court to ensure visibility for traffic and ease of use. It is expected that these recessed gates will be simple in detail to allow more important and active façade design elements to take precedence.

Windows play a key role in the patterning, scale and visibility of the buildings. For structures of this scale however, modulation of façade depth from thickened wall elements or window setbacks create construction detailing complexities with minimal visual impact to the façade. The proposed design instead focuses on stepping larger elevation elements of the buildings in and out in more significant dimensions. This play between planes of the façade create shadow, proportion and massing on a more dramatic and effective scale within the city.

The Solana alley ROW has been increased with a 2' dedication along its western border abutting the project site. The design further proposes a 5' setback for the ground floor of both buildings between their garage entries and curb cuts to Solana at 3rd and 4th Avenues. This broader width for vehicle access to the garages will enhance visibility and ease traffic flow to and from the parking areas. Stepping the building facades back to the 2' dedication line beyond the garage entries is intended to slow through traffic in Solana Court. It is important for the project that the Roble Way pedestrian paseo be the dominant through-space between the buildings and that the connection to Pine Street be strongly expressed.

Driveway visibility triangles have been added to the ground floor plan drawing. Vehicle queuing space is planned for within the buildings by level landings adjacent to the entry doors and ramp slopes held back at least 20'. It is understood that sufficient space is provided in the alley for vehicles to safely await entry to the garages.

The project statistics and calculations provided in this submittal have been updated to reflect the site area under the Roble Way vacation, Pacific Ave reverse dedication and a 2' dedication along the length of Solana Court.

For the reverse dedication at the south half of the site abutting Pacific Avenue, a proposed relocation of the bus shelter is shown. The shelter's placement is generally similar to its existing siting, with adjustments in consideration of nearby building entry points and street tree placement.



## DEVELOPMENT NARRATIVE

At the zero-foot build to lines along the 3 street facades, building setbacks do not exceed 20% of the frontage length. See the enclosed plan views.

A parking summary for both buildings follows this narrative.

A Ride Share staging area is now shown on the site plan.

The architecture of the midrise building's northwest corner at 4th and Pacific serves two primary functions in the design. At the ground floor, the building walls step back at the corner to activate that pedestrian zone and provide entry for retail. At a building scale, the facade above hosts prime corner apartments internally, and externally uses cladding material patterns to "turn the corner" in leading the composition of the development to the central Roble way Paseo that is the anchor for the development and main entry for both apartment buildings. The architecture of that corner should be reflective of the building uses there. It is also necessarily subservient in composition to the central entry of the project development at mid-block.

The midrise building proposes 16 of the 142 total apartments to be smaller than 600 square feet in area, for a 11.3% ratio. In the south high rise, all the apartments are larger than 600 square feet in area. See the enlarged unit plan sheet for details of those units smaller than 600 square feet.

The midrise and high-rise trash rooms have been updated for functional requirements and are shown on the floor plans.

Three-bedroom units are included in both buildings, meeting the 5% minimum count for 3-bedroom units.

The bicycle storage and service center at the midrise building has been revised to have a more attractive and transparent street façade. Service and user lounge areas of the bike center will be on the street side of the space, activating the streetscape it opens to.

This site's proximity to the Metro stop at 4th and Pacific is a valued amenity for the development. Consideration has been made to support easy access to that stop with the building plan layout. For the north building, the 4<sup>th</sup> street exit door is located as close to the site's northwest corner as internal corridors and building code exiting requirements will allow (limits on dead-end corridor length). Additionally, the length of resident travel to the stair (traveling away from the street corner) is less than 50' and does not therefore seem to be an obstacle to tenant's travel to the Metro stop.

Residential storage space. Storage rooms for tenant use have been provided throughout the service levels of the buildings. Rental storage space counts are not compliant with requirements, notation of their storage capacities is shown in the plan views.

Storm water planting areas as part of the approach to low-impact development are shown

conceptually on the architectural plans. Continuing coordination with design engineers will validate the size, location and configuration of these features in the zones proposed.

Building sections tags on the site plan have been updated to accurately reflect the corresponding views.

EV charging stations are shown in the parking level plans. Total count of EV charging stations is at least 3% of total parking space count, per California Green Building Standards Code. Additionally, a minimum of one accessible parking space compliant with this code chapter is provided in each building. The design also anticipates required future EV charging throughout the buildings.

Parking stall sizes, types and quantities are tabulated at the end of this narrative.

Conceptual Landscape Plans are provided in the Appendix. These drawings include information documenting compliance for street trees, placement and drainage of green walls, trees over structured elements, irrigation, and plantings at the building bases.

Driveway ramp slopes are noted on the associated plan views and in no cases exceed a slope of 1 foot vertically for 7 feet of horizontal length.

ADA compliant vertical clearances at garage entries and ramps are noted on the drawings.

## F.A.R. AND SITE AREA

### F.A.R. and SITE AREA

Site Area:	53335 SF
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Base F.A.R. : 8:1	426680 SF
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\*Site FAR extents include north and south half block parcels, vacated Roble Alley, 2' dedication at Solana, and a reverse dedication at Pacific Ave (western) boundary of south parcel.

F.A.R. Total:	505536 SF
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Ratio:	9.48
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Total proposed building area:	659515 SF
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\*\*Total Building area includes all below grade levels.

Lot Coverage:	86%
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\*\*\*F.A.R. calculation excludes vertical circulation and utility spaces.

### F.A.R. DEVELOPMENT INCENTIVE

LEED Silver Certified or Equivalent process	0.50
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Green Roof or Eco-Roof - Option 2: 31-60% of footprint	0.50
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Public OpenSpace - Option 1: 10% of site	0.50
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<b>TOTAL</b>	<b>1.50</b>
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# DEVELOPMENT NARRATIVE

## SPR AUGUST 17, 2018 REVIEW RESPONSES

### 1. Project Summary

- a. Phasing. A phasing plan for the two buildings is now included in this package.
- b. Building height and F.A.R. The building F.A.R. calculation is summarized above. To exceed the base F.A.R. (and building height) the project intends to secure incentives for living roofs, LEED certification and public open space. The project plans to pursue to the following development incentives based upon Table 3-4 in Section 3 of the Downtown Plan:

F.A.R. Development Incentive	Max FAR
LEED Silver Certified or Equivalent process	0.5
Green Roof or Eco-Roof – Option 2: 31-60% of footprint	0.5
Public OpenSpace – Option 1: 10% of site	0.5
<b>Total</b>	<b>1.5</b>

- c. Site area. The project summary now includes the total site area of 53,335 sq. ft. See page 43.
- d. Floor Area Ratio. The project's floor area ratio is described in detail above under F.A.R. and SITE AREA
- e. Bike parking. A summary of bike parking is provided on page 11.
- f. Residential unit summary. A summary of unit types, by bedroom count is provided for both buildings on page 44. Please note that summary also has a calculation indicating the percentage for each unit type.
- g. Unit types. In lieu of a justifying market study, the proposed design now meets the 5% minimum count for 3-bedroom units. See page 44.

### 2. Site Plan

- a. Solana Court midblock crossing. A design detail for the Roble Way crossing at Solana Court is provided on page 4 (landscape appendix).
- b. Vacated property lines. The site plans and building sections now show the vacated Roble Way alley boundaries.
- c. Two-way alley traffic and ramp slopes. Two-way traffic in Solana Court now extends the full length of the block serving garage access for both buildings. The Solana Court alley width is now 20' for vehicle travel. Building internal ramps have been reconfigured so that no slope exceeds 14%, in conformance with City standards.
- d. Alley setbacks. The alley setback is now shown at 10' from the centerline of the right-of-way. See page 32.
- e. Doors at Solana Court. Doors opening onto Solana Court have be repositioned so that none open over the public right-of-way.
- f. Private open space. A summary of private open space is provided on page 18.

### 3. Floor Plan

- a. Bicycle storage area. The ground floor bicycle room in the north building now includes repair stations and lounge space, ensuring an active street-fronting space. The bicycle room has storefront glazing offering views into and from this amenity space.

- b. Private open space dimensions. Floor plans now show typical private outdoor space dimensions.
- c. Bike storage capacity. The plan views of the bike rooms now show bike racks and include data on their storage capacities.
- d. Residential storage space. Storage rooms for tenant use have been provided throughout the service levels of the buildings. Notation of their storage capacities is shown in the plan views.
- e. Residential units less than 600 square feet in area. Residential units under 600 gross square feet all have open plans to enhance their daylight, views and livability. These units are further enhanced by their inclusion of private outdoor decks.

### 4. Parking/Driveway Sections

- a. Driveway/parking ramps. Ramp slopes have been revised to a maximum slope 1' in 7' of run (14%). See plan pages 29-36.
- b. Parking table. The parking table on page 11 has been revised to include the basis for required residential and commercial parking counts.
- c. Bike parking. The parking table on page 11 now includes calculations for the required residential and commercial bicycle parking for each building.

### 5. Elevations/Sections

- a. A balcony section is shown on page 17.
- b. Building sections are now keyed on the floor plans.

### 6. Landscaping

- a. Landscaping within the parkway. The concept site plan on page 4 (landscape appendix) has been revised to show landscaping within the parkway, in compliance with the Downtown Plan.
- b. Landscaping along the base of the buildings. The concept site plan on page 4 (landscape appendix) has been revised to show planting abutting the building walls facing streets.
- c. Landscape area calculations on decks. Landscape area calculations are now shown on 12, 13, 14, 16 and 17 (landscape appendix).
- d. Raised planters. Raised planters on structure all feature a minimum 40 sq. ft. of area and 36" of soil depth. See landscape drawings on pages 12, 13, 14, 16 and 17 (landscape appendix).

### 7. Open Space

- a. Private and Common open space. Tabulations can be found on pages 17 (common open space), 18 (private open space) and 20 (indoor common open space). Additional common open space is being offered to mitigate a reduction in private open space. Design integrity of the buildings, especially the high rise is maintained by the careful positioning of balconies, ensuring a clean and sleek building façade while also considering wind protection and views from balconies. For both buildings the common outdoor amenity spaces feature generous floor area and appurtenances that would otherwise be impractical within a smaller, private space.

At the north building, the 4<sup>th</sup> floor podium deck includes a swimming pool, barbecue area, landscaping (including trees in large planters), patterned paving and architectural lighting and furnishings. The north building's 8<sup>th</sup> floor roof deck features an outdoor gas fire pit and casual seating given scale and enclosure by an overhead trellis.

The south building's 7<sup>th</sup> floor podium deck has both a swimming pool and spa, complimented with a large covered outdoor space hosting seating groupings and landscaping. Patterned



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## DEVELOPMENT NARRATIVE

paving extends across the breadth of the occupiable podium outside area. The tower's top floor amenity rooms open out to two terraces with patterned paving, landscaping, architectural seating and framed views of the city and coast line.

- b. Private open space. A tabulation of the number of residential units with private open space (and their sizes) is provided on page 18.
  - c. Common open space area. The total common open space for the proposed combined lot area is provided in Phase 1 and tabulated on page 17.
8. Environmental
- a. Deposit Acknowledgement Form. The signed acknowledgement form is included with this submittal.
  - b. Technical reports
    - i. Shade and shadow renderings are provided on page 55.
    - ii. Air Quality/Greenhouse Gas Emissions and Energy Technical Study is provided under separate cover
    - iii. Cultural Resources Assessment is provided under separate cover
    - iv. Phase 1 Environmental Site Assessment is provided under separate cover
    - v. Drainage Report is provided under separate cover
    - vi. Noise Study is provided under separate cover
    - vii. Traffic Impact Study has been updated.
    - viii. Utilities Report is provided under separate cover
9. Miscellaneous
- a. The Property Owner's Authorization for this project is provided as a separate document.



# AUTO AND BIKE PARKING SUMMARY

## NORTH MID-RISE (PHASE I)

	PARKING STALLS						
	TOTAL	UNIQUE STANDARD 8.5' X 18'	UNIQUE COMPACT 8.5' X 15'	TANDEM 8.5' X 18'	HC	EV	EV-HC
LEVEL 05	0						
LEVEL 04	0						
LEVEL 03	0						
LEVEL 02	43	19	20		1	2	1
LEVEL 01	24	17	5		1	0	1
LOWER LEVEL 1	86	73		11	2		
LOWER LEVEL 2	89	76		11	2		
<b>TOTAL</b>	<b>242</b>	<b>185</b>	<b>25</b>	<b>22</b>	<b>6</b>	<b>2</b>	<b>2</b>

142	RESIDENTIAL REQUIREMENT - 1 PARKING STALL FOR EVERY UNIT, 142 UNITS, 142 REQUIRED PARKING STALLS
36	GUEST PARKING - 25% OF RESIDENTIAL UNITS, 25% OF 142 UNITS = 36 REQUIRED GUEST PARKING STALLS
7	RETAIL - 1 STALL REQUIRED PER 1000 SQ FT OF RETAIL, 6802 SF OF RETAIL, 7 REQUIRED RETAIL STALLS

<b>185</b>	<b>TOTAL REQUIRED PARKING SPACES</b>
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57 EXTRA PARKING SPACES

\*HC: Accessible EV: Electric Vehicle Charging EV-HC: Accessible Electric Charging

RESIDENTIAL BIKE PARKING		
1 SPACE FOR EVERY 5 UNITS, 142 UNITS / 5 = 29 REQUIRED BIKE RACKS		
TOTAL	HANGING	STANDING
30	30	0
30	20	10
<b>60</b>	<b>50</b>	<b>10</b>

LEVEL 02  
LEVEL 01  
**TOTAL**

COMMERCIAL BIKE PARKING	
1 SPACE FOR EVERY 7,500 SF, 6802 SF OF RETAIL, 1 BIKE RACK REQUIRED	
TOTAL SPACES	RACKS
8	4

LEVEL 02  
LEVEL 01  
**TOTAL**

## SOUTH TOWER (PHASE II)

	PARKING STALLS						
	TOTAL	UNIQUE STANDARD 8.5' X 18'	UNIQUE COMPACT 8.5' X 15'	TANDEM 8.5' X 18'	HC	EV	EV-HC
LEVEL 05	60	31	28		1		
LEVEL 04	54	28	25		1		
LEVEL 03	54	28	25		1		
LEVEL 02	51	23	25		2		1
LEVEL 01	0						
LOWER LEVEL 1	45	25	18		2		
LOWER LEVEL 2	51	30	20		1		
LOWER LEVEL 3	6	3	3				
<b>TOTAL</b>	<b>321</b>	<b>168</b>	<b>144</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>1</b>

203	1 PARKING STALL FOR EVERY UNIT, 203 UNITS, 203 REQUIRED PARKING STALLS
51	GUEST PARKING - 25% OF RESIDENTIAL UNITS, 25% OF 203 UNITS = 51 REQUIRED GUEST PARKING STALLS
8	1 STALL REQUIRED PER 1000 SQ FT OF RETAIL, 7635 SF OF RETAIL, 8 REQUIRED RETAIL STALLS

<b>262</b>	<b>TOTAL REQUIRED PARKING SPACES</b>
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59 EXTRA PARKING SPACES

\*HC: Accessible EV: Electric Vehicle Charging EV-HC: Accessible Electric Charging

RESIDENTIAL BIKE PARKING		
1 SPACE FOR EVERY 5 UNITS, 203 UNITS / 5 = 41 REQUIRED BIKE RACKS		
TOTAL	HANGING	STANDING
0	0	0
50	50	0
<b>50</b>	<b>50</b>	<b>0</b>

COMMERCIAL BIKE PARKING	
1 SPACE FOR EVERY 7,500 SF, 7635 SF OF RETAIL, 2 BIKE RACKS REQUIRED	
TOTAL SPACES	RACKS
10	5

LEVEL 02  
LEVEL 01  
**TOTAL**

## TOTAL COMBINED (FULL PHASES)

	PARKING STALLS						
	TOTAL	UNIQUE STANDARD 8.5' X 18'	UNIQUE COMPACT 8.5' X 15'	TANDEM 8.5' X 18'	HC	EV	EV-HC
LEVEL 05	60	31	28	0	1	0	0
LEVEL 04	54	28	25	0	1	0	0
LEVEL 03	54	28	25	0	1	0	0
LEVEL 02	94	42	45	0	3	2	2
LEVEL 01	24	17	5	0	1	0	1
LOWER LEVEL 1	131	98	18	11	4	0	0
LOWER LEVEL 2	140	106	20	11	3	0	0
LOWER LEVEL 3	6	3	3	0	0	0	0
<b>TOTAL</b>	<b>563</b>	<b>353</b>	<b>169</b>	<b>22</b>	<b>14</b>	<b>2</b>	<b>3</b>

345	1 PARKING STALL FOR EVERY UNIT, 345 UNITS, 345 REQUIRED PARKING STALLS
87	GUEST PARKING - 25% OF RESIDENTIAL UNITS, 25% OF 345 UNITS = 87 REQUIRED GUEST PARKING STALLS, ALL GUEST PARKING FOR PHASES I AND II TO BE LOCATED ON LEVEL 1 AND 2 OF NORTH MID-RISE (PHASE 1)
15	1 STALL REQUIRED PER 1000 SQ FT OF RETAIL, 14437 SF OF RETAIL, 15 REQUIRED RETAIL STALLS, ALL RETAIL PARKING FOR PHASES I AND II TO BE LOCATED ON LEVEL 1 OF NORTH MID-RISE (PHASE 1)

<b>447</b>	<b>TOTAL REQUIRED PARKING SPACES</b>
------------	--------------------------------------

116 EXTRA PARKING SPACES

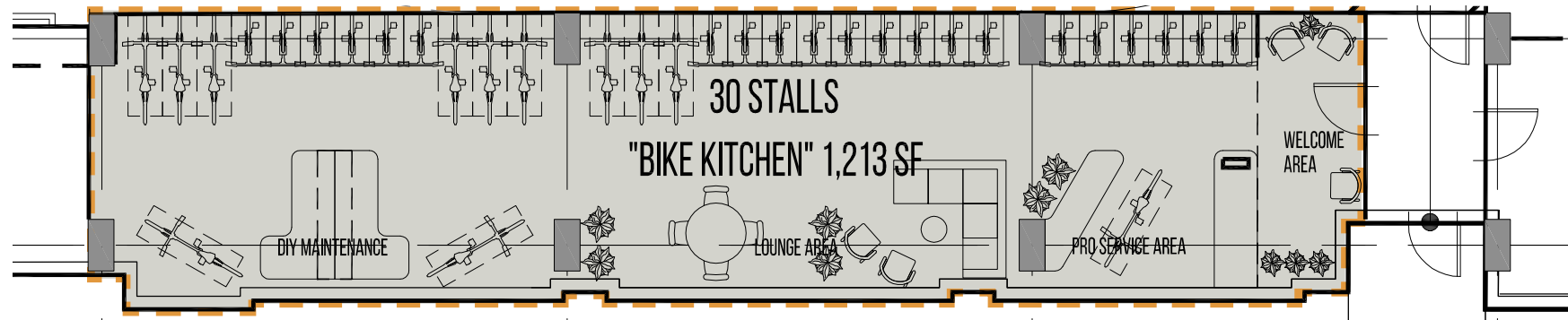
\*HC: Accessible EV: Electric Vehicle Charging EV-HC: Accessible Electric Charging

RESIDENTIAL BIKE PARKING		
1 SPACE FOR EVERY 5 UNITS, 345 UNITS / 5 = 70 REQUIRED BIKE RACKS		
TOTAL	HANGING	STANDING
30	30	0
80	70	10
<b>110</b>	<b>100</b>	<b>10</b>

COMMERCIAL BIKE PARKING	
1 SPACE FOR EVERY 7,500 SF, 14437 SF OF RETAIL, 3 BIKE RACKS REQUIRED	
TOTAL SPACES	RACKS
18	9



# BIKE PARKING



1" = 10'-0"

NORTH BLDG - LEVEL 1 - 'BIKE KITCHEN'

## HUNTCO

SITE FURNISHINGS

Bike racks, lockers, benches and architectural site furnishings since 1980.

Tradition & Innovation

PHONE 503.224.8700

FAX 503.274.2055

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MAIL P.O. Box 10385

Portland, Or. 97296-0385

🚲 x 1

## THE STIRRUP

An economical space saver, the Stirrup tidies cluttered bike rooms, keeping bikes out of the way and secure.

### CONSTRUCTION/MATERIAL

- .25" Plate Steel Backer
- .375" Solid Steel Hook
- .625" Solid Steel Lock bar

### DIMENSIONS

- 3.5" Width
- 35" Length
- 19.75" Depth (from wall)

### MOUNTING

- (3) .5" Mounting Holes

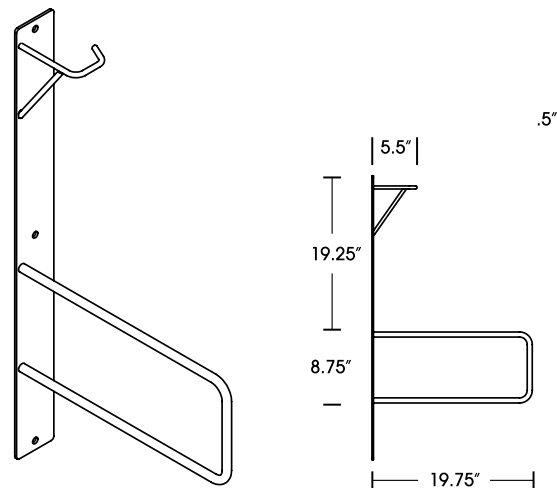
### FINISH OPTIONS

- Hot Dipped Galvanized
- Powder Coating
- #
- Thermoplastic Coating
- #

### FEATURES

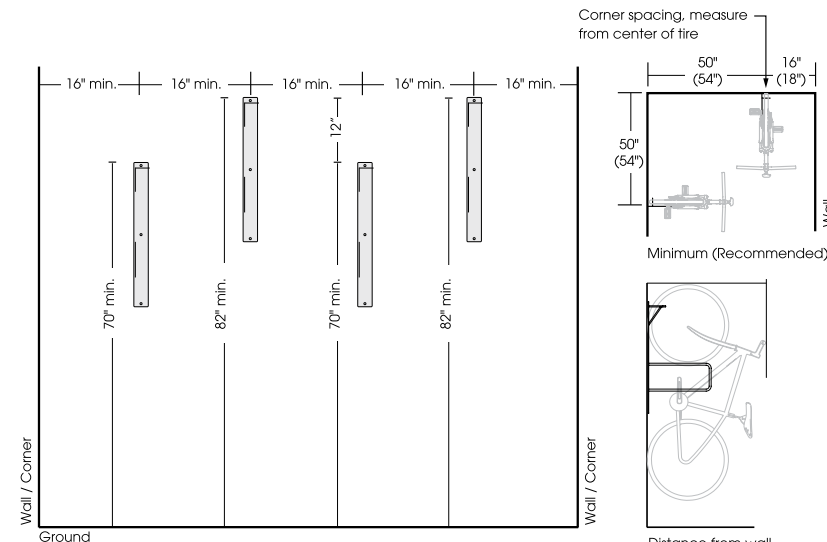
- U-Lock Compatible

Manufactured in the Pacific Northwest



### RECOMMENDED LAYOUT

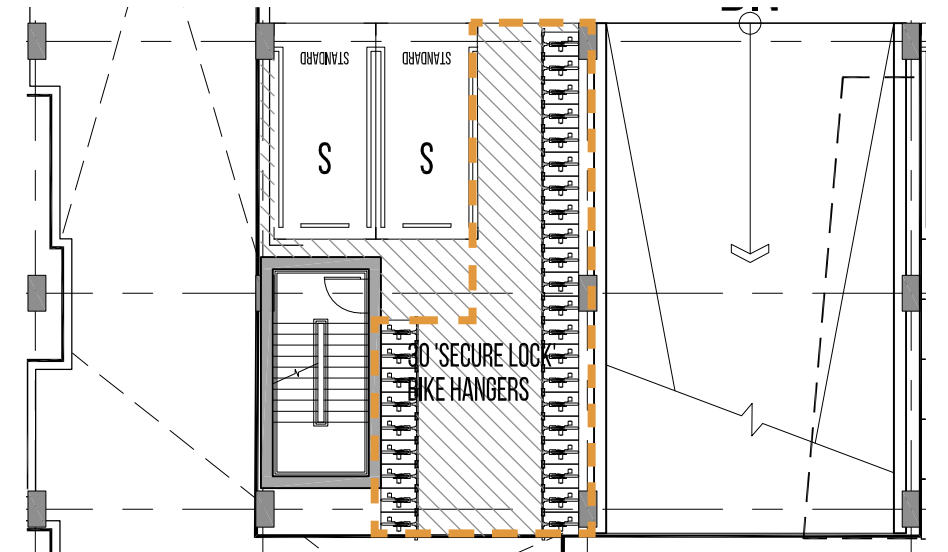
NOTE: Wall mount bike racks can be installed non-staggered at 20"-24" spacing.



CONTRACTOR: \_\_\_\_\_

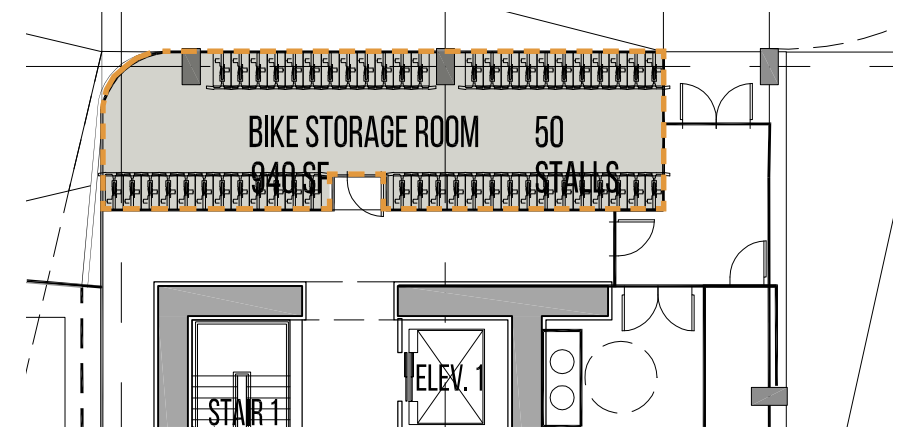
JOB: \_\_\_\_\_

NOTES: \_\_\_\_\_



1" = 16'-0"

NORTH BLDG - LEVEL 2 - BIKE PARKING AREA



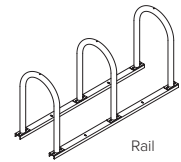
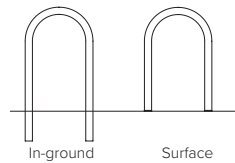
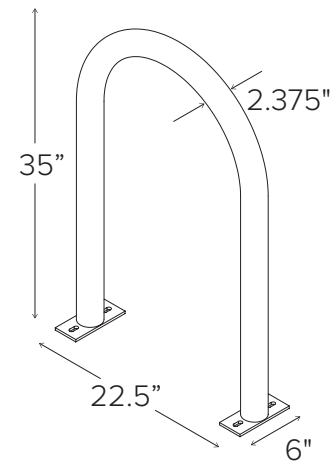
1" = 16'-0"

SOUTH BLDG - LEVEL 1 - BIKE PARKING ROOM



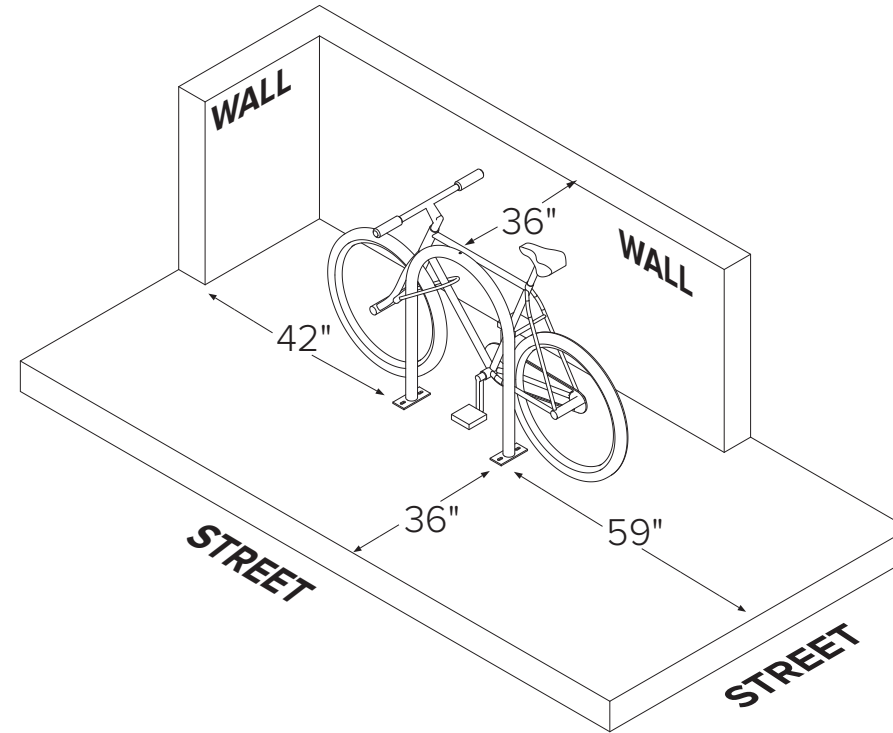
# BIKE PARKING - COMMERCIAL

## HOOP RACK HEAVY DUTY Submittal Sheet



- CAPACITY** 2 Bikes
- MATERIALS** 2" schedule 40 pipe (2.375" OD)
- FINISHES**
- Galvanized**  
An after fabrication hot dipped galvanized finish is our standard option.
  - Powder Coat**  
Our powder coat finish assures a high level of adhesion and durability by following these steps:  
1. Sandblast  
2. Epoxy primer electrostatically applied  
3. Final thick TGIC polyester powder coat
  - Thermoplastic**  
In addition to an increased thickness (8-10mils), the thermoplastic finish covers a galvanized layer and offers superior impact resistance over powder coating.
  - PVC Dip (plastisol)**  
Other colors available by special order (minimum orders apply)
  - Stainless**  
Stainless Steel: 304 grade stainless steel material finished in either a high polished shine or a satin finish.
- MOUNT OPTIONS**
- In-ground**  
In ground mount is embedded into concrete base. Specify in ground mount for this option.
  - Surface**  
Foot Mount has two 2.5"x6"x.25" feet with two anchors per foot. Specify foot mount for this option.
  - Rail**  
Rail Mounted Racks are bolted to two parallel rails which can be left freestanding or anchored to the ground. Rails are heavy duty 3"x1.4"x3/16" thick galvanized mounting rails. Specify rail mount for this option.

## HOOP RACK HEAVY DUTY Setbacks



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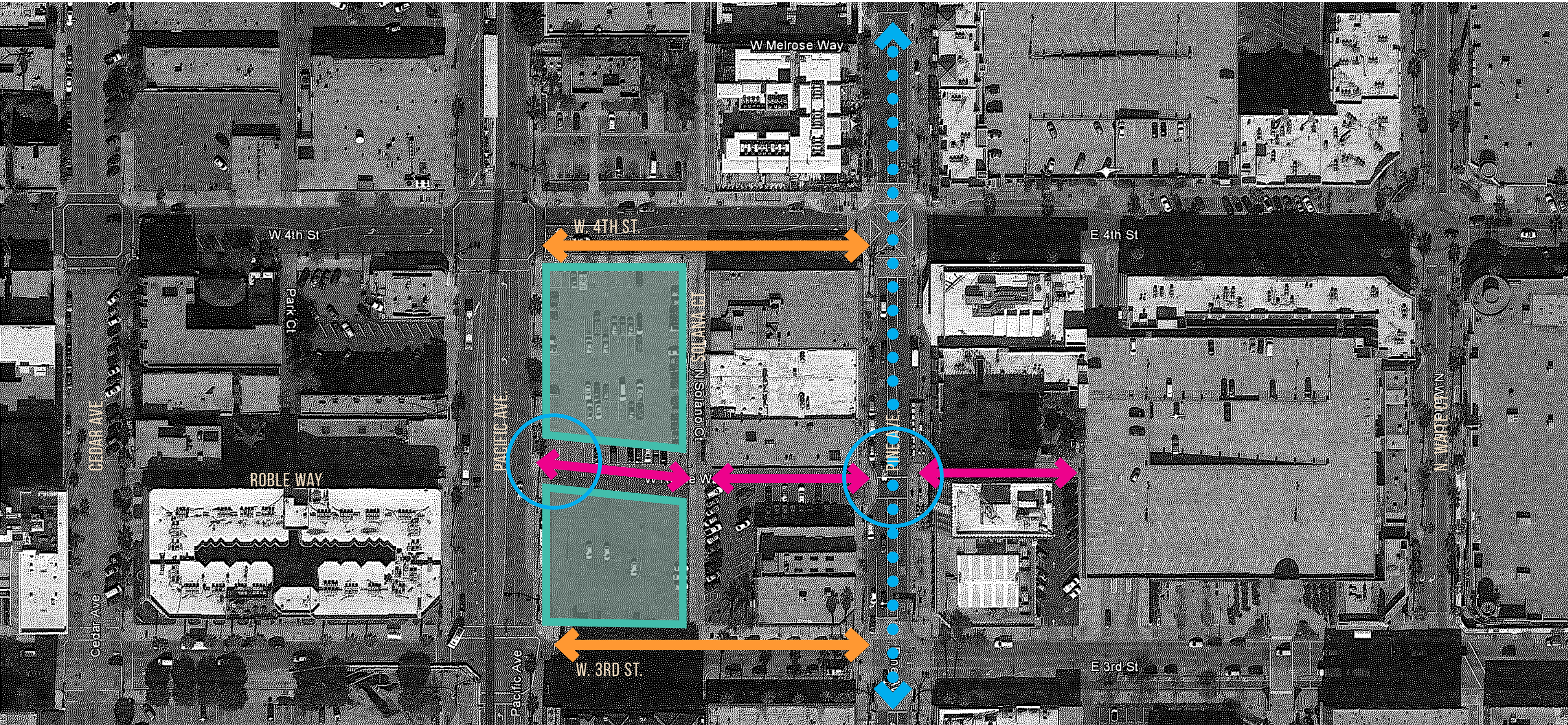


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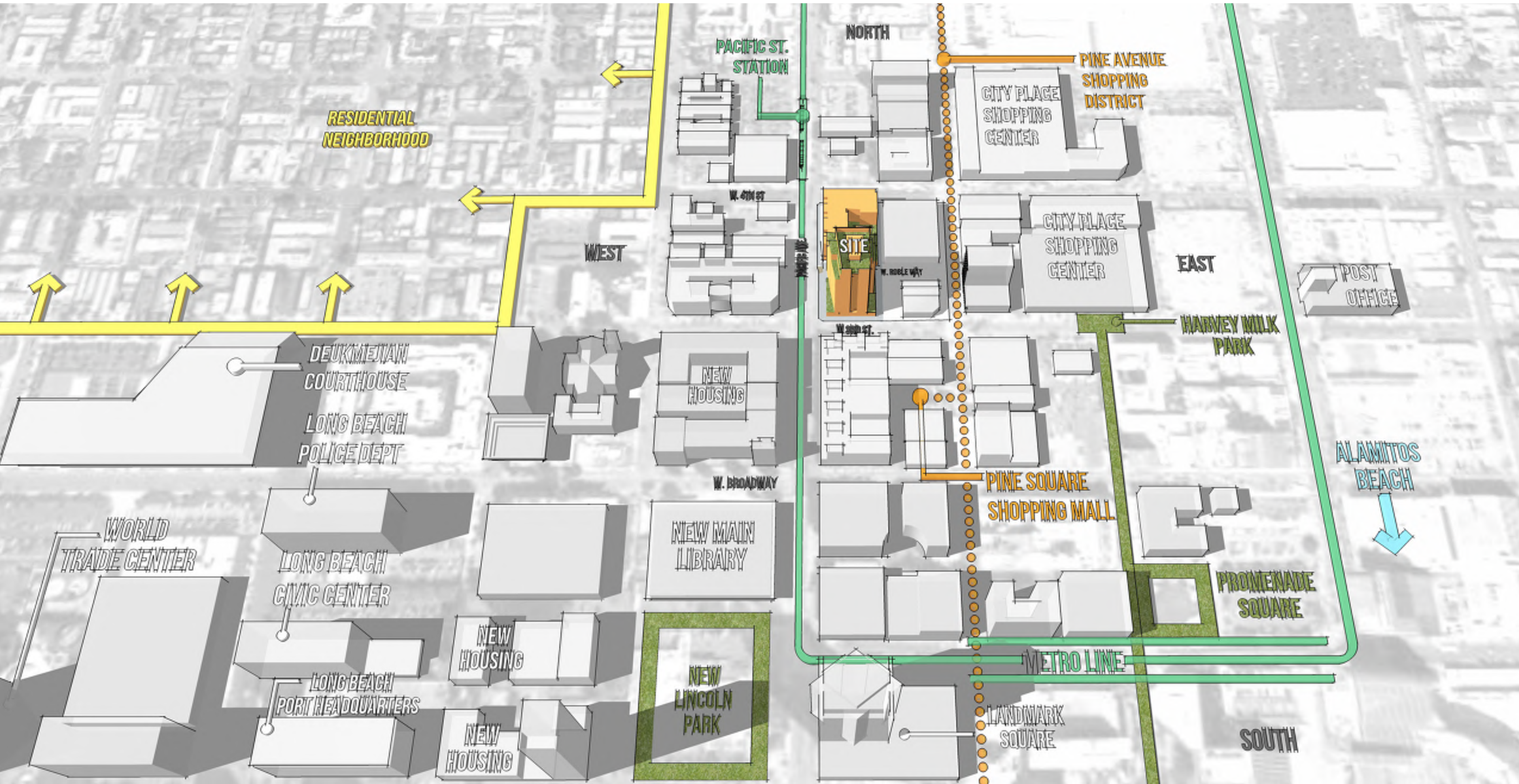


# SITE DESIGN STRATEGY - CONNECTIONS



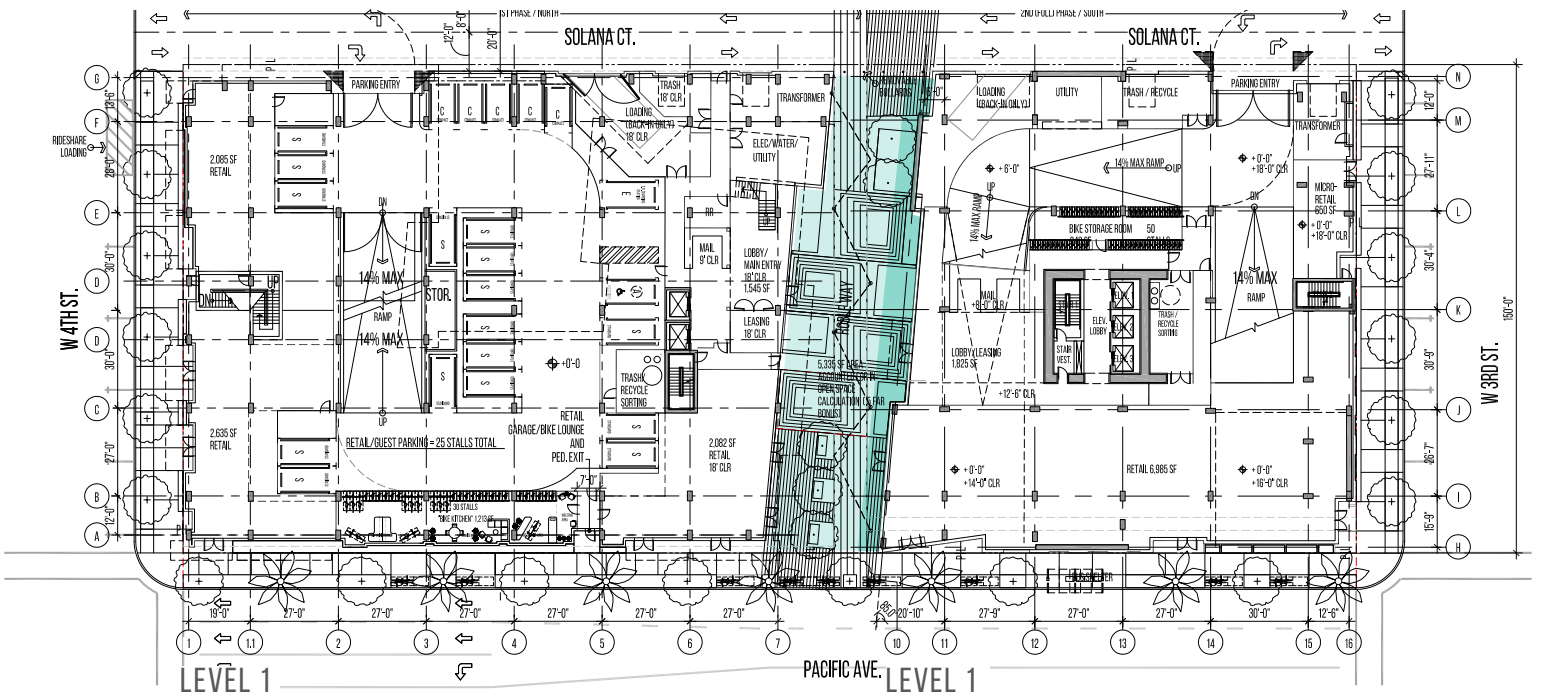
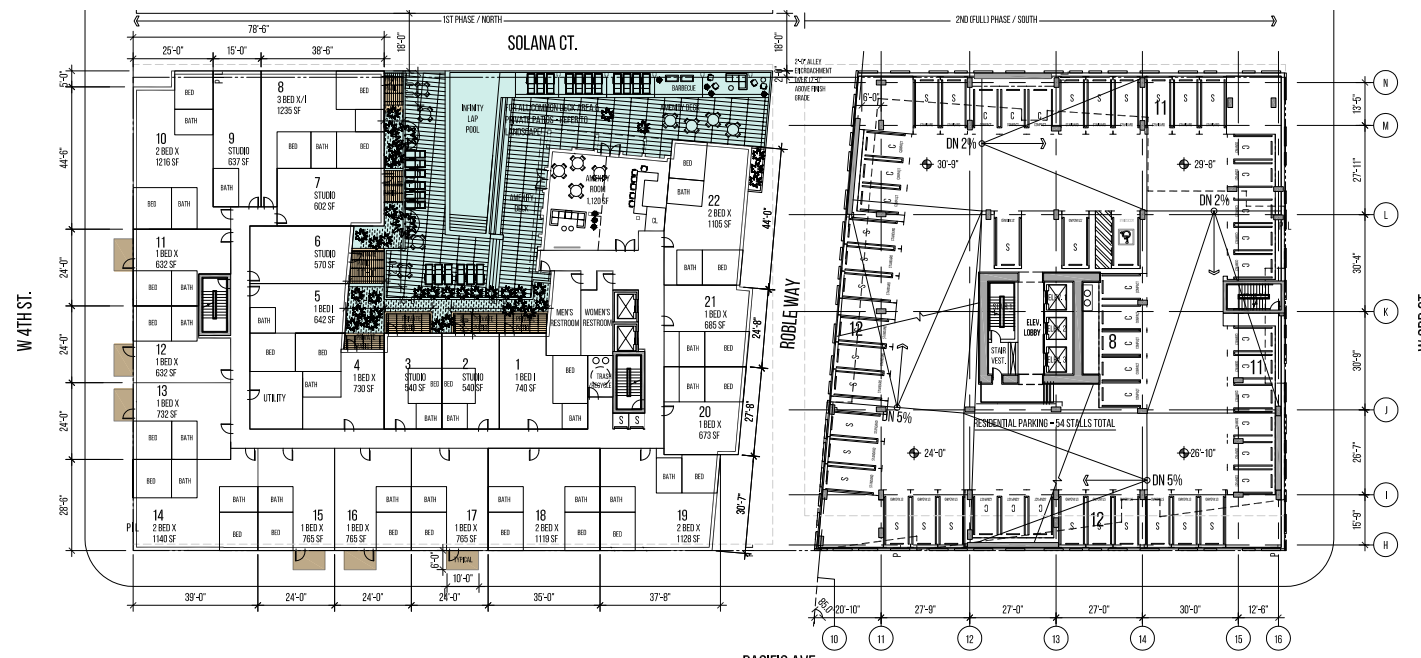


VICINITY ORIENTATION DIAGRAM



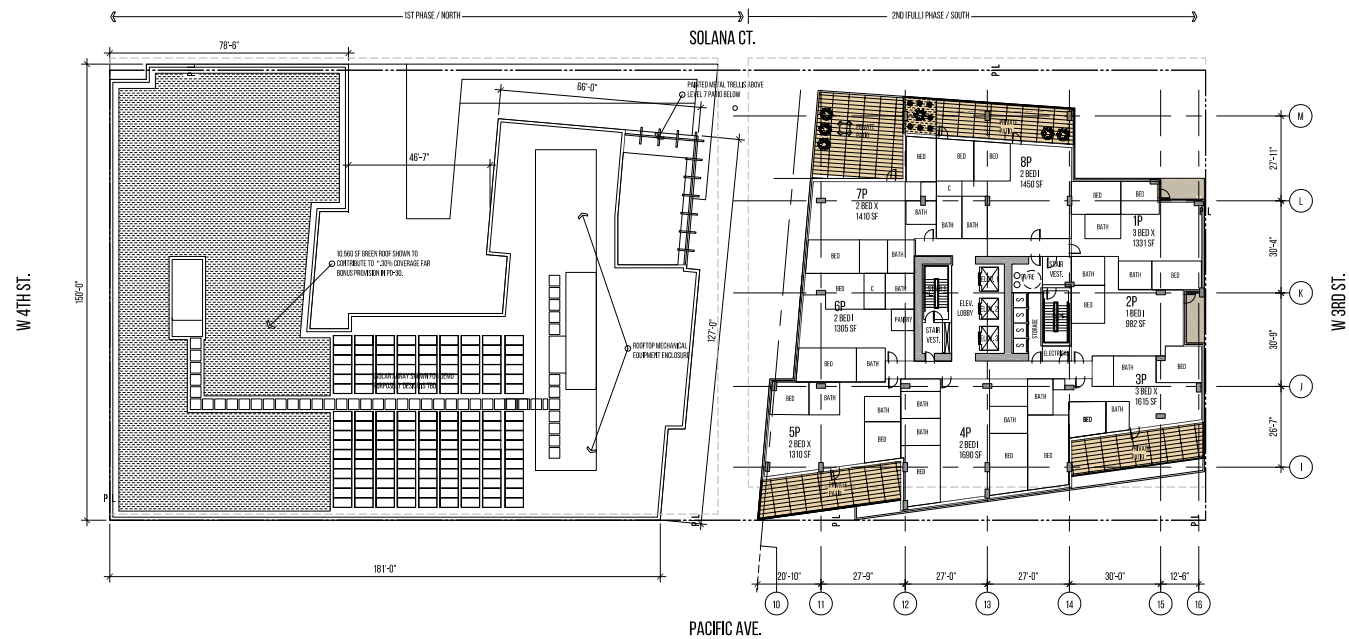


# OPEN SPACE DIAGRAMS - COMMON AND PRIVATE



- PRIVATE OUTDOOR SPACE - SEE PAGE 18
- COMMON OUTDOOR SPACE - NORTH MID-RISE (PHASE I)
- COMMON OUTDOOR SPACE - SOUTH HIGH-RISE (PHASE II)

# OPEN SPACE DIAGRAMS - COMMON AND PRIVATE



LEVEL 21

LEVEL 21



LEVEL 22

LEVEL 22

## COMMON OUTDOOR SPACE

### NORTH MID-RISE (PHASE I)

AMENITY DECK	LEVEL 8	1034 SF
AMENITY DECK	LEVEL 3	5585 SF
GROUND FLOOR PASEO	LEVEL 1	4245 SF
<b>TOTAL</b>		<b>10864 SF</b>

### SOUTH TOWER (PHASE II)

AMENITY DECK	LEVEL 23	1960 SF
AMENITY DECK	LEVEL 6	5365 SF
GROUND FLOOR PASEO	LEVEL 1	1090 SF
<b>TOTAL</b>		<b>8415 SF</b>

### TOTAL COMBINED (FULL PHASES)

NORTH MID-RISE (PHASE I)	10864 SF
SOUTH TOWER (PHASE II)	8415 SF
<b>TOTAL</b>	<b>19279 SF</b>

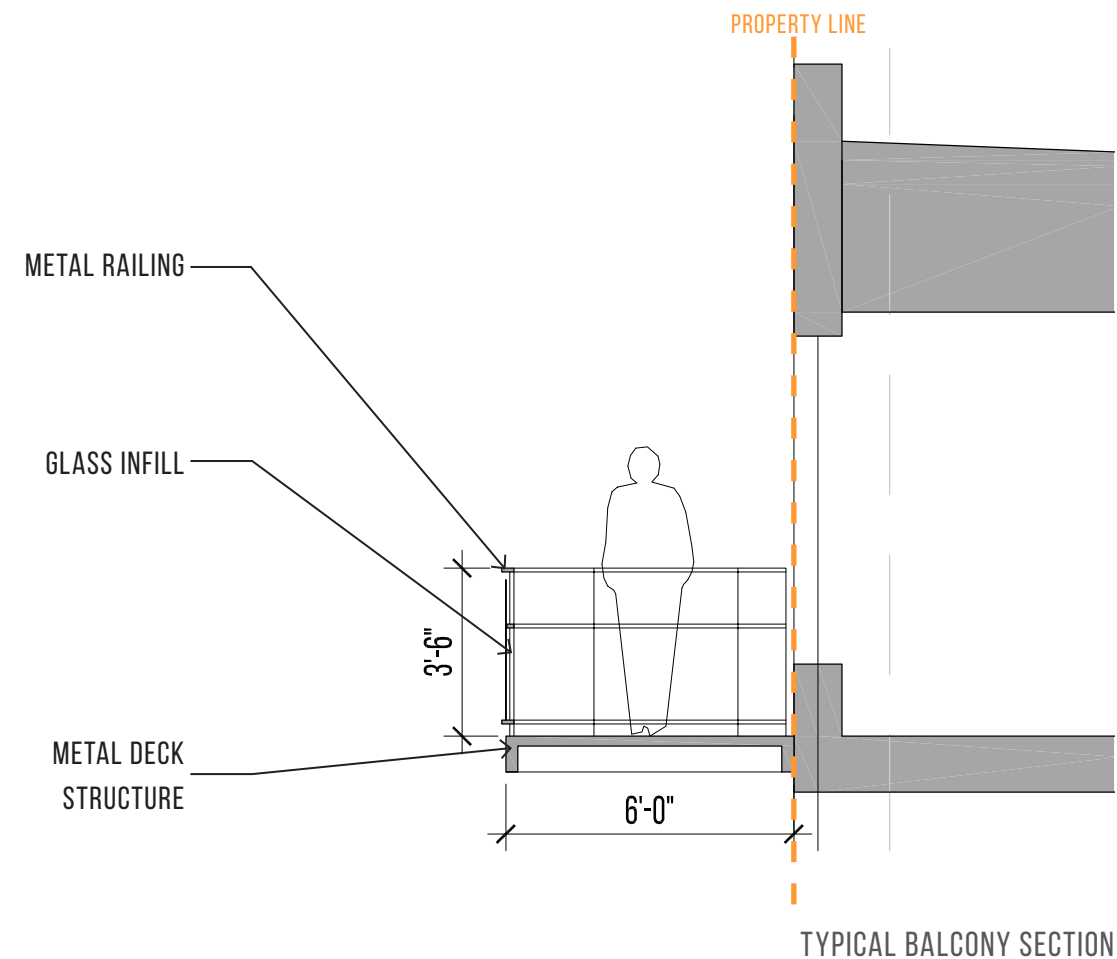
## \*REQUIRED OPEN SPACE IS 20% OF SITE AREA

SITE AREA:	53335 SF
REQUIRED OPEN SPACE:	10667 SF
OPEN SPACE PROVIDED IN MID-RISE (PHASE I):	10864 SF
% OPEN SPACE PROVIDED IN MID-RISE (PHASE I):	20.37%
<b>% OPEN SPACE PROVIDED IN TOTAL COMBINED (FULL PHASES):</b>	<b>19279 SF</b>
<b>% OPEN SPACE PROVIDED IN TOTAL COMBINED (FULL PHASES):</b>	<b>36.15%</b>

## \*DEVELOPMENT INCENTIVES - PROVISION OF PUBLIC OPEN SPACE - OPTION 1: 10% OF SITE

SITE AREA:	53335 SF
REQUIRED PUBLIC OPEN SPACE:	5334 SF
<b>PUBLIC OPEN SPACE PROVIDED (GROUND FLOOR PASEO)</b>	<b>5335 SF</b>

- PRIVATE OUTDOOR SPACE - SEE PAGE 18
- COMMON OUTDOOR SPACE - NORTH MID-RISE (PHASE I)
- COMMON OUTDOOR SPACE - SOUTH HIGH-RISE (PHASE II)





# PRIVATE OPEN SPACE SUMMARY

## NORTH MID-RISE (PHASE I)

UNITS WITH BALCONIES			
	quantity	area	total sf
Level 8	7	60 SF	420 SF
Level 8	2	50 SF	100 SF
Level 7	12	60 SF	720 SF
Level 7	2	50 SF	100 SF
Level 6	8	60 SF	480 SF
Level 6	2	50 SF	100 SF
Level 5	8	60 SF	480 SF
Level 5	1	50 SF	50 SF
Level 4	7	60 SF	420 SF
Level 4	2	50 SF	100 SF
Level 3	6	60 SF	360 SF

**Total 57 3330 SF**

UNITS WITH PATIOS			
	quantity	area	total sf
Level 3	2	60 SF	120 SF
Level 3	1	65 SF	65 SF
Level 3	1	100 SF	100 SF
Level 3	1	125 SF	125 SF
Level 3	1	200 SF	200 SF

**Total 6 610 SF**

## SOUTH TOWER (PHASE II)

UNITS WITH BALCONIES			
	quantity	area	total sf
Level 22	2	100 SF	200 SF
Level 21	2	100 SF	200 SF
Level 20	2	100 SF	200 SF
Level 20	1	80 SF	80 SF
Level 19	2	100 SF	200 SF
Level 19	1	80 SF	80 SF
Level 18	2	100 SF	200 SF
Level 18	1	80 SF	80 SF
Level 17	2	100 SF	200 SF
Level 17	1	80 SF	80 SF
Level 16	2	100 SF	200 SF
Level 16	1	80 SF	80 SF
Level 15	2	100 SF	200 SF
Level 15	1	80 SF	80 SF
Level 14	2	100 SF	200 SF
Level 14	1	80 SF	80 SF
Level 13	2	100 SF	200 SF
Level 13	1	80 SF	80 SF
Level 12	2	100 SF	200 SF
Level 12	1	80 SF	80 SF
Level 11	2	100 SF	200 SF
Level 11	1	80 SF	80 SF
Level 10	2	100 SF	200 SF
Level 10	1	80 SF	80 SF
Level 9	2	100 SF	200 SF
Level 9	1	80 SF	80 SF
Level 8	2	100 SF	200 SF
Level 8	1	80 SF	80 SF
Level 7	1	100 SF	100 SF
Level 6	1	100 SF	100 SF

**Total 45 4240 SF**

UNITS WITH PATIOS			
	quantity	area	total sf
Level 22	1	545 SF	545 SF
Level 21	1	820 SF	820 SF
Level 21	1	680 SF	680 SF
Level 21	1	600 SF	600 SF
Level 21	1	515 SF	515 SF

**Total 5 3160 SF**

## TOTAL PRIVATE OPEN SPACES

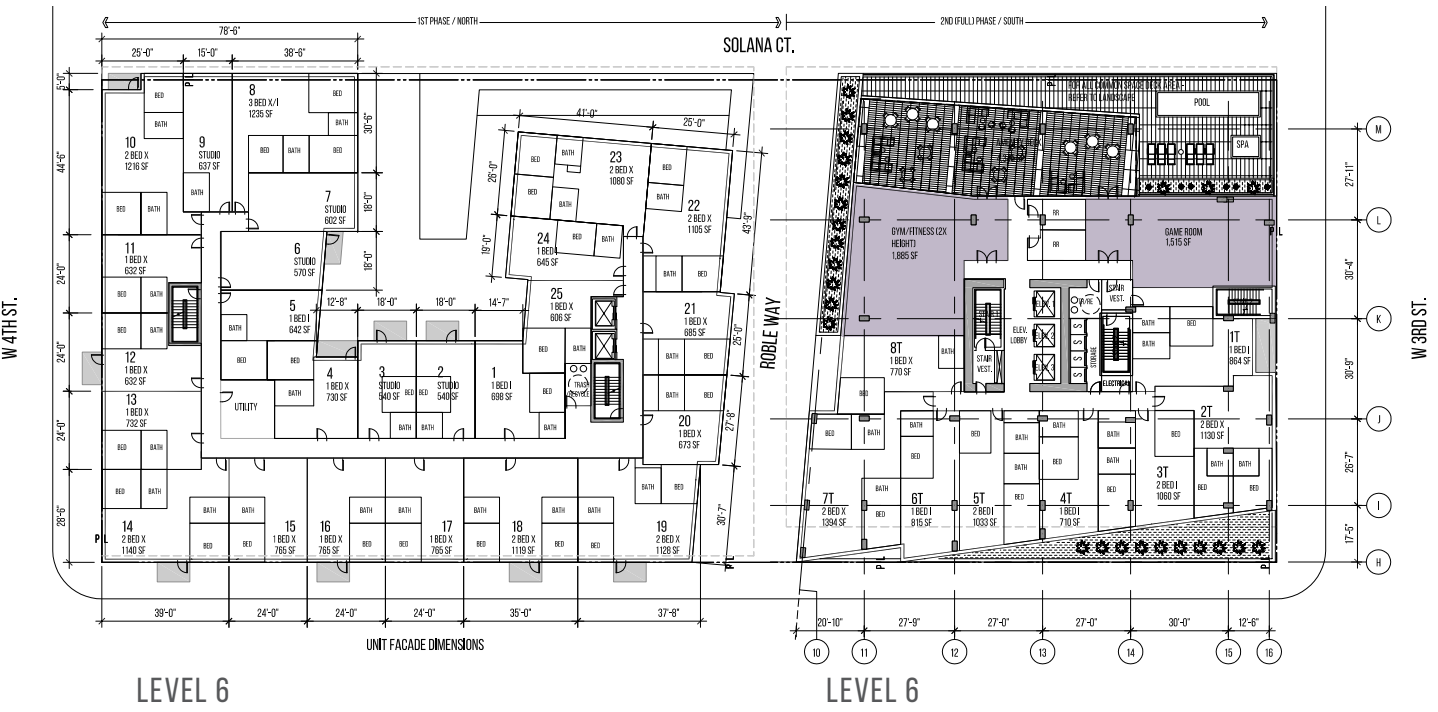
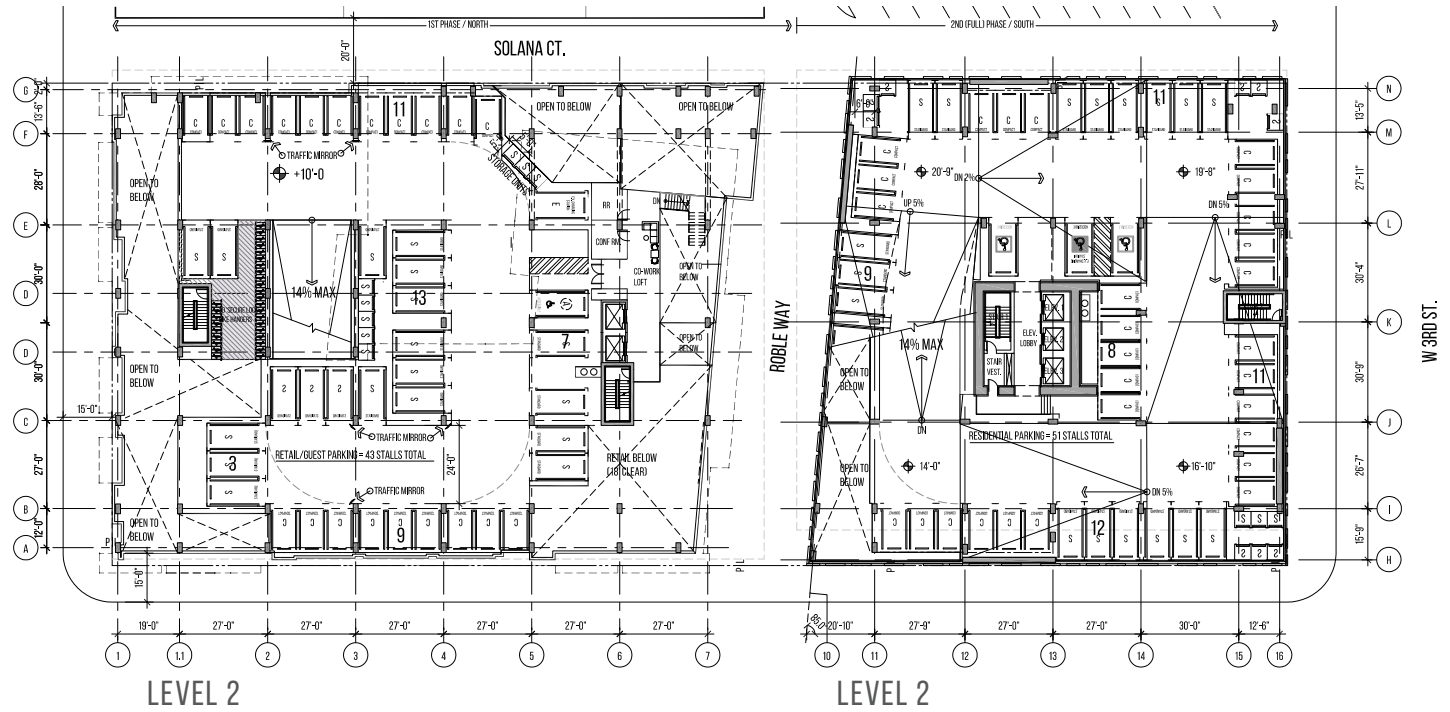
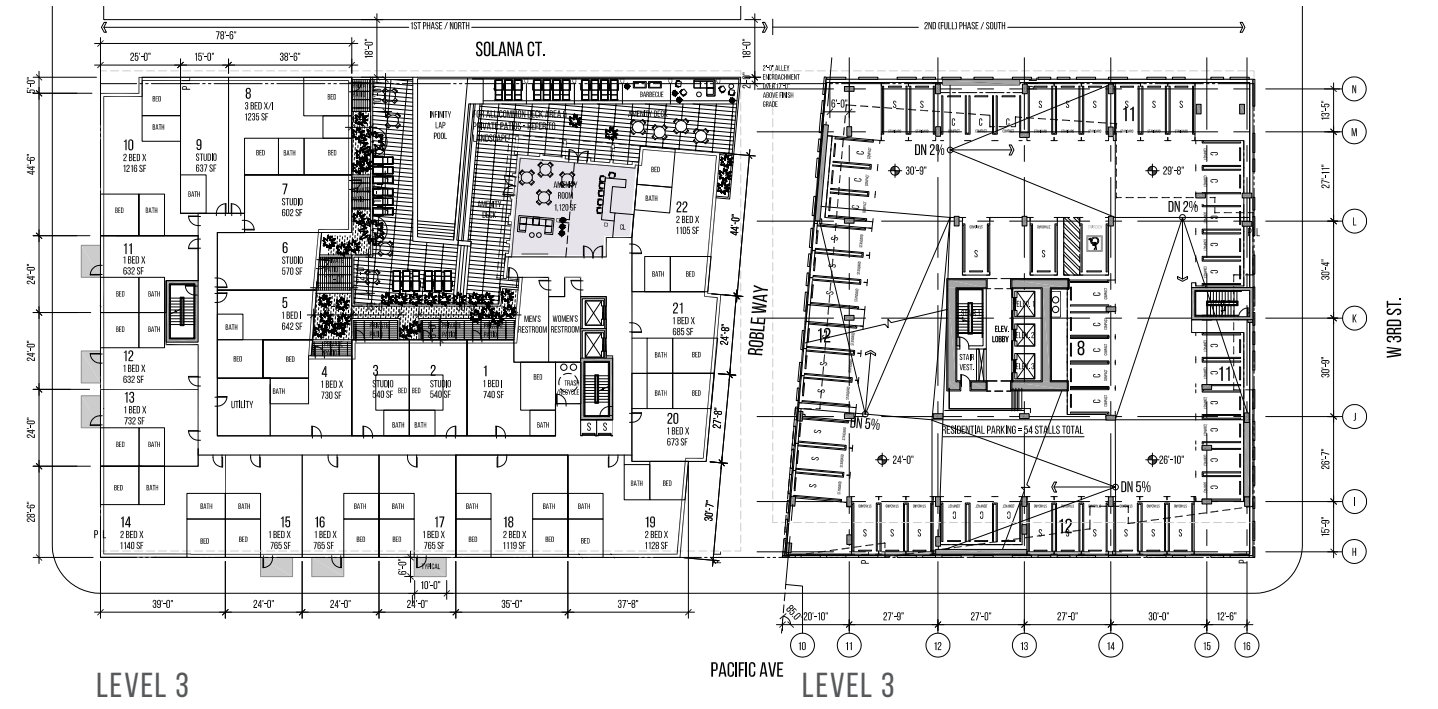
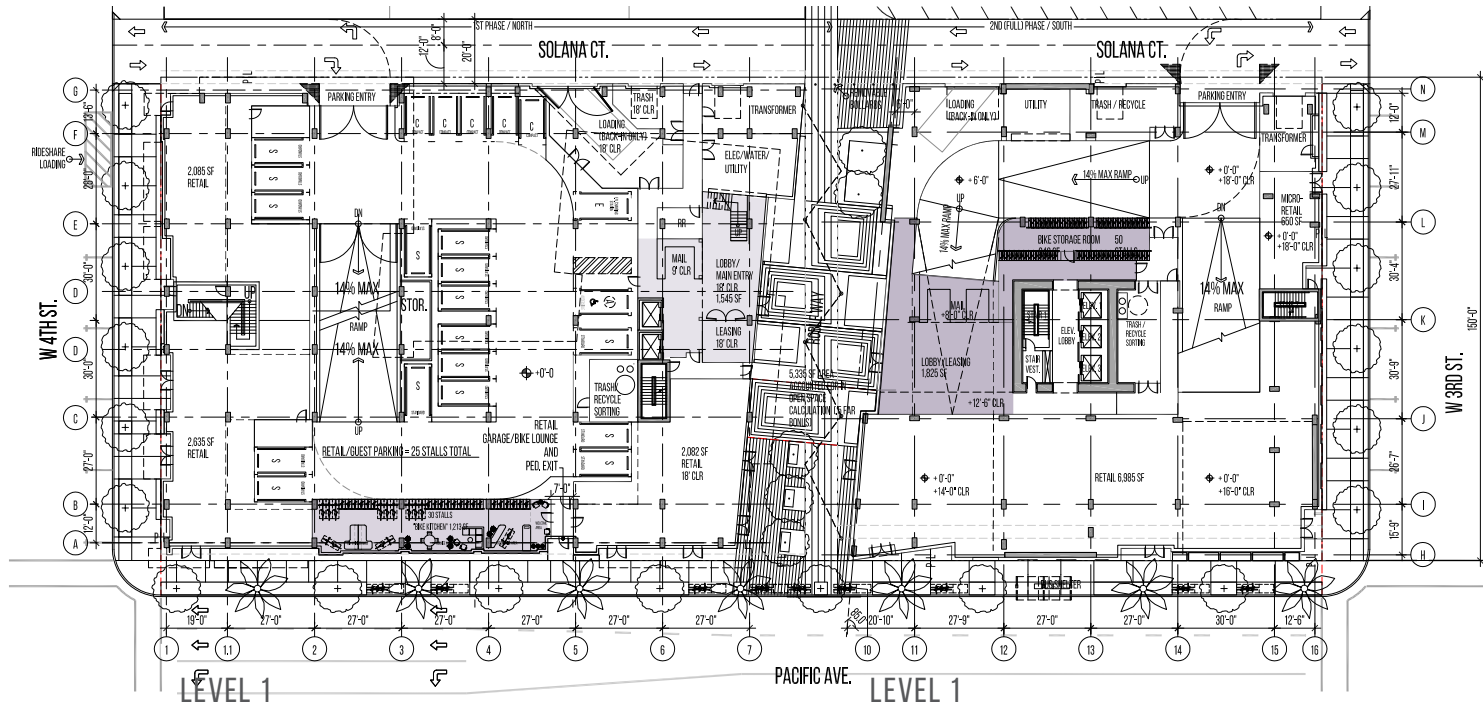
NORTH MID - RISE		
	quantity	total sf
Balconies	57	3330 SF
Patios	6	610 SF

**Total Private Open Spaces 63 3940 SF**  
**Total Units 142**  
**% of Units with Private Open Spaces 44%**  
**Minimum private open space required per unit 36 SF 2556 SF**  
**% of unit required to have Private Open Space 50%**  
**Delta -6%**

SOUTH TOWER		
	quantity	total sf
Balconies	45	4240 SF
Patios	5	3160 SF

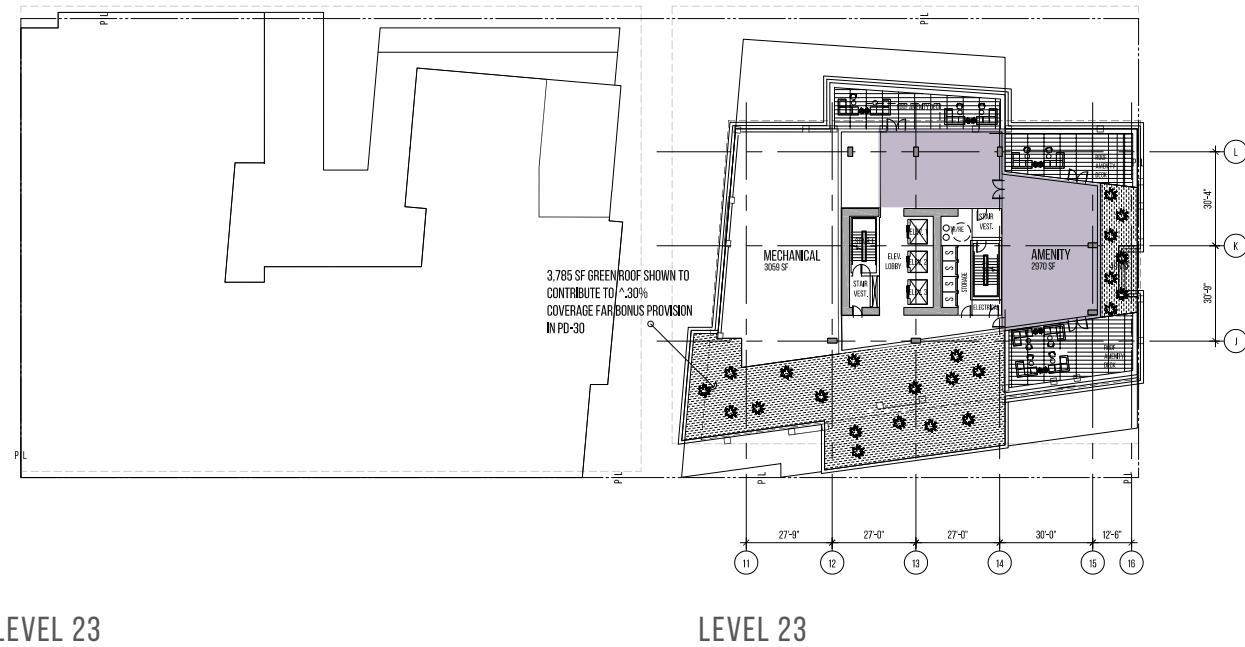
**Total Private Open Spaces 50 7400 SF**  
**Total Units 203**  
**% of Units with Private Open Spaces 25%**  
**Minimum private open space required per unit 36 SF 3654 SF**  
**% of unit required to have Private Open Space 50%**  
**Delta -25%**  
**Minimum private open space required per unit 36 SF 12420 SF**  
**Overall Total Private Open Spaces 113 11340 SF**  
**Overall Total Units 345**  
**Overall % of Units with Private Open Spaces 33%**  
**Overall % of unit required to have Private Open Space 50%**  
**Overall Delta -17%**

# INDOOR COMMON AREAS DIAGRAMS





# INDOOR COMMON AREAS DIAGRAMS



## INDOOR COMMON OPEN SPACE

Required area: 500 SF room, minimum

### NORTH MID-RISE (PHASE I)

ACTIVITY ROOM	LEVEL 3	1120 SF
BIKE LOCK AREA	LEVEL 2	560 SF
BIKE KITCHEN	LEVEL 1	1213 SF
LOBBY WAITING	LEVEL 1	1545 SF
<b>TOTAL</b>		<b>4438 SF</b>

### SOUTH TOWER (PHASE II)

AMENITY ROOM	LEVEL 23	2970 SF
FITNESS, ACTIVITY ROOM	LEVEL 6	1515 SF
BIKE STORAGE ROOM	LEVEL 1	940 SF
LOBBY WAITING	LEVEL 1	1825 SF
<b>TOTAL</b>		<b>7250 SF</b>

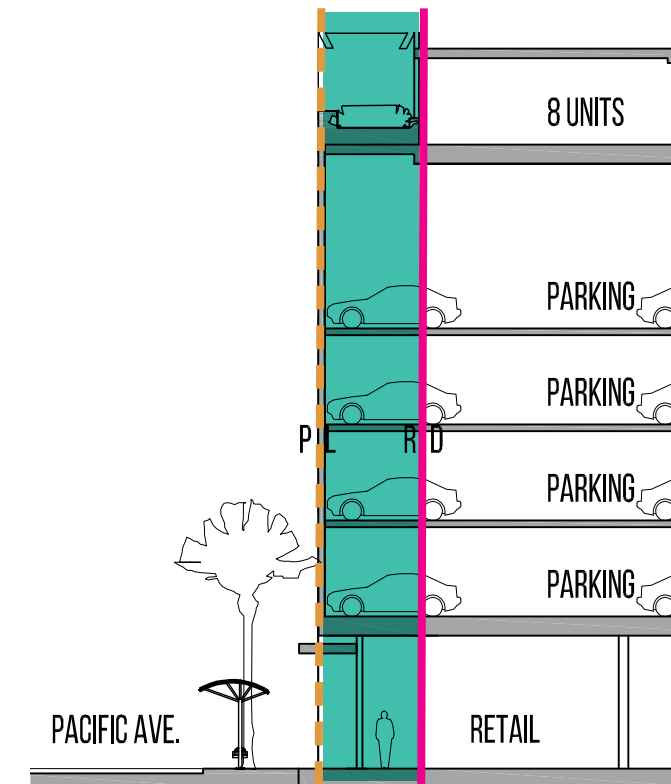
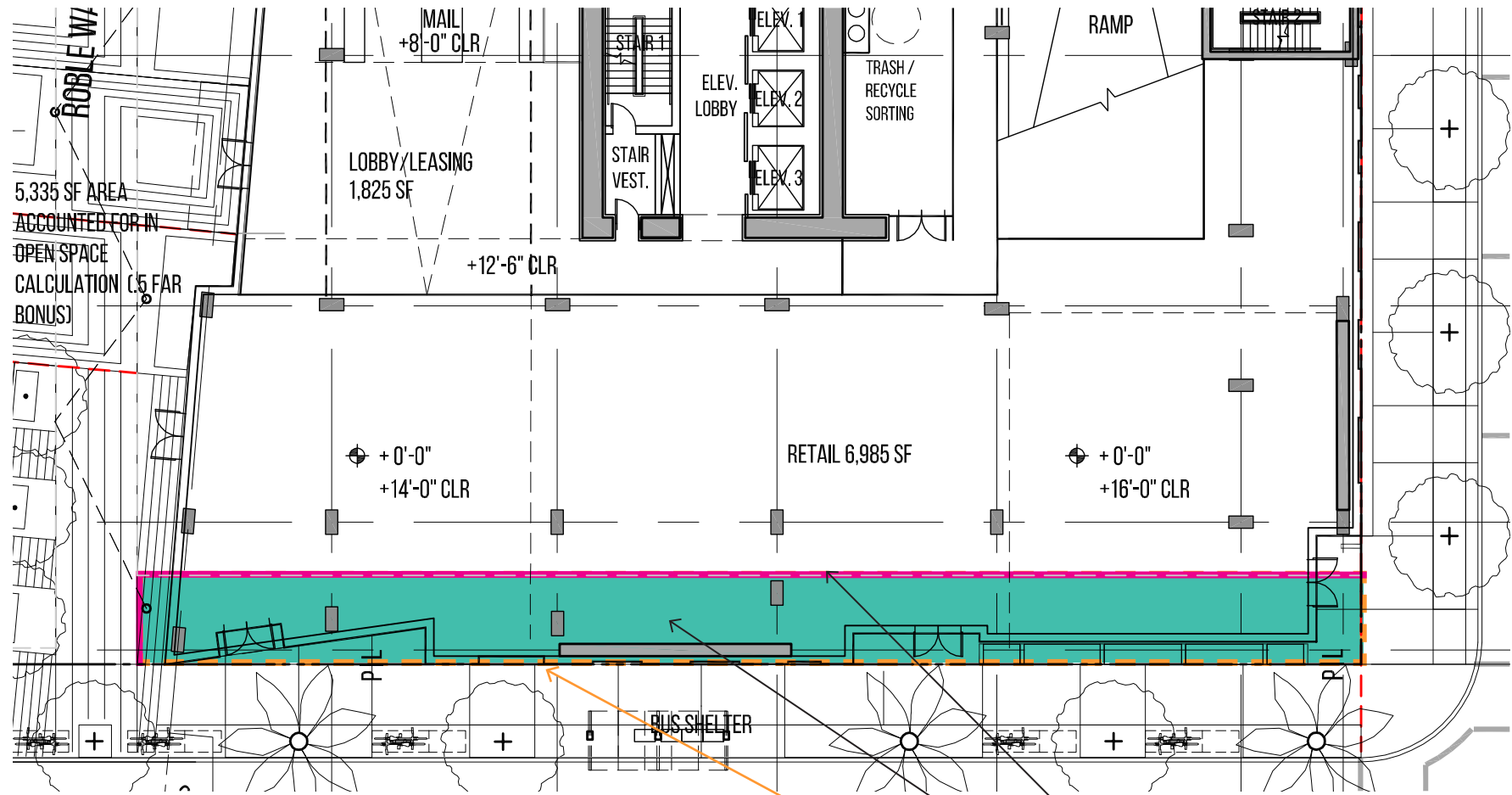
### TOTAL COMBINED (FULL PHASES)

NORTH MID-RISE (PHASE I)	4438 SF
SOUTH TOWER (PHASE II)	7250 SF
<b>TOTAL</b>	<b>11688 SF</b>



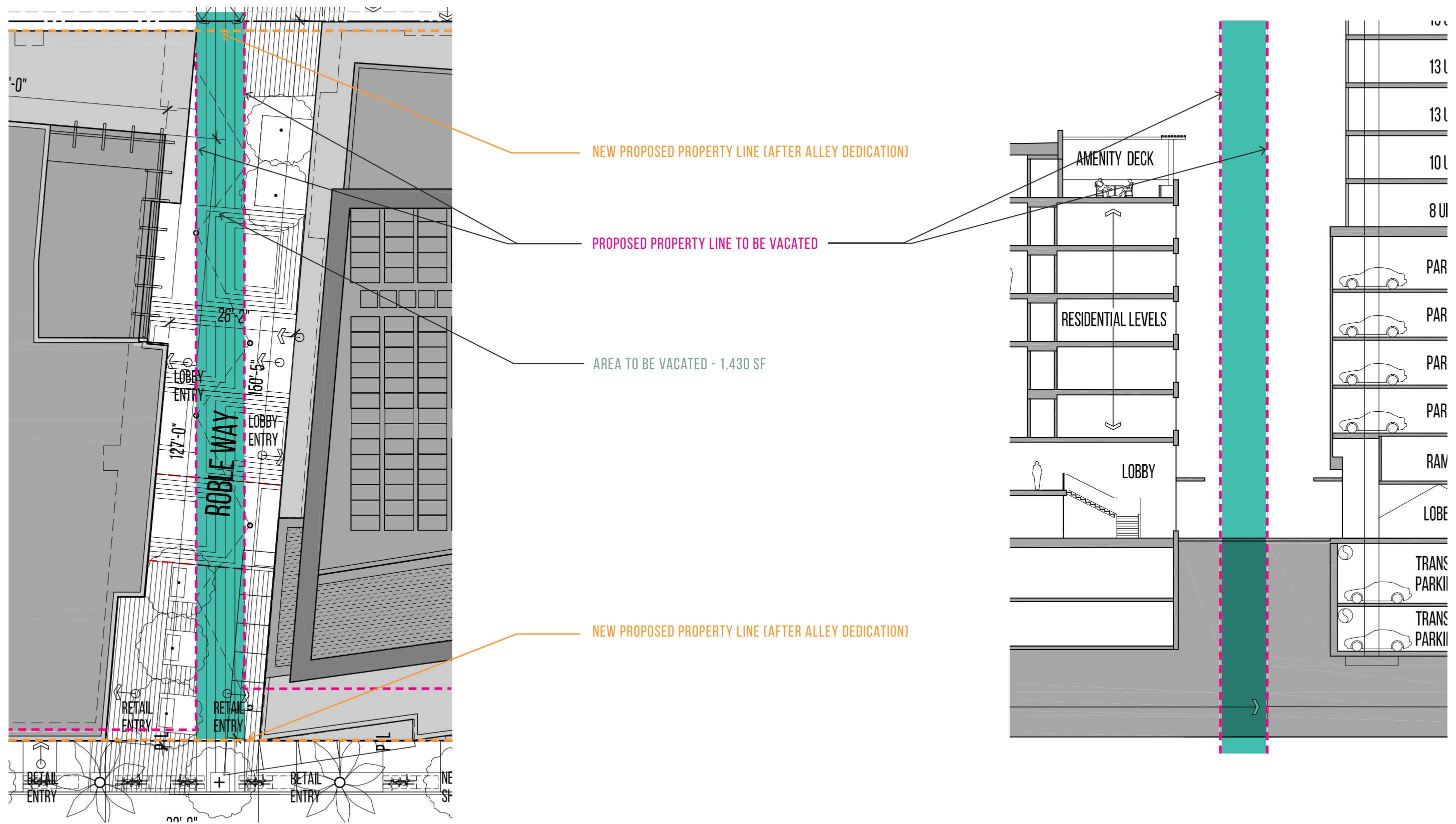


# REVERSE DEDICATION REQUEST DIAGRAM



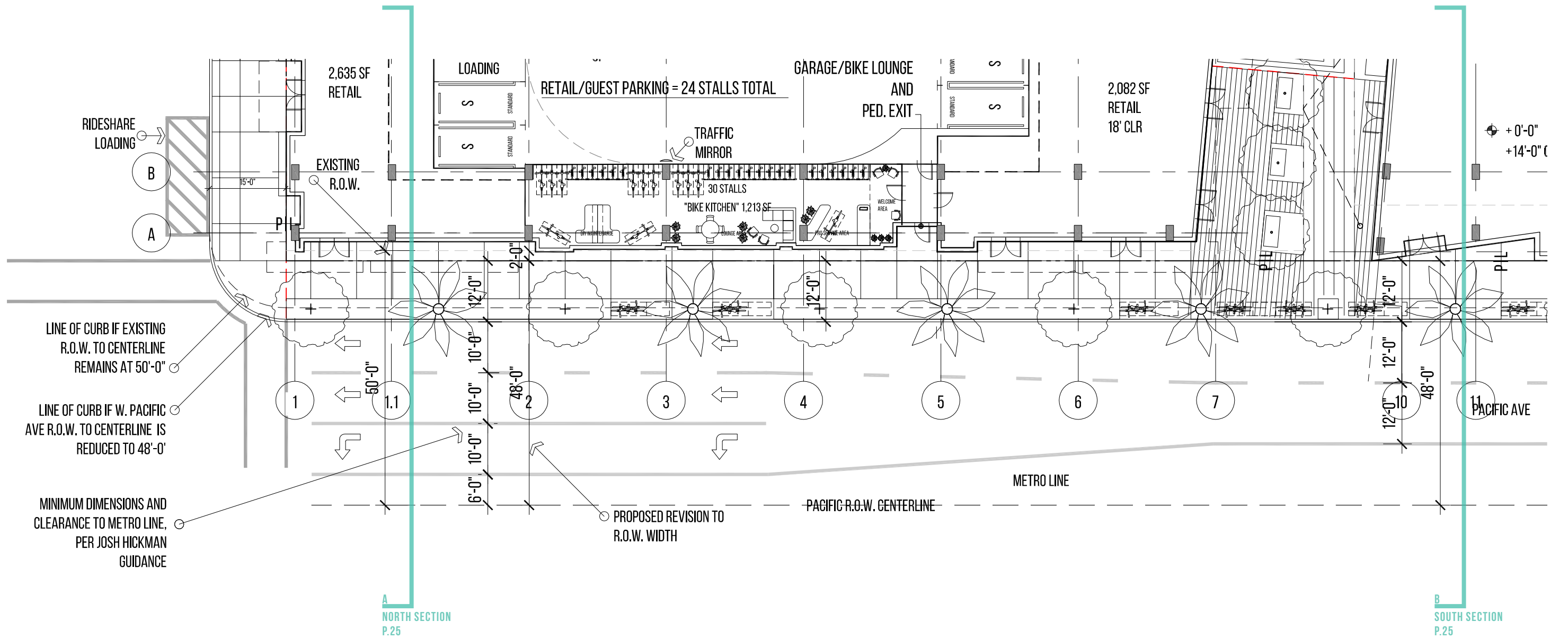
PROPOSED PROPERTY LINE TO BE VACATED  
 AREA 1,753 SF  
 NEW PROPOSED PROPERTY LINE

# ROBLE WAY VACATION REQUEST DIAGRAM





# PLAN - PROPOSED PACIFIC AVE. R.O.W. REVISION

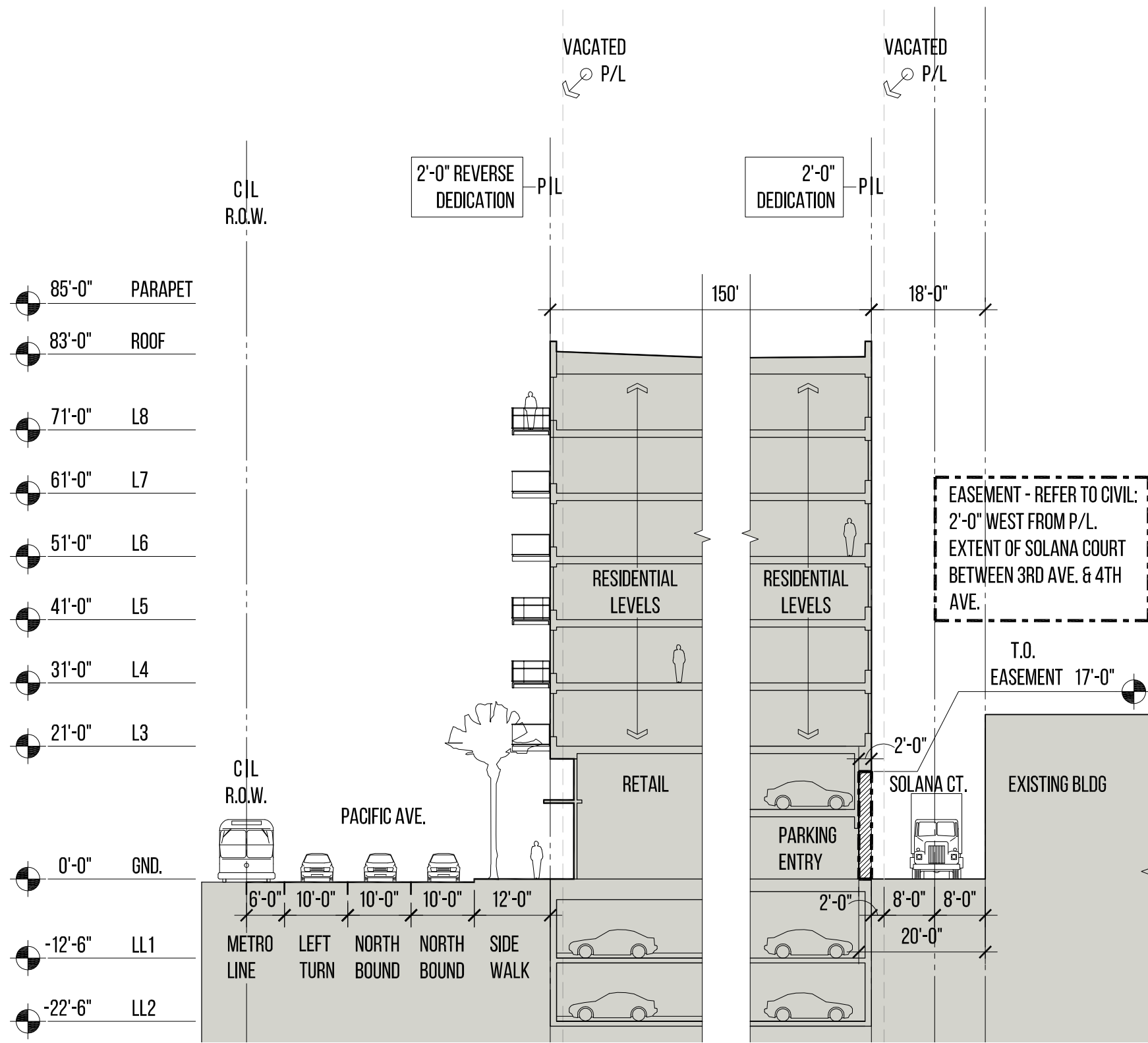


LINE OF CURB IF EXISTING R.O.W. TO CENTERLINE REMAINS AT 50'-0"

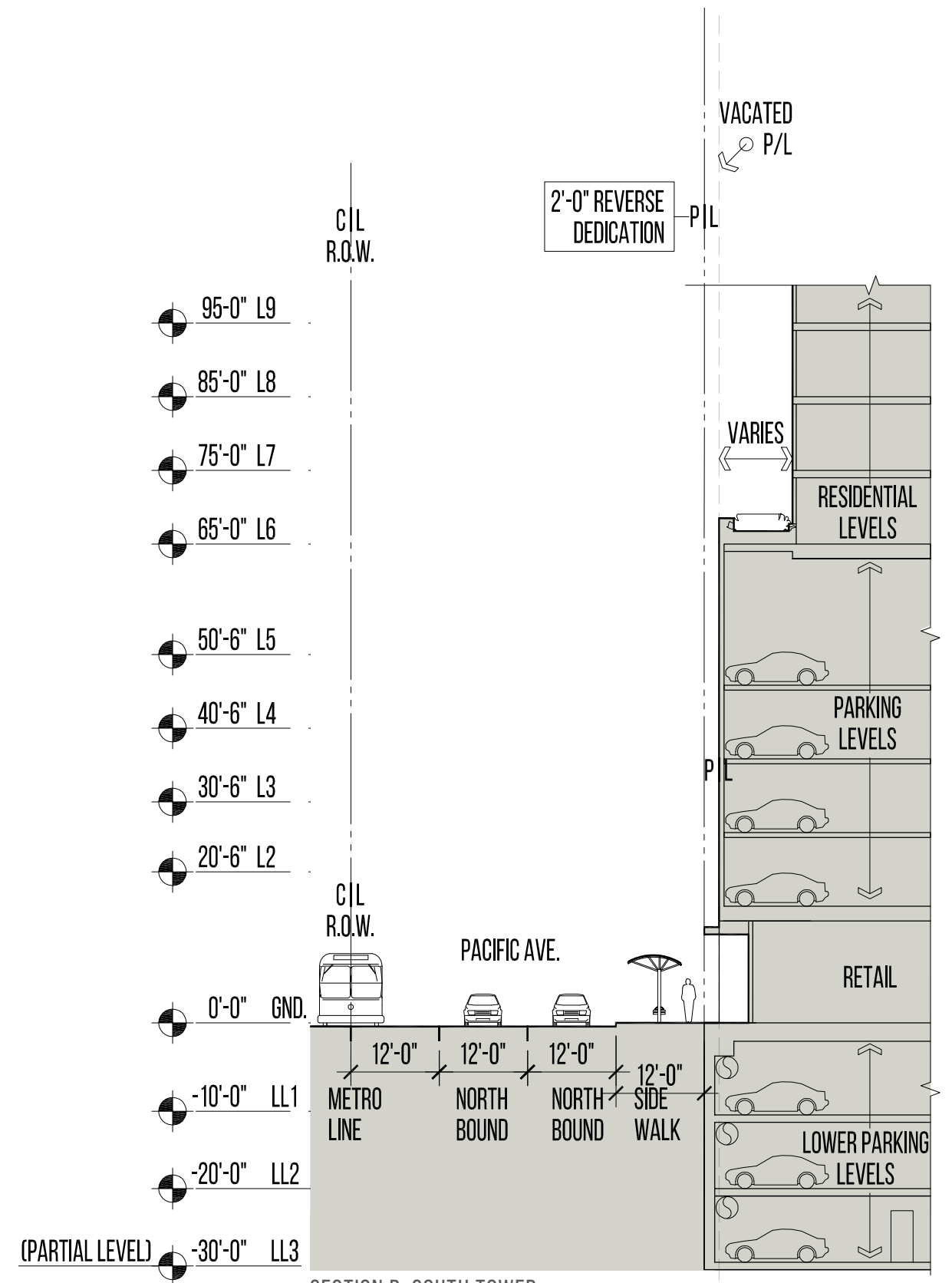
LINE OF CURB IF W. PACIFIC AVE R.O.W. TO CENTERLINE IS REDUCED TO 48'-0"

MINIMUM DIMENSIONS AND CLEARANCE TO METRO LINE, PER JOSH HICKMAN GUIDANCE

# DIAGRAM - PROPOSED PACIFIC AVE. R.O.W. REVISION



SECTION A: NORTH MIDRISE

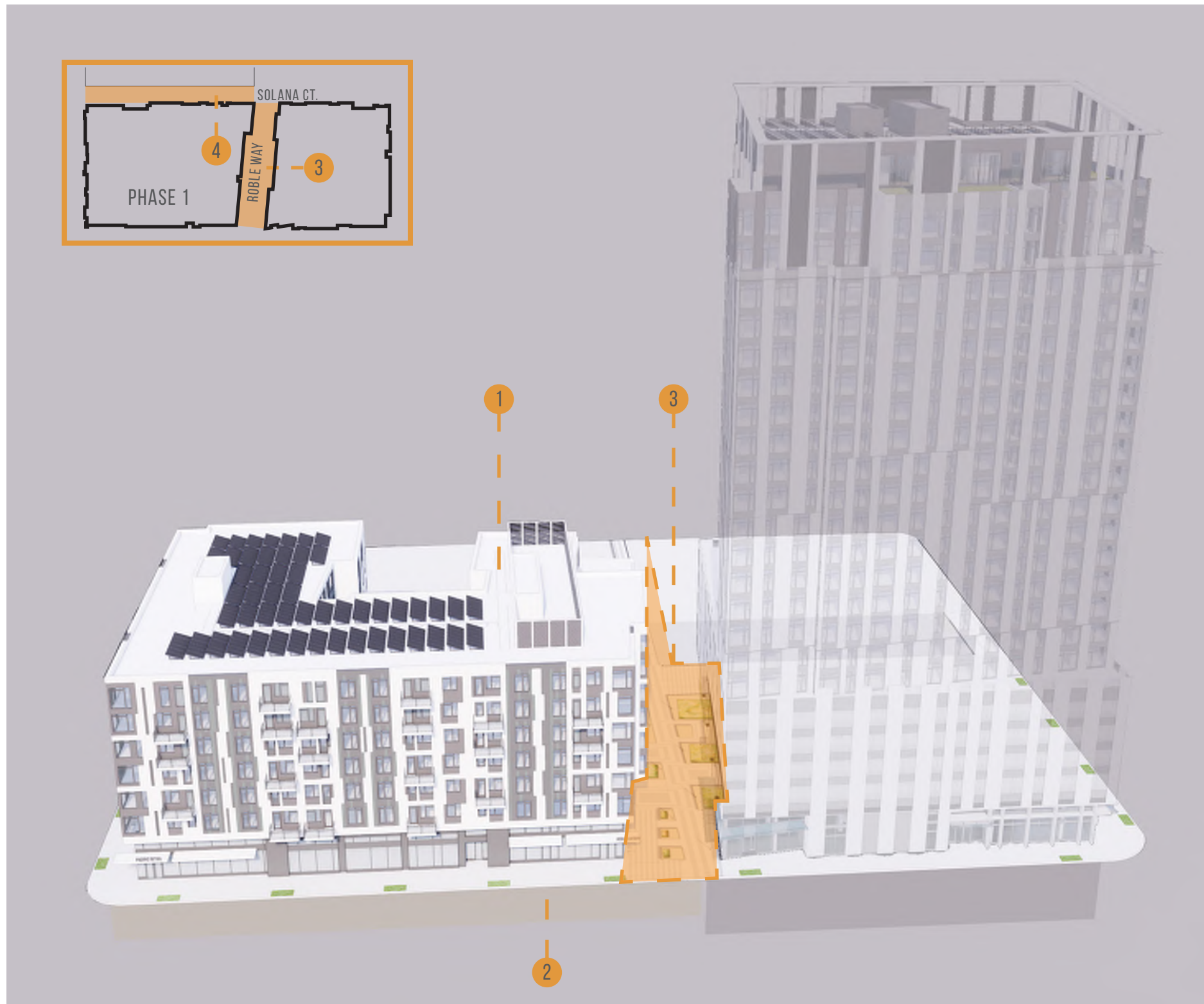


SECTION B: SOUTH TOWER

SCALE: 1" = 20'-0"

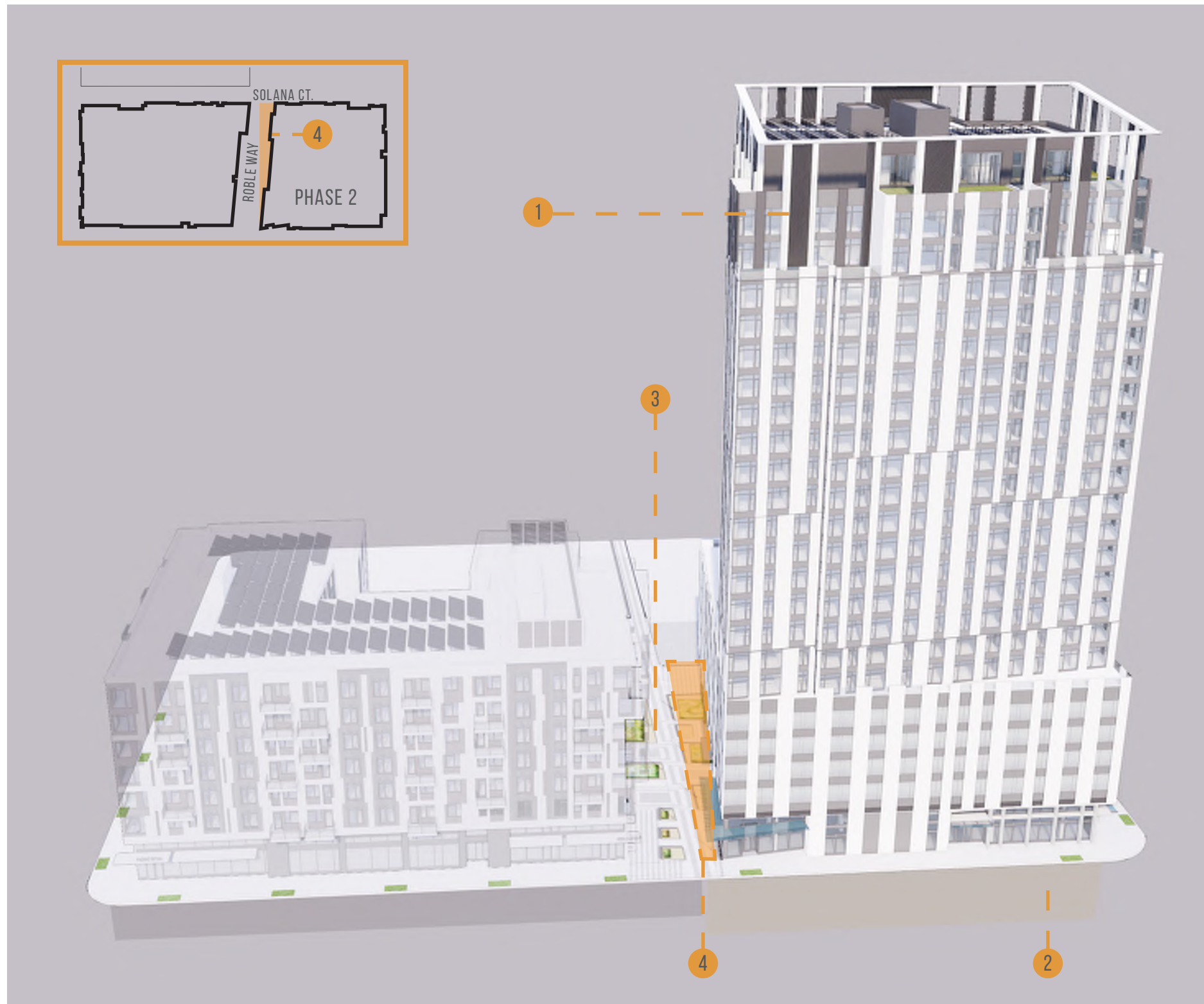


## PHASING DIAGRAM - PHASE 1 (NORTH)



- 1 **PROPOSED MIDRISE BUILDING**
  - 8 FLOORS ABOVE-GRADE
  - 142 TOTAL UNITS
  - INCLUDES RETAIL AT THE GROUND FLOOR
  - TO REMOVE EXISTING PARKING SURFACE LOT AND RESTRIP
  
- 2 **PROPOSED BELOW-GRADE PARKING GARAGE**
  - 2 FLOORS BELOW-GRADE
  - 243 PARKING STALLS (INCLUDES ABOVE-GRADE PARKING)
  
- 3 **ROBLE ALLEY SITE**
  - FULL EXTENT OF ROBLE WAY TO BE CONSTRUCTED IN PHASE 1
  
- 4 **NEW SOLANA CT. R.O.W.**
  - R.O.W. AT SOLANA CT. EXTENDS TO 18' AT GROUND LEVEL
    - 8' EAST OF SOLANA CT. CENTERLINE TO EXISTING BUILDINGS
    - 10' WEST OF SOLANA CT. CENTERLINE TO PROPERTY LINE
  - 2' EASEMENT WEST OF PROPERTY LINE

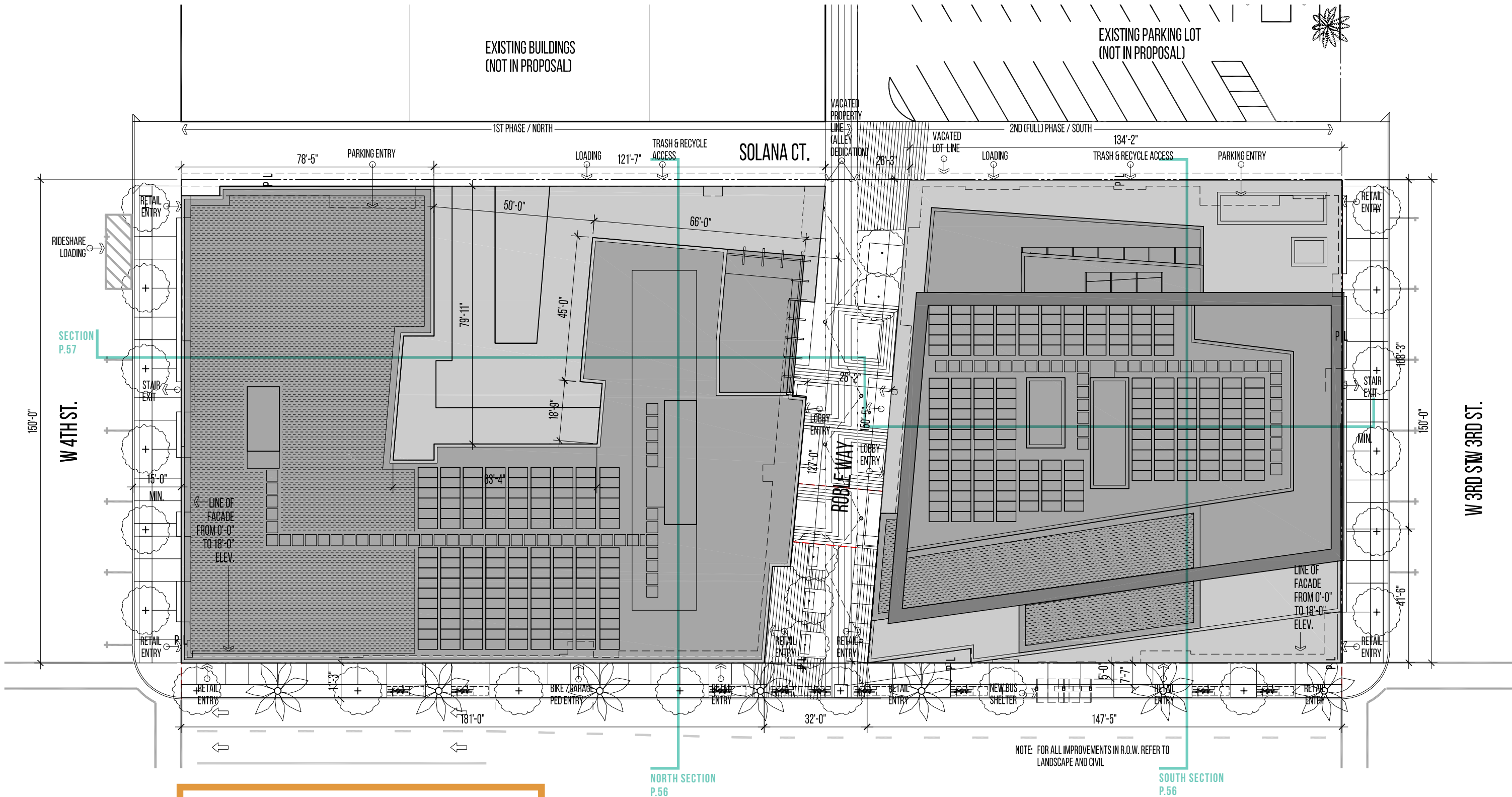
## PHASING DIAGRAM - PHASE 2 (SOUTH)



- 1 **PROPOSED HIGHRISE BUILDING**
  - 23 FLOORS ABOVE-GRADE
  - 203 TOTAL UNITS
  - INCLUDES RETAIL AT THE GROUND FLOOR
  
- 2 **PROPOSED BELOW-GRADE PARKING GARAGE**
  - 3 FLOORS BELOW-GRADE
  - 321 PARKING STALLS (INCLUDES ABOVE-GRADE PARKING)
  
- 3 **ROBLE ALLEY SITE**
  - INCLUDES PERMANENT LANDSCAPE IMPROVEMENTS
  
- 4 **ROBLE ALLEY LANDSCAPE**
  - AREA OF LANDSCAPE TO BE REMOVED AND REPLACED DURING PHASE 2 CONSTRUCTION, TO ACCOMMODATE SITE STAGING

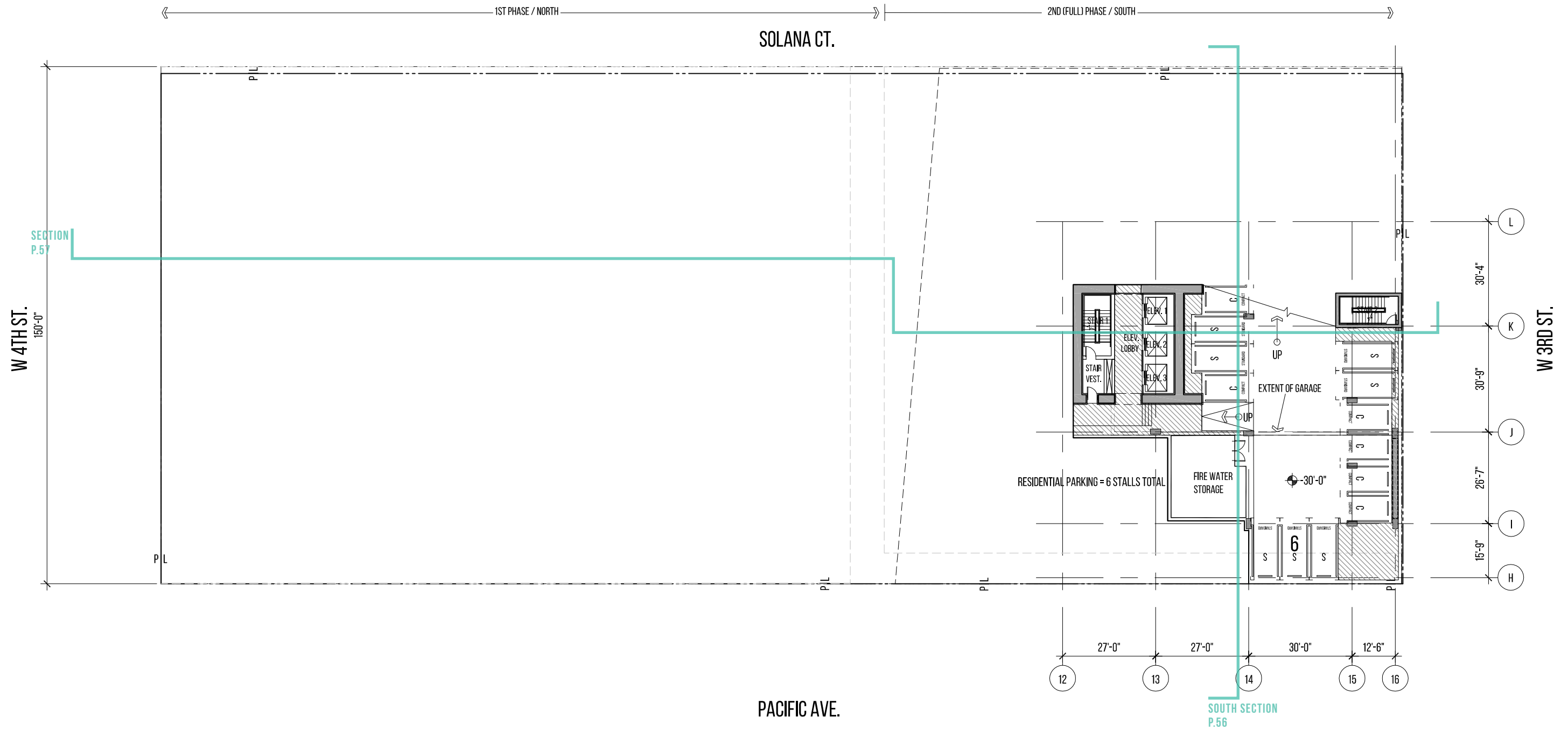


# OVERALL SITE PLAN



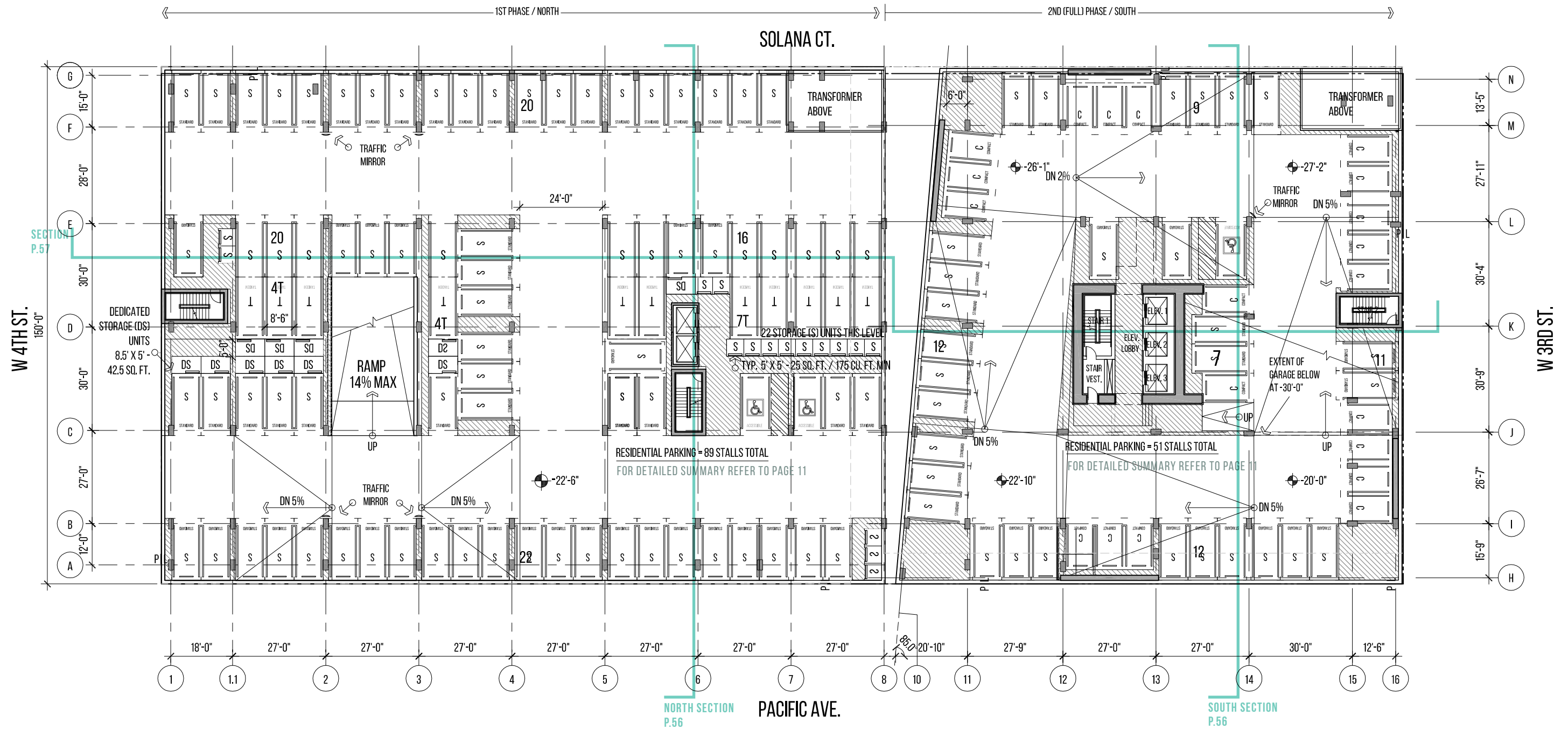
**NOTE:**  
SEE PAGE 8 FOR PROJECT FAR AND SITE STATISTICS  
SEE PAGE 45 FOR PROJECT AREA SUMMARY

PLANS - LL3 / LOWER LEVEL GARAGE





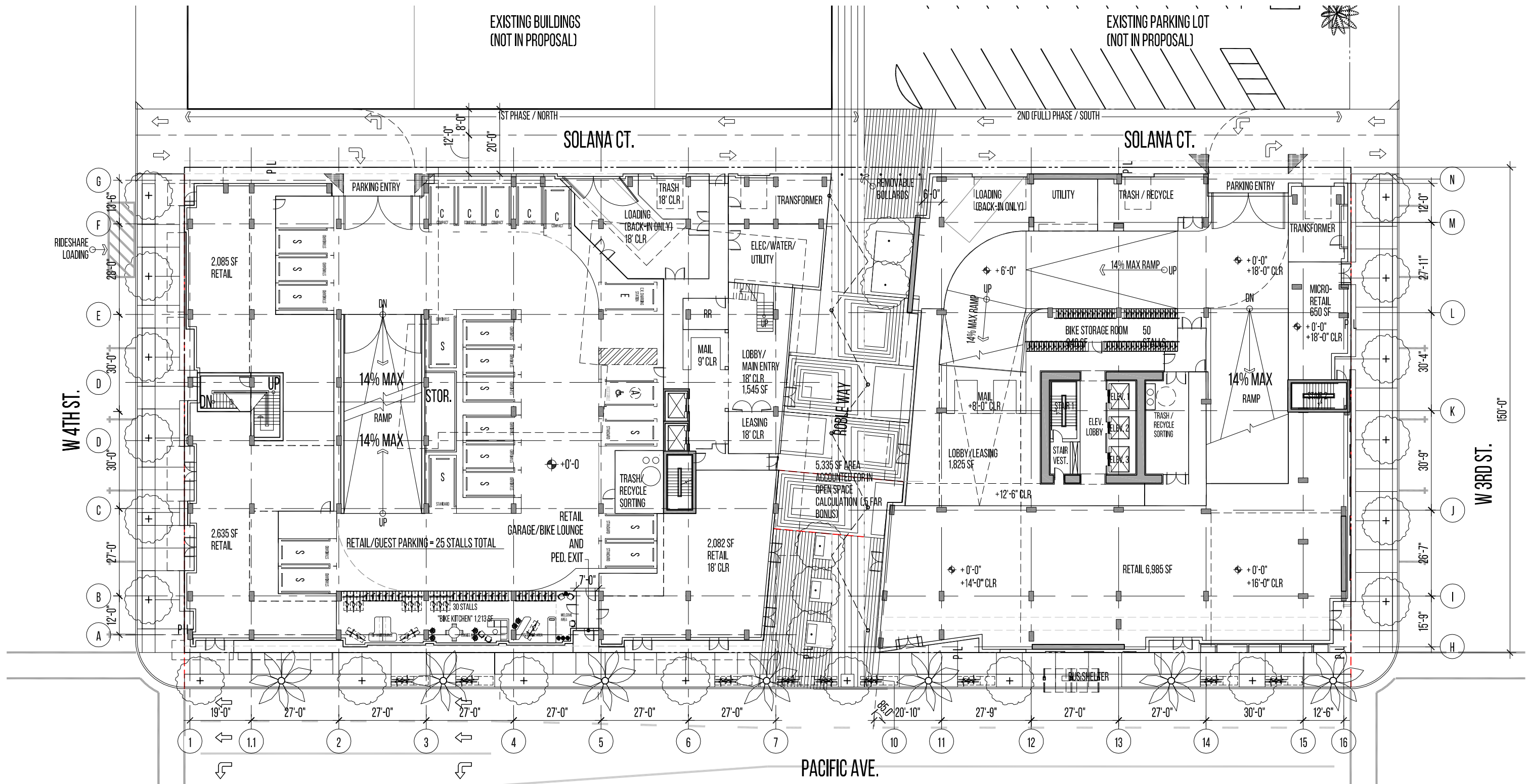
# PLANS - LL2 / LOWER LEVEL GARAGE



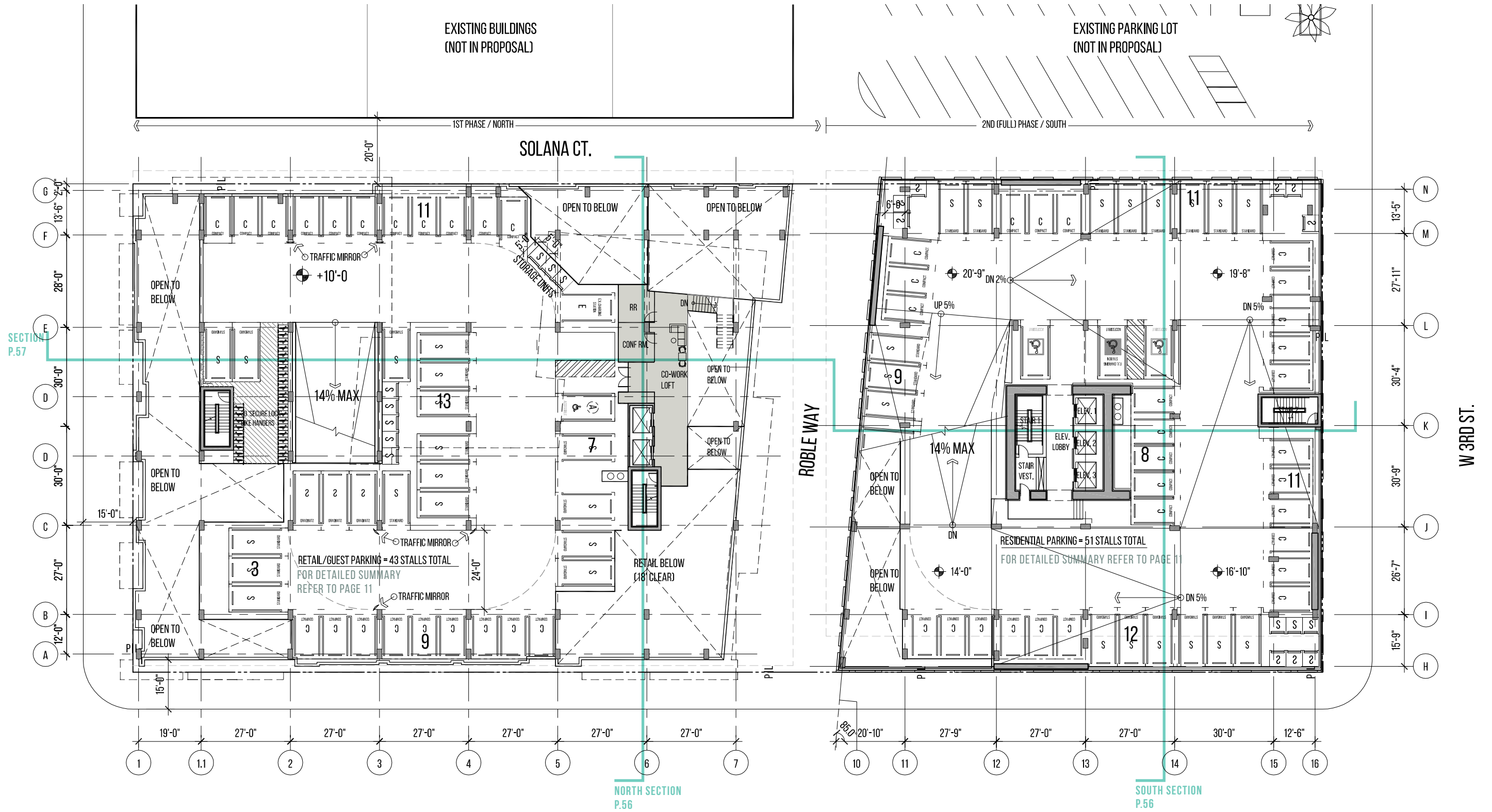




PLANS - L1 GROUND LEVEL



PLANS - L2

















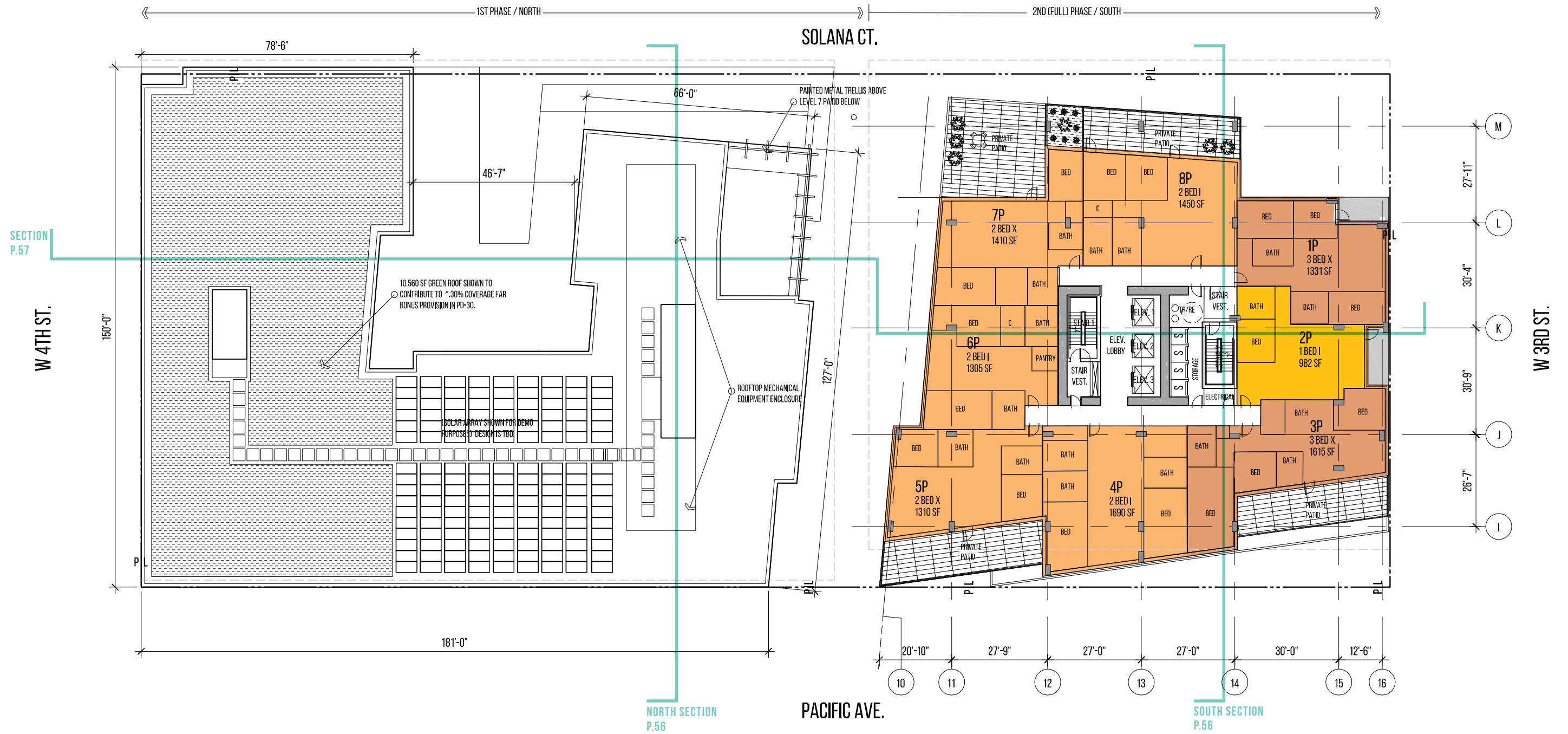


PLANS - NORTH L8 / SOUTH L8-20

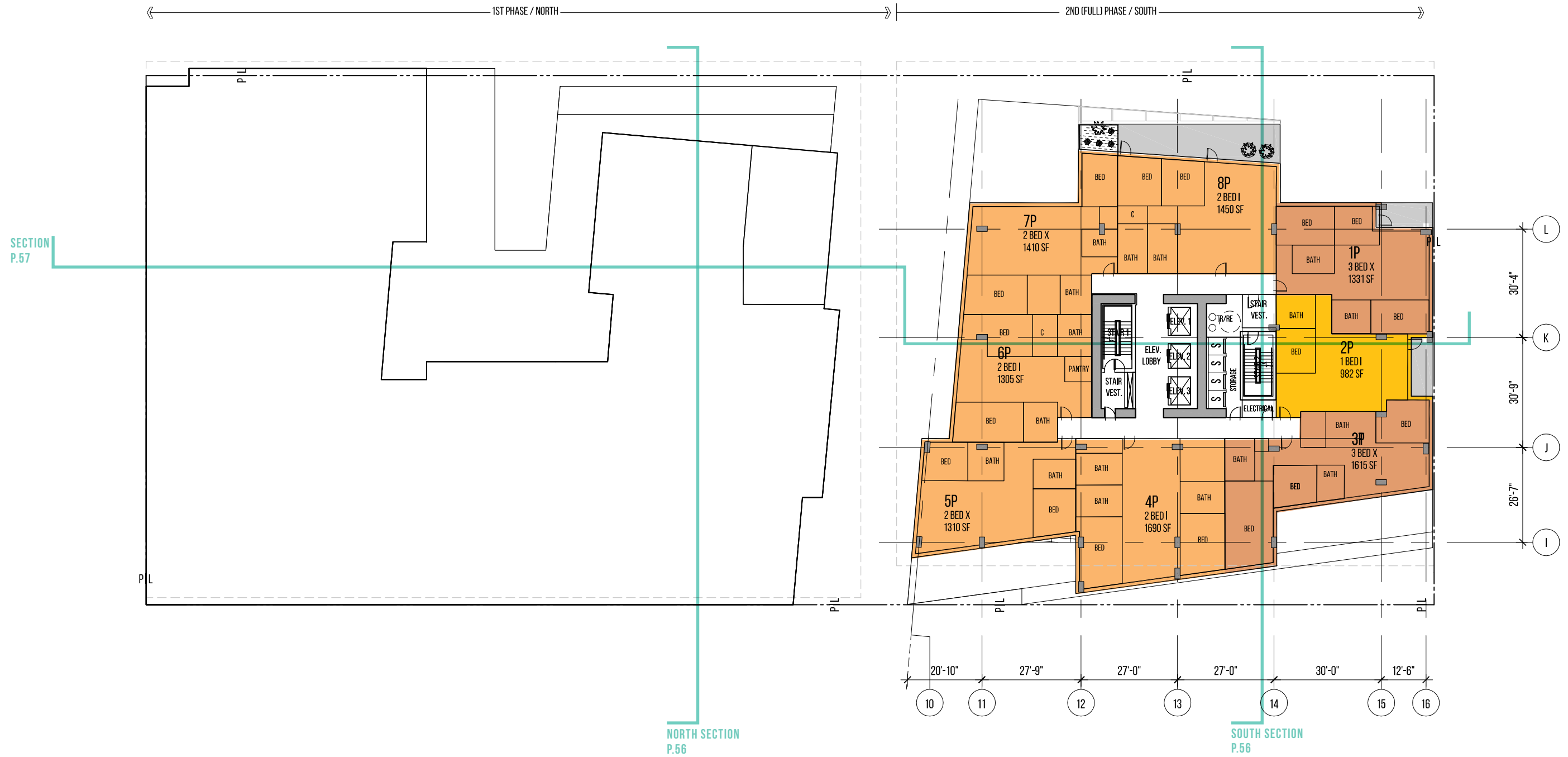




PLANS - NORTH ROOF / SOUTH L9 & L21



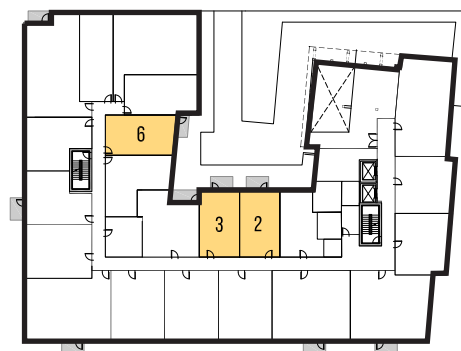
PLANS - SOUTH L22







## ENLARGED UNIT PLANS (PHASE 1) - LESS THAN 600 SF



PHASE 1: KEY DIAGRAM

Per the Development Standards of the Downtown Plan, minimum unit size may be reduced from 600 square feet to a minimum of 450 square feet through the Site Plan Review process if the Site Plan Review Committee finds that

- (a) The reduced-size units are high-quality dwelling units with sufficient amenities so as to be livable, desirable dwelling units, to be determined at the sole discretion of the Site Plan Review Committee
- (b) Not more than 15% of the total units in the project will be units less than 600 square feet, and
- (c) Private open space requirements are not reduced, waived or otherwise abrogated.

The midrise building proposes 16 of the 142 total apartments to be smaller than 600 square feet in area, for a 11.3% ratio. In the south high rise, all the apartments are larger than 600 square feet in area. The reduced-size units further meets the requirements of the Downtown Plan by providing a mix of dwelling unit types and sizes. The units are desirable, high-quality dwelling units that will promote a balanced community and will have a variety of features and amenities, including but are not limited to the following:

- Superior location in the midrise building: All units under 600 square feet have pool amenity views from floor levels 3 through 8 (Refer to Key Plan View)
- Private Open Space: Private open space requirements are not reduced for units under 600 square feet. On level 3, units will have private patios facing the pool amenity, ranging from 6'x10' and 6'x15' patios. Additionally, the units above will have typical balconies at least 6'x 10' (Refer to Key Plan View).
- Upgraded finishes and in unit appliances: All units under 600 square feet will have the same unit finishes as the larger units proposed in the midrise building. Upgraded finishes and appliances may include vinyl wood flooring throughout, recessed lighting fixtures, luxury cabinets, entry and bedroom closets, under-cabinet lighting, quartz countertops and backsplash tiles in the kitchen. Each unit will also include in-unit washer and dryer.
- Floor efficiency: Unit plans allow for spacious bedroom, living and dining areas. Built-in storage systems will be provided in closets as well as the option to install a murphy bed to provide for greater flexibility in the floorplan (Refer to Enlarged Unit Plans).
- Marketability: There remains a strong demand for studio units in Downtown. Units under 600 square feet will appeal to renters seeking smaller space that is comfortable and efficient at relatively lower rents than larger studios.



# UNIT COUNT SUMMARY

## SOUTH TOWER

MECH/AMENITY/DECK
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
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UNITS
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UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS
UNITS/AMENITY DECK
UNITS
UNITS
UNITS/GYM/AMENITY DECK
PARKING
PARKING
PARKING
PARKING
PARKING/RETAIL/LOBBY
RETAIL/LOBBY

## NORTH MID-RISE

UNITS
UNITS
UNITS/AMENITY DECK
UNITS
UNITS
UNITS/AMENITY
PARKING
PARKING
PARKING/RETAIL/LOBBY

## NORTH MID-RISE (PHASE I)

	STUDIO		1 BED		2 BED		3 BED		Total Units
	quantity	area	quantity	area	quantity	area	quantity	area	
Level 8	4	540 - 637 sf	12	606 - 765 sf	6	1080 - 1216 sf	1	1235 sf	23
Level 7	4	540 - 637 sf	12	606 - 765 sf	7	1080 - 1216 sf	1	1235 sf	24
Level 6	5	540 - 637 sf	13	606 - 765 sf	6	1080 - 1216 sf	1	1235 sf	25
Level 5	5	540 - 637 sf	13	606 - 765 sf	6	1080 - 1216 sf	1	1235 sf	25
Level 4	5	540 - 637 sf	12	606 - 765 sf	5	1105 - 1216 sf	1	1235 sf	23
Level 3	5	540 - 637 sf	11	632 - 765 sf	5	1105 - 1216 sf	1	1235 sf	22
<b>Total</b>	<b>28</b>		<b>73</b>		<b>35</b>		<b>6</b>		<b>142</b>
<b>% of Units</b>	<b>20%</b>		<b>51%</b>		<b>25%</b>		<b>4%</b>		<b>100%</b>

## SOUTH TOWER (PHASE II)

	STUDIO		1 BED		2 BED		3 BED		Total Units
	quantity	area	quantity	area	quantity	area	quantity	area	
Level 23	0	-	0	-	0	-	0	-	0
Level 22	0	-	1	982 sf	5	1310 - 1545 sf	2	1331 - 1564 sf	8
Level 21	0	-	1	982 sf	5	1310 - 1545 sf	2	1331 - 1564 sf	8
Level 20	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 19	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 18	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 17	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 16	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 15	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 14	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 13	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 12	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 11	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 10	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 9	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 8	0	-	5	710 - 947 sf	7	1033 - 1394 sf	1	1331 sf	13
Level 7	1	615 sf	4	710 - 947 sf	5	1033 - 1394 sf	0	-	10
Level 6	0	-	4	710 - 864 sf	4	1033 - 1394 sf	0	-	8
<b>Total</b>	<b>1</b>		<b>75</b>		<b>110</b>		<b>17</b>		<b>203</b>
<b>% of Units</b>	<b>0.5%</b>		<b>37%</b>		<b>54%</b>		<b>8%</b>		<b>100%</b>
<b>Overall Total</b>	<b>29</b>		<b>148</b>		<b>145</b>		<b>23</b>		<b>345</b>
<b>% of Units</b>	<b>8%</b>		<b>43%</b>		<b>42%</b>		<b>7%</b>		<b>100%</b>

PARKING TABULATED ON PAGE 11

# AREA SUMMARY

FLOOR	TOTAL COMBINED (FULL PHASES)	TOTAL GROSS AREA PER FLOOR (FAR)					PARKING					NON-REVENUE/INTERIOR AMENITY AND SERVICES			RETAIL AREA			RESIDENTIAL						
		NORTH MID-RISE (PHASE I)		SOUTH TOWER (PHASE II)		TOTAL COMBINED (FULL PHASES)	NORTH MID-RISE (PHASE I)		SOUTH TOWER (PHASE II)		TOTAL COMBINED (FULL PHASES)		NORTH MID-RISE (PHASE I)	SOUTH TOWER (PHASE II)	TOTAL COMBINED (FULL PHASES)	NORTH MID-RISE (PHASE I)		SOUTH TOWER (PHASE II)		TOTAL COMBINED (FULL PHASES)				
	GROSS FLOOR AREA	GROSS FLOOR AREA	FLOOR AREA RATIO	GROSS FLOOR AREA	FLOOR AREA RATIO	FLOOR AREA RATIO	GROSS PARKING AREA	PARKING STALLS	GROSS PARKING AREA	PARKING STALLS	GROSS PARKING AREA	PARKING STALLS				GROSS AREA	UNIT COUNT	GROSS AREA	UNIT COUNT	GROSS AREA	UNIT COUNT			
T.O. MECH PARAPET																								
ROOF																								
LEVEL 23 - SOUTH AMENITY/MECH	5153 SF			5153 SF	3570 SF	3570 SF							5153 SF	5153 SF										
LEVEL 22 - SOUTH PENTHOUSE	13586 SF			13586 SF	12003 SF	12003 SF							2493 SF	2493 SF			11093 SF	8 UNITS	11093 SF	8 UNITS				
LEVEL 21 - SOUTH PENTHOUSE	13586 SF			13586 SF	12003 SF	12003 SF							2493 SF	2493 SF			11093 SF	8 UNITS	11093 SF	8 UNITS				
LEVEL 20 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 19 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 18 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 17 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 16 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 15 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 14 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 13 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 12 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 11 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 10 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 09 - SOUTH RESIDENTIAL	16429 SF			16429 SF	14651 SF	14651 SF							2537 SF	2537 SF			13892 SF	13 UNITS	13892 SF	13 UNITS				
LEVEL 08 - N. & S. RESIDENTIAL	38057 SF	21628 SF	20681 SF	16429 SF	14651 SF	35332 SF							2887 SF	2537 SF	5424 SF	18741 SF	23 UNITS	13892 SF	13 UNITS	32633 SF	36 UNITS			
LEVEL 07 - N. & S. RESIDENTIAL	35969 SF	22665 SF	21718 SF	13304 SF	11526 SF	33244 SF							2783 SF	3673 SF	6456 SF	19882 SF	24 UNITS	9631 SF	10 UNITS	29513 SF	34 UNITS			
LEVEL 06 - N. & S. RESIDENTIAL	37138 SF	22665 SF	21718 SF	14474 SF	12696 SF	34413 SF							2783 SF	6698 SF	9480 SF	19882 SF	25 UNITS	7776 SF	8 UNITS	27658 SF	33 UNITS			
LEVEL 05 - N. & S. RESIDENTIAL + PARKING	43661 SF	22665 SF	21718 SF	20996 SF	19468 SF	41186 SF			20996 SF	60 STALLS	20996 SF	60 STALLS	2783 SF		2783 SF	19882 SF	25 UNITS			19882 SF	25 UNITS			
LEVEL 04 - N. & S. RESIDENTIAL + PARKING	42405 SF	21600 SF	20653 SF	20805 SF	19277 SF	39930 SF			20805 SF	54 STALLS	20805 SF	54 STALLS	3443 SF		3443 SF	18157 SF	23 UNITS			18157 SF	23 UNITS			
LEVEL 03 - N. & S. RESIDENTIAL + PARKING	43111 SF	22306 SF	21359 SF	20805 SF	19277 SF	40636 SF			20805 SF	54 STALLS	20805 SF	54 STALLS	4713 SF		4713 SF	17593 SF	22 UNITS			17593 SF	22 UNITS			
LEVEL 02 - N. & S. RESIDENTIAL + PARKING	38595 SF	17790 SF	17176 SF	20805 SF	19277 SF	36453 SF	16845 SF	43 STALLS	20805 SF	51 STALLS	37650 SF	94 STALLS	945 SF		945 SF									
LEVEL 01 - GROUND FLOOR	46095 SF	26325 SF	23932 SF	19770 SF	17019 SF	40951 SF	10315 SF	24 STALLS			10315 SF	24 STALLS	9208 SF	12091 SF	21299 SF	6802 SF	7679 SF							
LL1 - PARKING	52496 SF	31500 SF	N/A	20996 SF	N/A	N/A	31500 SF	86 STALLS	20996 SF	45 STALLS	52496 SF	131 STALLS												
LL2 - PARKING	52512 SF	31500 SF	N/A	21012 SF	N/A	N/A	31500 SF	89 STALLS	21012 SF	51 STALLS	52512 SF	140 STALLS												
LL3 - PARKING				2496 SF	N/A					6 STALLS	1915 SF	6 STALLS												
F.A.R. TOTAL			168953 SF		336583 SF	505536 SF																		
<b>TOTAL</b>	<b>659515 SF</b>	240642 SF		421369 SF			90160 SF	242 STALLS	125418 SF	321 STALLS	217493 SF	563 STALLS	29543 SF	65587 SF	95130 SF	6802 SF	7679 SF	14481 SF	114137 SF	142 UNITS	220189 SF	203 UNITS	334326 SF	345 UNITS

**F.A.R. and SITE AREA**

Site Area:	53335 SF
Base F.A.R. : 8:1	426680 SF

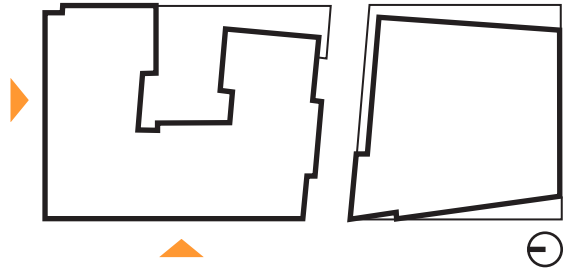
\*Site FAR extents include north and south half block parcels, vacated Roble Alley, 2' dedication at Solana, and a reverse dedication at Pacific Ave (western) boundary of south parcel.

F.A.R. Total:	505536 SF
Ratio:	9.48
Total proposed building area:	659515 SF
**Total Building area includes all below grade levels.	
Lot Coverage:	86%
***F.A.R. calculation excludes vertical circulation and utility spaces.	

**F.A.R. DEVELOPMENT INCENTIVE**

LEED Silver Certified or Equivalent process	0.50
Green Roof or Eco-Roof - Option 2: 31-60% of footprint	0.50
Public OpenSpace - Option 1: 10% of site	0.50
<b>TOTAL</b>	<b>1.50</b>

NORTH BUILDING ELEVATIONS - WEST AND NORTH



WEST ELEVATION

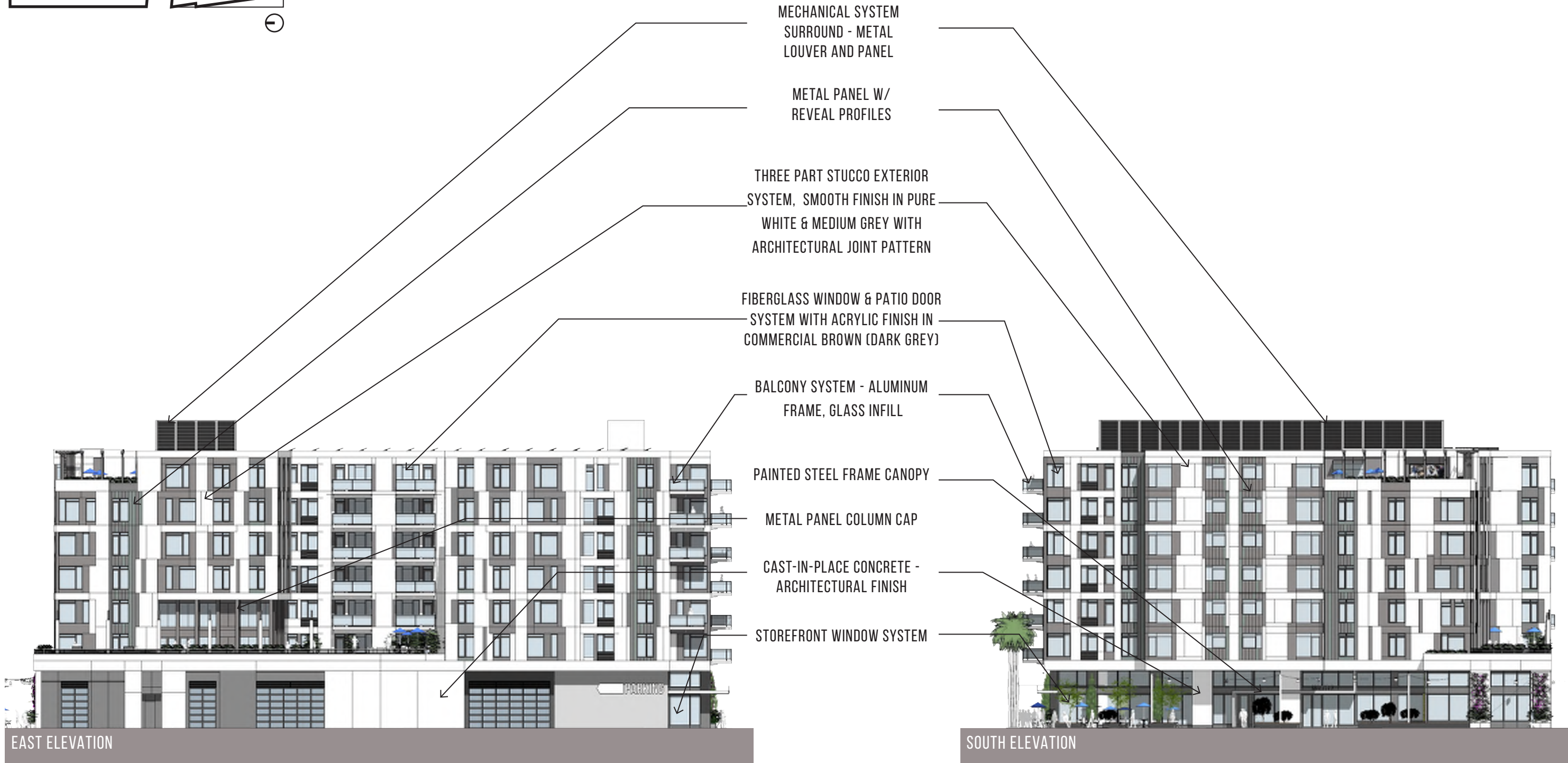
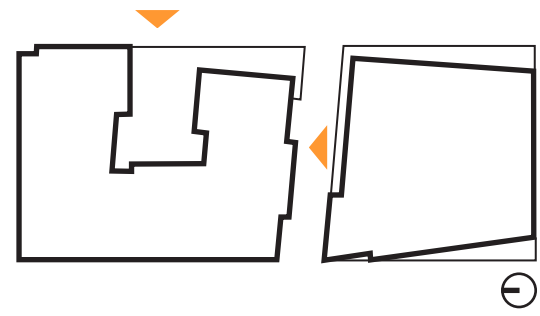
- MECHANICAL SYSTEM SURROUND - METAL LOUVER AND PANEL
- METAL PANEL W/ REVEAL PROFILES
- THREE PART STUCCO EXTERIOR SYSTEM, SMOOTH FINISH IN PURE WHITE & MEDIUM GREY WITH ARCHITECTURAL JOINT PATTERN
- FIBERGLASS WINDOW & PATIO DOOR SYSTEM WITH ACRYLIC FINISH IN COMMERCIAL BROWN (DARK GREY)
- BALCONY SYSTEM - ALUMINUM FRAME, GLASS INFILL
- PAINTED STEEL FRAME CANOPY
- CAST-IN-PLACE CONCRETE - ARCHITECTURAL FINISH
- STOREFRONT WINDOW SYSTEM



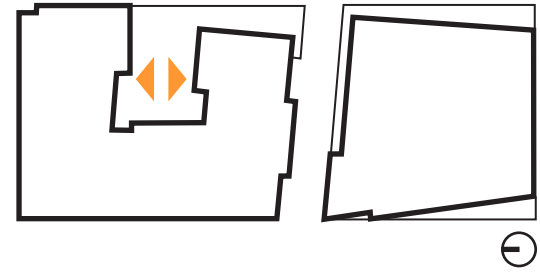
NORTH ELEVATION



NORTH BUILDING ELEVATIONS - EAST AND SOUTH



NORTH BUILDING ELEVATIONS - COURTYARD NORTH AND SOUTH



MECHANICAL SYSTEM  
SURROUND - METAL  
LOUVER AND PANEL

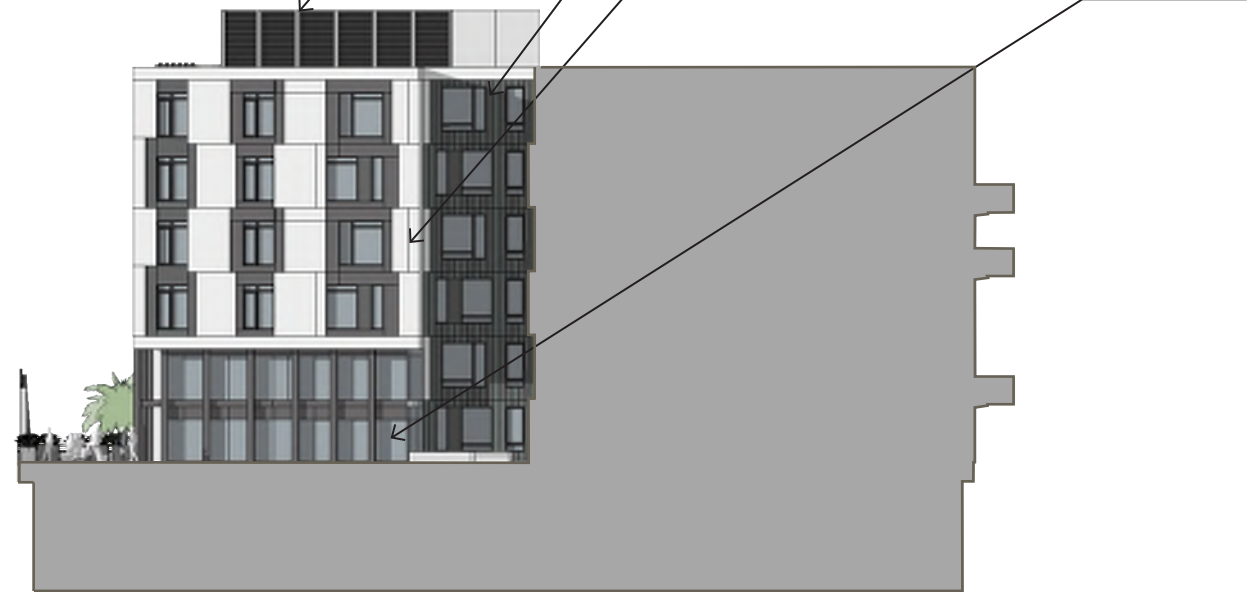
METAL PANEL W/  
REVEAL PROFILES

THREE PART STUCCO EXTERIOR  
SYSTEM, SMOOTH FINISH IN PURE  
WHITE & MEDIUM GREY WITH  
ARCHITECTURAL JOINT PATTERN

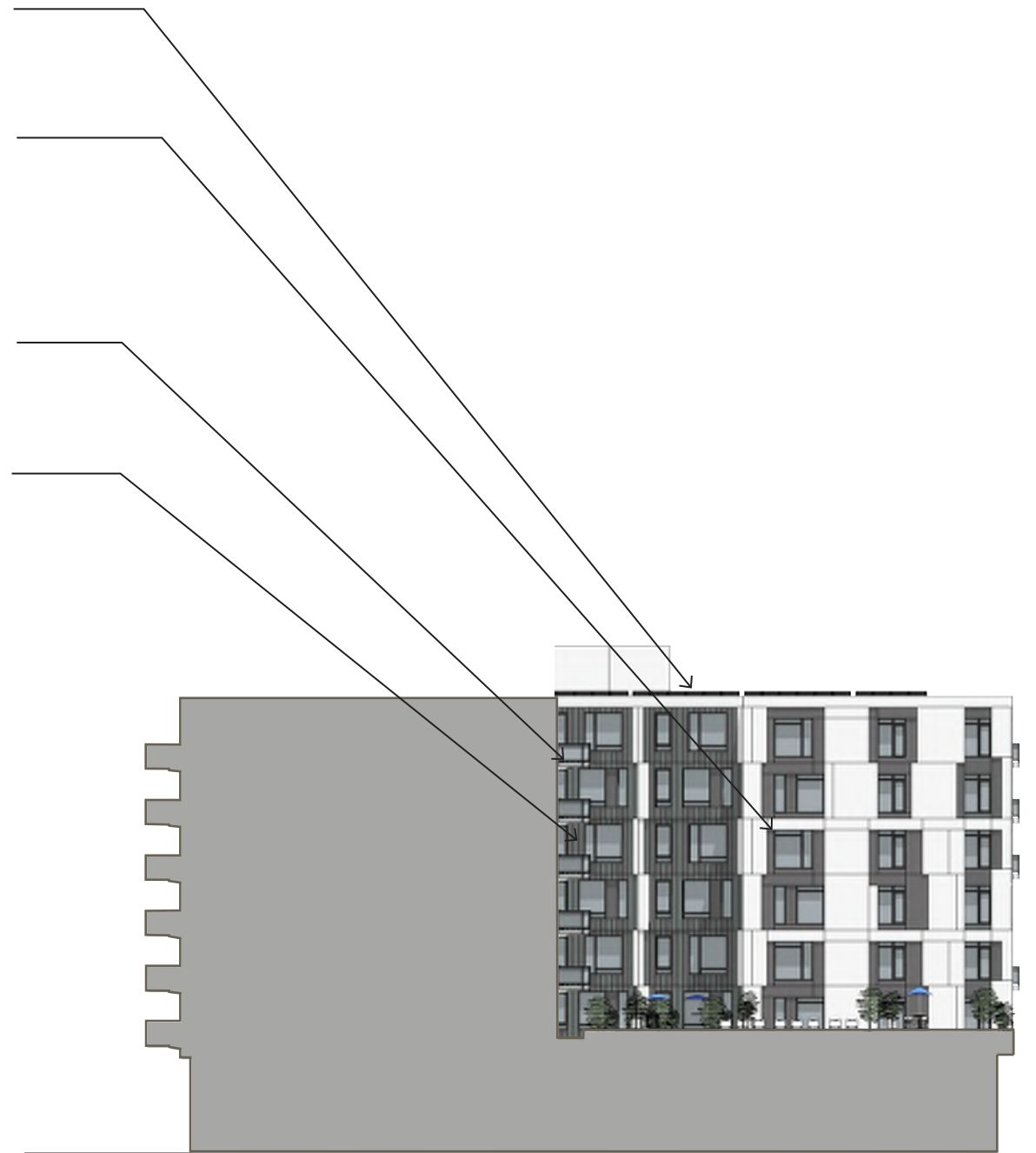
FIBERGLASS WINDOW & PATIO DOOR  
SYSTEM WITH ACRYLIC FINISH IN  
COMMERCIAL BROWN (DARK GREY)

BALCONY SYSTEM - ALUMINUM  
FRAME, GLASS INFILL

STOREFRONT WINDOW SYSTEM



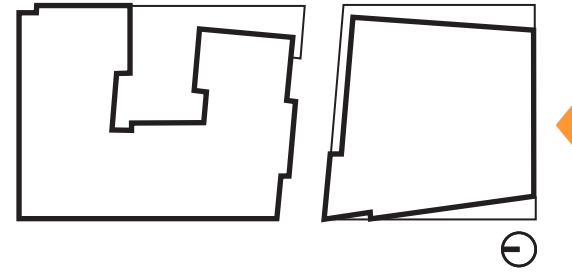
SOUTH COURTYARD ELEVATION



NORTH COURTYARD ELEVATION



## SOUTH BUILDING ELEVATION - SOUTH



### TRANSPARENCY OF TOWER

The project was developed in accordance with the Downtown Plan design guidelines and meets the following Design Standards of the Downtown Plan:

1. Where towers are proposed, a three-dimensional model shall be created, inset into an existing three-dimensional model of Downtown (physical or digital).

*Refer to three-dimensional views in the site plan review submittal (Sheets 58 through 60).*

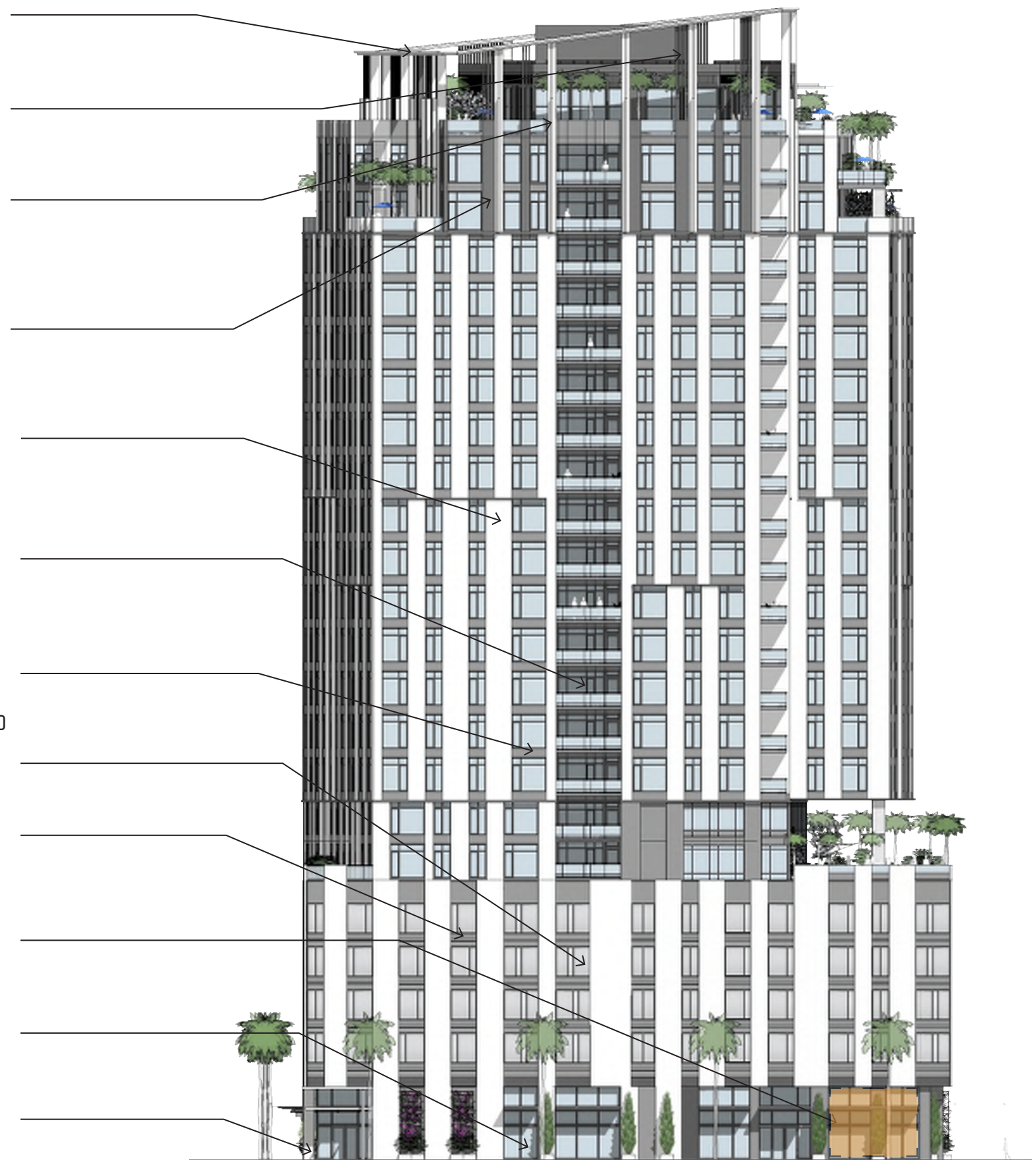
2. Towers should have an overall design rationale that translates from its overall massing down to the details of the exterior skin.

*The project incorporates high quality materials such as a fiberglass window and patio door system, high density fiber cement panel system, and a modern roof form.*

3. Towers should exude simplicity and be graceful in form – they should appear slender and sculpted, not boxy or bulky.

*The tower's simplistic form will be a dynamically shaped modern building that presents unique massing profiles from all directions. This shaping of the tower results in unique conditions where it meets the street, further creating specific pedestrian and neighborhood scaled identities around the development site.*

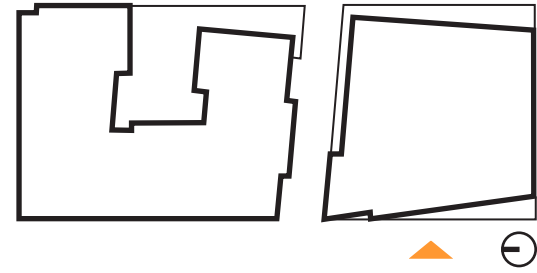
- METAL CLAD ARCHITECTURAL FEATURE - TOWER 'CROWN'
- METAL CLAD VERTICAL ACCENT FINIS
- VERTICAL ACCENT LIGHTING
- 'THROUGH COLOR', 'MEDIUM GREY' HIGH DENSITY FIBER CEMENT PANEL SYSTEM, FACE FASTENER INSTALLATION
- 'THROUGH COLOR', 'WHITE' HIGH DENSITY FIBER CEMENT PANEL SYSTEM, FACE FASTENER INSTALLATION
- FIBERGLASS WINDOW & PATIO DOOR SYSTEM WITH ACRYLIC FINISH IN COMMERCIAL BROWN (DARK GREY)
- METALLIC FINISH INFILL PANEL
- DECORATIVE PERFORATED CORRUGATED METAL PANEL WITH METALLIC POWDERCOAT FINISH MOUNTED TO POWDERCOATED STEEL FRAME
- METALLIC FINISH INFILL PANEL
- SHADOWBOX DISPLAY WINDOW
- STOREFRONT WINDOW SYSTEM
- PAINTED STEEL FRAME



SOUTH TOWER ELEVATION



## SOUTH BUILDING ELEVATION - WEST



### TRANSPARENCY OF TOWER CONTINUED

- Towers should be designed to capitalize on natural ocean breezes and views of the water while maintaining slender portions.

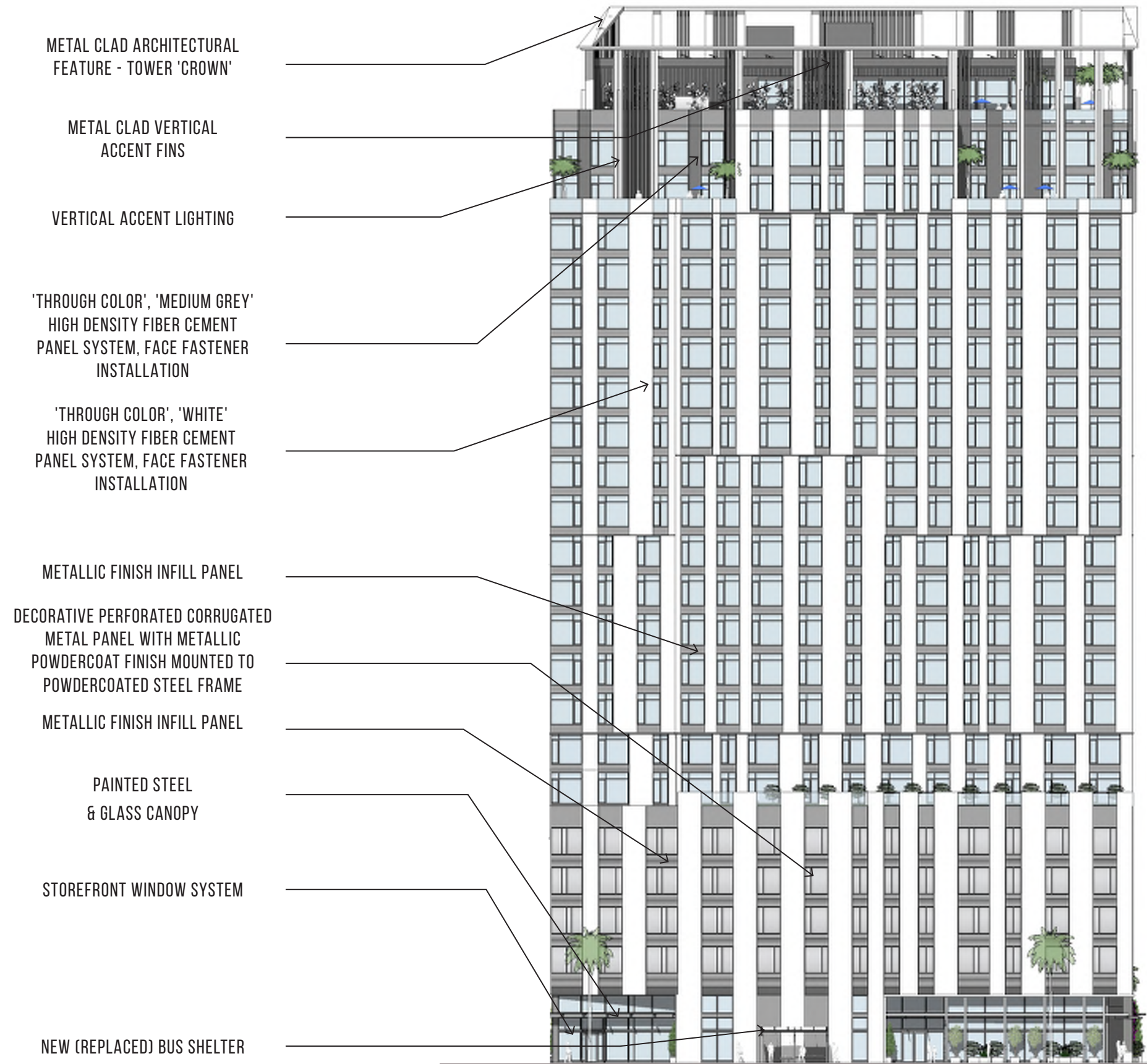
*At key positions around the tower, residential balconies that provide humane scale and textural form to the tower that will provide natural ocean breezes and views.*

- Towers should taper as they ascend to meet the sky, or have a clear design approach to resolving the design on the most upper floors or penthouse.

*The tower tapers from all directions to provide for various floor-plans, decorative planters, and amenity decks. The most upper floors have private patios and a roof amenity deck with a green roof. The steel framed crown atop the building establishes an iconic skyline shape and presence on the top floor.*

- Towers should appear transparent by maximizing the use of glass, curtain wall systems, and glass balcony railings.

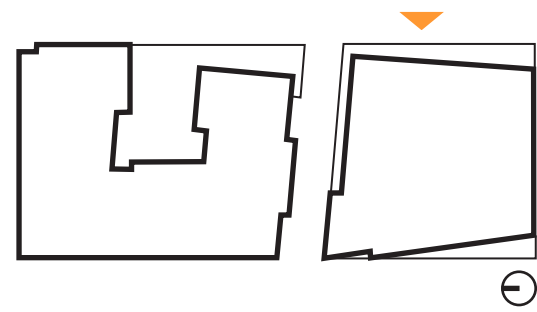
*The tower achieves a high level of transparency with the use of aluminum window wall and fiberglass window integrated with a high density fiber cement architectural panel system to create a building exterior that is innovative, sustainable, and creates a variety of aesthetic design appearances. The intent meets the tower design details of the Downtown Plan to compose the most creative forms seen within a city skyline and represent a sophisticated development of solid and transparent elements.*



WEST TOWER ELEVATION



## SOUTH BUILDING ELEVATION - EAST



### TRANSPARENCY OF TOWER CONTINUED

1. Towers shall not replicate historic structures but shall establish their own identity and detailing that are responsive to adjacent structures without resorting to mimicry.

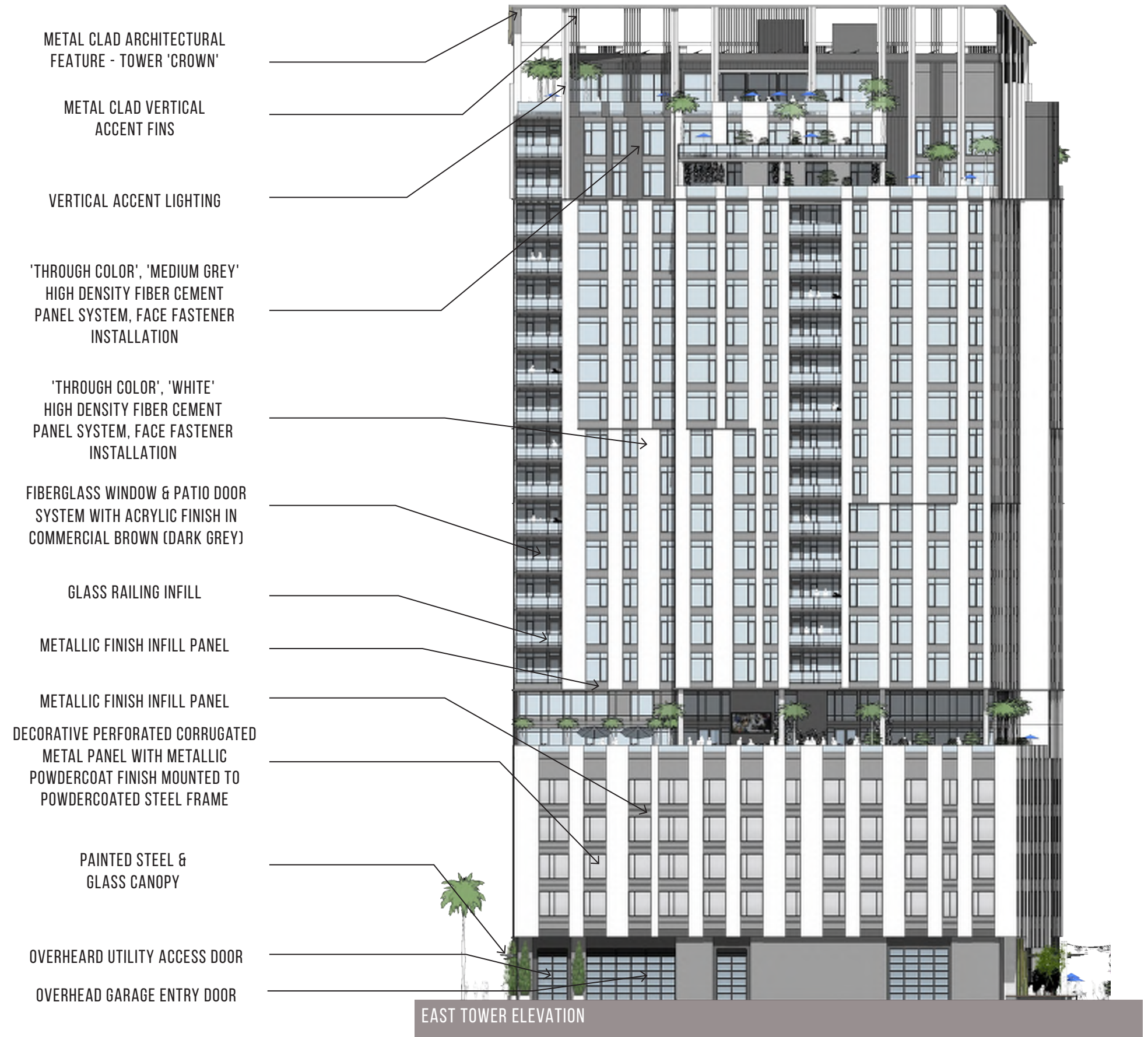
*The project design will be a thoughtfully scaled, crafted, enjoyable, comfortable, modern experience that provides the vibrant ground floor activity envisioned in the Downtown Plan. The architecture is contemporary and does not attempt to replicate the historic architecture of Downtown Long Beach.*

2. Avoid massive stepped towers that usually appear as neither a well-designed mid-rise nor a well-designed tower.

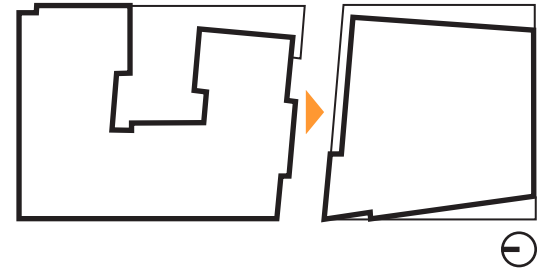
*The project consists of a mid-rise building and a tower; the design avoids a stepped tower, and the mid-rise and high rise components are well integrated to allow the tower to be a focal point of the design.*

3. New high-rise projects should thoughtfully integrate transit amenities such as bus stops, transit shelters, bike racks/storage, showers, and car-sharing programs to encourage their use by residents, tenants, and visitors.

*Refer to the new (replaced) bus shelter in the site plan review submittal (Sheet 50).*



SOUTH BUILDING ELEVATION - NORTH



- METAL CLAD ARCHITECTURAL FEATURE - TOWER 'CROWN'
- METAL CLAD VERTICAL ACCENT FINIS
- VERTICAL ACCENT LIGHTING
- 'THROUGH COLOR', 'MEDIUM GREY' HIGH DENSITY FIBER CEMENT PANEL SYSTEM, FACE FASTENER INSTALLATION
- 'THROUGH COLOR', 'WHITE' HIGH DENSITY FIBER CEMENT PANEL SYSTEM, FACE FASTENER INSTALLATION
- FIBERGLASS WINDOW & PATIO DOOR SYSTEM WITH ACRYLIC FINISH IN COMMERCIAL BROWN (DARK GREY)
- METALLIC FINISH INFILL PANEL
- DECORATIVE PERFORATED CORRUGATED METAL PANEL WITH METALLIC POWDERCOAT FINISH MOUNTED TO POWDERCOATED STEEL FRAME
- METALLIC FINISH INFILL PANEL
- METAL CLAD ENTRY CANOPY
- STOREFRONT WINDOW SYSTEM
- LOCATION FOR DECORATIVE WALL - DESIGN TBD



NORTH TOWER ELEVATION



# FACADE GLAZING AREA

OVERALL GLAZING/SCREENING PERCENTAGE = 40%

 DENOTES GLAZING/SCREENING AREA

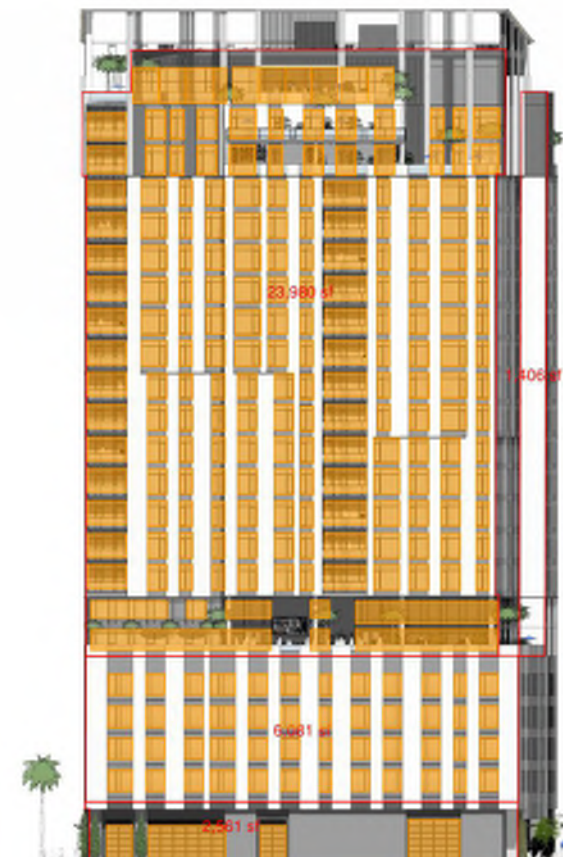


**NORTH TOWER ELEVATION**

FACADE AREA  
= 33,848 SF

FACADE GLAZING / PERCENTAGE  
= 12,188 SF / 36%

\*INCLUDES DECORATIVE SCREENING AT GARAGE

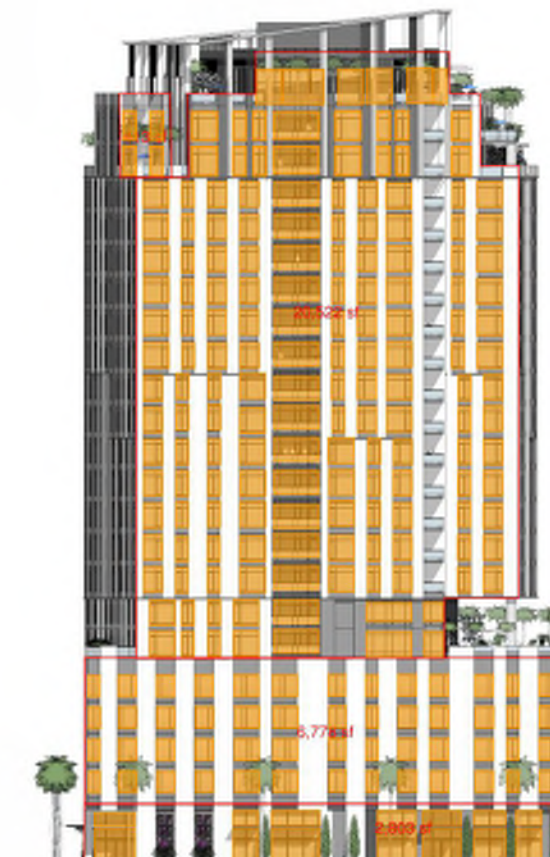


**EAST TOWER ELEVATION**

FACADE AREA  
= 33,339 SF

FACADE GLAZING / PERCENTAGE  
= 13,499 SF / 40%

\*INCLUDES DECORATIVE SCREENING AT GARAGE

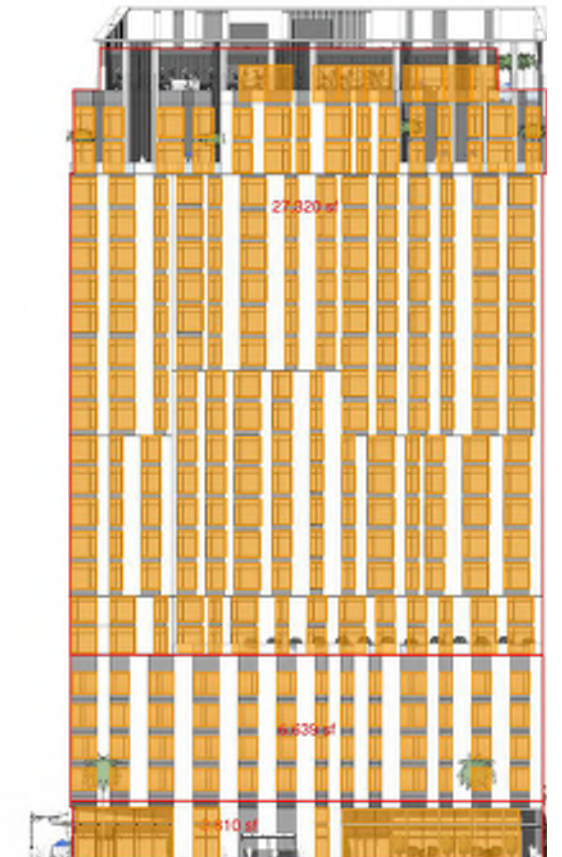


**SOUTH TOWER ELEVATION**

FACADE AREA  
= 29,809 SF

FACADE GLAZING / PERCENTAGE  
= 11,523 SF / 38%

\*INCLUDES DECORATIVE SCREENING AT GARAGE



**WEST TOWER ELEVATION**

FACADE AREA  
= 36,041 SF

FACADE GLAZING / PERCENTAGE  
= 15,512 SF / 43%

\*INCLUDES DECORATIVE SCREENING AT GARAGE

# FACADE GLAZING AREA

OVERALL GLAZING PERCENTAGE = 33%

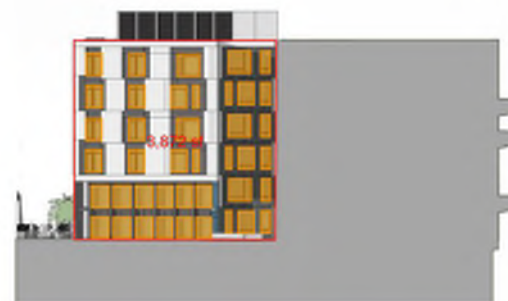
 DENOTES GLAZING AREA



NORTH TOWER ELEVATION

FACADE AREA  
= 12,145 SF

FACADE GLAZING / PERCENTAGE  
= 4,038 SF / 33%



SOUTH COURTYARD ELEVATION

FACADE AREA  
= 3,872 SF

FACADE GLAZING / PERCENTAGE  
= 1,314 SF / 34%



NORTH COURTYARD ELEVATION

FACADE AREA  
= 5,961 SF

FACADE GLAZING / PERCENTAGE  
= 1,554 SF / 26%



EAST TOWER ELEVATION

FACADE AREA  
= 16,973 SF

FACADE GLAZING / PERCENTAGE  
= 4,986 SF / 29%



SOUTH TOWER ELEVATION

FACADE AREA  
= 10,840 SF

FACADE GLAZING / PERCENTAGE  
= 3,787 SF / 35%



WEST TOWER ELEVATION

FACADE AREA  
= 15,043 SF

FACADE GLAZING / PERCENTAGE  
= 5,820 SF / 39%



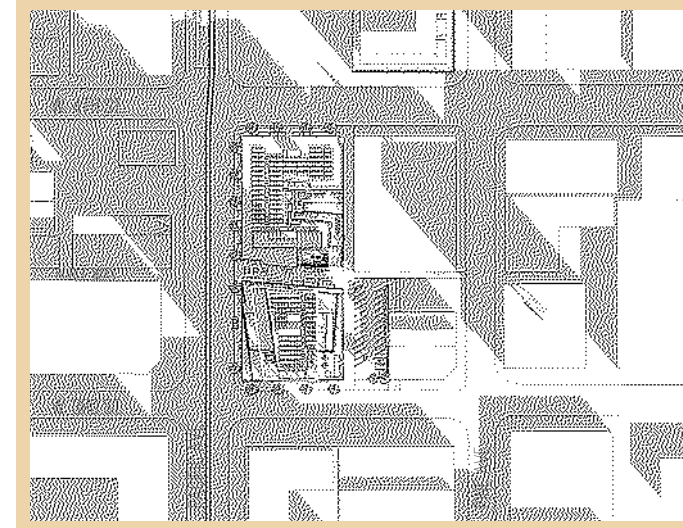
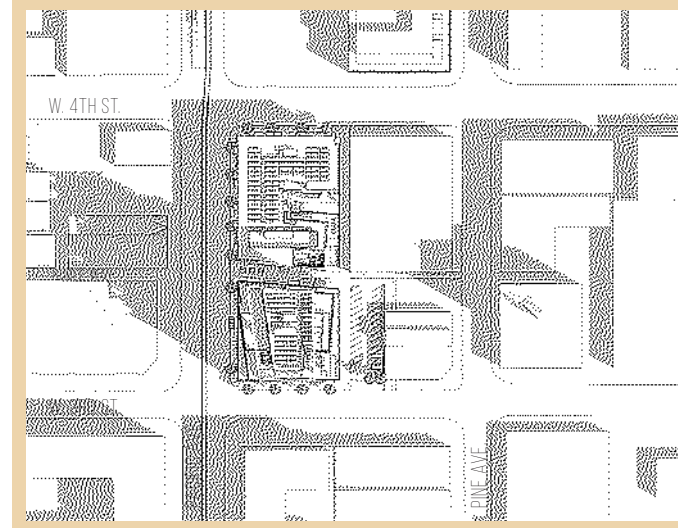
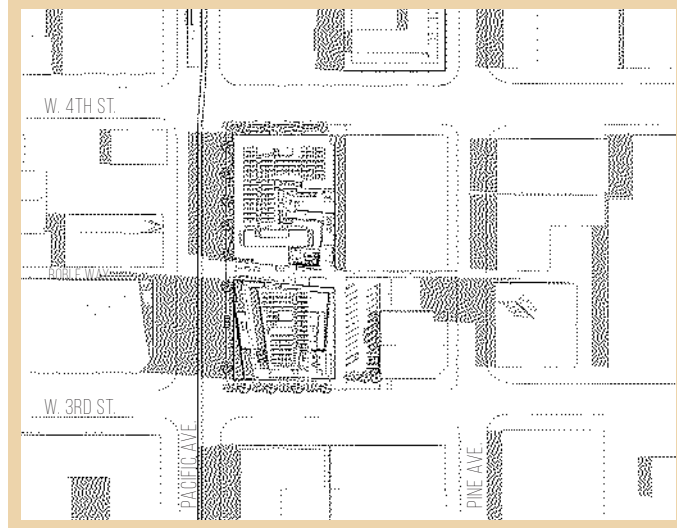
# SHADOW STUDY

JUNE

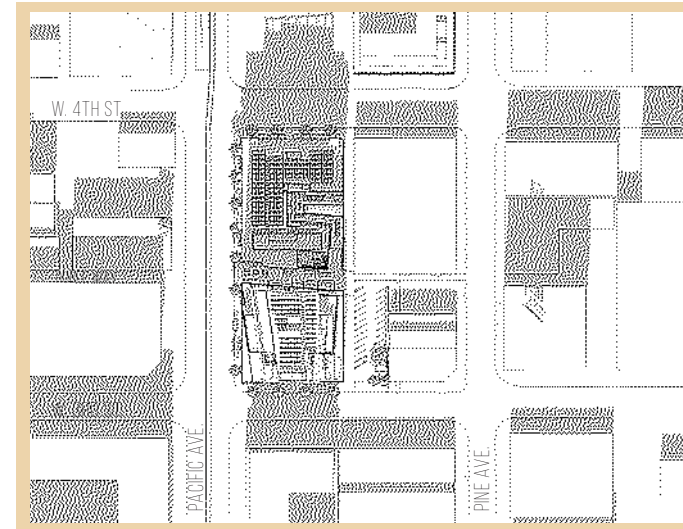
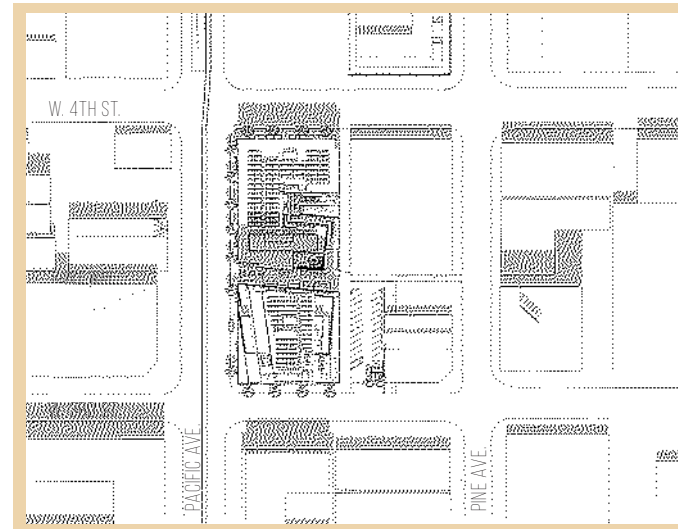
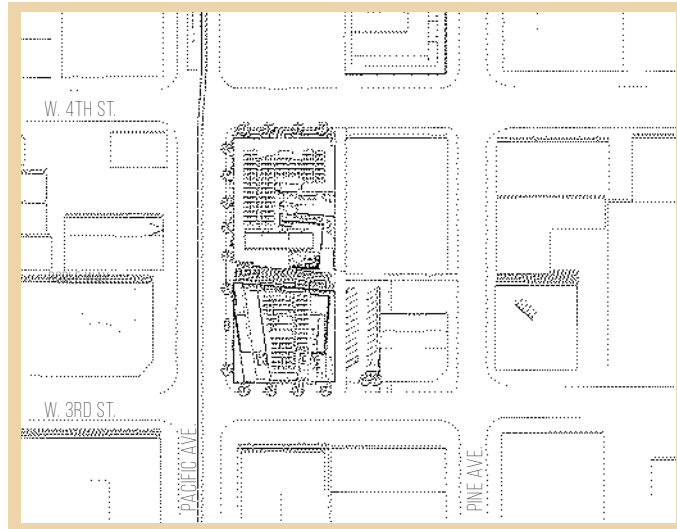
MARCH/SEPTEMBER

DECEMBER

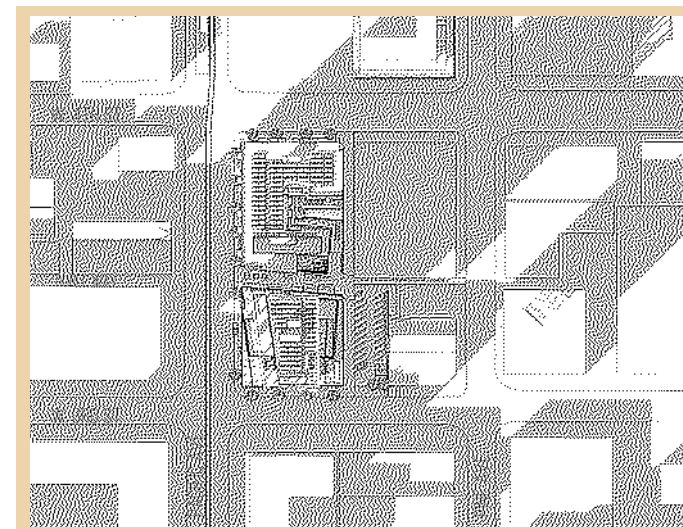
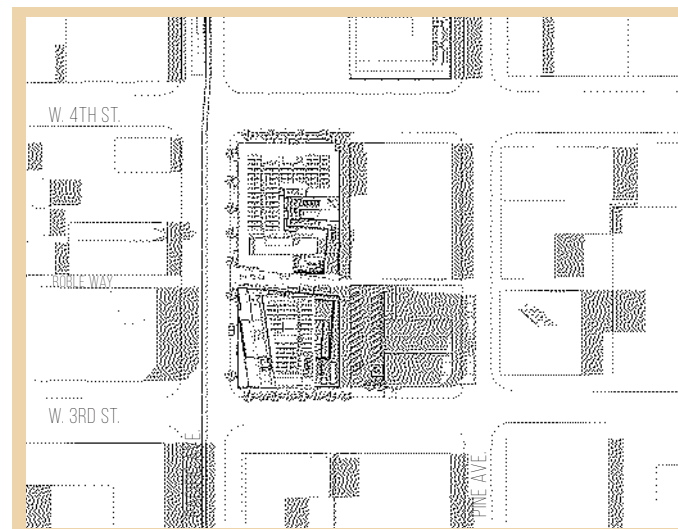
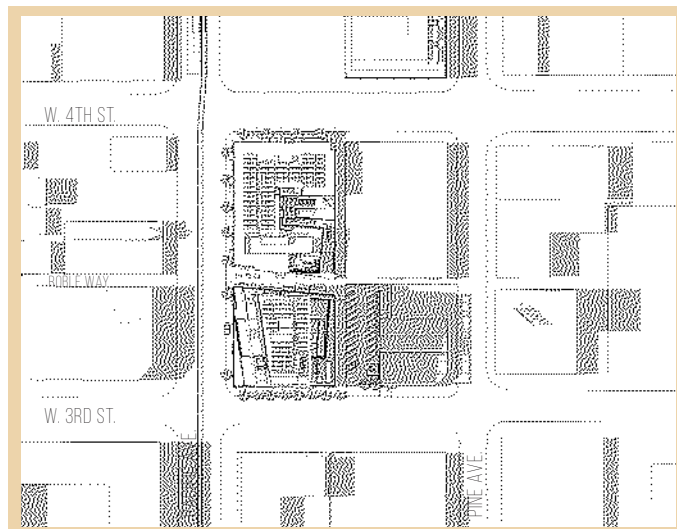
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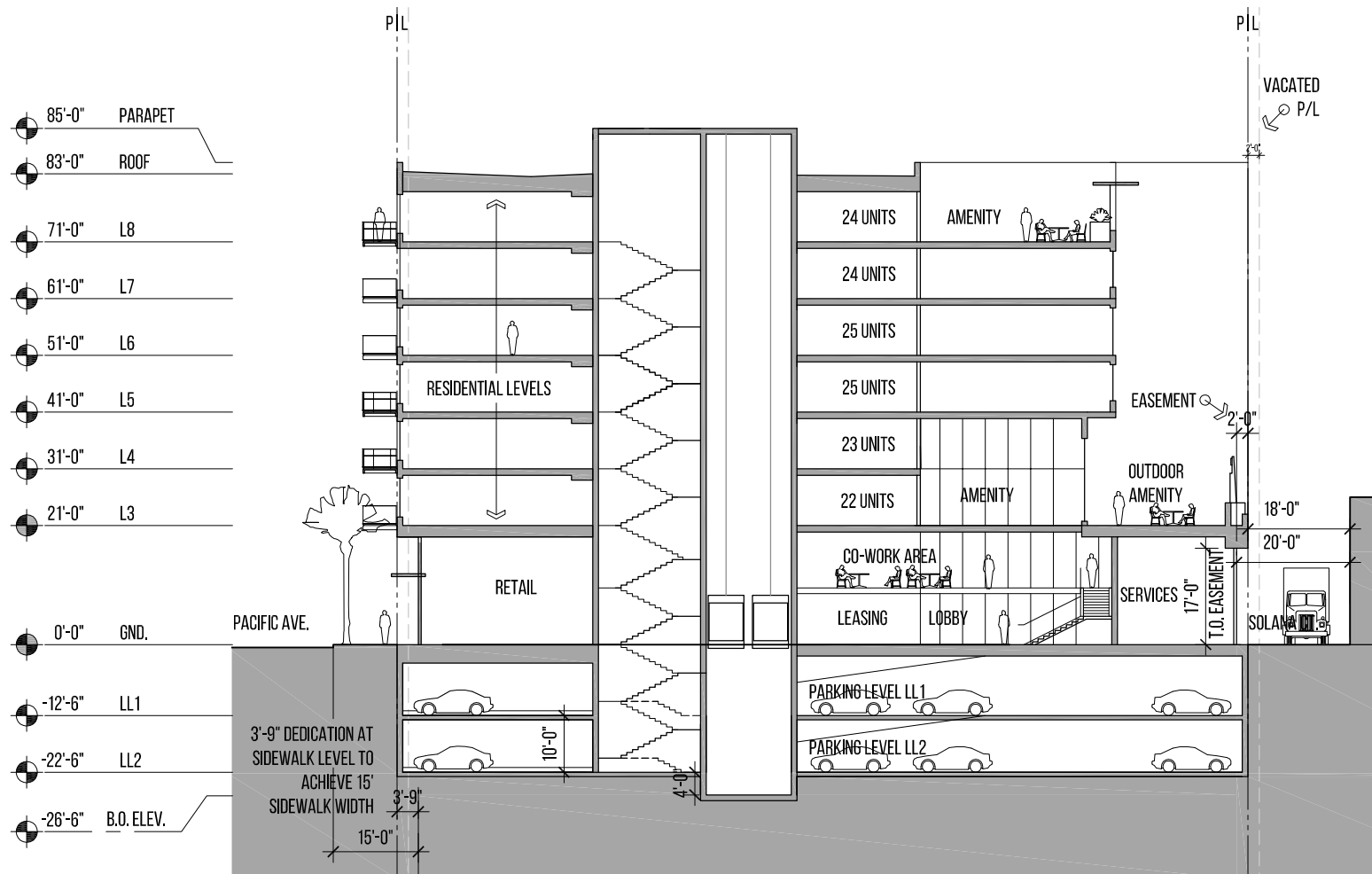
12:00 PM



3:00 PM

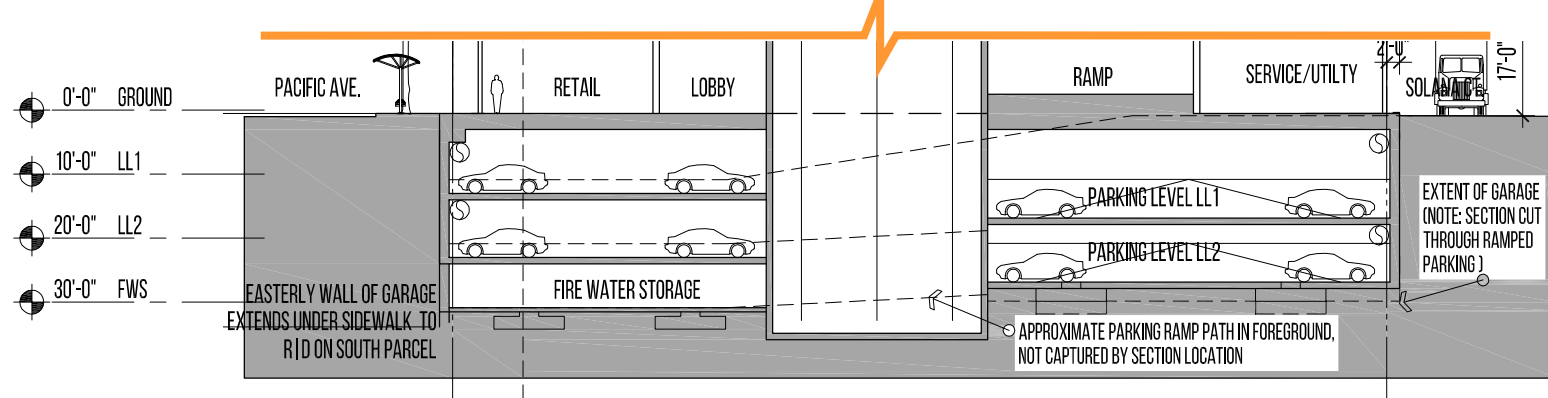


# NORTH BUILDING & SOUTH TOWER - BUILDING SECTION (SPLIT VIEW)

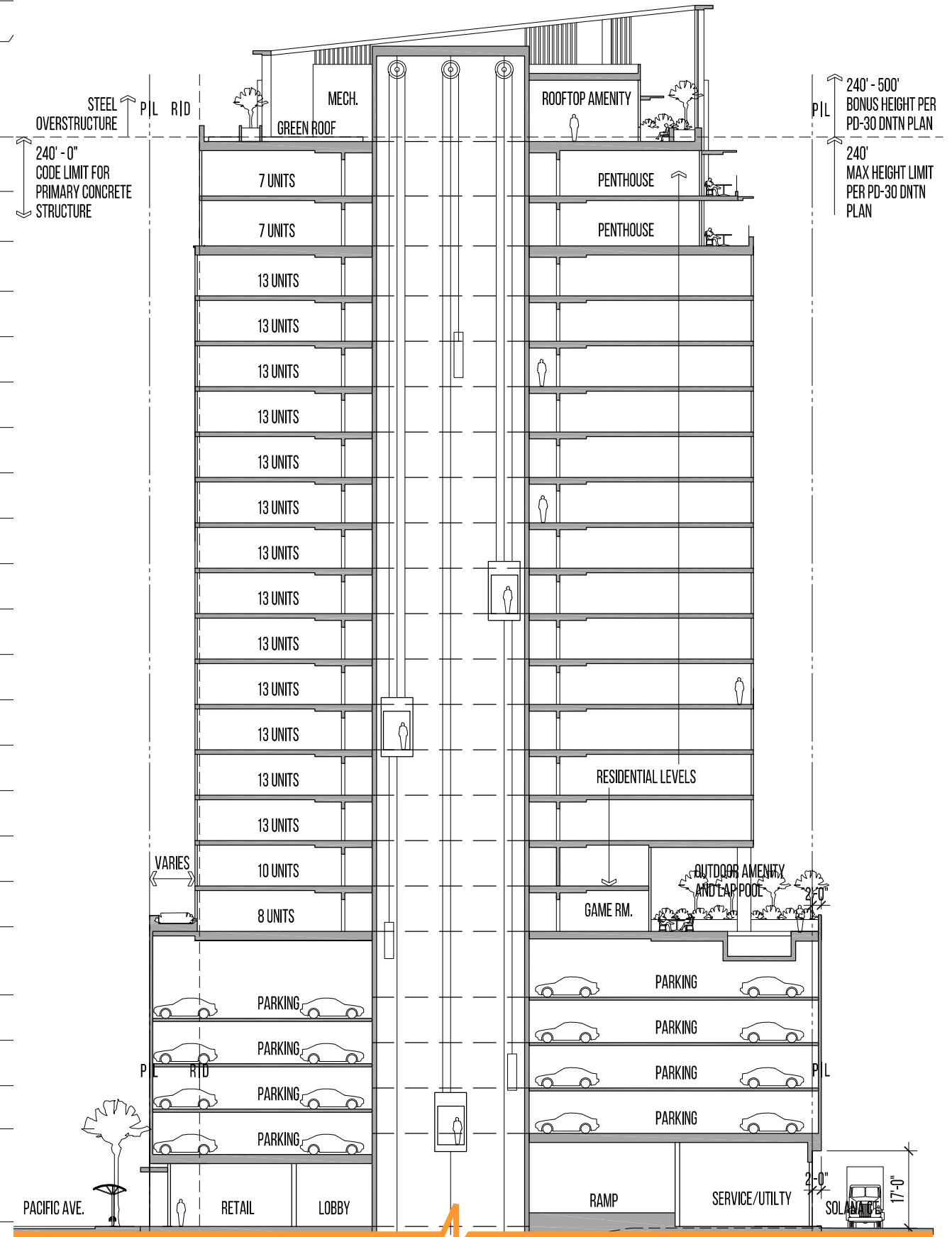
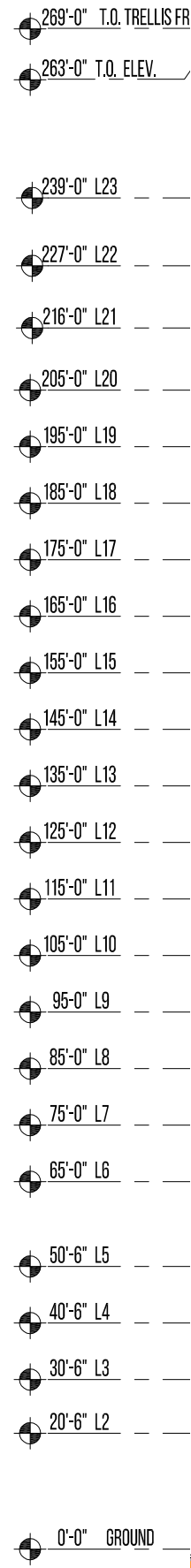


NORTH BUILDING SECTION

## BELOW GRADE LEVELS - SOUTH TOWER



SOUTH TOWER BELOW GRADE LEVELS SHOWN TO LEFT

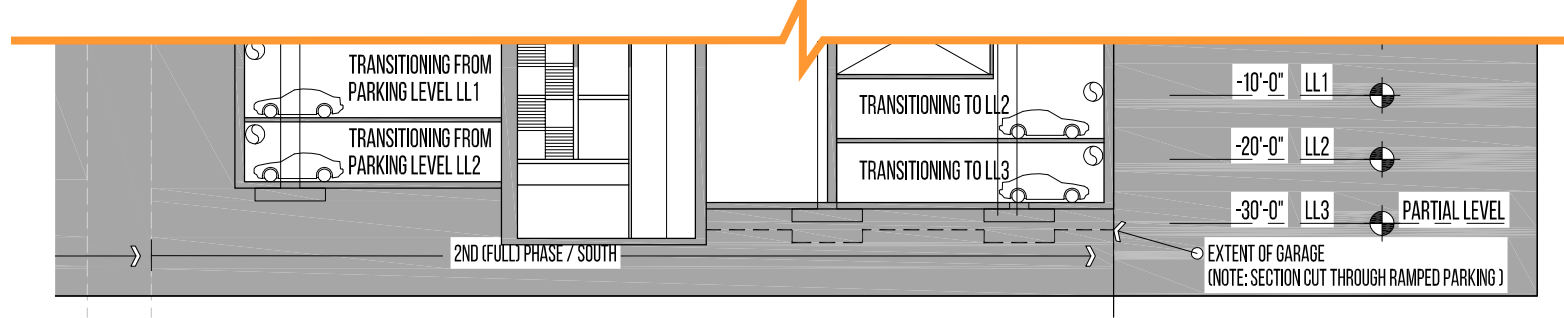


SOUTH TOWER BELOW GRADE LEVELS SHOWN TO LEFT

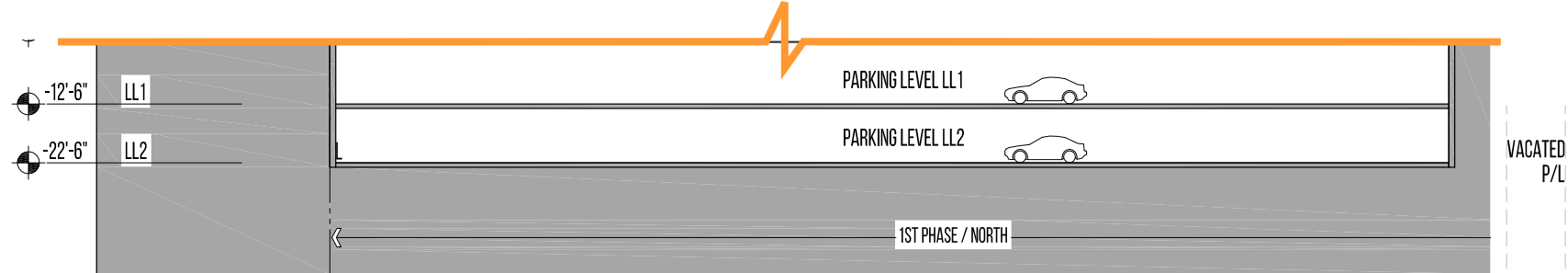


# NORTH AND SOUTH BUILDING - SECTION DIAGRAM

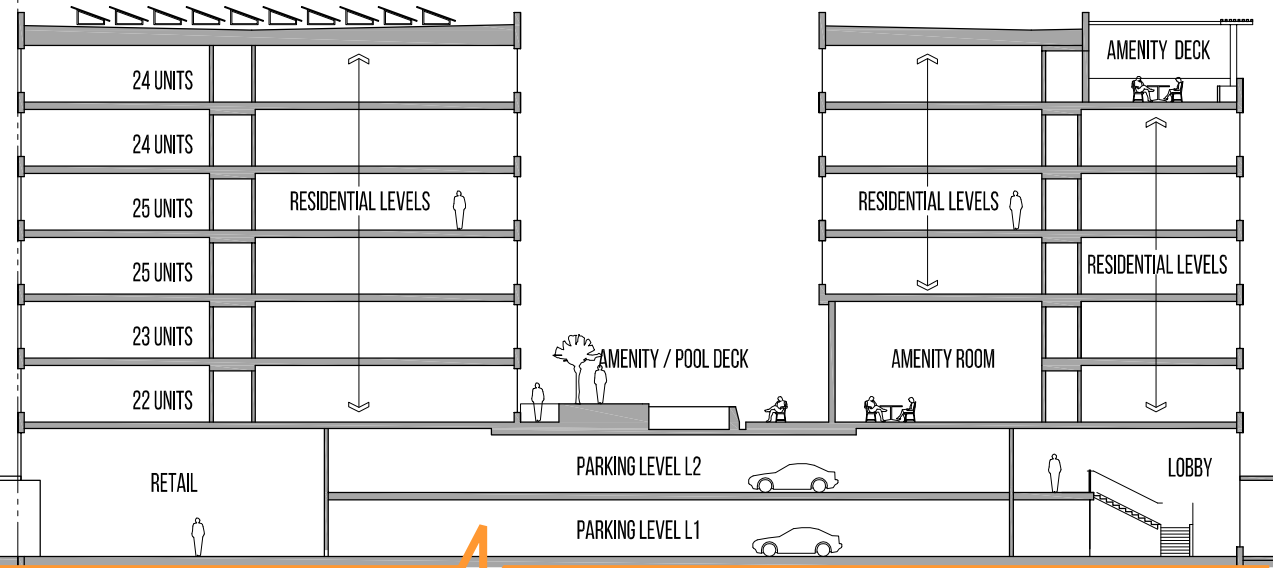
## BELOW GRADE LEVELS - SOUTH



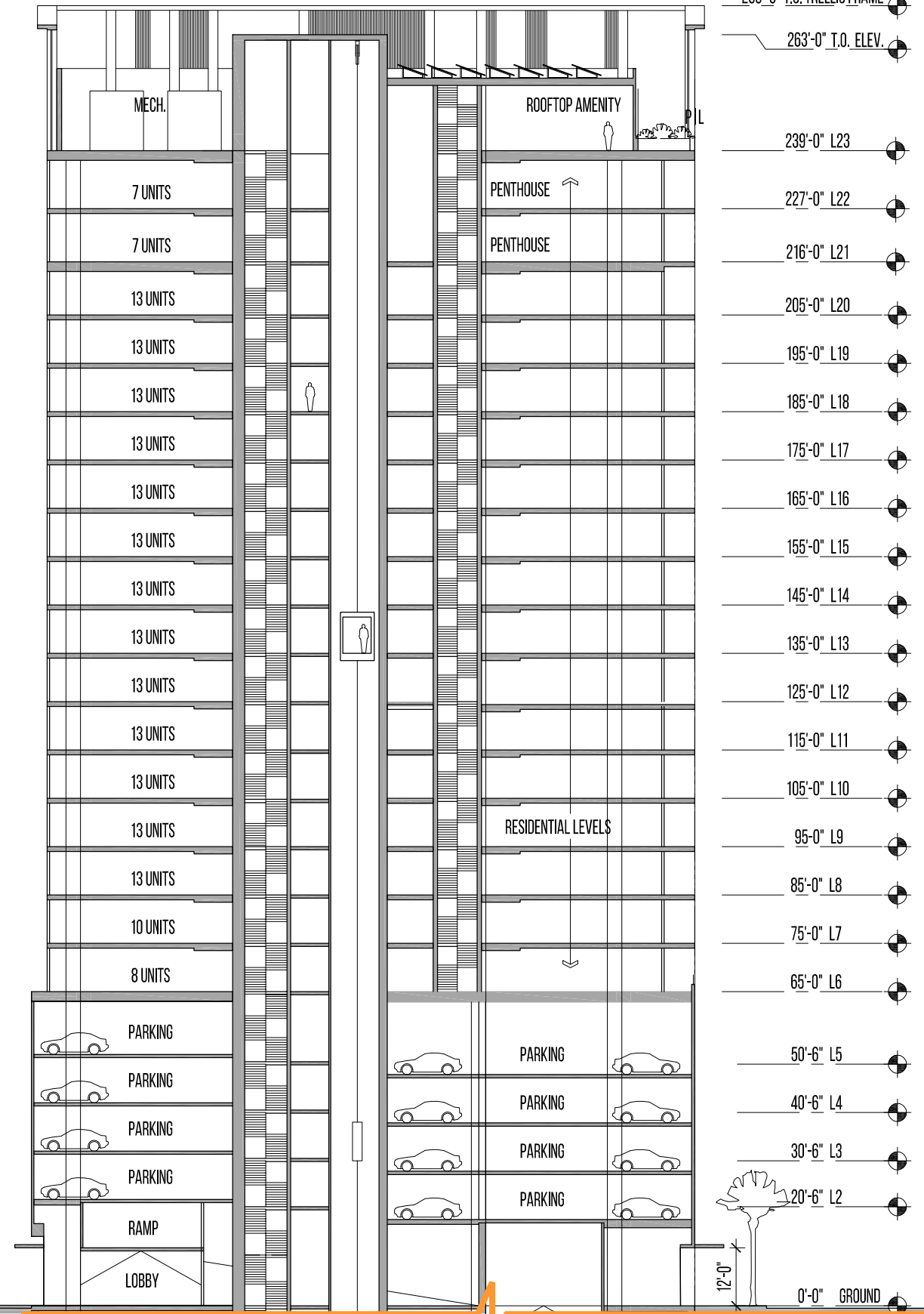
## BELOW GRADE LEVELS - NORTH



- 85'-0" PARAPET
- 83'-0" ROOF
- 71'-0" L8
- 61'-0" L7
- 51'-0" L6
- 41'-0" L5
- 31'-0" L4
- 21'-0" L3
- 0'-0" GND.



BELOW GRADE LEVELS SHOWN TO ABOVE (MIDDLE)



BELOW GRADE LEVELS SHOWN TO ABOVE LEFT (TOP)



AERIAL VIEW FROM WEST





















VIEW AT CORNER OF 4TH AND PACIFIC





VIEW OF ROBLE WAY ENTRY AT PACIFIC AVE





VIEW OF CORNER AT W. 3RD AND PACIFIC AVE (WITH PANEL DESIGN DETAIL)





VIEW OF NORTH PODIUM AMENITY





VIEW INSIDE ROBLE WAY LOOKING EAST





VIEW OF NORTH AMENITY DECK





BUILDING TOP - ADDITIONAL NOTES





DETAIL VIEWS - LIGHTING STUDY AT BUILDING 'CROWN'



BUILDING CROWN IN MORNING



BUILDING CROWN AT DAWN - LIGHTING STUDY



DETAIL VIEWS - SW CORNER - GARAGE SCREENING - POWDERCOATED CORRUGATED METAL PANEL WITH METALLIC FINISH

FIBERGLASS WINDOW & PATIO DOOR SYSTEM WITH ACRYLIC FINISH IN COMMERCIAL BROWN (DARK GREY)

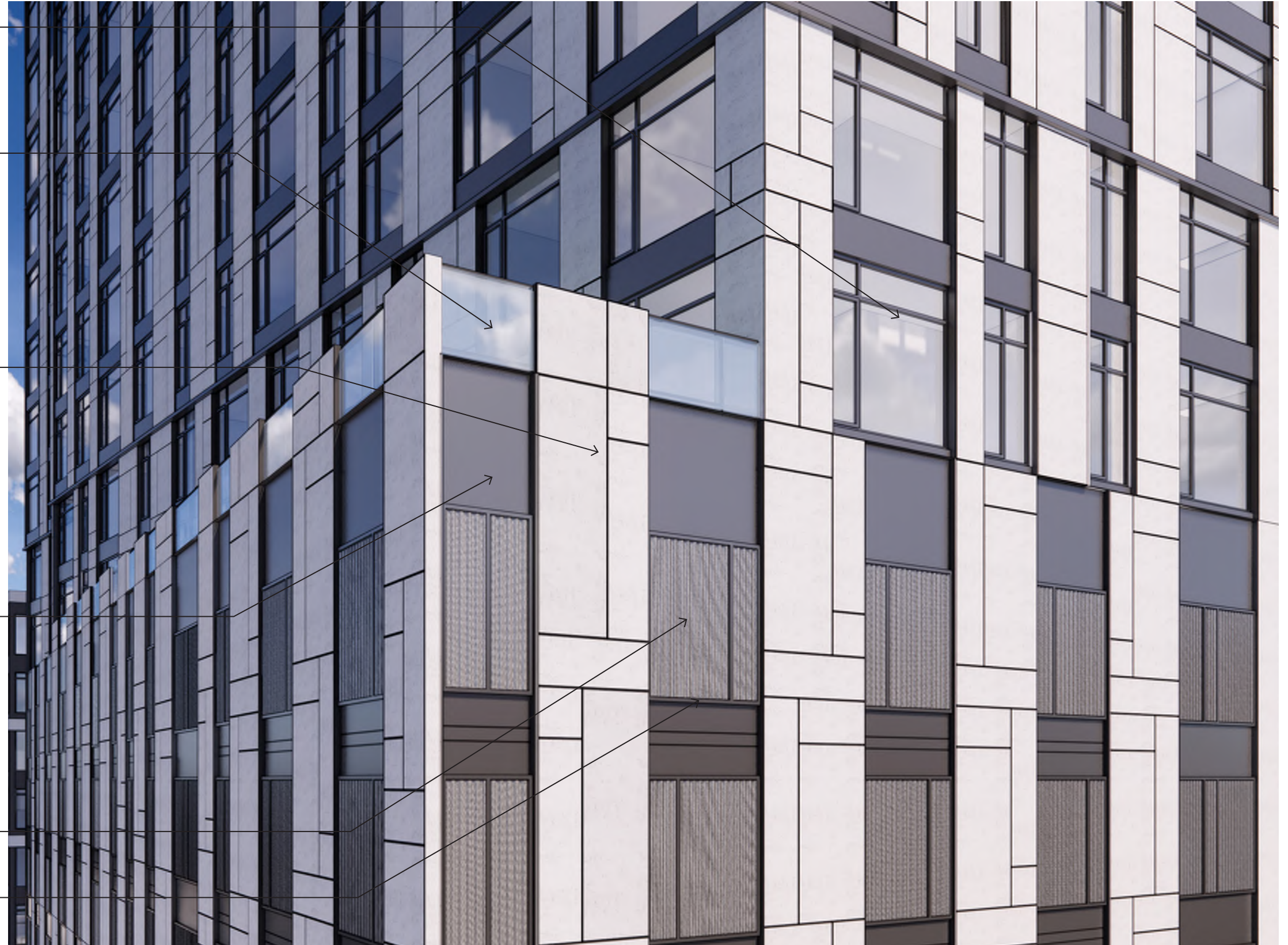
GLASS GUARDRAIL WITH PAINTED STEEL FRAME

'THROUGH COLOR' 'WHITE' HIGH DENSITY FIBER CEMENT PANEL SYSTEM, FACE FASTENER INSTALLATION

METALLIC FINISH INFILL PANEL

DECORATIVE PERFORATED CORRUGATED METAL PANEL WITH METALLIC POWDERCOAT FINISH

POWDERCOATED STEEL FRAME





BASIS OF DESIGN / EXTERIOR SKIN - REINFORCED CEMENT COMPOSITE PANEL & FIBERGLASS WINDOW SYSTEM

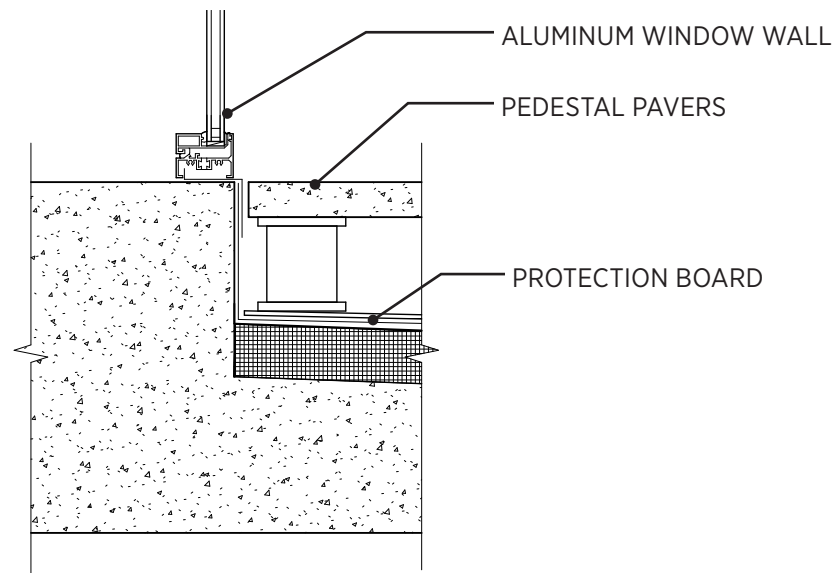
"THE RODNEY" - 15 STORY APARTMENT TOWER IN PORTLAND, OREGON - DESIGN BY ANKROM MOISAN



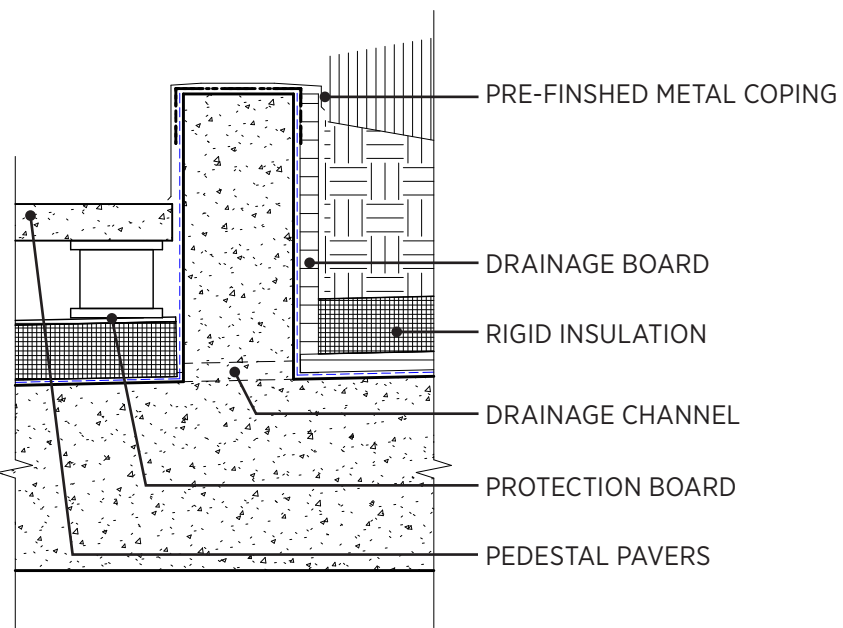


BASIS OF DESIGN - TOWER ROOFTOP AMENITY DECK - SIM. DETAILS

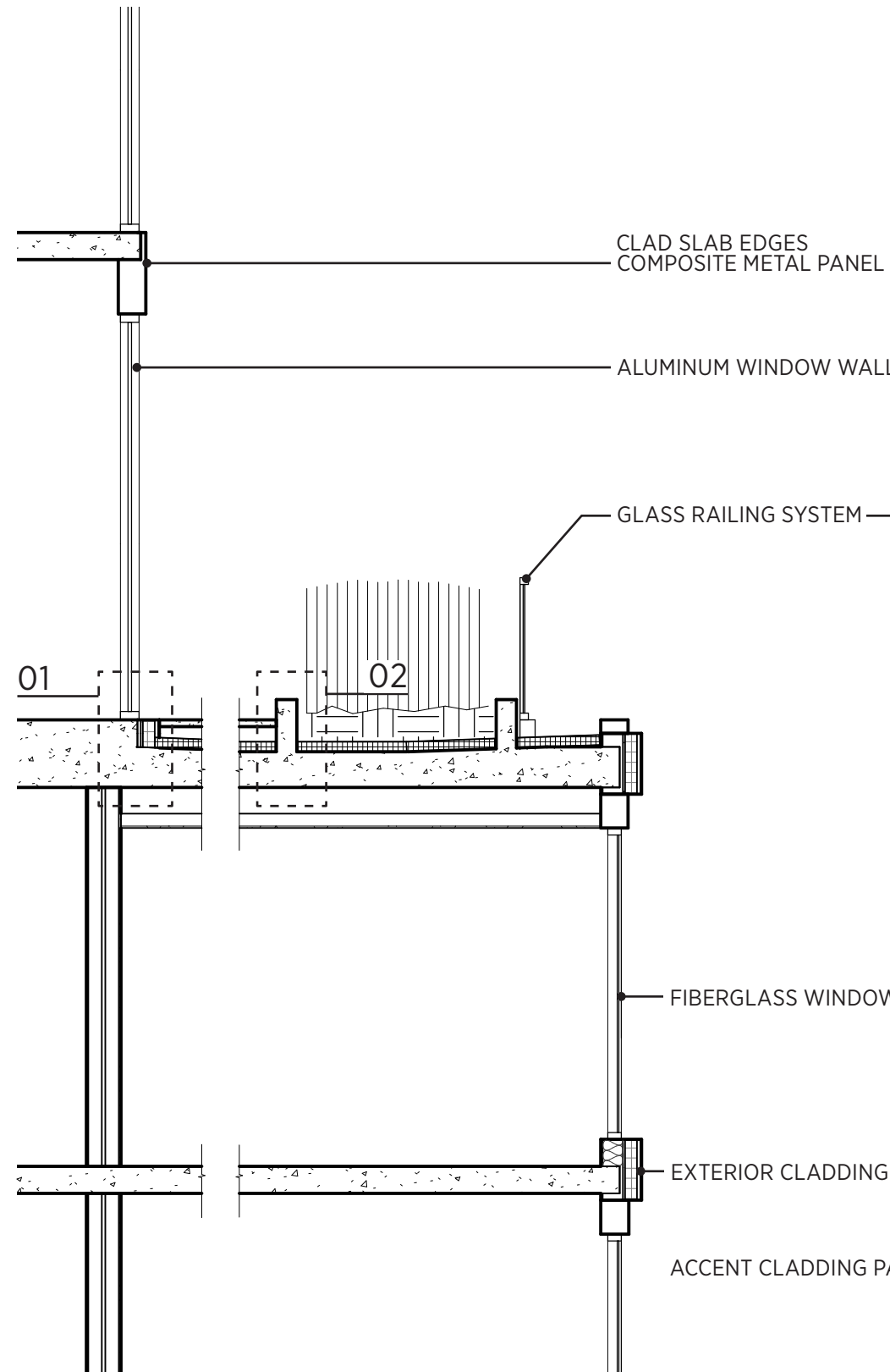
SAMPLE ELEVATION FROM SIMILAR PROJECT



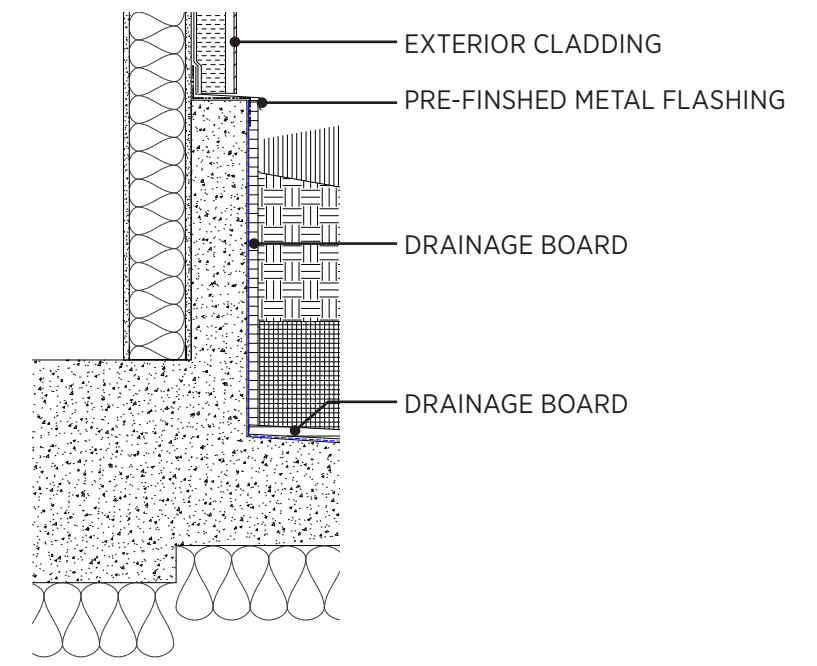
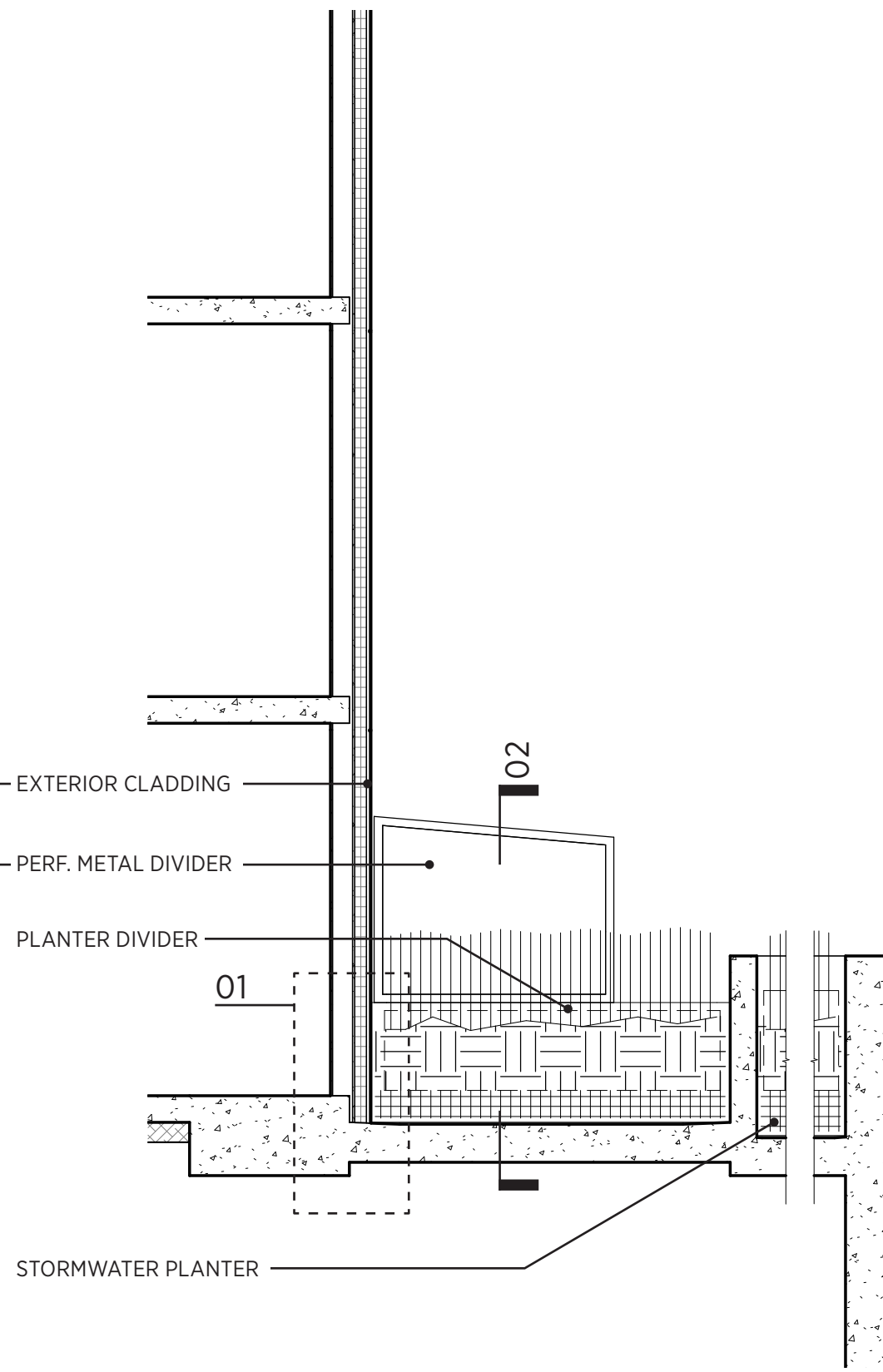
01 ALUMINUM WINDOW WALL @ DECK - SILL



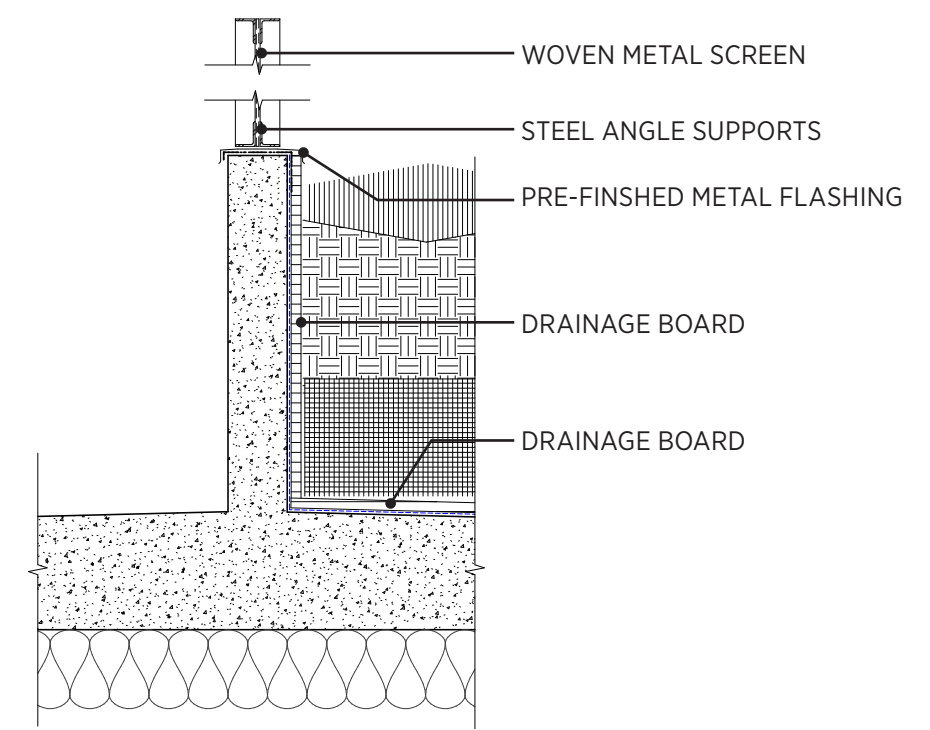
02 PLANTER CURB @ PENTHOUSE AMENITY DECK - SECTION



BASIS OF DESIGN - DECORATIVE PLANTERS AT PODIUM - SIM. DETAILS



**01** TERRACE PLANTER @ EXTERIOR UNIT WALL - SECTION

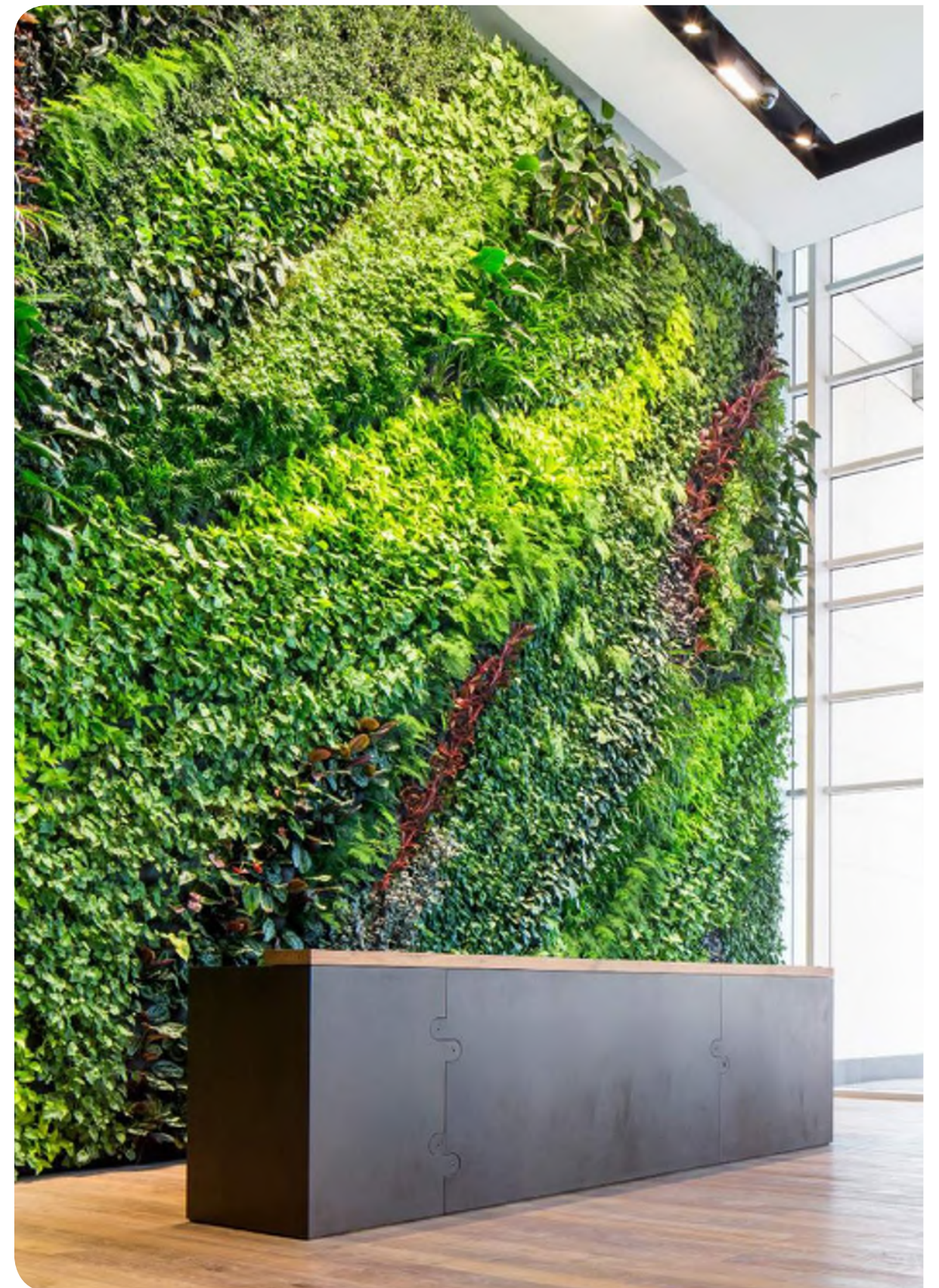


**02** TERRACE PLANTER AT DIVIDER - SECTION



**HABITAT HORTICULTURE**

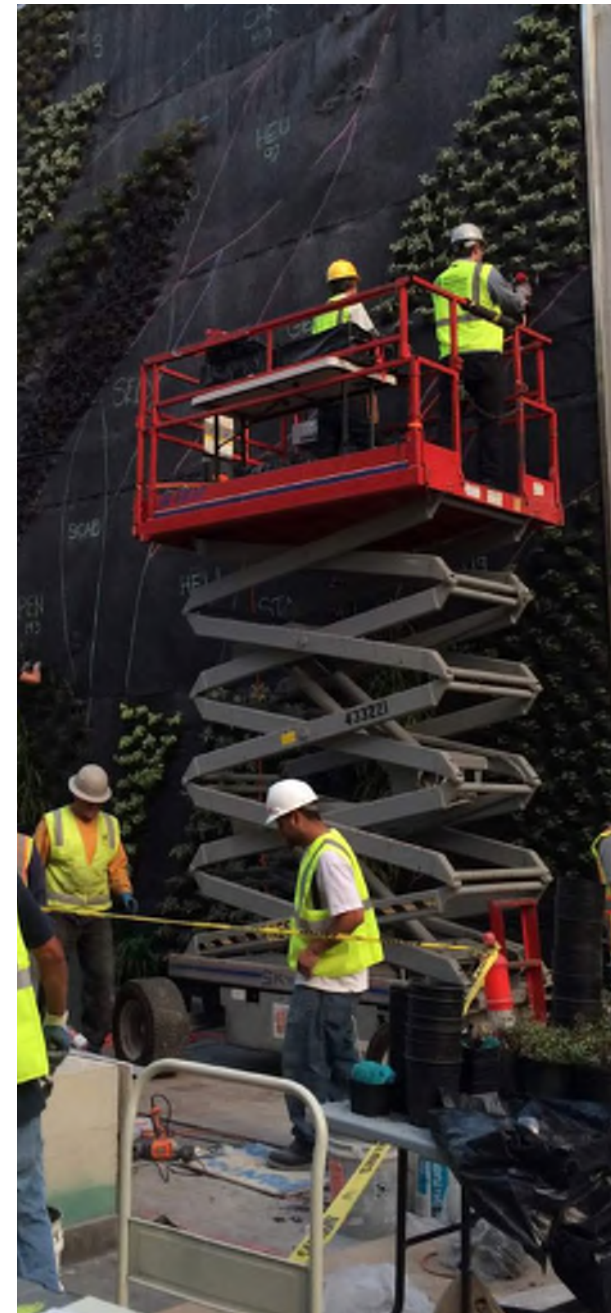
83A Wiese Street  
San Francisco, CA 94103





## BASIS OF DESIGN - GREENWALL SYSTEMS

DESIGN	GREEN OVER GREY	HABITAT HORTICULTURE
Design drawings	Yes	Yes
Planting design services	Yes	Yes
<b>INSTALLATION</b>		
Landscape Contractor or Manufacturer Installed	Landscape Contractor	Manufacturer Installed
Structural Frame, Edges, and Gutters	No	Yes
Soil/Substrate	Yes	Yes
Irrigation	Yes	Yes
Fertilization System	Yes	Yes
<b>POST INSTALLATION</b>		
Maintenance Establishment	Yes, 90 days	Yes, 90 days
Warranty	5 years-substrate, 1 year-components	10 years-components, 3 years-irrigation, 1 year-installation



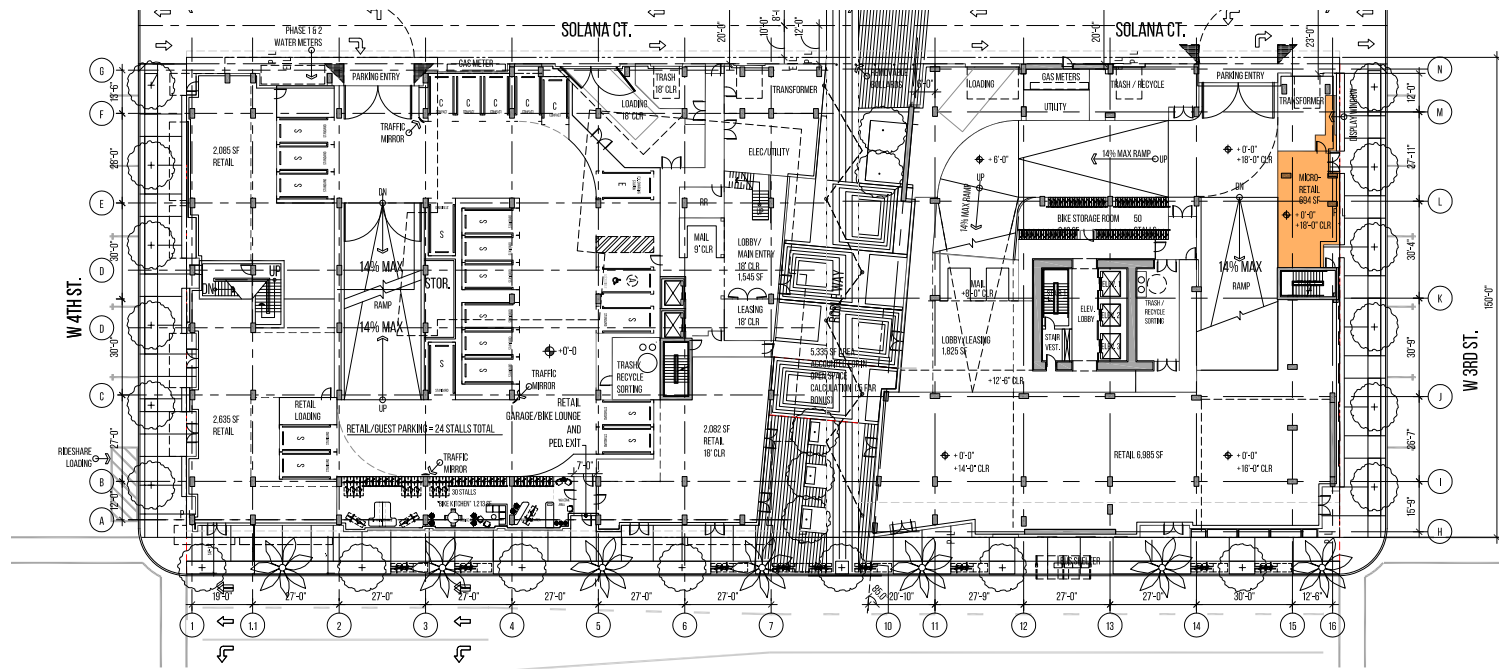
PLANTS AT INSTALLATION



PLANTS AT FULL COVERAGE



BASIS OF DESIGN - MICRO RETAIL SPACE



MICRO RETAIL SPACE AT LEVEL 1 OF SOUTH TOWER



MICRO RETAIL SPACE OPEN



MICRO RETAIL SPACE EXTERIOR



MICRO RETAIL SPACE INTERIOR



MICRO RETAIL SPACE CLOSED



SITE PHOTOS



NORTH AT W. 3RD ST. AND PACIFIC AVENUE



EAST OF SITE FROM ACROSS PACIFIC AVENUE



SOUTH FROM W. 4TH ST ALONG PACIFIC AVENUE



WEST ACROSS PACIFIC AVENUE FROM SITE



SITE PHOTOS



NORTH ALONG PACIFIC AVE AT W. 3RD ST.



PACIFIC AVENUE AT W. 2ND ST.



PINE AVENUE AT W. 3RD ST.



NORTHBOUND ON PINE AVENUE AT W. 4TH



SITE PHOTOS



PINE AVENUE LOOKING NORTH FROM BROADWAY



ROBLE WAY WESTBOUND FROM PINE AVENUE



ROBLE WAY EASTBOUND FROM PINE AVENUE



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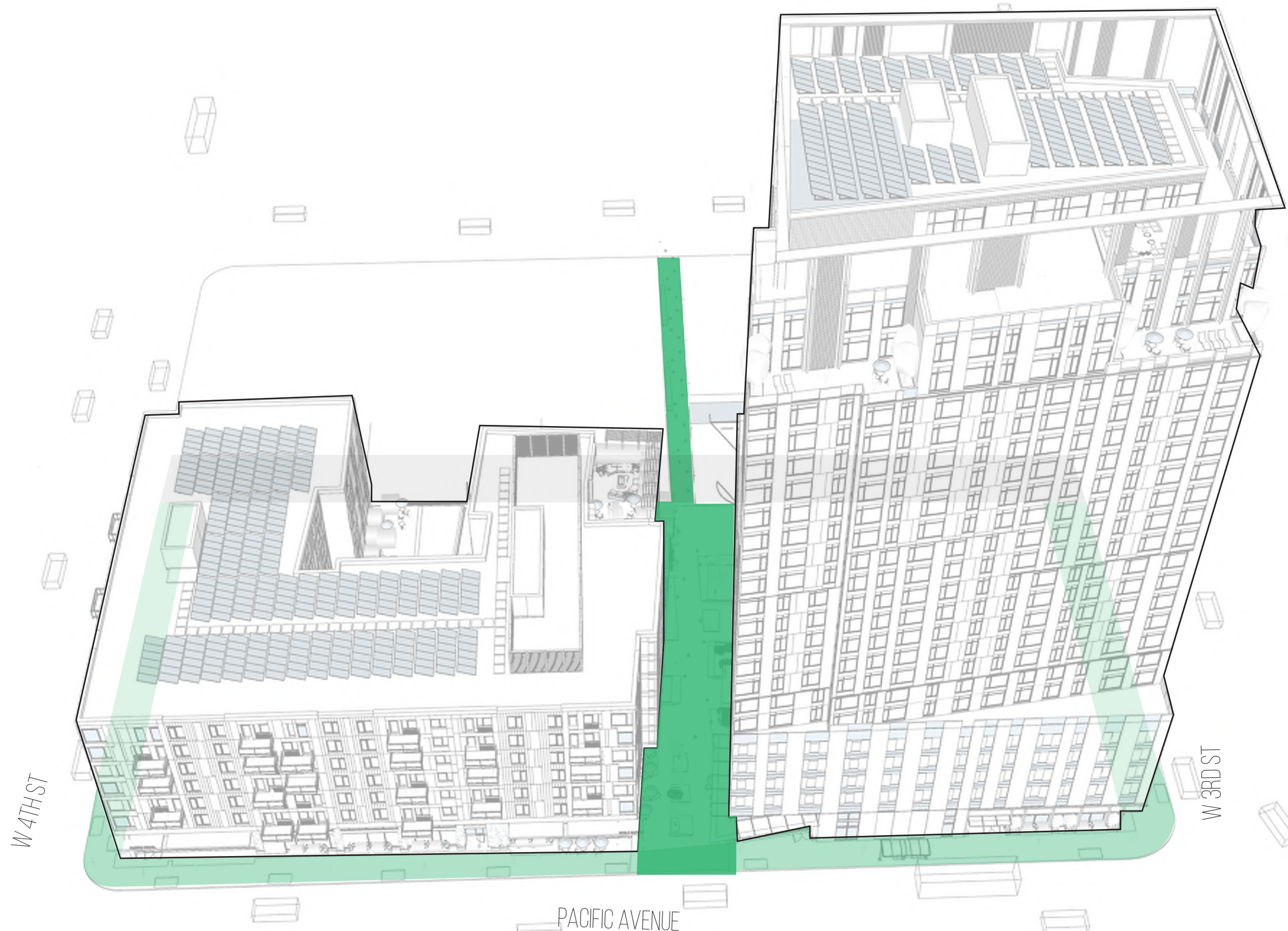


# LANDSCAPE

SITE EXTENTS.....	2
CONCEPT SITE PLAN .....	3
PUBLIC RIGHT OF WAY LANDSCAPE .....	4-5
ROBLE WAY LANDSCAPE.....	6-11
ROOFTOP LANDSCAPES.....	12-17
PLANTING.....	18-19



SITE EXTENTS

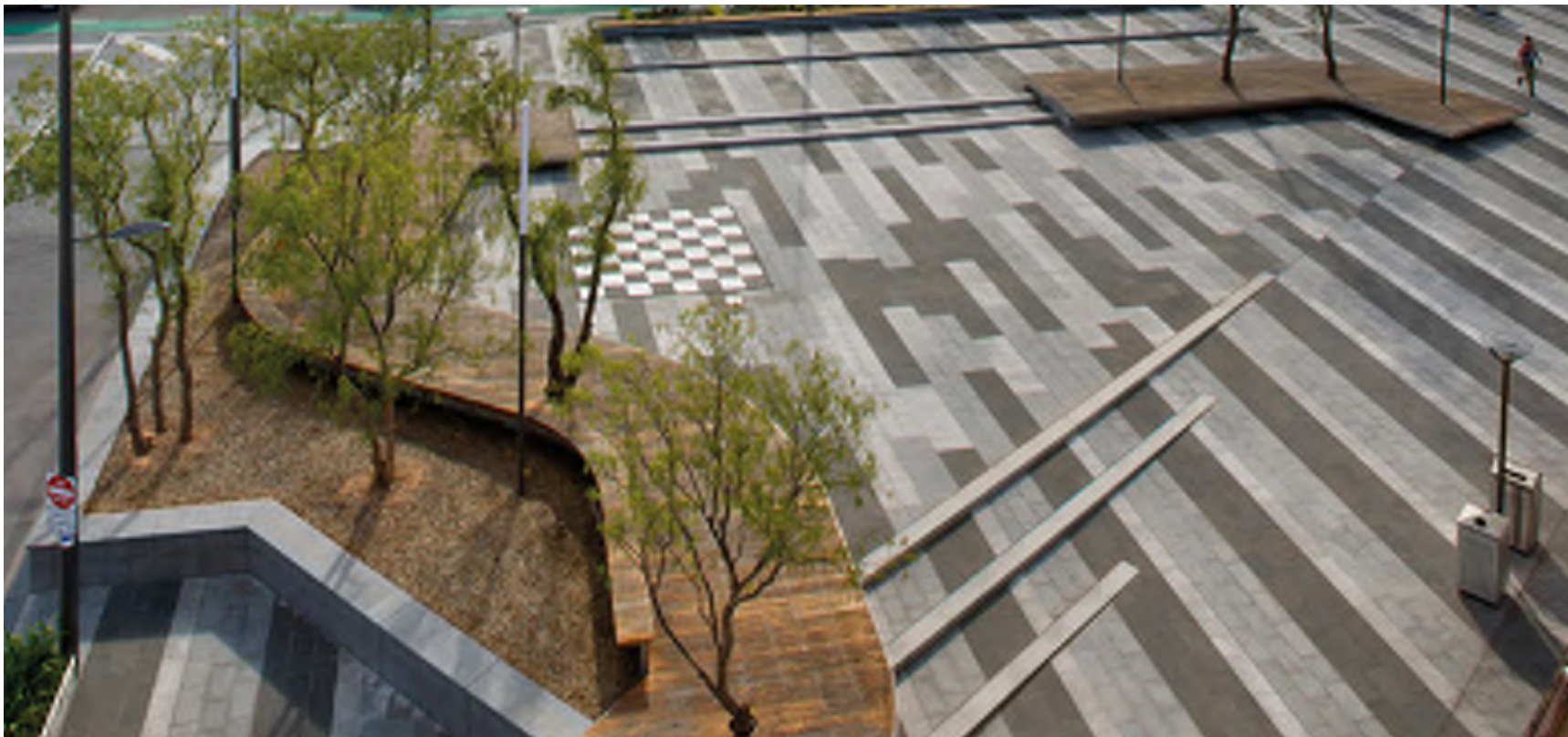


LEGEND

- PEDESTRIAN ZONE
- STREET FRONTAGE



INSPIRATION





CONCEPT SITE PLAN

SITE FEATURES

- ① STREET TREES
- ② BUS STOP
- ③ N SOLANO CT.
- ④ W ROBLE WAY
- ⑤ BIKE RACKS (9 NO.)
- ⑥ RIDESHARE DROPOFF
- ⑦ RAISED PEDESTRIAN CROSSING
- ⑧ REMOVABLE BOLLARDS





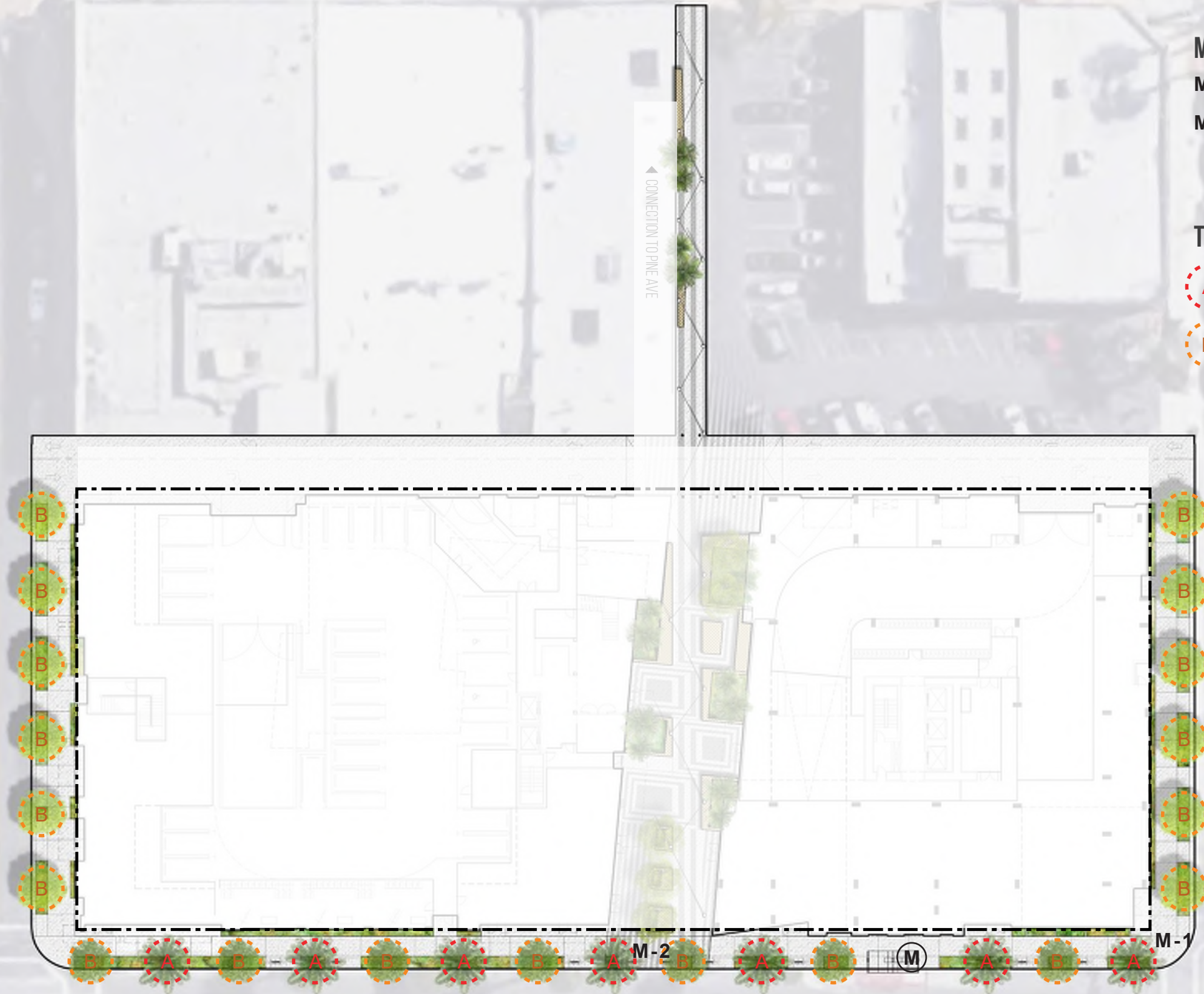
PUBLIC RIGHT OF WAY LANDSCAPE



WASHINGTONIA ROBUSTA  
MEXICAN FAN PALM



TABEBUJA CHRYSOTRICHIA  
GOLDEN TRUMPET TREE



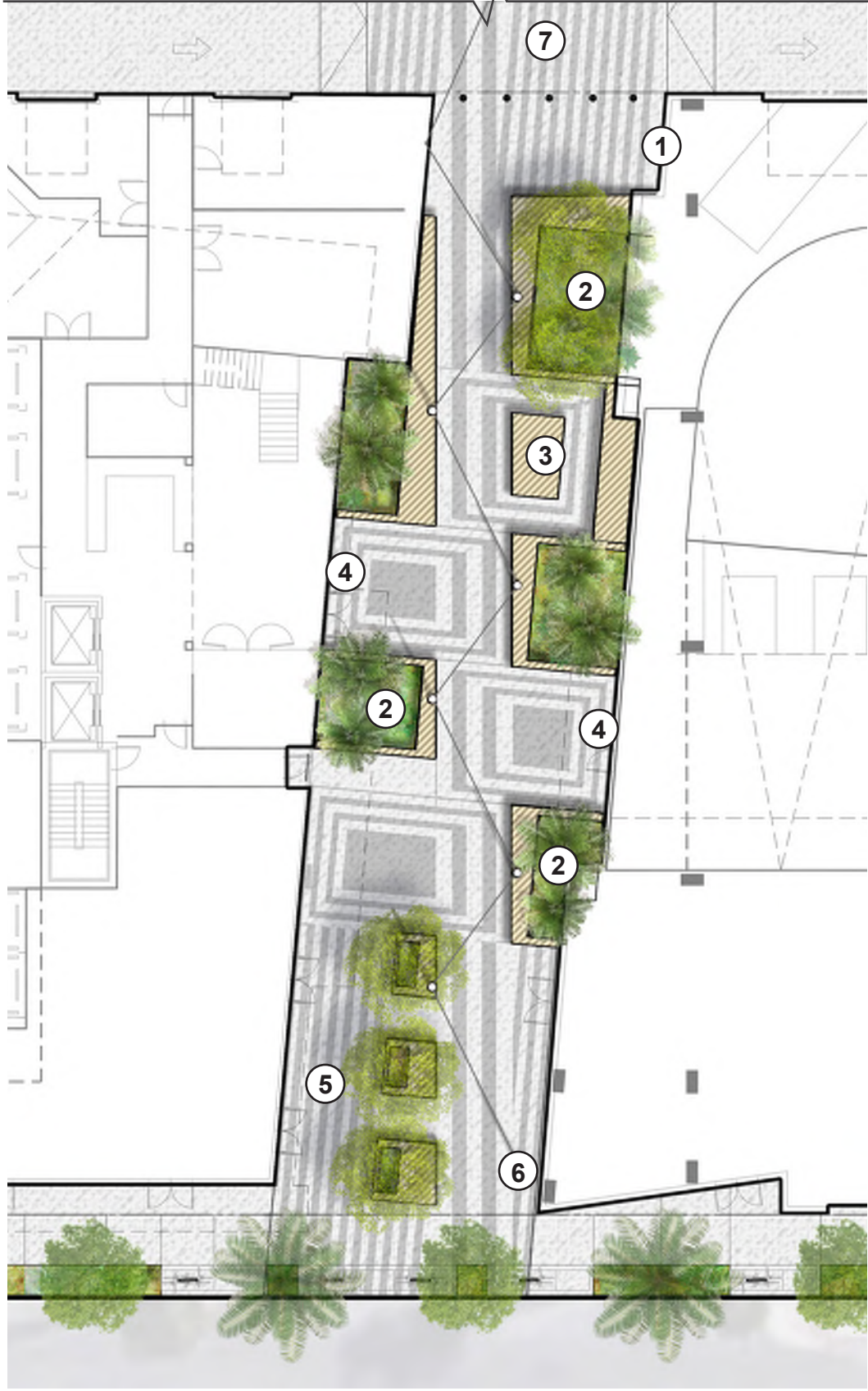
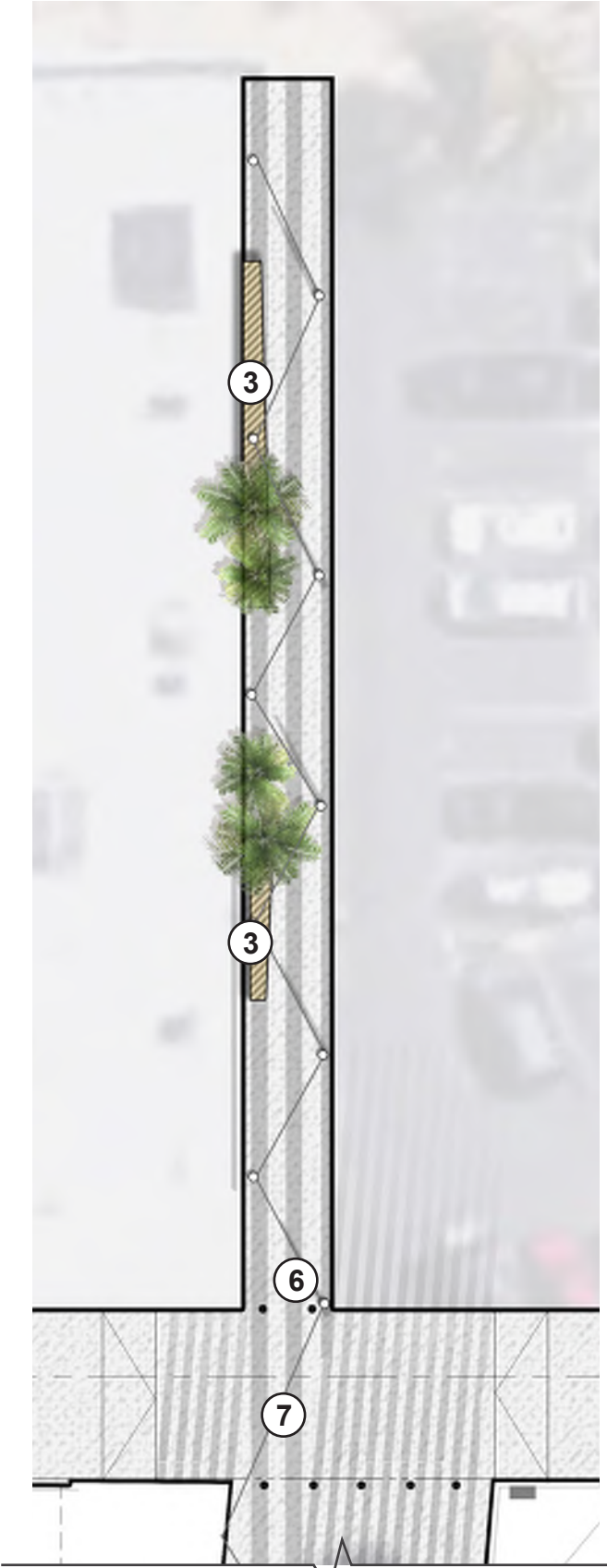
MATERIAL SCHEDULE

- M-1 CIP CONCRETE
- M-2 PRE-CAST CONCRETE /UNIT PAVER
- (M) METRO BUS STOP

TREE SCHEDULE

- (A) X7 WASHINGTONIA ROBUSTA
- (B) X19 TABEBUJA IMPETIGINOSA





**SITE FEATURES**

- ① MURAL WALL
- ② RAISED SEATING PLANTERS
- ③ SEATING DECK
- ④ LOBBY ENTRANCE
- ⑤ CAFE SEATING AREA
- ⑥ POST MOUNTED CATENARY LIGHTING
- ⑦ RAISED PEDESTRIAN CROSSING





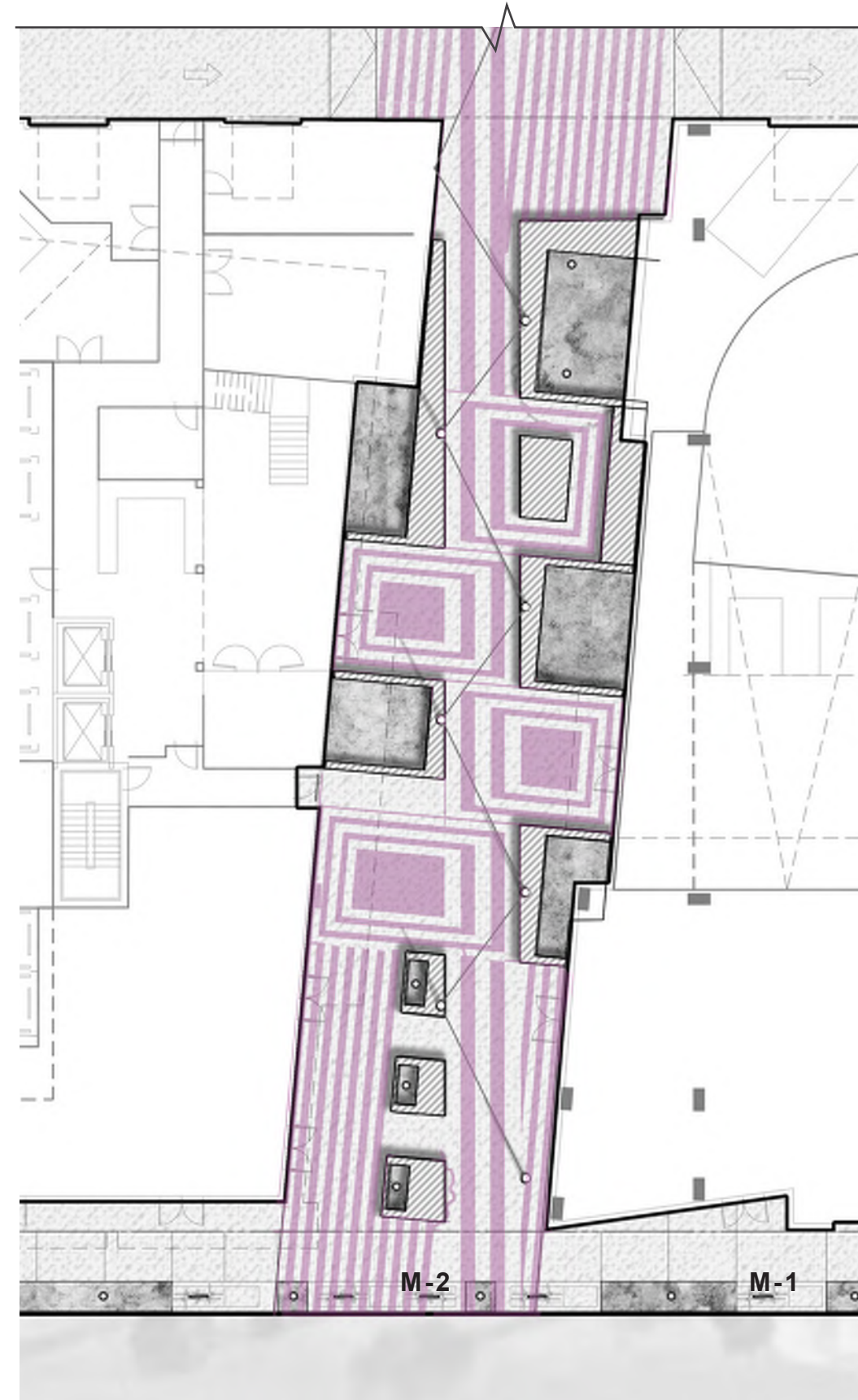
ROBLE WAY LANDSCAPE - PAVING



LONSDALE STREET  
MELBOURNE, TCL



THE VÄRTAN FERRY TERMINAL  
STOCKHOLM, NIVÅ LANDSKAPSARKITEKTUR



MATERIAL SCHEDULE

- M-1 CIP CONCRETE
- M-2 PRE-CAST CONCRETE /UNIT PAVER



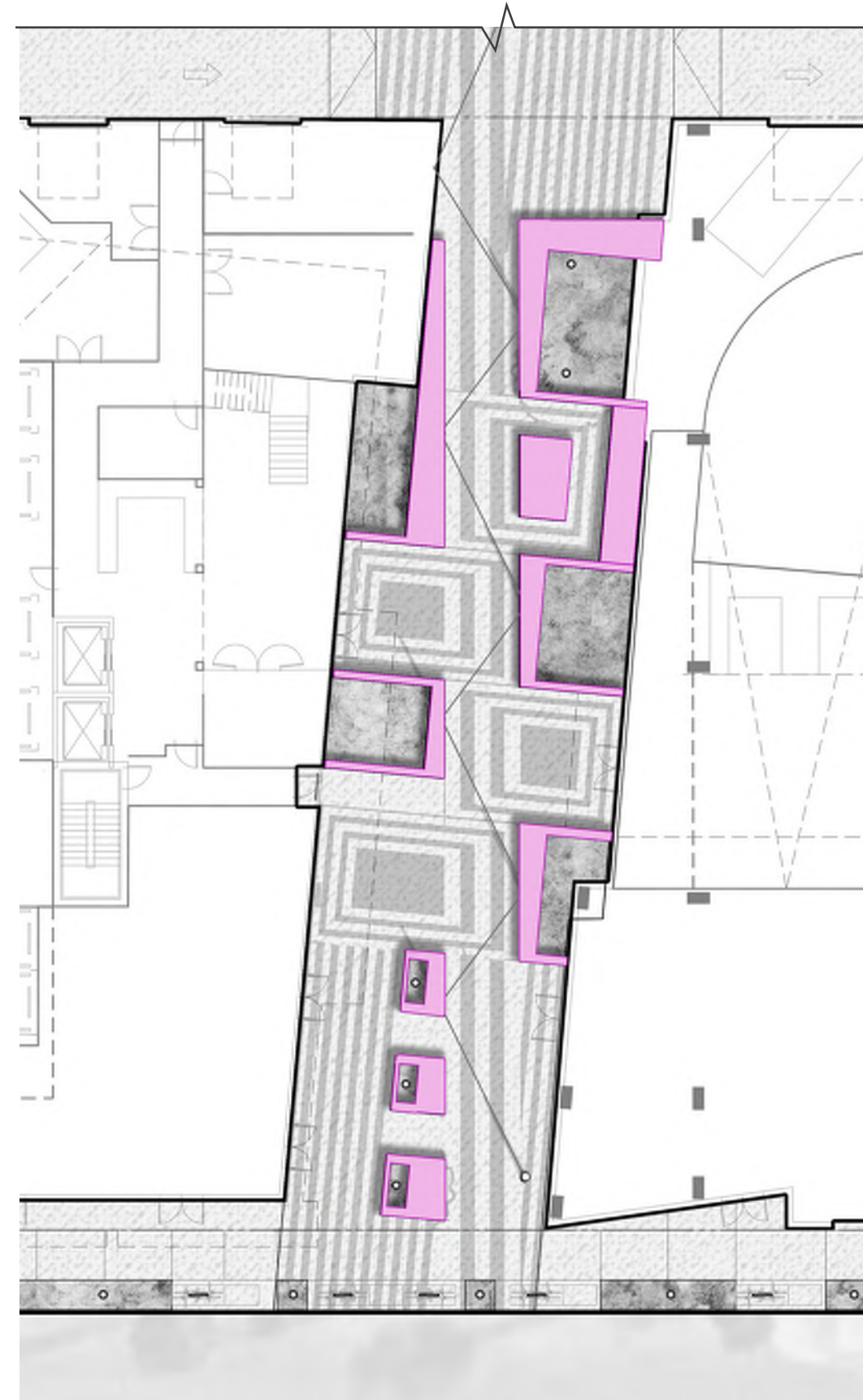
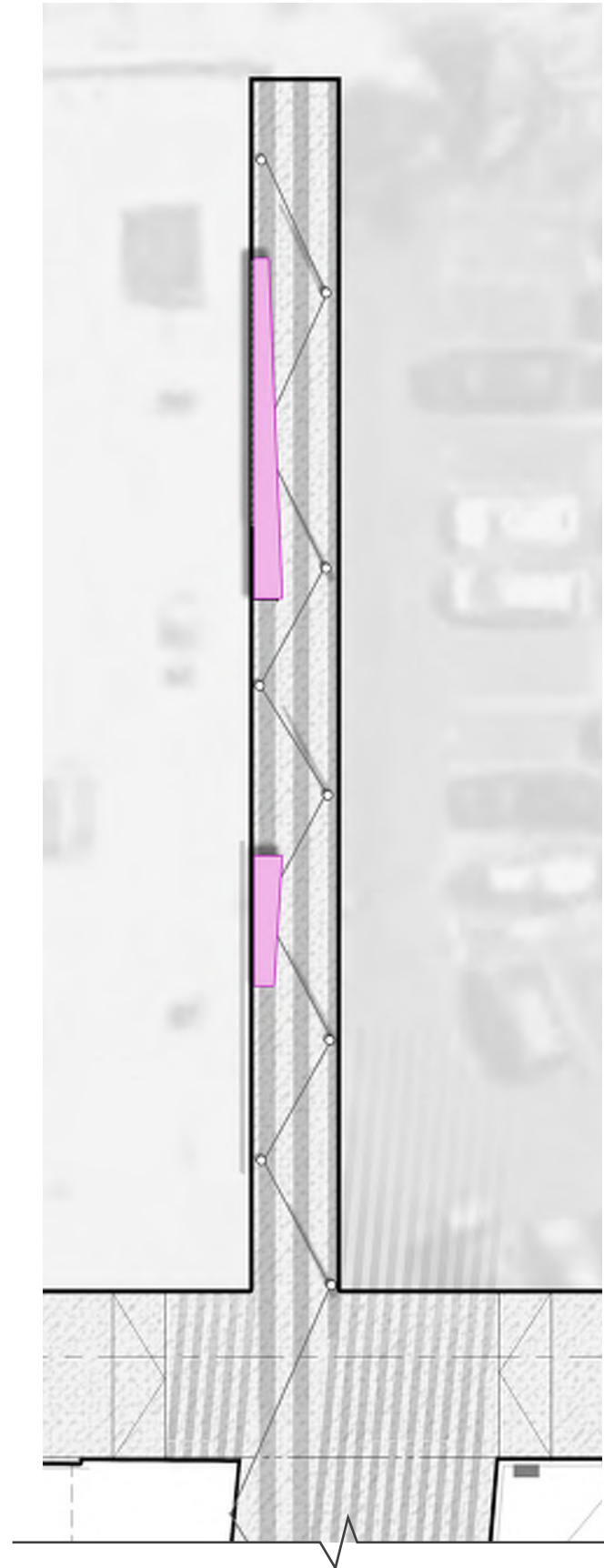
# ROBLE WAY LANDSCAPE - SEATING



PODIUM ISLANDS  
NETHERLANDS - STREETLIFE



HAMMER MUSEUM  
LOS ANGELES, MICHAEL MALTZAN ARCHITECTURE



## SITE FURNISHING

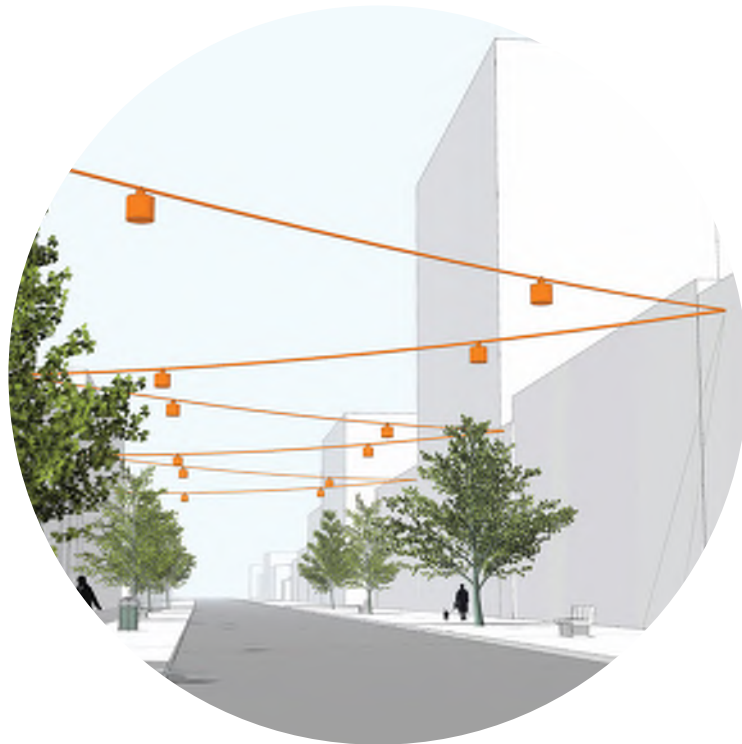
18" HEIGHT TIMBER SEATING  
RAISED PLANTER



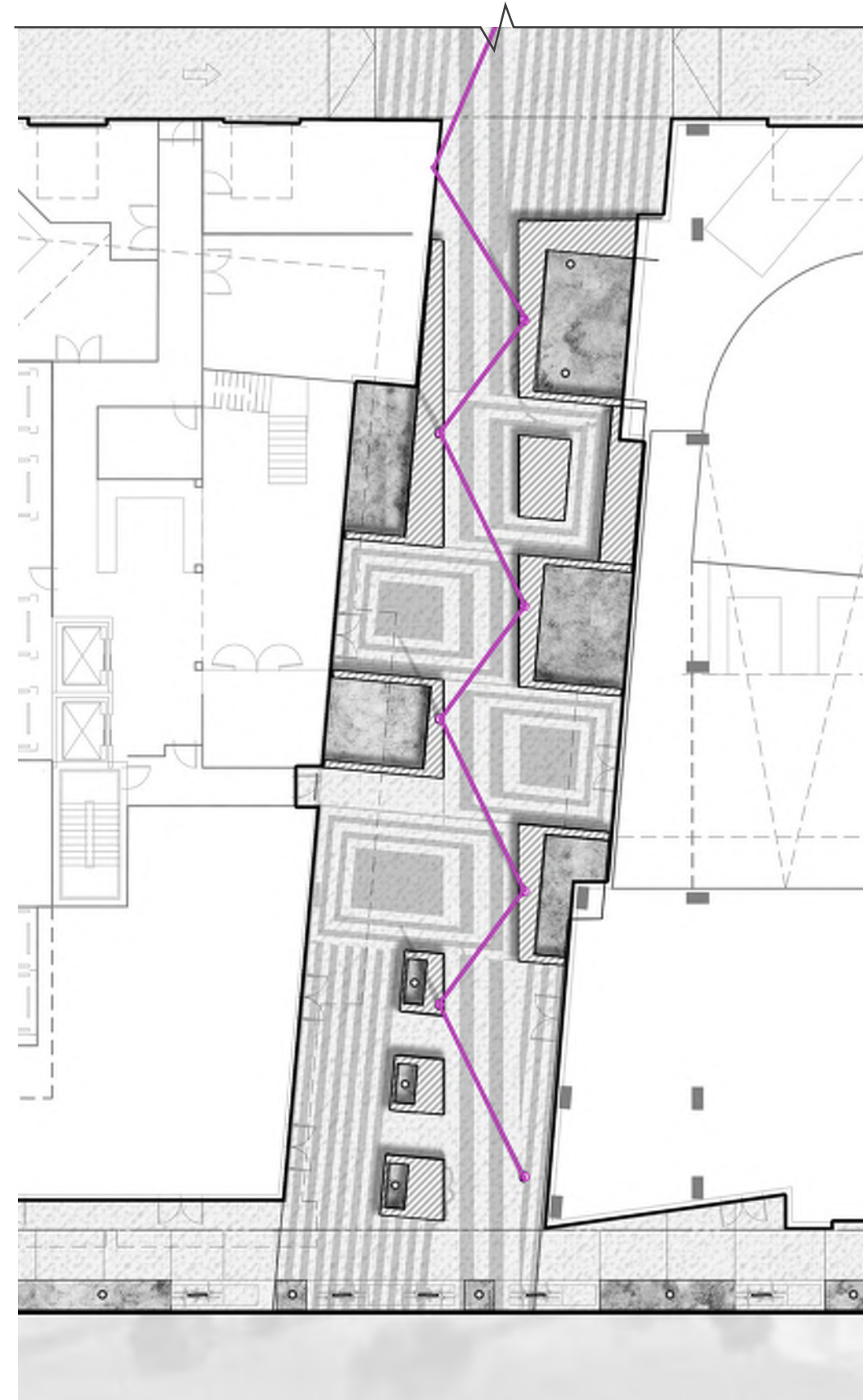
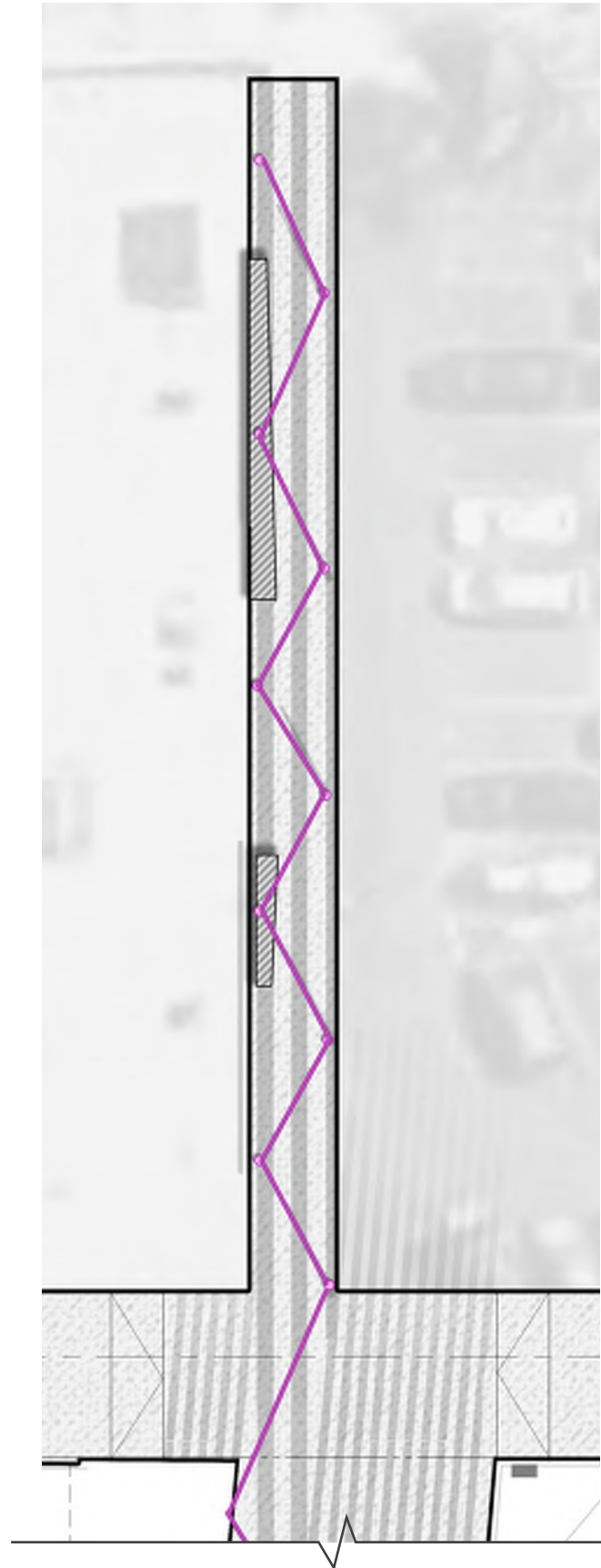
ROBLE WAY LANDSCAPE - LIGHTING



BRISBANE CHINATOWN  
BRISBANE, URBIS



CATENARY LIGHTING  
RONSTAN TENSILE ARCHITECTURE

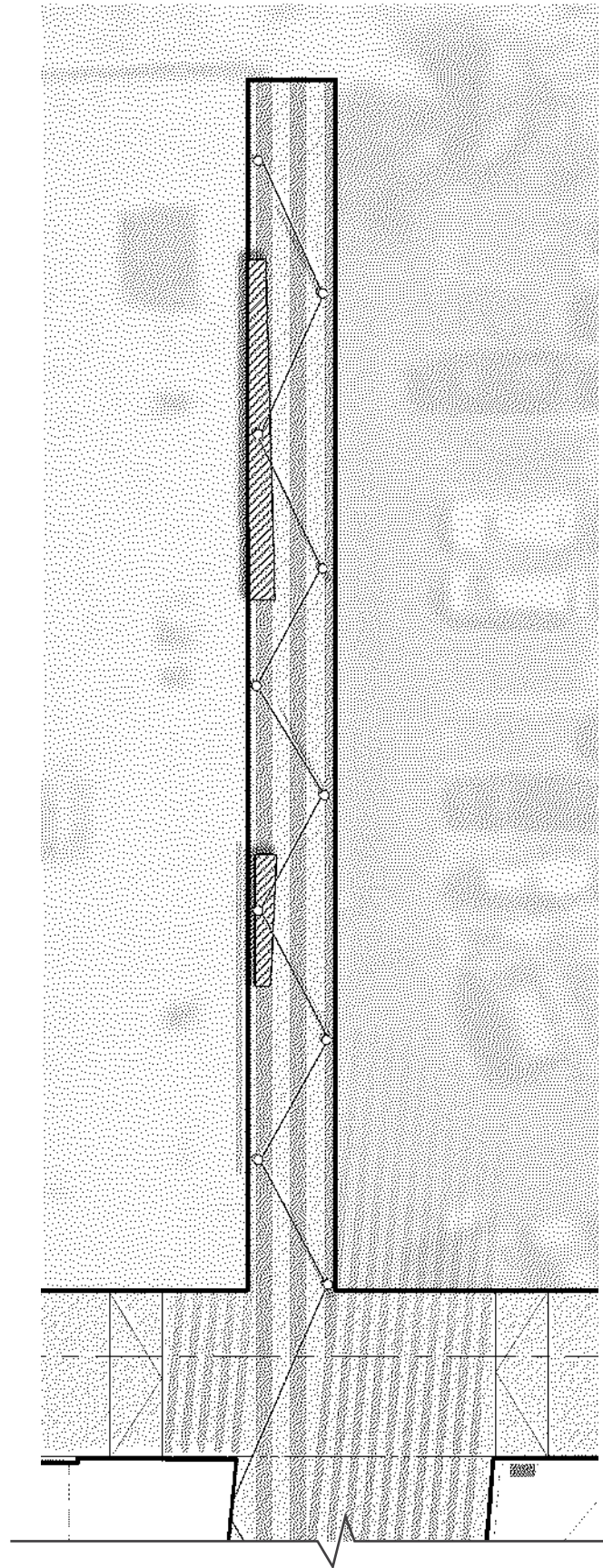


LIGHTING FEATURES

— 16' POST MOUNTED CATENARY LIGHTING



ROBLE WAY LANDSCAPE - UNDERSTORY





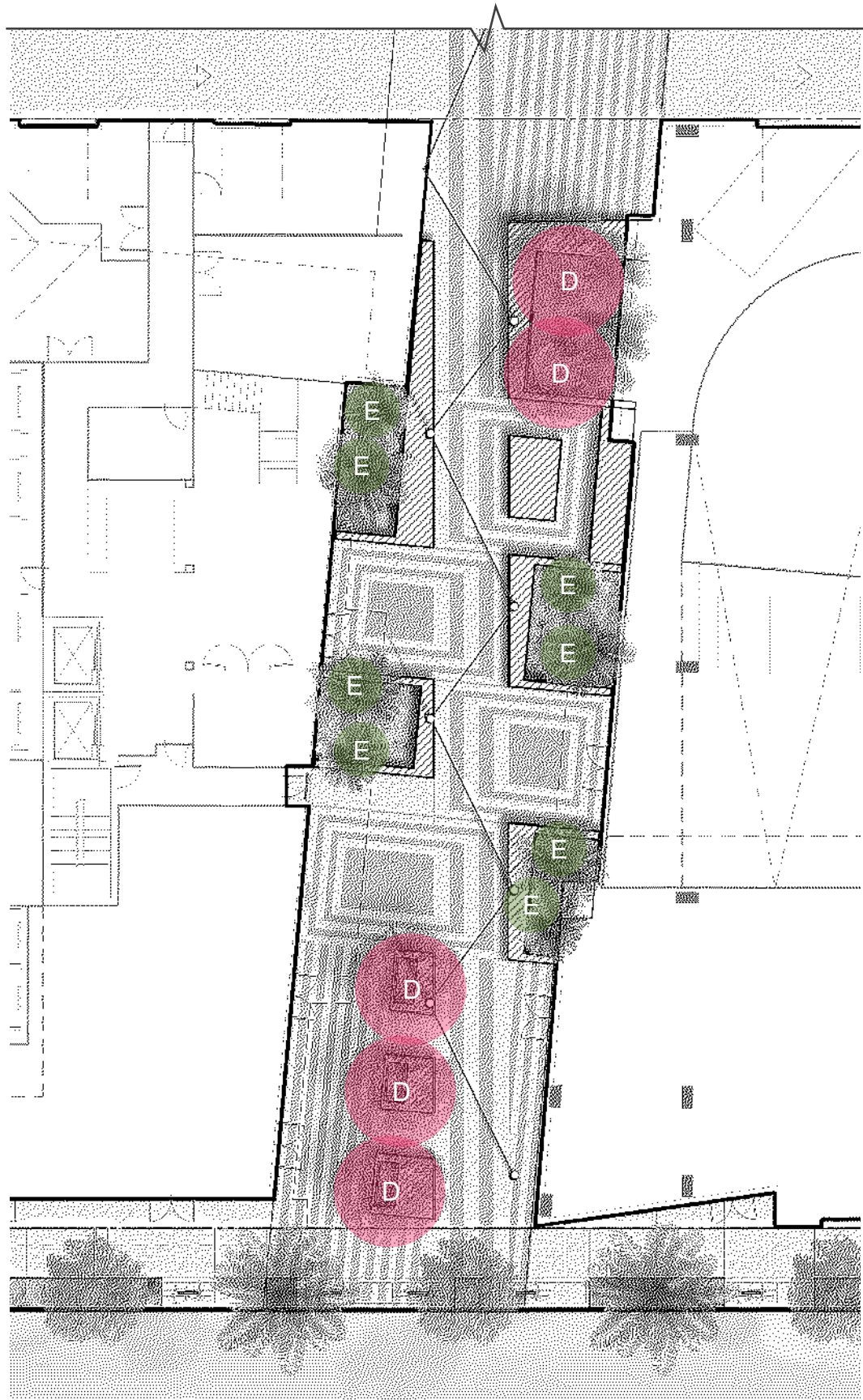
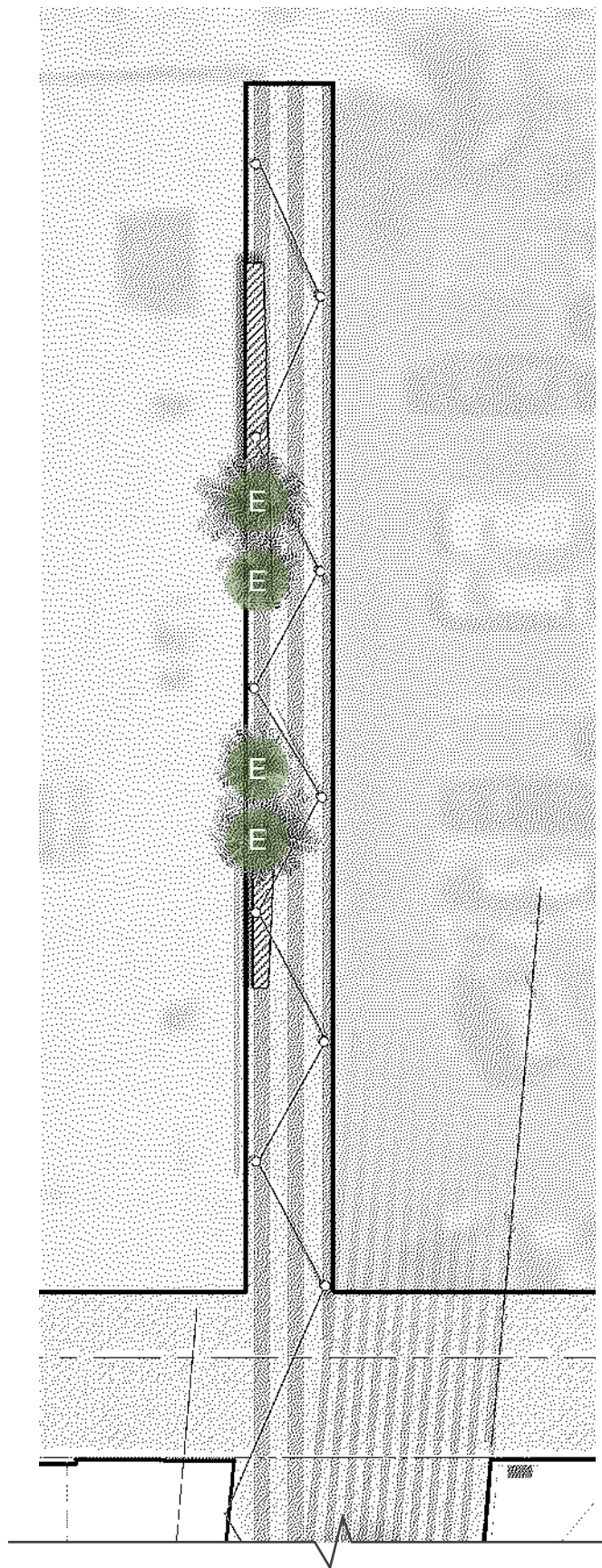
ROBLE WAY LANDSCAPE - TREES



PARKINSONIA X 'DESERT MUSEUM'  
PALO VERDE



ARBUTUS 'MARINA'  
MARINA STRAWBERRY TREE



TREE SCHEDULE

- D 5 (NO.) ARBUTUS 'MARINA'
- E 12 (NO.) PARKINSONIA X 'DESERT MUSEUM'





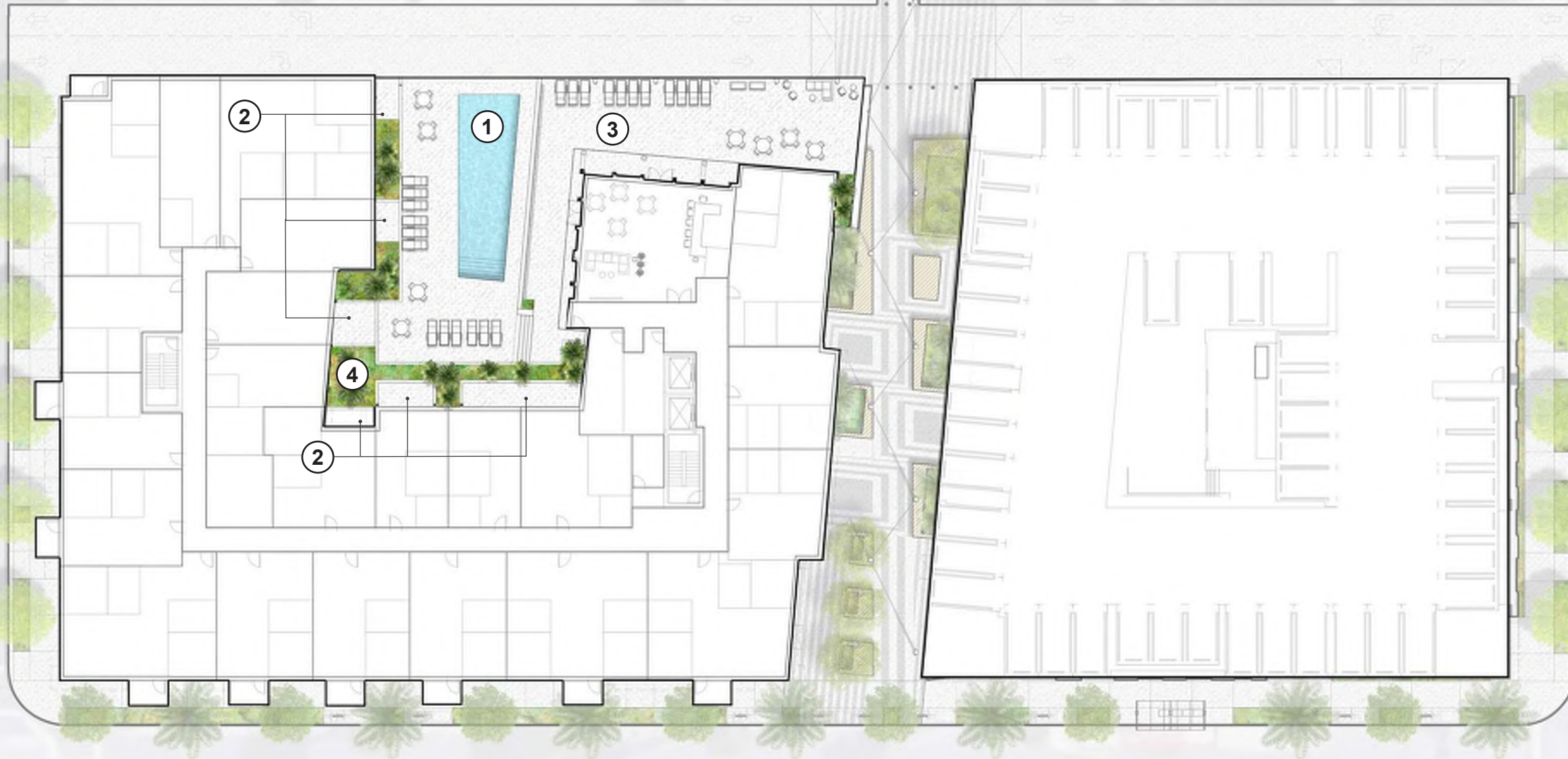
# CONCEPT SITE PLAN - LEVEL 3

## SITE FEATURES

- ① SWIMMING POOL
- ② RESIDENT PATIO
- ③ AMENITY DECK
- ④ TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELD COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

## LANDSCAPED AREA

756 SQ. FT.





# CONCEPT SITE PLAN - LEVEL 6

## SITE FEATURES

- ① SWIMMING POOL
- ② AMENITY DECK
- ③ TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELO COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

## LANDSCAPED AREA

1,390 SQ. FT.





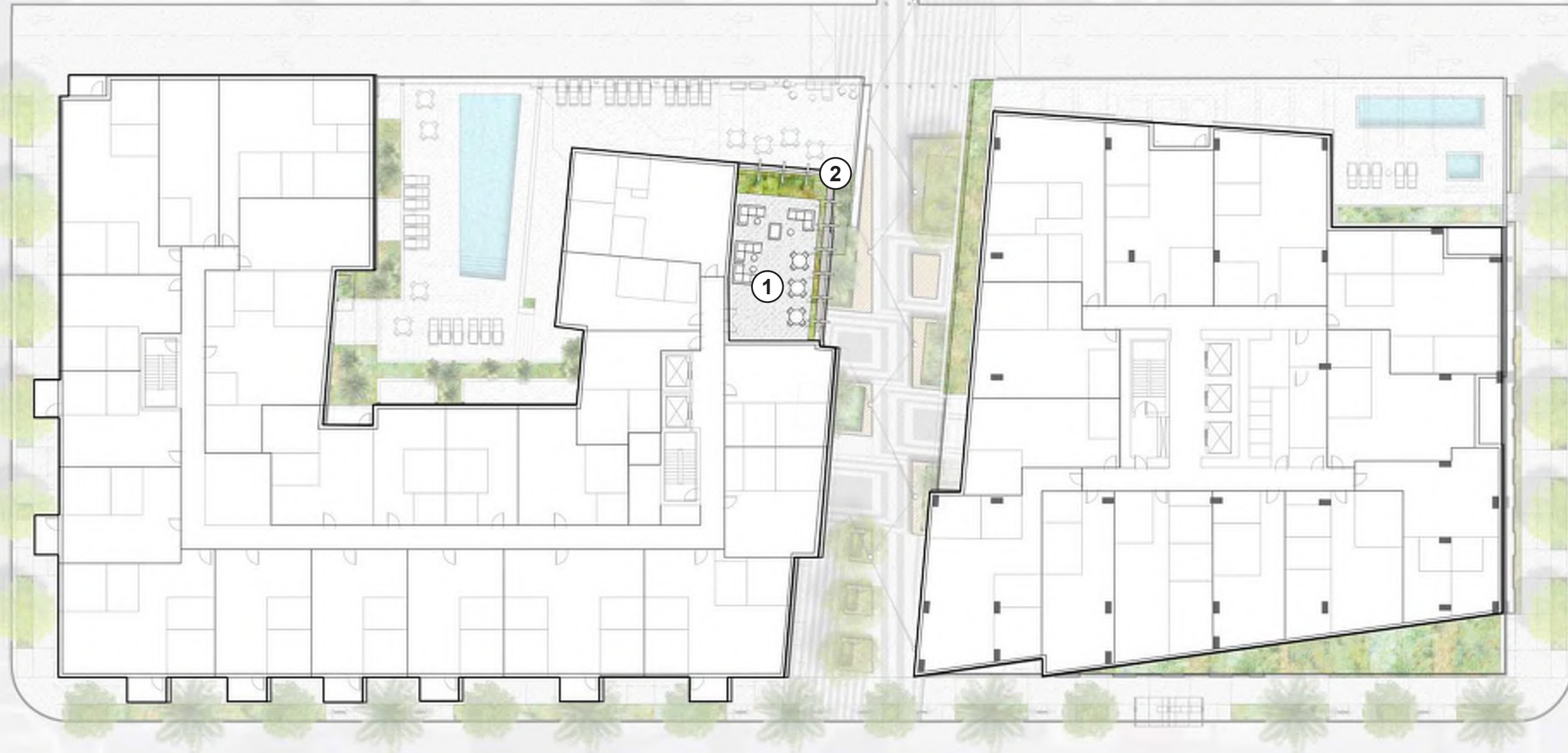
CONCEPT SITE PLAN - LEVEL 8

SITE FEATURES

- ① AMENITY DECK
- ② TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELO COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

LANDSCAPED AREA

250 SQ. FT.





# CONCEPT SITE PLAN - LEVEL 21

## SITE FEATURES

- ① RESIDENT PATIO
- ② TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELO COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

## LANDSCAPED AREA

1095 SQ. FT.





CONCEPT SITE PLAN - LEVEL 22

SITE FEATURES

- ① RESIDENT PATIO
- ② TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELO COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

LANDSCAPED AREA

75 SQ. FT.





CONCEPT SITE PLAN - LEVEL 23

**SITE FEATURES**

- ① AMENITY DECK
- ② TYP. RAISED PLANTER BED W/  
36" PLANTING SOIL  
MWELO COMPLIANT IRRIGATION  
INSTALLED THROUGHOUT

**LANDSCAPED AREA**

3505 SQ. FT.





PLANTING LIST



ACHILLEA MILLEFOLIUM  
YARROW



AEONIUM 'MINT SAUCER'  
GREEN AEONIUM



AGAVE 'BLUE FLAME'  
BLUE FLAME AGAVE



LESSINGIA FILAGINIFOLIA 'SILVER CARPET'  
SILVER CARPET ASTER



ARENARIA BALEARICA  
CORSIKAN SANDWORT



BOUTELOUA GRACILIS 'BLONDE AMBITION'  
BLUE GRAMA GRASS



ALOE 'MOONGLOW'  
MOONGLOW SUNBRID ALOE



BACCHARIS 'PIGEON POINT'  
DWARF COYOTE BRUSH



ERIOGONUM GIGANTEUM  
ST. CATHERINE'S LACE



PENSTEMON HETEROPHYLLUS 'MARGARITA BOP'  
MARGARITA BOP PENSTEMON



ERIGERON 'WAYNE RODERICK'  
WAYNE RODERICK DAISY



SOLIDAGO CALIFORNICA 'CASCADE CREEK'  
GOLDENROD



JUNCUS ACUTUS  
SPINY RUSH



LEYMUS 'CANYON PRINCE'  
CANYON PRINCE WILD RYE



MELICA IMPERFECTA  
SMALL FLOWERED MELIC



SPOROBOLUS AIROIDES  
ALKALI SACATON



STIPA PULCHRA  
PURPLE NEEDLEGRASS



SPOROBOLUS WRIGHTII  
ALKALI SACATON



## PLANTING LIST

### Street Trees

Botanical Name	Common Name	Size	Spacing
Tabebuia chrysostricha	Golden Trumpet Tree	36" box	
Washingtonia robusta	Mexican Fan Palm	16' BT	

### Courtyard

#### Trees

Botanical Name	Common Name	Size	Spacing
Arbutus 'Marina'	Marina Strawberry Tree	24" box	
Parkinsonia x 'Desert Museum'	Desert Museum Palo Verde	24" box	

#### Understory

Botanical Name	Common Name	Size	Spacing
Achilea millefolium	Yarrow	1 gal	12"
Aeonium 'Mint Saucer'	Green Aeonium	5 gal	12"
Agave 'Blue Flame'	Blue Flame Agave	15 gal	48"
Aloe 'Moonglow'	Moonglow Sunbrid Aloe	5 gal	18"
Baccharis 'Pigeon Point'	Dwarf Coyote Brush	1 gal	48"
Eriogonum giganteum	St. Catherine's Lace	1 gal	48"
Juncus acutus	Spiny Rush	1 gal	36"
Leymus 'Canyon Prince'	Canyon Prince Wild Rye	1 gal	18"
Melica imperfecta	Small Flowered Melic	1 gal	12"
Sporobolus airoides	Alkali Sacaton	1 gal	24"
Sporobolus wrightii	Alkali Sacaton	1 gal	24"
Stipa pulchra	Purple Needlegrass	1 gal	12"
Botanical Name	Common Name	Size	Spacing
Erigeron 'Wayne Roderick'	Wayne Roderick Daisy	N/A	N/A
Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass	N/A	N/A
Lessingia filaginifolia 'Silver Carpet'	Silver Carpet Aster	N/A	N/A
Penstemon heterophyllus 'Margarita BOP'	Margarita BOP Penstemon	N/A	N/A
Solidago californica 'Cascade Creek'	Goldenrod	N/A	N/A