Preliminary Land Development Plan

for the

EAST PARCEL AT STATION SQUARE SP-4/(IV)

Pittsburgh, Pennsylvania

Submission to Department of City Planning

March 02, 2015

FOREST CITY

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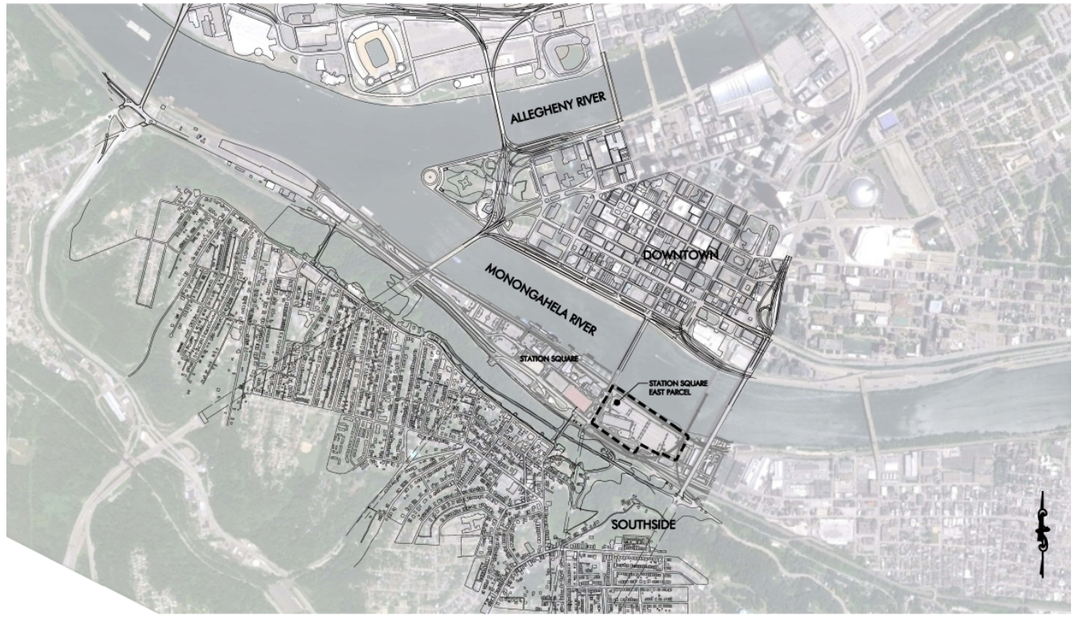
INTRODUCTION

1.1.1 PURPOSE AND INTENT

The East Parcel at Station Square is Zoned SP-4/(IV), East Station Square District, which is generally bounded by Smithfield Street on the west, East Carson Street and McKean Street on the south, a line approximately 60 feet east of the Light Rail Transit bridge to the east, and the Monongahela River on the north.

The ±14.11 acre East Parcel site is located to the east of the historic Station Square development, an area comprised of three development sub-districts with specific requirements for each district generally defined within a Preliminary Land Development Plan revised over the previous 20 years to reflect the continuing development needs of the districts. The boundaries of this entire SP-4 (Specially Planned District Number 4) extend from the west Carson Street entrance to the Smithfield Bridge to the line east of the Light Rail Transit bridge noted above.

It is proposed that the East Parcel, because of its proximity, shared vehicular and pedestrian access and similar uses, be developed in context with the balance of Station Square. It is the intent of this PLDP to maintain and reinforce these relationships and to establish guidelines that recognize the unique opportunities that the SP-4 District represents.



OVERALL SITE CONTEXT PLAN

COMMERCE COURT - STATION SQUARE

BESSEMER COURT - STATION SQUARE

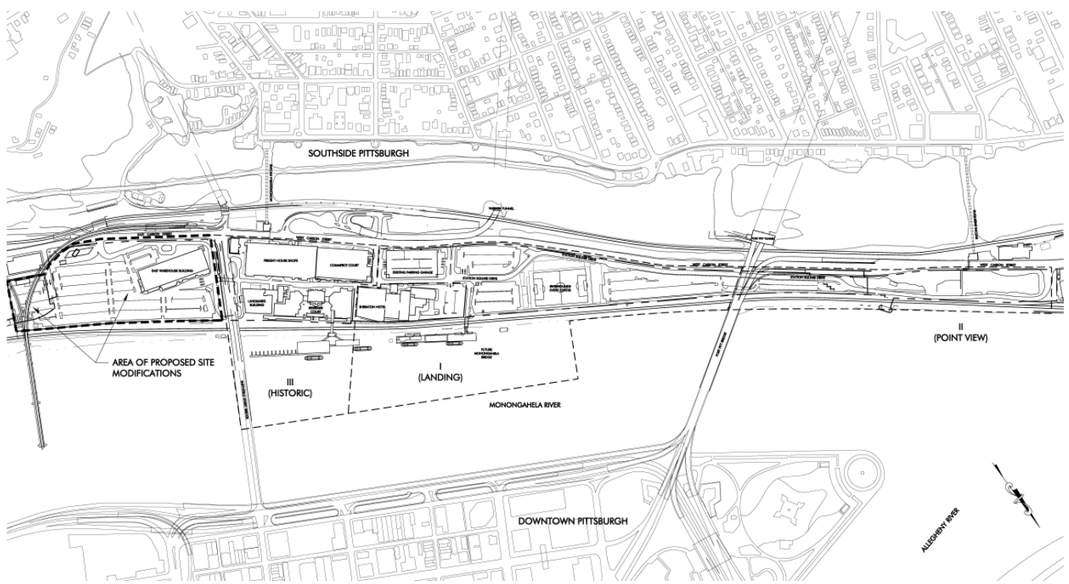
1.1.2 HISTORY OF STATION SQUARE AND NEIGHBORHOOD CONTEXT

Station Square shares a rich history with the City of Pittsburgh and the neighborhoods that surround it. The Station Square project site is geographically defined by the 1000' wide Monongahela River to the north, 400' high Mount Washington to the south, framed by the Fort Pitt and Smithfield Street Bridges to the west and east with spectacular views of the city.

Economically defined by increasing and then declining industrial growth over the last 100 years, Station Square has maximized both the physical and aesthetic opportunities of the existing transportation infrastructure and historically significant structures. This included the extensive renovation and restoration of six different train and railroad warehouse buildings.

The existing three districts of the Station Square SP-4 zone now offer a vibrant blend of office, retail, restaurant, entertainment and sporting venues through a combination of new and historically renovated buildings. In concert with the City of Pittsburgh Planning goals, Station Square reinforces its roots by focusing its building views and open areas towards the River and the City and is one of the Tri-State's most unique destinations.

Station Square also continues to be supported by the many local historic neighborhoods and resulting transportation infrastructure created during the industrial period that required the availability of significant, local labor immediately adjacent to the riverfront factories and rail systems. These include Pittsburgh's South Side whose main throughway, East Carson Street, is home to a significant portion of Pittsburgh's nightlife.



STATION SQUARE SP-4 DISTRICT

BESSEMER COURT - STATION SQUARE

SMITHFIELD STREET BRIDGE

HISTORIC STATION SQUARE

1.1.3 VISION AND GOALS

The East Parcel, nestled between the Smithfield Street Bridge and Parcel #4-D-45, immediately east of the Light Rail Overpass Bridge, will recognize the massing and scale of the surrounding natural and built environment with complimentary design values. Buildings developed will be sympathetic towards the historical context of Station Square and its neighborhoods with an eye towards modern aesthetics.

Landscaping, lighting, and environmental graphic design will be integrated into the entire length of the East Parcel development providing visual consistency of a unified development as viewed from across the river while offering its own unique characteristics. Building massing will be complimentary to the existing development, however materials and lighting will provide a modern contrast. Development of the SP-4(IV) parcel provides the opportunity to design massing and relationships using modern planning principles relative to internal vehicular and pedestrian needs while recognizing and incorporating the external Pittsburgh riverfront development principles.

The SP-4(IV) District may incorporate the following uses in compliance with requirements of the Zoning text:

1. Multi-unit residential
2. Retail Sales and Services
3. Restaurant (including Sidewalk Cafe)
4. Office
5. Cultural Service or Library
6. Hotel/Motel
7. Recreation and Entertainment
8. Parking including Commercial and Parking Structure
9. Grocery Stores
10. Public Assembly

It is the intent to develop the East Parcel as a true live-work-play environment, recognizing its proximity to a variety of existing intermodal transportation nodes including rail, incline and vehicular public transportation. Site design will encourage the use of designated bike and pedestrian pathways. Building design will encourage pedestrian interaction through proximity and visual interest provided by the scale of the spaces and the incorporation of street-level amenities and public spaces.

These Planning Guidelines are intended to establish design integrity and vision for the East Parcel recognizing its existing history and environment while maintaining the necessary flexibility to respond to development opportunities. Design principles relative to land planning, massing and materials will be adjusted to allow these guidelines to reflect the use and size of the buildings while maintaining sensitivity to the pedestrian scale of experience.

REPRESENTATIVE MIXED USE BUILDING

VIEW OF STATION SQUARE FROM WEST

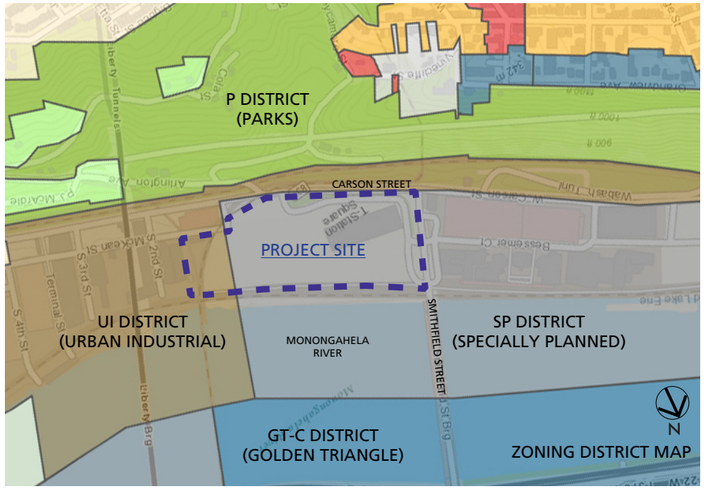
BESSEMER COURT - STATION SQUARE

1.2.1 EXISTING CONDITIONS - CONNECTIVITY

Station Square is located at an enviable multi-modal transportation node with its direct access to the Fort Pitt Bridge, Carson Street and the Smithfield Street Bridge. This is supplemented by the immediate adjacency to bus transit, light rail transit and the Monongahela and Duquesne Inclines all of which are used by residents and tourists alike. Attention to traffic movement through signalized and unsignalized intersections will contribute to providing timely access and departure from the site.

The Smithfield Street Bridge, running north from Carson Street to Pittsburgh, could be perceived as a significant obstruction to east/west access between Station Square Districts I through III and East Parcel District IV. In actuality Station Square is conveniently accessed from Carson Street and is strengthened by the interior east/west vehicular and pedestrian Station Square Drive artery that runs under the Smithfield Bridge to connect to the East Parcel.

Station Square's existing pedestrian and bicycle connections to the riverfront are accessible from multiple points along the Riverwalk and by current roads located east of the Landmarks Office Building. The East Parcel will maintain the road located west of the Smithfield Bridge and reinforces a riverfront connection through the incorporation of pedestrian and bicycle access along the length of the Riverwalk.

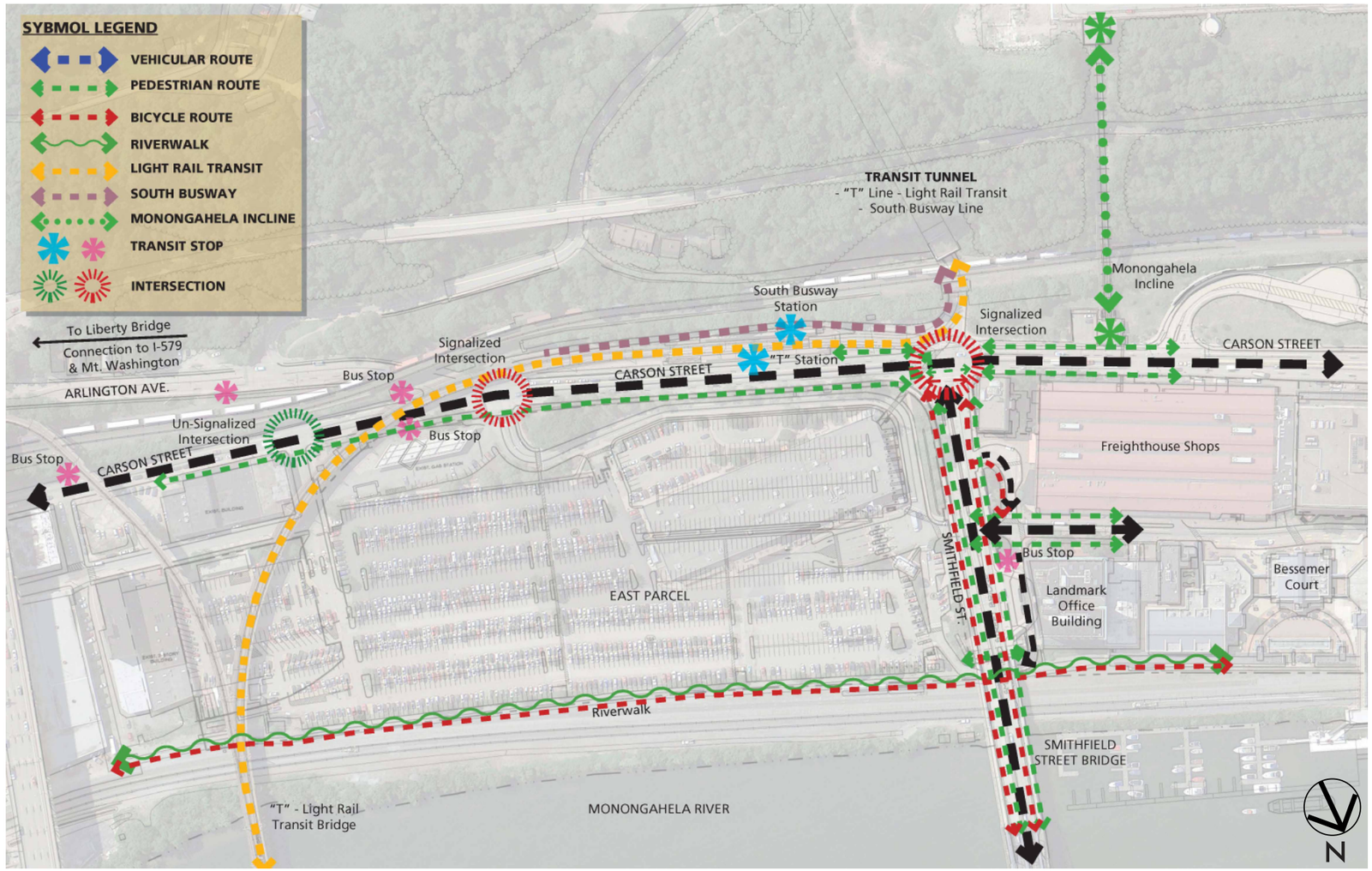


ZONING DISTRICT MAP


MONONGAHELA INCLINE


RIVERWALK PEDESTRIAN & BICYCLE TRAIL


LIGHT RAIL "T" STATION AT CARSON STREET



EXISTING CONDITIONS PLAN

2.1.1 ORGANIZING PRINCIPLES

The East Parcel and its conceptual framework has been organized around the design principles of the urban grid format. The existing Station Square Drive section between Smithfield Street and Commerce Drive has been extended into the East Parcel site to continue the double loaded street grid that currently exists within the Station Square sub-districts. This drive extension creates a natural urban grid that allows the site to be sub-divided into three distinct sub-parcels.

BUILD TO LINES and SETBACKS
Zoning requires no minimum setback from the East Parcel's southern, eastern or western boundaries and a 12'-0" setback from the south edge of the riverwalk. The Build-To-Lines, referenced in the zoning code, provide well defined edges that are conducive to cross-interaction between the Riverwalk, Stations Square Drive and new buildings. The eastern Smithfield Street Bridge edge will be coordinated to balance the pedestrian and building adjacencies to the road.

It is the intent to design the building facades to be reflective of the building's programming and facing frontage. Building elevations fronting onto Station Square Drive and the Riverwalk would incorporate more vitality and pedestrian interaction than those facing Carson Street or the western light rail system. This would be accomplished through the use of detailed and articulated building materials, landscaped planting areas and public\restaurant seating areas and amenities. Building elevations fronting on Carson Street or within areas programmed for service would use more subdued materials although the building base and parapet/cornice elements would be defined for consistency in proportion.

Special attention will be given to the side of buildings, structures or amenities facing the City of Pittsburgh. Buildings located adjacent to the Riverwalk that incorporate restaurant or amenities will be strongly encouraged to include exterior seating areas or other activities directly fronting on the River. Lighting will also be encouraged, with appropriate City Planning Department review, to provide night time vibrancy.

SYMBOL LEGEND
- 12'-0" BUILDING SETBACK FROM SOUTH EDGE OF RIVERWALK
- BUILD TO LINE
- RIVERWALK

BUILD TO LINE REQUIREMENTS

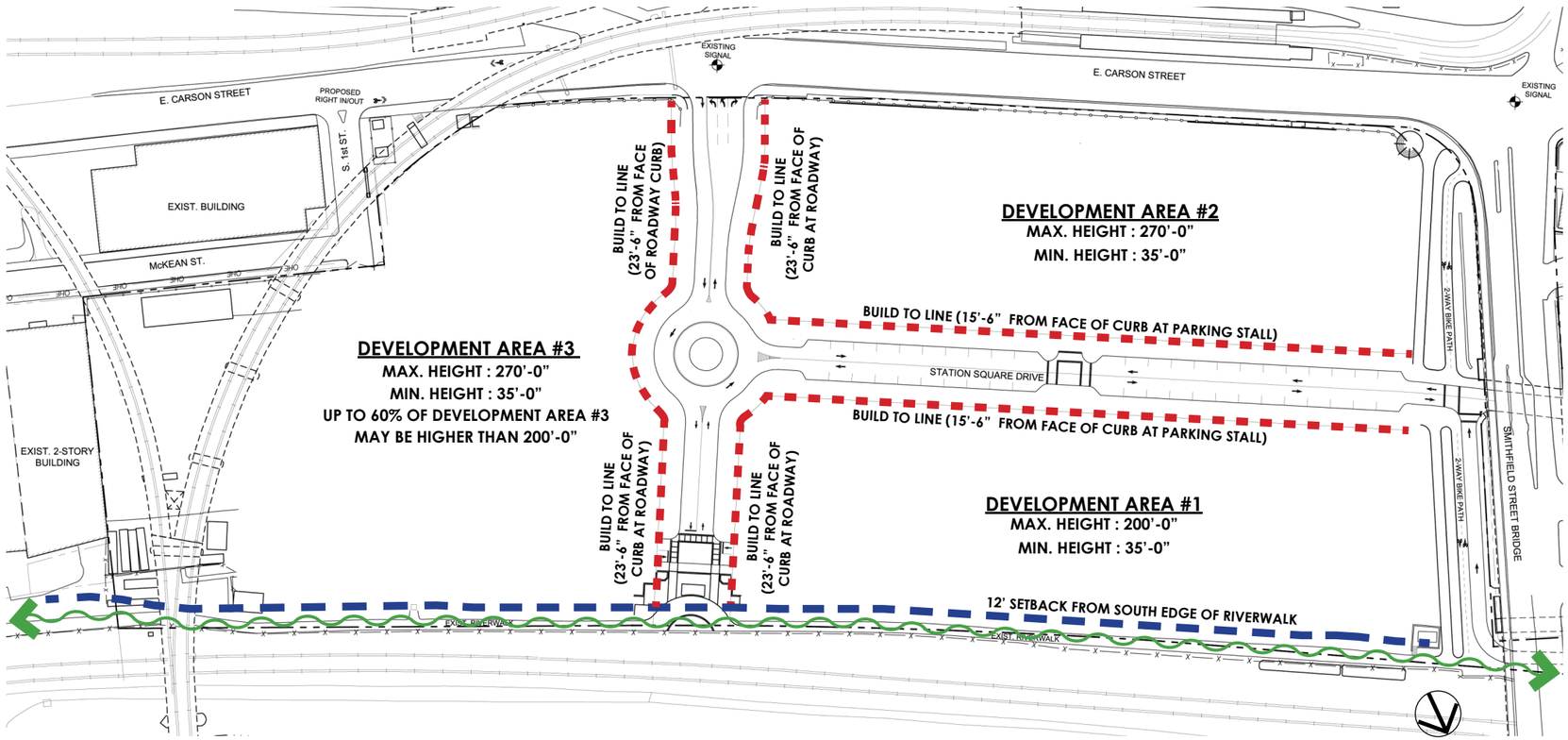
OFFICE/COMMERCIAL
- A MINIMUM OF SIXTY (60%) PERCENT OF THE BUILDING SHALL BE LOCATED AT THE BUILD-TO-LINE AND AN ADDITIONAL TWENTY (20%) PERCENT OF THE BUILDING LOCATED WITHIN FIFTEEN (15'-0") FEET OF THE BUILD-TO-LINE.

RESIDENTIAL
- A MINIMUM OF FORTY-FIVE (45%) PERCENT OF THE BUILDING SHALL BE LOCATED AT THE BUILD-TO-LINE AND AN ADDITIONAL THIRTY-FIVE (35%) PERCENT OF THE BUILDING MAY BE LOCATED WITHIN THIRTY (30'-0") FEET OF THE BUILD-TO-LINE.
- BUILDING FACADES LOCATED WITHIN THIRTY (30'-0") FEET OF THE BUILD TO LINE SHALL PROVIDE A 36" MINIMUM HEIGHT STREET WALL AT THE BUILD-TO-LINE.
- STREET WALLS MAY BE DEFINED USING LANDSCAPE TREATMENT, DECORATIVE FENCING, SEAT WALLS, SHADE STRUCTURES, OR OTHER MEANS TO DELINEATE PUBLIC FROM PRIVATE SPACES.

HOTEL
- A MINIMUM OF FIFTY (50%) PERCENT OF THE BUILDING SHALL BE LOCATED AT THE BUILD-TO-LINE.

LAND USES
- MULTI-UNIT RESIDENTIAL
- RETAIL SALES AND SERVICES
- RESTAURANT
- OFFICE
- CULTURAL SERVICE OR LIBRARY
- HOTEL/MOTEL
- RECREATION & ENTERTAINMENT
- COMMERCIAL PARKING & PARKING STRUCTURE
- GROCERY STORE
- PARKS AND RECREATION
- PUBLIC ASSEMBLY

MAX FLOOR AREA RATIO (F.A.R.) : 4.0



DEVELOPMENT BLOCK PLAN

REPRESENTATIVE RIVERFRONT DEVELOPMENT

REPRESENTATIVE RESIDENTIAL DEVELOPMENT

REPRESENTATIVE MIXED-USE DEVELOPMENT

2.2.1 LAND-USE PLAN

Consistent with the other sub-districts of Station Square, the SP-4 (IV) district is a classic mixed-use, master planned development site that will be constructed over time and as such, will respond to changing market forces which will influence the eventual mix of uses and related densities. Accordingly, the guidelines contained in this PLDP are designed to facilitate a range of land use scenarios, developed within the framework of an overall master plan that anticipates the necessary land use flexibility.

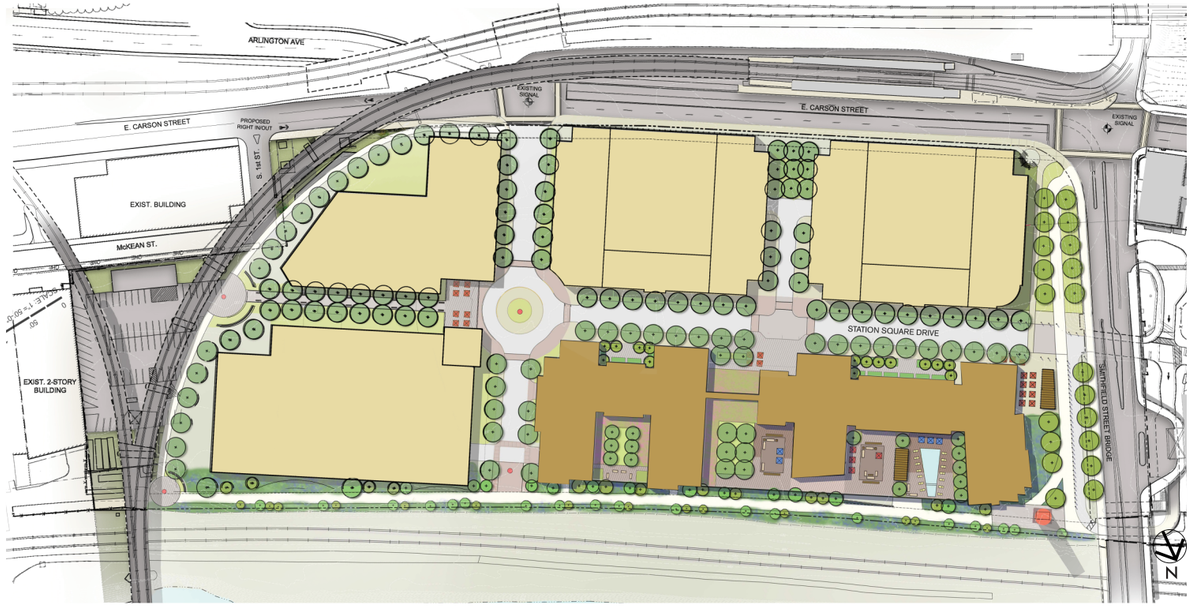
Scenarios envisioned for the project, range from heavy concentrations of commercial/hotel uses to primarily residential uses. Hybrid versions with a more balanced mix of land uses may also occur. The organizing principles, circulation and time-tested block grid approach contained in these guidelines, provide a proven framework to ensure a sustainable, urban, walkable community while accommodating a flexible, phased development program.

The PLDP for the SP-4/(IV) district shall limit the area for Commercial Parking to that portion beneath light rail bridge as depicted on the land-use plan this sheet. On-street parking is allowed throughout the SP-4/(IV) district as part of any future development. Commercial Parking may continue as an allowed use within the entire SP-4/(IV) district until completion of construction of all buildings shown on the Land Use Plan.

A portion of the East Parcel site falls with the 100 year flood plain. All buildings and structures shall be developed to meet or exceed the minimum requirements of the Federal Emergency Management Agency (FEMA).

LAND-USE LEGEND

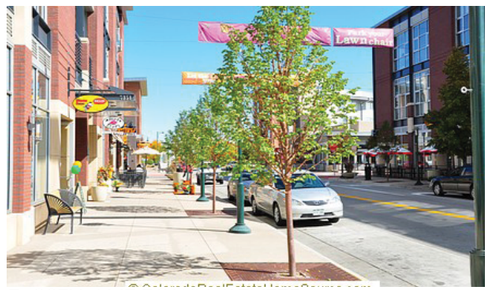
- MIXED-USE / OFFICE / HOTEL / RESIDENTIAL / PARKING GARAGE
- MIXED-USE / RESIDENTIAL / AMENITY DECK WITH PARKING BELOW



LAND-USE PLAN

REPRESENTATIVE DEVELOPMENT EXAMPLES

CENTRAL STATION - CHICAGO, ILLINOIS
DEVELOPER : FOREST CITY ENTERPRISES



E. 29TH AVE TOWN CENTER
DEVELOPER : FOREST CITY ENTERPRISES

2.3.1 FRONTAGES AND GROUND FLOOR ACTIVITY

GROUND FLOOR ACTIVITY

• Activity nodes and active ground floor uses may include but are not limited to access points to commercial/retail/restaurant uses, residential lobbies, vertical transportation elements (stairways/escalators/ramps), active/passive public plaza spaces, public seating areas and zones of congregation.

• Multi-modal nodes shall occur at intersections of pedestrian, bicycle, and vehicular circulation routes and should be designed to incorporate areas of active and passive activities while providing clearly defined crossings that are safe and navigable.

• Where residential units occur at ground level, a buffer is encouraged to provide privacy to residents, while maintaining activity within the public zone.

PRIMARY/SECONDARY FRONTAGES

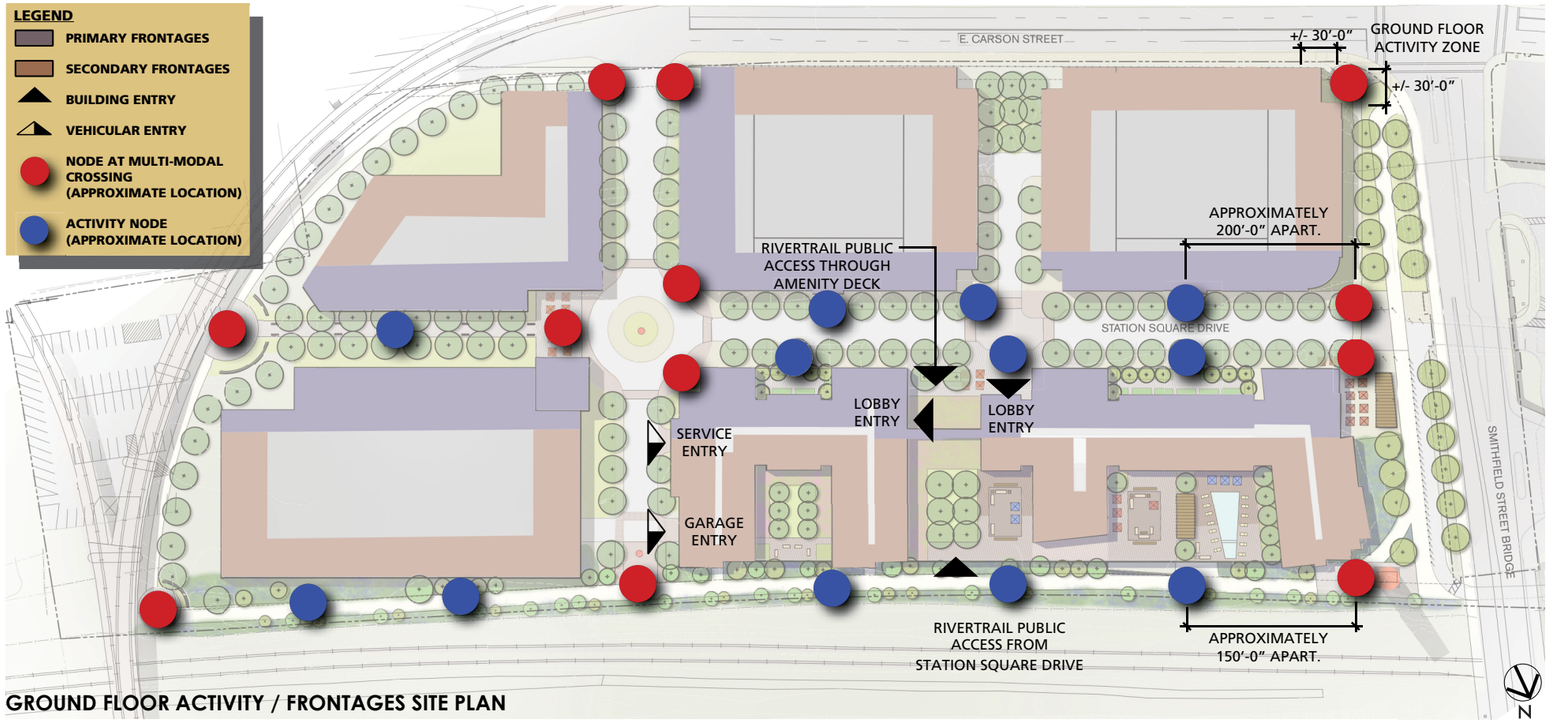
• Buildings should be designed with primary facades oriented towards Station Square Drive and the pedestrian corridor extending past the roundabout east towards McKean Street, providing for areas of ground floor activity and interaction with streetscape elements and public open spaces.

• Where structured parking is located at the ground level of primary frontages, an active use shall be provided at a minimum of every 150'-0". Building service and vehicular entries are encouraged along the secondary frontages and should be limited along primary frontages.

• Active ground floor uses along primary frontages are encouraged and shall be provided approximately 200'-0" apart.

• Carson Street shall be improved to provide similar pedestrian and streetscape treatment as Station Square Drive.

• The corner of Smithfield Street and Carson Street shall be developed to provide active ground floor uses and high quality building design for a minimum of 30'-0" on both sides as depicted on site plan.



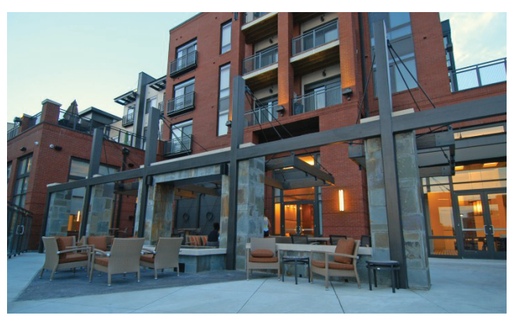
GROUND FLOOR ACTIVITY / FRONTAGES SITE PLAN

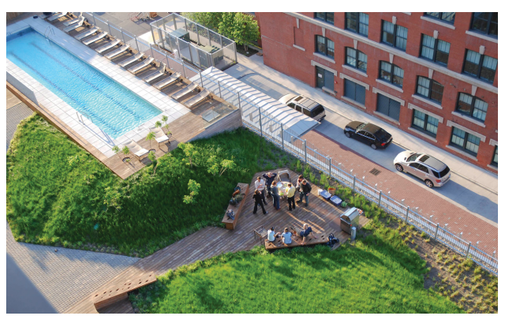
•Building walls located along primary, secondary and rivertrail frontages should be designed to exhibit a high level of articulation by emphasizing the three-dimensionality of the façade and buildings. Non-articulated wall conditions are not to exceed 70' -0" in length. Articulation is to be achieved through the incorporation of a minimum 6" vertical change in plane in conjunction with the minimum transparency required for Mixed-Use Building Types indicated within Section 4.4.1 and for Residential/Mixed-Use Building Types indicated within Section 4.5.1. Recessed window reveals and openings, cornices and other projections will also enhance and contribute to the depth of the building elevations by adding shades and shadows.

RIVERFRONT TREATMENT

• Building and parking structures located directly along the rivertrail shall provide visual interest, promote grade level activity and relate in size, scale, and design with adjacent structures. Parking structures should be designed to look like primary building structures rather than stand alone utilitarian parking decks by incorporating architectural facade treatments like metal grilles, glass, cables, architectural metal panels, and "green screen" structures.

• Active ground floor uses along rivertrail frontages are encouraged and shall be provided approximately 150'-0" apart.

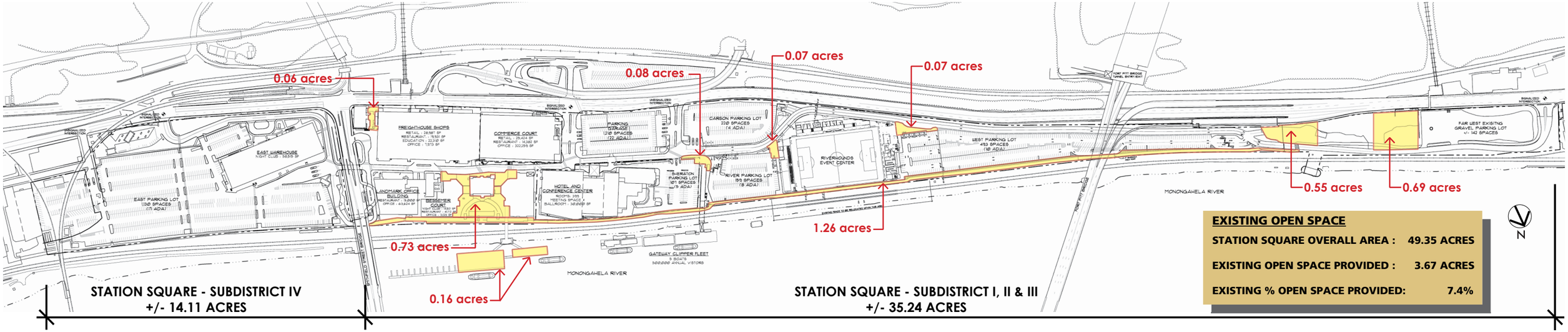




REPRESENTATIVE DEVELOPMENT EXAMPLES

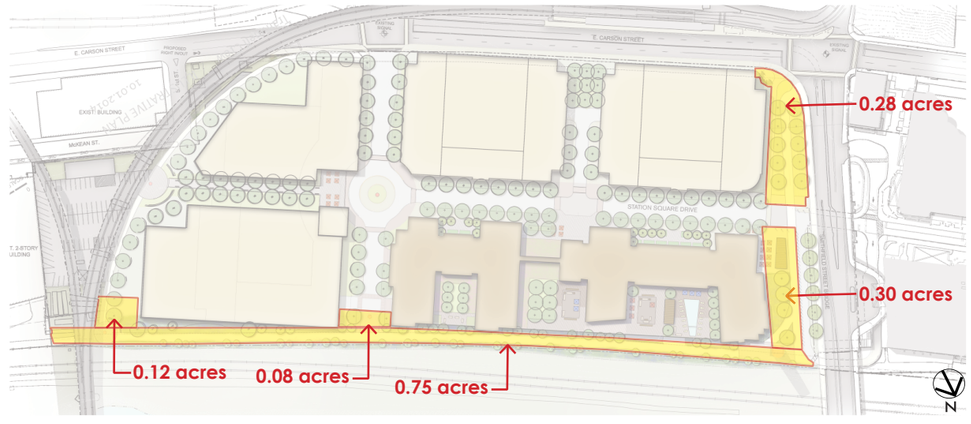
2.4.1 OPEN SPACE

EXISTING STATION SQUARE SITE PLAN



EXISTING OPEN SPACE

STATION SQUARE OVERALL AREA :	49.35 ACRES
EXISTING OPEN SPACE PROVIDED :	3.67 ACRES
EXISTING % OPEN SPACE PROVIDED:	7.4%



PROPOSED EAST PARCEL SITE PLAN

Open spaces are encouraged to emphasize and engage the rivertrail by creating physical connections between pedestrian and bicycle routes as well as visual connections from the site to the riverfront.

Open spaces will be designed to perform multiple roles :

- Active : Performances, lectures, recreational/play & gathering

- Passive : Stormwater management/vegetated swales, seating/rest areas, passive landscaping/gardens and water elements.

PROPOSED OPEN SPACE

STATION SQUARE OVERALL AREA :	+/- 49.35 ACRES
EXISTING OPEN SPACE PROVIDED :	+/- 3.67 ACRES
PROPOSED OPEN SPACE PROVIDED :	+/- 1.53 ACRES
% OPEN SPACE PROVIDED:	+/- 11%

2.5.1 MASSING STUDY (MID-RISE DEVELOPMENT)

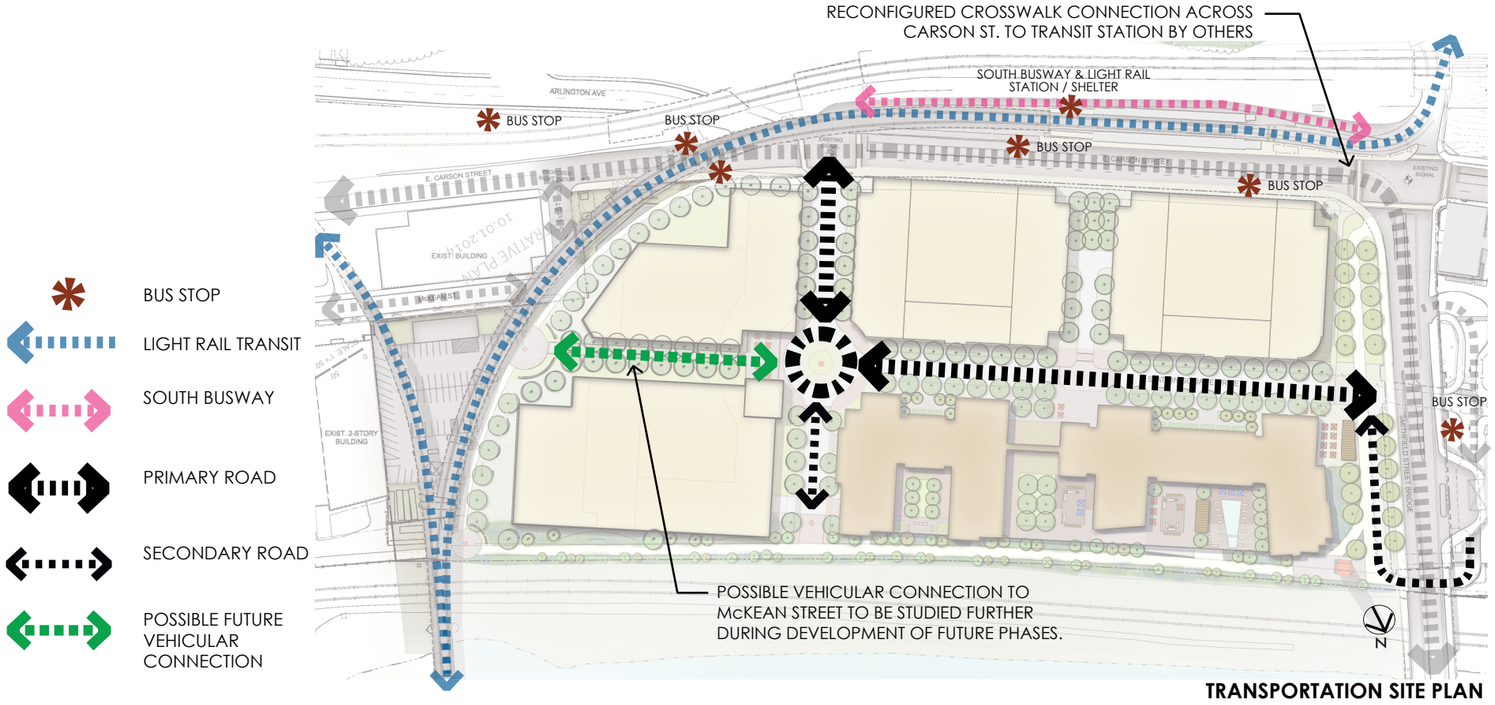
Station Square is uniquely located within the dense urban fabric of high-rise, mid-rise, and low-rise buildings. In addition, the site benefits from its proximity to Mt. Washington, which not only serves as a backdrop to the building skyline as viewed from downtown, but also elevates the Mt. Washington neighborhood located to the south, allowing for higher building forms. Accordingly, the site is well suited for both mid and high-rise scenarios.

Building forms depicted on this page reflect a mid-rise (4 to 8 stories) development and demonstrates the compatibility of the building massing within the context of downtown, adjacent building and Mt. Washington. The Development shall conform to the minimum & maximum height requirements set forth within the SP-4/4 zoning code and Preliminary Land Development Plan.

CONNECTIVITY

3.1.1 VEHICULAR AND PUBLIC TRANSIT

The East Parcel site benefits from a unique combination of vehicular and transit-based circulation. The circulation plan and the organizing principles for the site allow for a natural extension of Station Square Drive into the East Parcel site, continuing the urban grid layout that encourages perpendicular connectivity to the riverfront.



TRANSPORTATION SITE PLAN

STATION SQUARE LIGHT RAIL STATION

3.2.1 PEDESTRIAN & BICYCLE CIRCULATION

The East Parcel's proximity to the Rivertrail and the significant amount of pedestrian and bicycle traffic using this important amenity, requires a careful and safe integration of these movements with vehicles. The perpendicular corridors to the riverfront, street configuration and urban grid format create nodes of connectivity that are pedestrian focused.

Three primary pedestrian/bicycle perpendicular Riverfront connections shall be provided. The required connections shall provide clear delineation of circulation routes and provide for safe intersections and crossings. The East Parcel urban design principles are based upon providing context-appropriate, visually stimulating, walkable and bikable circulation systems connecting buildings and accessing the variety of available off-site intermodal transportation.

Building shall be arranged within blocks, but in no event shall the maximum length of any side of a block exceed 700'-0". If blocks are larger than 500'-0" linear feet, Planning Commission may require a public pedestrian walkway through the block that is open during business hours normal to the site. Activity nodes encouraging pedestrian and bicycle gathering and intersections shall be provided along circulation routes to promote ground floor activity, including passive and active public uses.

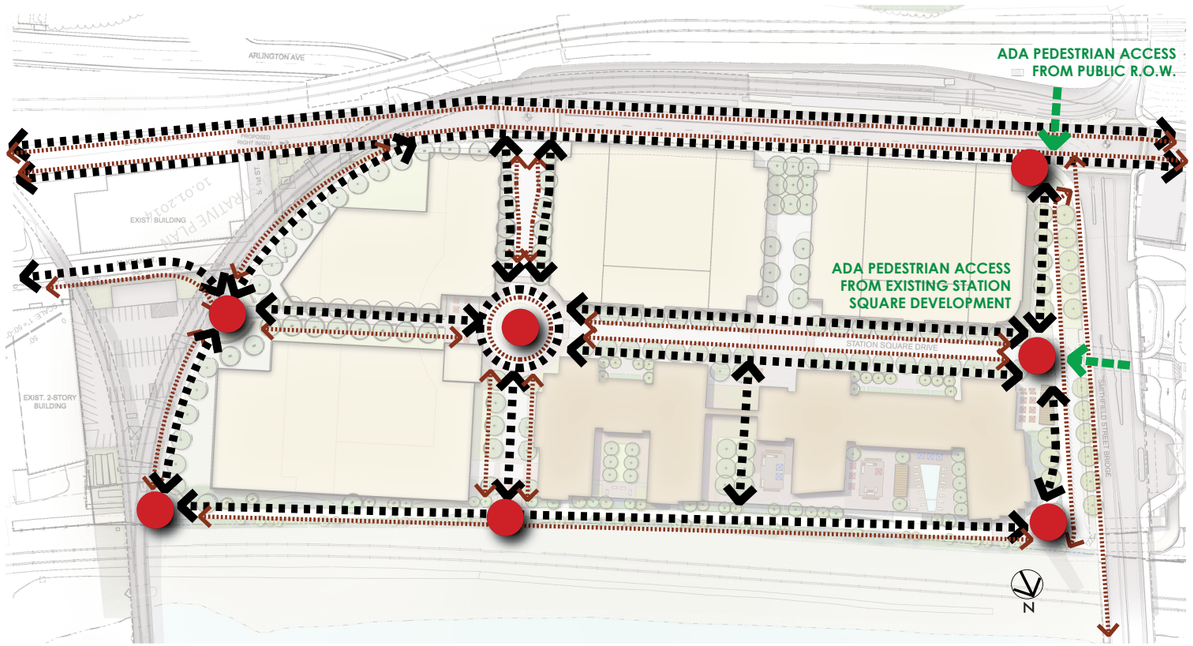
A pedestrian connection from Station Square Drive to the Rivertrail shall be provided between the proposed Phase 1 residential buildings. This mid-block public pedestrian connection shall be designed as a meaningful area intended to activate the Rivertrail as well as visually subdivide the development block along the Riverfront.

Landscape and public park areas will celebrate the history of the region through public art and artifacts with pedestrian scale spaces incorporating inviting seating areas. The Riverwalk will serve to extend both pedestrian and bicycle circulation through the East Parcel to the existing multi-modal transportation routes located to the west and south of the site.

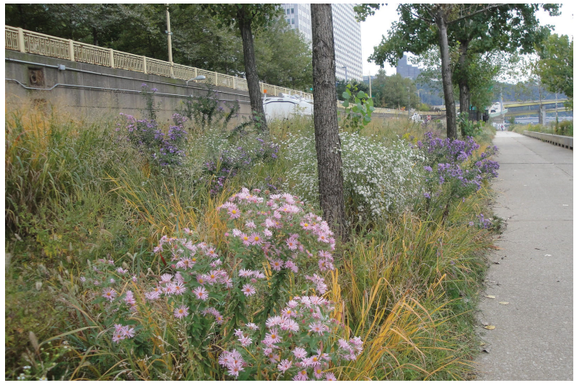
Primary ADA access locations have been indicated, although final details illustrating internal project ADA compliance and best practices for site design shall be provided within the FLDP submittal for review and approval.

LEGEND

- PEDESTRIAN ROUTE
- BICYCLE ROUTE
- ADA ACCESS
- MULTI-MODAL NODE



PEDESTRIAN / BIKE CIRCULATION SITE PLAN



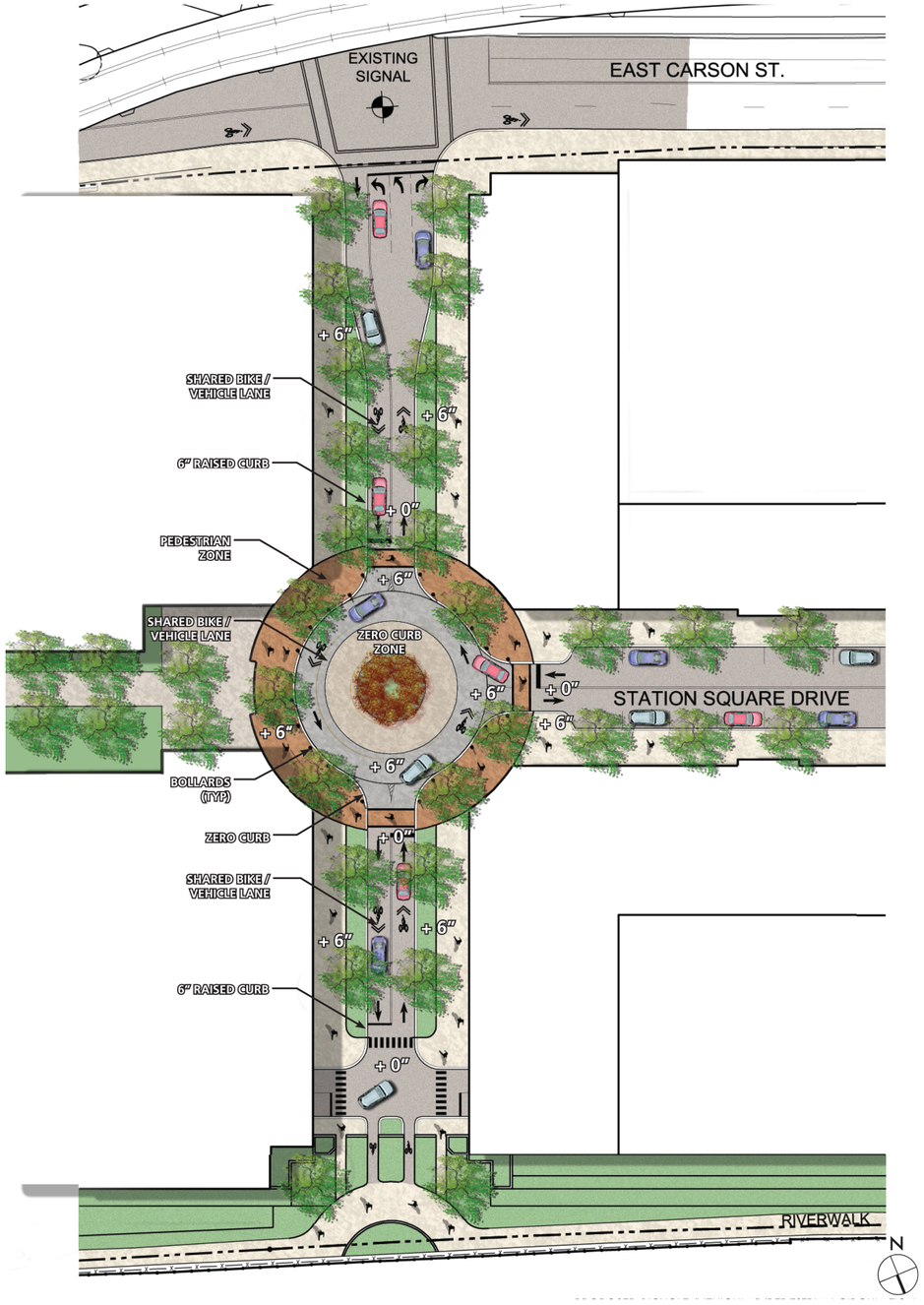
EXAMPLES OF BIKE ACTIVITY NODES

EXAMPLES OF BIKE TRAILS

3.2.2 PEDESTRIAN & BICYCLE CIRCULATION

A raised zero-curb roundabout has been provided to create an open and walkable pedestrian environment with limited barriers. Traffic calming measures include changes in pavement material, elevating the roadway to the pedestrian level and using bollards to define roadway limits. The lane configuration is designed to combine vehicular and bicycle traffic into one lane, eliminating unsafe turning movements while encouraging slower traffic. Special attention shall be given to indicate separation between vehicle/bike/pedestrian circulation, while providing adequate warning mechanisms for the visual and hearing impaired.

ROUNDABOUT EXAMPLES

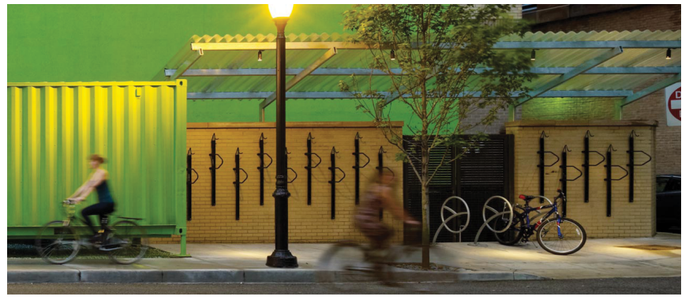


Final details shall be reviewed at the FLDP stage for safety and accessibility goals and requirements.

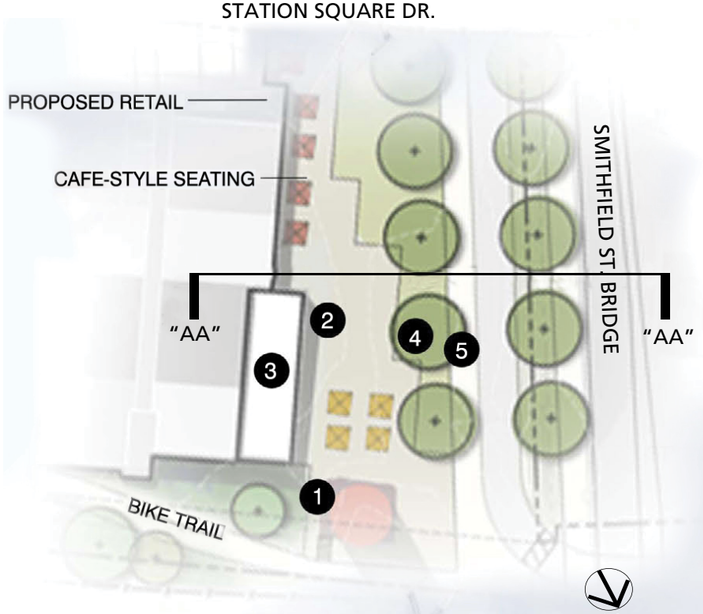
ROUNDABOUT PLAN

3.2.3 PEDESTRIAN & BICYCLE CIRCULATION

The important public node located at the intersection of the Rivertrail and the perpendicular corridor along the Smithfield Street bridge, provides a unique atmosphere for residents and the public alike with convenient amenities such as bike storage, repair shop, shelter and cafe style seating for bicyclists who are using the space or passing through.

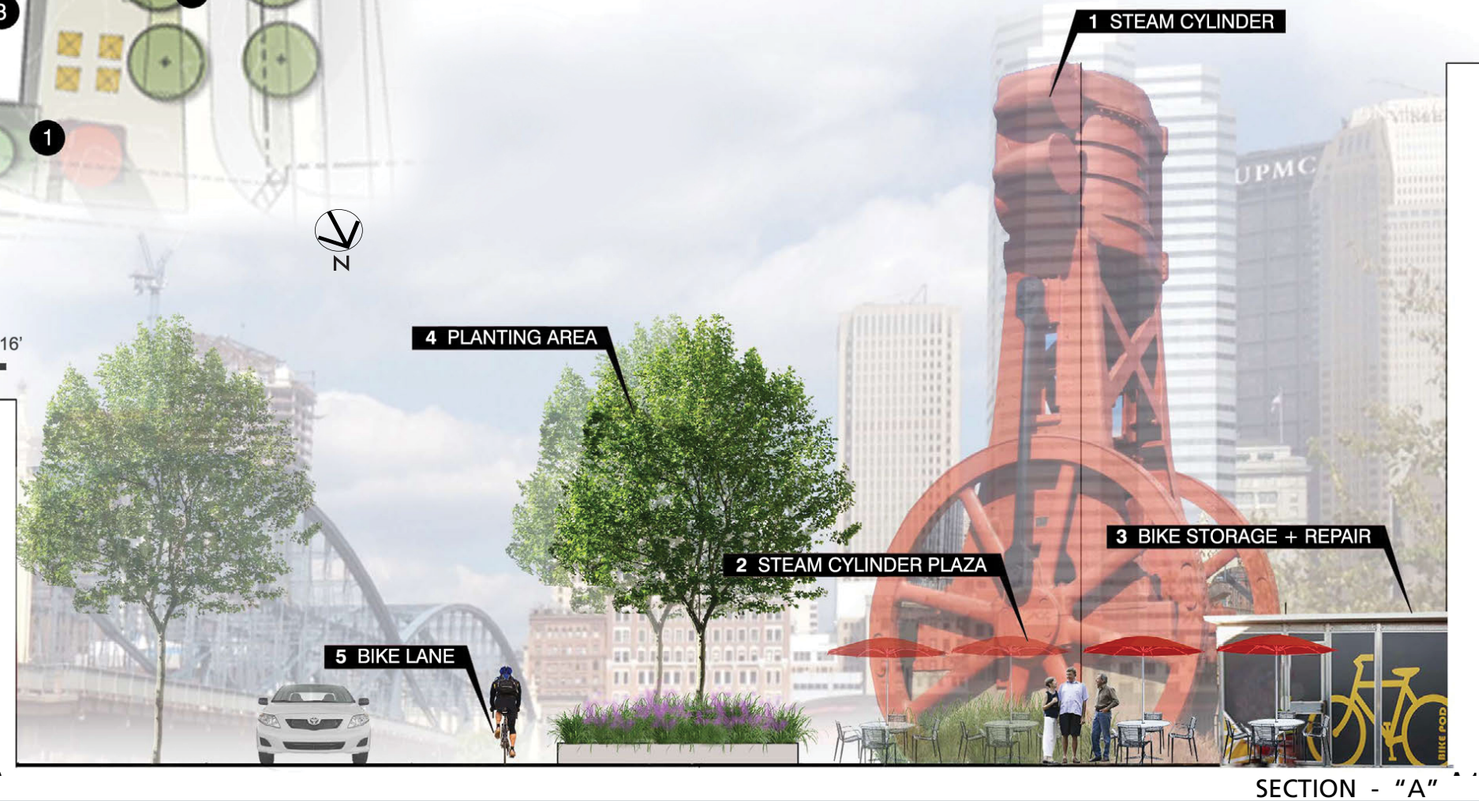


BIKE FACILITY EXAMPLES



PLAN

0 8' 16'



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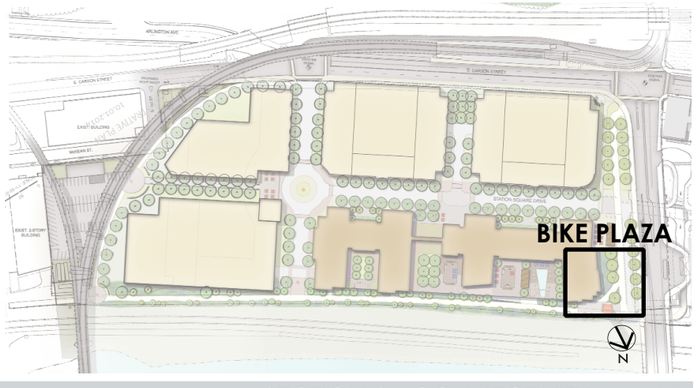
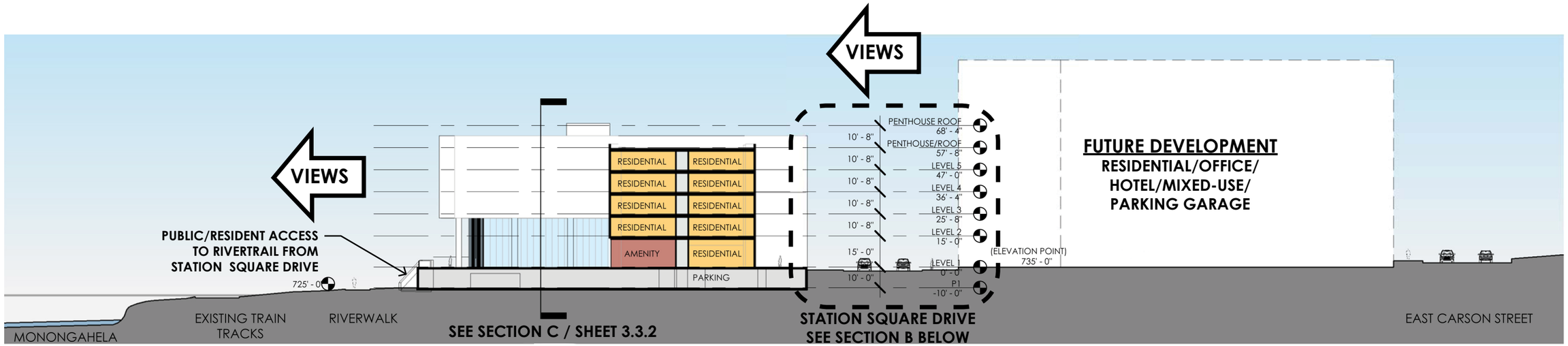


3.3.1 TYPICAL SECTIONS

The typical section through Station Square Drive and the Rivertrail depicts the proportions and building relationships that reflect the classic urban streetscape environment. In addition, the street section creates a sense of intimacy and community. This configuration also maintains public/private separation along the Rivertrail through the use of landscaping, plaza space and building programming which places residential units above parking to provide the necessary vertical separation.



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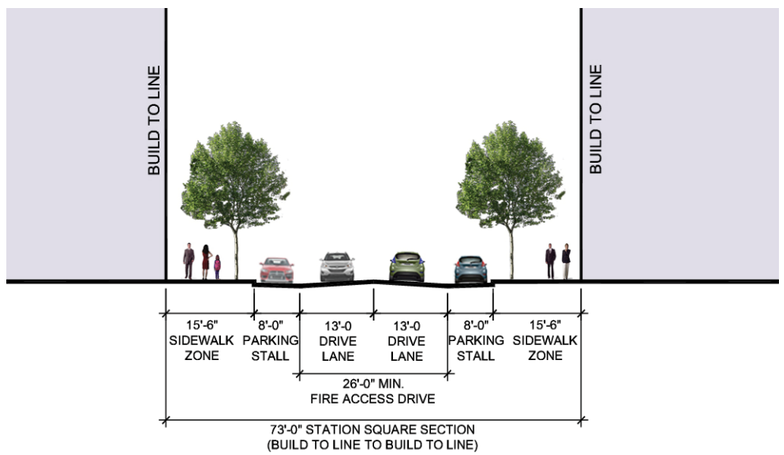

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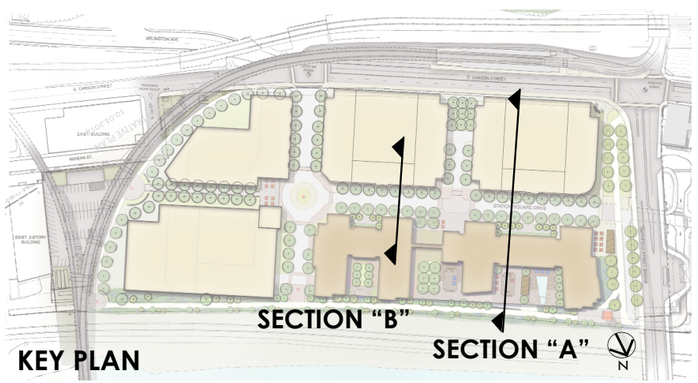
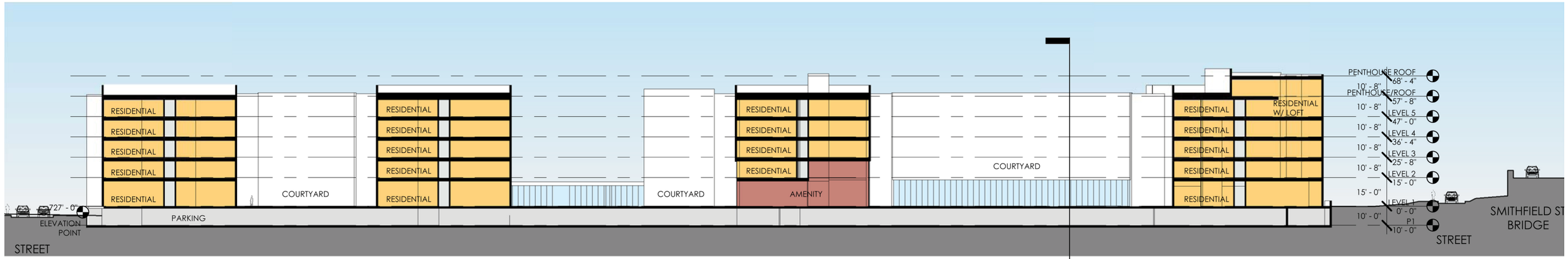
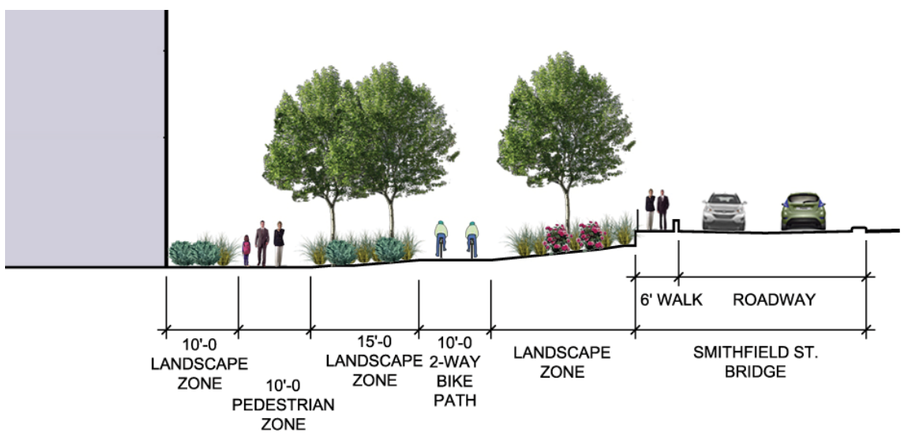


3.3.2 TYPICAL SECTIONS

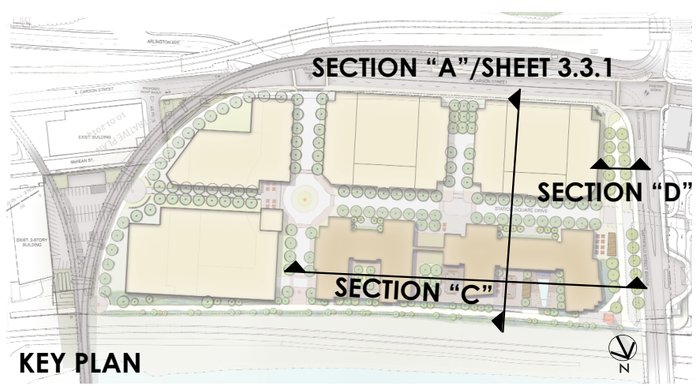


SEE SECTION A / SHEET 3.3.1

SECTION "C"



SECTION "D"



BUILDING DEVELOPMENT

4.1.1 DESIGN INTENT

The intent of the site is to promote a vibrant, welcoming destination and urban environment that recognizes the historic context of Station Square while observing the elements of modern design.

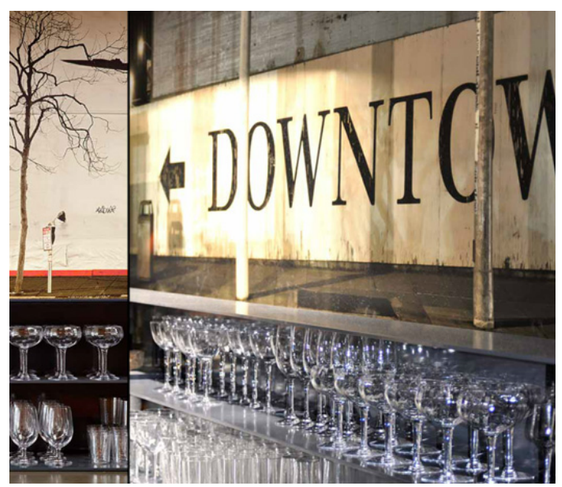
All buildings shall be designed in an urban context with street facing facades. Frontage requirements shall be incorporated to meet the minimum standards set forth in section 2.3.1 of this PLDP and the SP-4/4 zoning code. High quality building materials that compliment the surrounding context shall be used.

Materials for new buildings shall be designed to be sympathetic to the historic character of Station Square and shall be selected from a palette that includes the red and golden brown brick of the existing historic buildings, and the ashlar brownstone and unglazed pale umber terra cotta of the Landmark Building. High-quality precast, contemporary materials or other materials that reflect the City's industrial past may be introduced but shall be designed to remain in harmony with existing historic materials.

The proportion and scale of material components are to be in scale with the building design and in context with any adjacent buildings.

Given the close proximity of these buildings to the riverfront and the urban landscape, it will be necessary to design the building such that all four sides are given appropriate attention to design and detail, while maintaining the necessary components to meet their intended use as prominent facades.

Exterior building façade ornamentation is encouraged when it serves to articulate large surfaces, define building masses and openings, create visual interest in places easily seen, or express the presence of the building, its purpose, or its owner.



4.2.1 ARTICULATION

VERTICALITY
While maintaining consistency with the historic materials of Station Square, it is important for the taller buildings to articulate through the use of materials as the facade moves from the ground level to the sky.

Authentic materials at the base of the building may consist of masonry and stone to create and maintain a pedestrian scale. The upper floors shall capitalize on views and natural daylight through lighter materials/ design elements to provide transparent connections through the use of punched openings and window-wall systems.

ENTRY
Commercial / office building shall be designed with a prominent accessible entry with high visibility. Canopies or awnings can be used to provide directional cues along with entry. Proper scale shall be considered when developing the entry to balance both the human scale at the pedestrian street level and the overall mass of the building.

STREET LEVEL
Street level tenants are encouraged to have large visible openings through the use of storefront systems or window openings to activate the sidewalk with maximum transparency.

Awnings or canopies shall provide shade and weather protection at the pedestrian level and help to add texture, depth and color to the street level experience.

TRANSPARENCY
Building design will balance the use of opaque materials while focusing on providing windows throughout. Window systems and punched openings through all levels will help define the building elevation and break down the massing.

Buildings will be encouraged to develop courtyards or differentiation of massing at the upper floors to provide natural light to as many occupants of the building as possible.

ROOFTOP SCREENING
Because the external geographic heights do not permit physical screening of rooftop equipment, special attention shall be directed to laying out rooftop equipment in an organized manner using non-reflective materials. All rooftop equipment shall be screened from grade level pedestrian view. Reduction of heat island effect by providing high solar reflectance roofing materials shall be provided.

MIXED USE
Ground floor mixed use activity and building architecture will serve to help define the active street level and private residential units. Street level tenants are encouraged to have large visible openings through the use of storefront systems or window openings to activate the sidewalk. Ground floor residential units can be served by porches, stoops, and patios to engage the adjacent public space, provide appropriate relief, and control view and public flow into these units.

BALCONIES
Balconies will serve to help articulate and activate the facade. These elements shall remain proportional to the unit sizes and give order to a facade with verticality so as not to have large uninterrupted horizontal bands. Push and pull balconies are encouraged along the Riverfront elevation to help capitalize on the views of the river and downtown, while maintaining a sophisticated appearance from across the river.

4.3.1 MATERIALS

CLADDING
Permitted: Brick, stone, cast stone, precast concrete, terracotta, fiber cement, painted wood, metal, composite or polycarbonate panel systems, aluminum or fiberglass frame curtain wall and glass or polycarbonate glazing, vegetated cladding systems, metal panels

Prohibited: Vinyl siding and EIFS as primary cladding on any structure except hotels; EIFS may be used above the second story of hotel structures but shall be limited to no more than 70% of the hotel facade above the second level.

ROOFING
Permitted: Flat roof systems, standing seam roofing, corrugated metal, slate (including manufactured slate products), cast stone or precast parapets, skylights, polycarbonate and glass atrium systems, vegetated roofing systems, solar panel systems

Prohibited: Asphalt shingles

WINDOW WALLS & COMMERCIAL STREETFRONTS
Permitted: Aluminum framing system with glass, spandrel glass with aluminum or composite spandrel panels

Prohibited: None

WINDOWS
Permitted Frames: Wood, Cellular PVC, Aluminum and fiberglass window systems
Permitted Glazing: Clear and lightly tinted glass and polycarbonate, spandrel glass

Prohibited: Mirrored glass

LIGHT SHELVES AND SUN SHADES
Permitted: Prefinished aluminum (solid or louvered), cast stone, concrete, naturally finished/ painted hard wood

Prohibited: None

TRIM
Permitted: Stone, cast stone, and stone string courses, lintels and sills; fiber cement, wood, composite millwork, EIFS above the first story

Prohibited: None

COLUMNS
Permitted: Stone, cast stone, precast concrete, brick, glass fiber-reinforced cement, aluminum, steel, naturally finished outdoor hardwood, painted wood, fiberglass

Prohibited: None

BALCONIES
Permitted: Railings: steel, aluminum, wood, fiberglass, composite, glass and polycarbonate railing systems; Balcony floors: stone, cast stone, concrete, naturally finished outdoor hardwood, painted wood, composite faced

Prohibited: Exposed pressure treated wood

SOFFITS
Permitted: Fiber cement, prefinished aluminum, painted wood, or smooth surface composition board

Prohibited: Exposed pressure treated wood

CANOPIES
Permitted: Metal, glass and polycarbonate, painted wood or composite (Note that fabric awnings are distinguished from canopies)

Prohibited: None

4.4.1 MIXED USE BUILDING TYPE

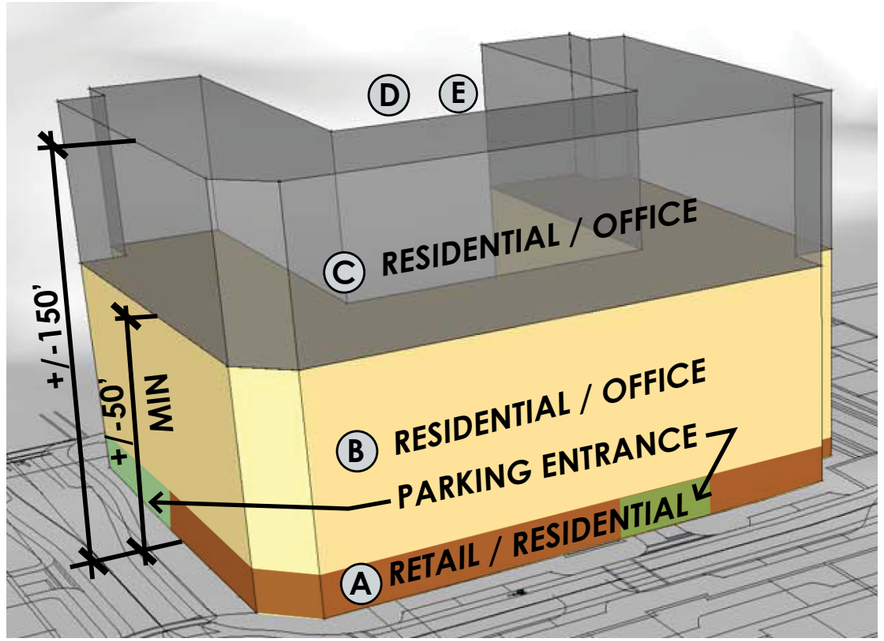
(A) ACTIVE - Encourage facade and program elements at street and rivertrail level incorporating elements at pedestrian scale with high transparency. Lobbies, plazas, amenities, and retail uses characterize this exposure.

(B) CORE - Articulated facade treatment for middle portion of building. Balconies are encouraged at the core levels.

(C) VIEWS - The top portion of buildings should take into consideration how the building meets the sky and must maximize daylight and direct views to and from downtown Pittsburgh.

(D) AMENITIES - Open air level encouraged for break down of building massing while providing daylighting and outdoor open space and amenities for residents.

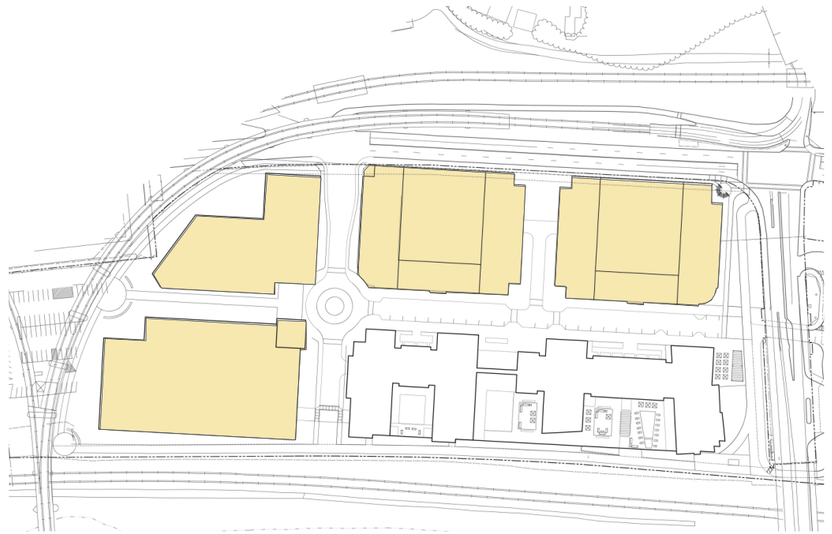
(E) PARKING/AMENITY DECK - Multi-level parking structure with elements of ingress/egress may be located fully or partially within residential building footprint. Single loaded residential units with corridor to wrap parking structure with double loaded residential units and amenity deck located at top level. Visibility into parking may occur.



*** NOTE : Dimensions shown are for illustration purposes only and may vary depending on overall building height.

BUILDING ARTICULATION & COMPOSITION TABLE

Transparency:	MIN	MAX
Ground Story		
Non-Residential	60%	100%
Residential	30%	100%
Upper Story	30%	100%
Blank Wall Length	N/A	70 FT



KEY PLAN

N

4.4.2 MIXED USE BUILDING TYPE

FACADE ARTICULATION REQUIREMENTS

-If a horizontal element is greater than 70 feet, it must be further subdivided.
Wall distances greater than 70 feet horizontally require a break in plane of 6 inches minimum or change in material.
-All street-facing corners should maintain a 0-foot setback for a minimum of 25 feet in both directions, 45 degree angled facades are permitted at street-facing corners as long as the angled facade is not longer than 15 feet.
-The building must be defined by a base, middle and top using window composition, ornament and special features to accomplish this.
-The top can be articulated by varying roofline and/ or cornice to define a skyline profile.
-Commercial lobbies shall provide a minimum of 60% transparency into the internal lobby space.
-Vents, grills, and louvers required on building facades for mechanical systems shall be architecturally integrated into the facade design.
-Commercial streetfront entrances shall be clearly distinguished from those serving floors above.

University Park, MIT- Boston, MA Developer: Forest City

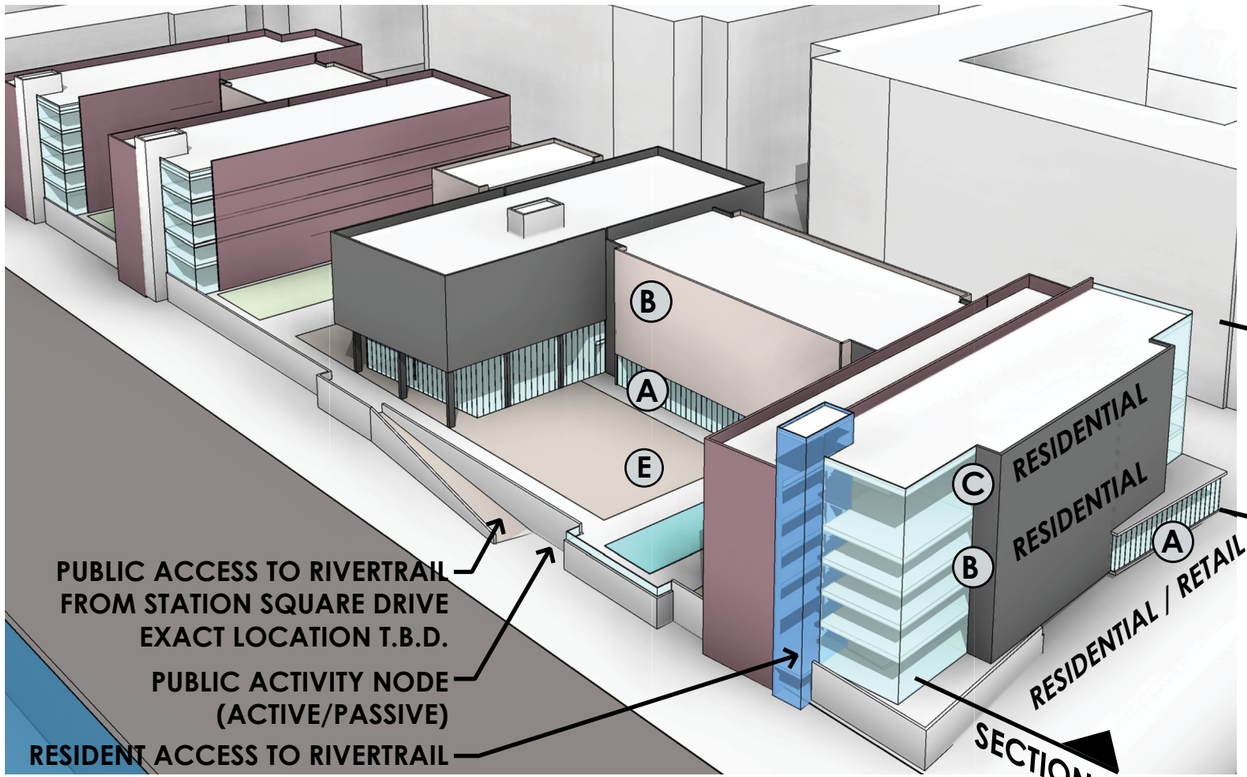
University Park, MIT- Boston, MA Developer: Forest City

University Park, MIT- Boston, MA Developer: Forest City

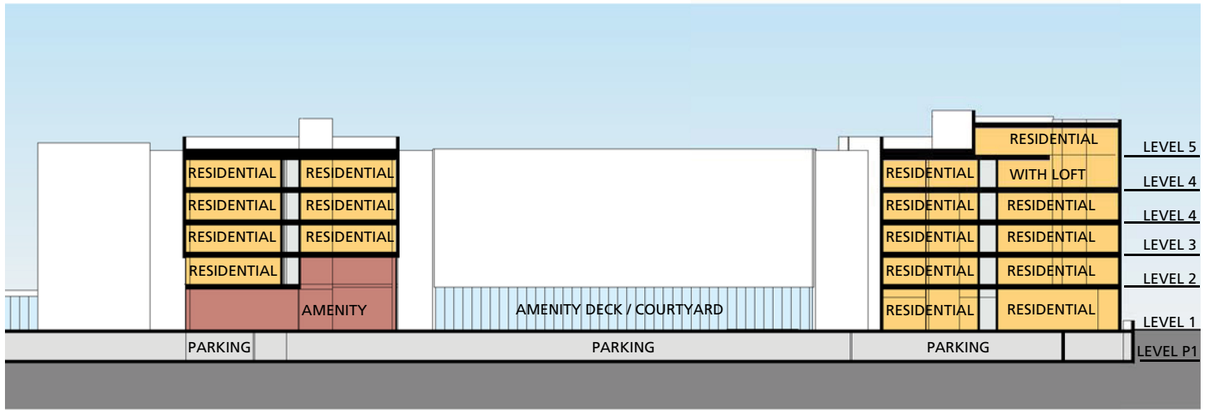
Tobacco Row- Richmond, VA Developer: Forest City

4.5.1 RESIDENTIAL / MIXED-USE BUILDING TYPE

- (A) ACTIVE - Encourage facade and program elements at street and rivertrail level incorporating elements at pedestrian scale with high transparency. Lobbies, plazas, amenities, and retail uses characterize this exposure.
- (B) CORE - Articulated facade treatment for middle portion of building. Balconies are encouraged at the core levels.
- (C) VIEWS - The top portion of buildings should take into consideration how the building meets the sky and must maximize daylight and direct views into downtown Pittsburgh.
- (E) PARKING/AMENITY DECK - Multi-level parking structure with elements of ingress/egress may be located fully or partially within residential building footprint. Visibility into parking may occur.



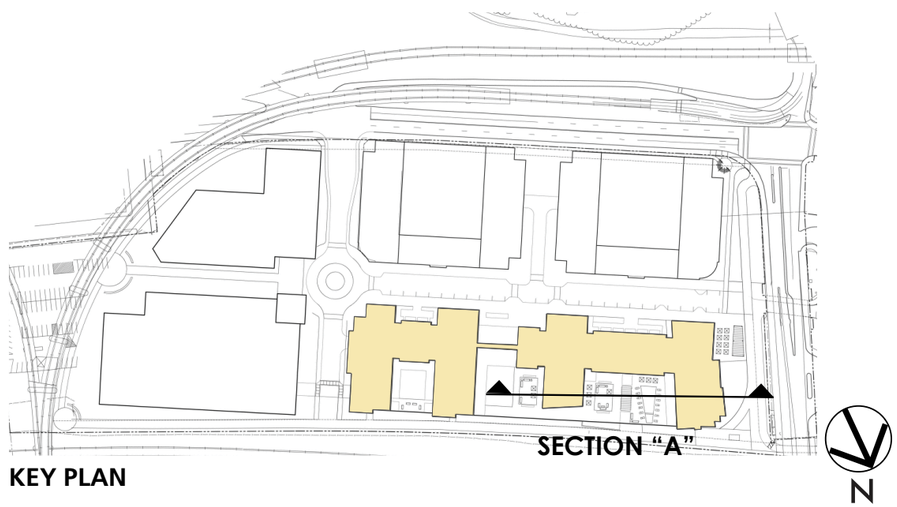
*** NOTE : Dimensions shown are for illustration purposes only and may vary depending on overall building height.



SECTION A

BUILDING ARTICULATION & COMPOSITION TABLE

Transparency:	MIN	MAX
Ground Story	30%	100%
Upper Story	30%	100%
Blank Wall Length	N/A	70 FT



KEY PLAN

4.5.2 RESIDENTIAL / MIXED-USE BUILDING TYPE

FACADE ARTICULATION REQUIREMENTS

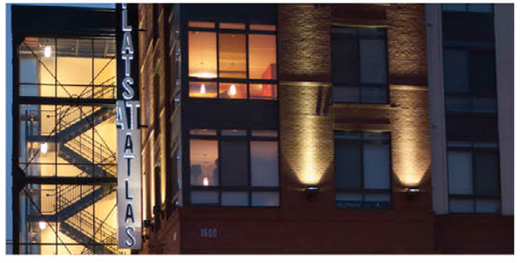
-If a horizontal element is greater than 70 feet, it must be further subdivided.
Wall distances greater than 70 feet horizontally require a break in plane of 6 inches minimum or change in material.
-All street-facing corners should maintain a 0-foot setback for a minimum of 25 feet in both directions, 45 degree angled facades are permitted at street-facing corners as long as the angled facade is not longer than 15 feet.
-The building must be defined by a base, middle and top using window composition, ornament and special features to accomplish this.
-The top can be articulated by varying roofline and/ or cornice to define a skyline profile.
-Residential lobbies shall provide a minimum of 40% transparency into the internal lobby space to ensure visibility and safety.
-Vents, grills, and louvers required on building facades for mechanical systems shall be architecturally integrated into the facade design.

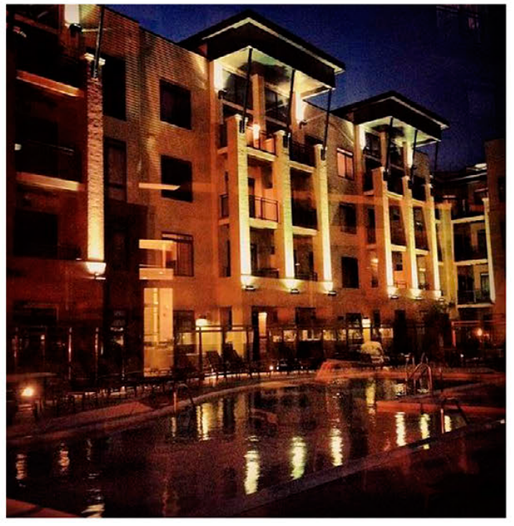
Central Station- Chicago, IL Developer: Forest City

Central Station- Chicago, IL Developer: Forest City

East 29th Ave - Town Center- Denver, CO Developer: Forest City

4.5.3 RESIDENTIAL / MIXED-USE BUILDING TYPE





4.6.1 PARKING GARAGES

Above ground parking garages are a necessary element of urban development but must be carefully integrated into the building and master plan design in order to meet the parking requirements of the development. However, practical building design for both commercial and residential structures often requires structured parking to serve as a podium under the entire footprint of the building. Podium-style conditions will require exterior exposure of parking levels on the northern and flanking elevations. For these conditions, the facade treatment shall provide a rhythm and scale of openings that is consistent with the surrounding character.

Entrance access points to underground structured parking should be minimized and screened architecturally. Emphasis shall be placed on providing any required ramping internal to the garage.

MATERIALS

The exposed base of the garage has a great effect on pedestrian activity and quality. Particular attention shall be paid to designing exposed garage areas with materials of quality and durability that are compatible with the architectural building design.

SCREENING

Exterior visibility of cars within parking structure will at primary elevations be minimized/ mitigated through the articulation of facade elements, openings and screens. Natural daylight and ventilation within the garage is encouraged at all levels where possible. Acceptable architectural treatments of the exposed garage can include metal grilles, glass, cables, perforated architectural metal panels and "green screen" structures. Internal elements such as ventilation, pipes, fans and lights shall be concealed from public view.

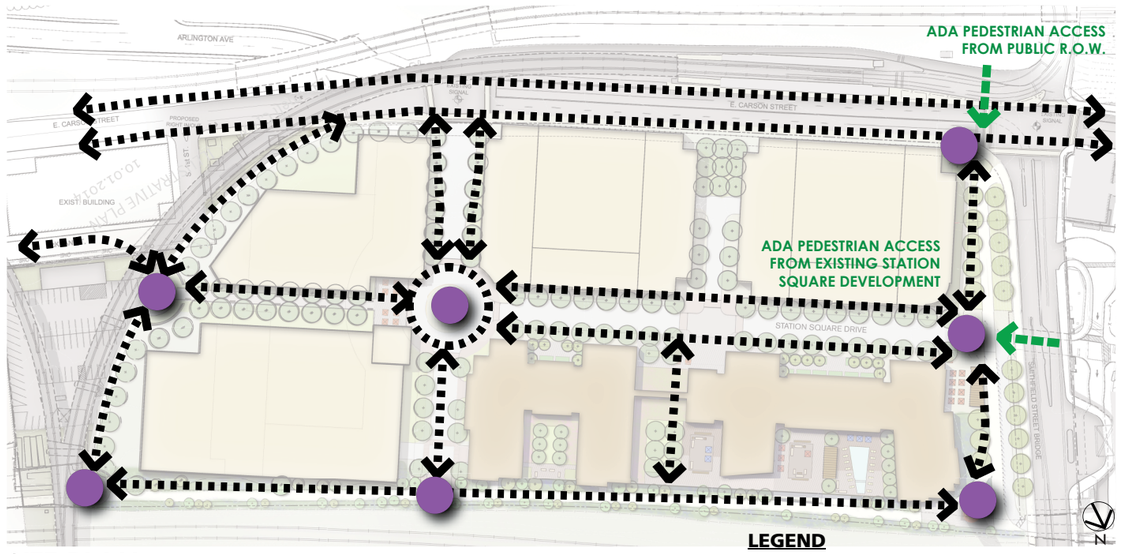
BLANK WALL

Structured parking is allowed along primary frontages for a length of 150' max. between active ground floor uses. Structured parking horizontal facades may be unbroken for a maximum distance of 70'-0" along the riverfront and secondary frontages and should be screened with landscaping and/or architectural metal screening where possible. Building architecture and vertical elements such as stairs are encouraged to break up long horizontal facades and provide active uses.

4.7.1 ACCESSIBILITY

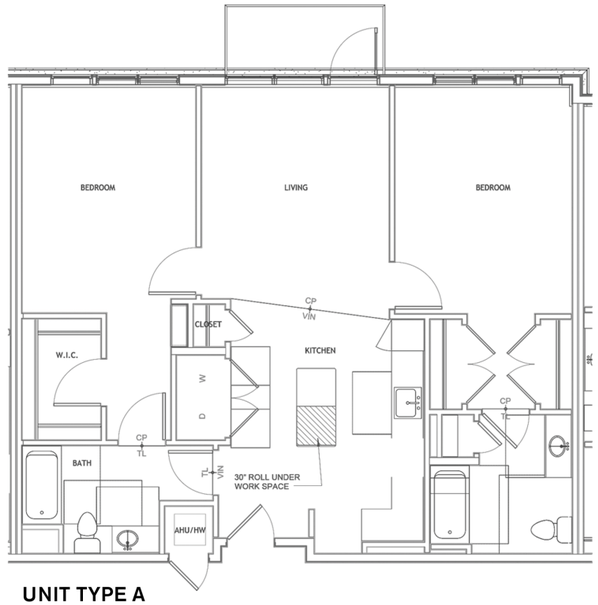
ALL BUILDINGS AND APARTMENT UNITS MUST COMPLY WITH THE APPLICABLE VERSIONS OF THE FOLLOWING :

- INTERNATIONAL BUILDING CODE (IBC) CHAPTER 11 - ACCESSIBILITY
- FAIR HOUSING DESIGN GUIDELINES SAFE HARBOR
- AMERICAN WITH DISABILITIES ACT (ADA) STANDARDS FOR ACCESSIBLE DESIGN

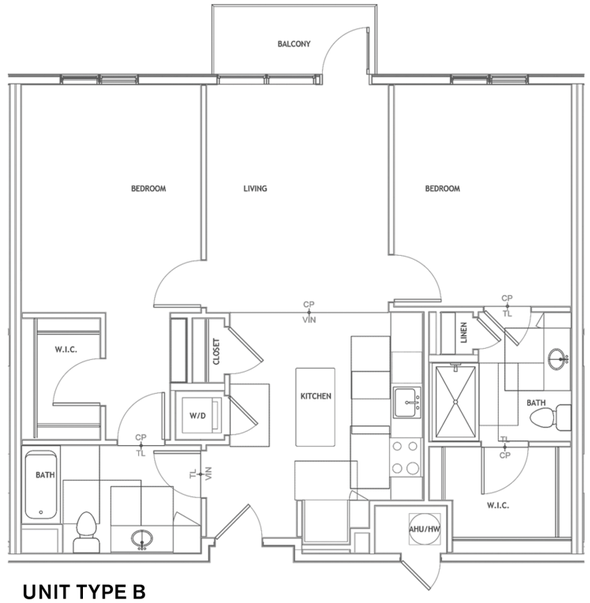


SITE PLAN
(Diagram is conceptual and subject to change)

MULTIFAMILY SITE PLAN
(Diagram is conceptual and subject to change)



UNIT TYPE A
(Diagram is conceptual and subject to change)



UNIT TYPE B
(Diagram is conceptual and subject to change)

ACCESSIBLE APARTMENT UNITS WILL BE DEFINED AS :

- TYPE A UNITS
- TYPE B UNITS

TYPE A UNIT FEATURES (ANSI A117.1-2009)

- All units will be located on an accessible route
- Accessible route within unit
- Accessible electrical controls and outlets
- Wood blocking provided for installing grab bars
- Accessible thresholds throughout the unit
- All rooms served by an accessible route will have a required turning space
- Primary entrance to Type A units and all other doors intended for passage shall meet accessibility requirements
- Required Clear Floor Spaces for access to all appliances and bathroom facilities
- Removable base cabinets will be provided at sinks and lavatories.
- All casework will comply with required reach ranges
- One section of kitchen counter top will provide an accessible work surface

TYPE B UNIT FEATURES (FAIR HOUSING DESIGN GUIDELINES)

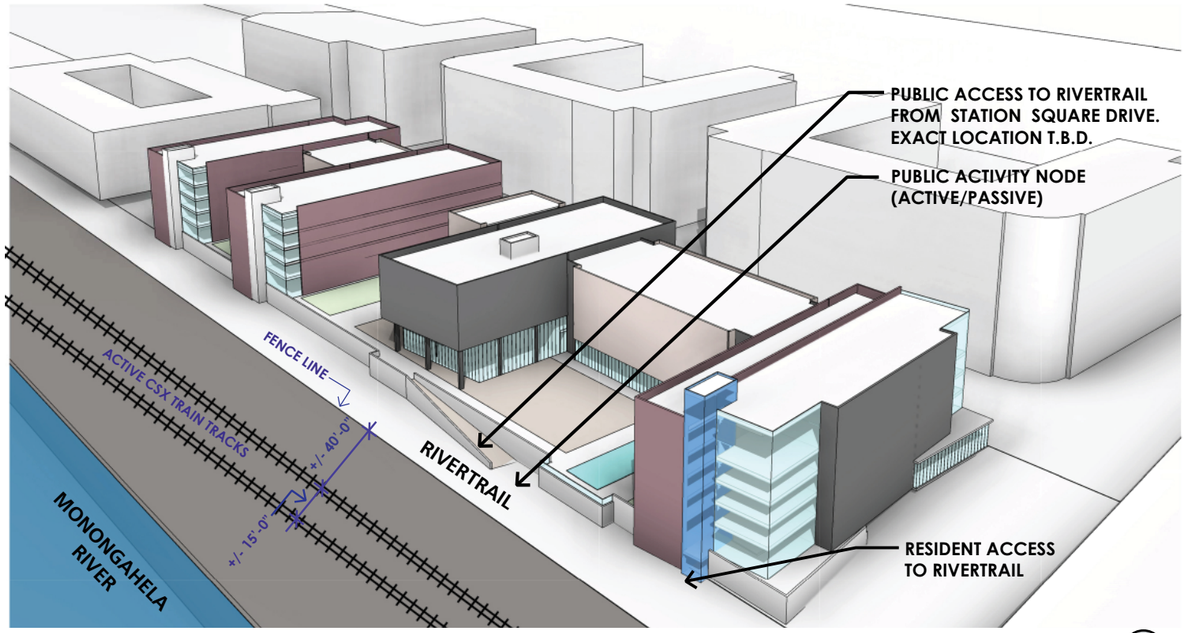
- All units will be located on an accessible route
- Accessible route within unit
- Accessible electrical controls and outlets
- Accessible environmental controls
- Wood blocking provided for installing grab bars
- Accessible thresholds throughout the unit
- Primary entrance to Type B units and all other doors intended for passage shall meet Accessibility requirements
- Required Clear Floor Spaces for access to all Appliances and bathroom facilities

PLACEMAKING

5.1.1 PUBLIC NODES

The site anticipates three primary multi-modal node areas that serve as focal points along primary perpendicular corridors oriented towards the river. The multi-modal nodes provide for common open space and circulation for residents, office workers and visitors. The areas depicted below represent a likely scenario for a condition where the site is developed into smaller parcels. To the extent that larger parcels are developed, activity nodes / plaza locations and sizes may vary over what is depicted herein, but the same principles of locating the plazas at key junctures and pedestrian access points shall apply. The intent of the space is to encourage pedestrian interaction through the use of site furniture such as outdoor seating / dining and event space, lighting and amenities. The plaza areas will introduce different types of vegetation to promote well-being, healthy environments and shading. Low vegetation and shrubbery shall be located in proximity to the building's edge and central greenscapes will incorporate trees and higher vegetation. The focal areas will incorporate an accessible pedestrian promenade to safely draw people into the site from the riverwalk and allow views from Station Square Drive to the river.

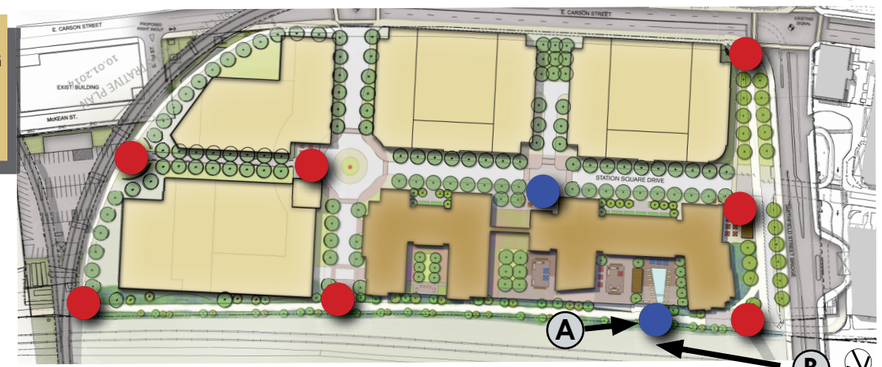
VIEW LOOKING WEST ALONG RIVERTRAIL (A)



BIRD'S EYE VIEW LOOKING EAST TOWARDS RIVERTRAIL (B)

LEGEND

- NODE AT MULTI-MODAL CROSSING (APPROXIMATE LOCATION)
- ACTIVITY NODE (APPROXIMATE LOCATION)



KEY PLAN - PUBLIC NODE AREAS

5.2.1 STREETSCAPE

SIDEWALKS/ STREETSCAPE
Materials shall be used to define and articulate primary pedestrian sidewalks, pathways, plazas and crosswalks. Acceptable solutions may be a combination of brick, masonry pavers, and/or stamped concrete.

TREES
Primary streets will incorporate trees within grates or planters to create rhythm and space definition. Plantings shall incorporate appropriate native plant materials of species. Tree spacing along Station Square Drive to be 30'-0" minimum.

SEATING
Street level tenancies with seating areas are encouraged to have large visible openings through the use of storefront systems or window openings to activate the sidewalk. Active window zones are to balance with sidewalk dining while maintaining a clear accessible pathway between street trees and furniture.

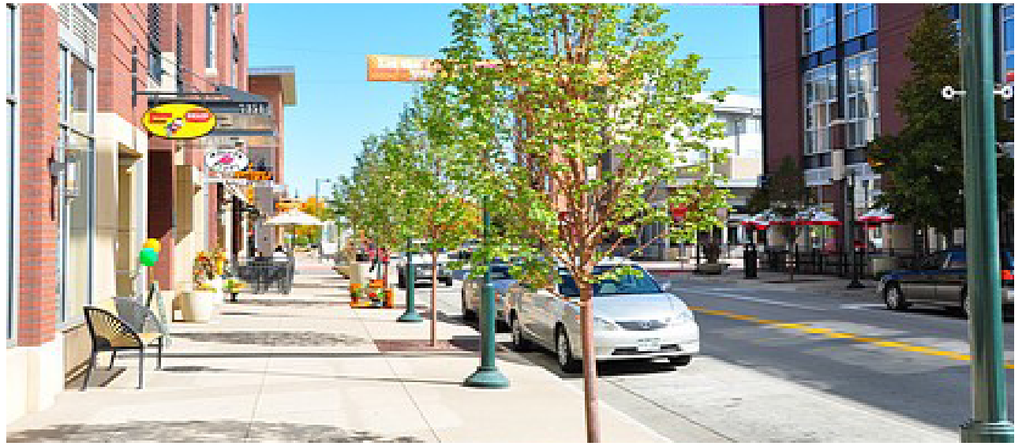
CO-SHARE
The intent is to provide thoroughfares with balanced mobility for the use of pedestrians, bicycles and transit vehicles.

STREET LIGHTING
Street lighting is meant to ensure a safe and comfortable space after dark, especially in areas where the pedestrians will most likely congregate. Lighting will help designate buildings and/or landmarks as destinations or entry/exit points. Lighting is intended to guide pedestrians through public pathways and street corridors and can help highlight the significant public nodes.

STREET FURNITURE
The street furniture should reflect the architecture and intent for an urban atmosphere. Benches, bike racks, recycling and trash receptacles, tables and chairs are encouraged to allow for the pedestrian experience to be more engaging. At areas where there are retail or restaurants, cafe style seating is advised.

PARALLEL PARKING
Parallel parking provides a protective buffer between vehicles and pedestrians and activates the streetscape Parallel parked cars makes drivers wary of cars pulling in or out, as well as doors swinging open, naturally promoting calmer traffic and a more pleasant experience for drivers, bicyclists and pedestrians.

SIGNAGE
Signage for Commercial and Mixed-Use buildings shall be consistent with signage regulations for the Golden Triangle and/or Downtown Riverfront District. Signage directly along riverfront shall be pedestrian in scale and complement the site.



5.3.1 SIGNAGE

An effective signage system shall be provided to encourage historical and cultural education, establish a Station Square specific identity, and provide a sense of place.

WAYFINDING
Wayfinding shall be developed using multiple scales of signage that acknowledges how users arrive and interact within Station Square. The scale of site wayfinding signage should reflect arrival and on-site circulation for automobile, transit, bicycle, and pedestrian

PUBLIC ART
Public art is encouraged to be incorporated into the signage program for Station Square and can be used to create additional interest by creating a unique characteristic specific to Station Square.

LOCATION AND POSITION
Signage location and position should provide a connected and unified look to the entire Station Square district and wherever possible business and tenant signage should be consistent in size and character.

HONORING THE HISTORY OF STATION SQUARE
Signage within the Station Square district is encouraged to embrace the historical character, identity, and location of Station Square. Forms and materials previously manufactured on-site, the site's proximity to the river, and the railroad infrastructure that currently occupies the site may all be integrated into the signage program.

MULTIPLE SCALES
Signage within the Station Square development may be designed at different scales so that the intended information is legible from different vantage points within the overall Station Square development and adjacent parcels. Signage located directly along on the rivertrail shall be pedestrian in scale and character.

PERMITTED SIGNAGE
- WAYFINDING SIGNAGE
- RIVERFRONT SIGNAGE
- PLACEMAKING SIGNAGE
- GROUND MOUNTED MONUMENT SIGNAGE
- WALL SIGNAGE
- CANOPY SIGNAGE
- WINDOW SIGNAGE
- DIRECTORY SIGNAGE
- PROJECTING/BLADE SIGNAGE

PROHIBITED SIGNAGE
- ADVERTISING SIGNAGE
- PYLON SIGNAGE
- ELECTRONIC NON-ADVERTISING SIGNAGE
- SIGNAGE INCORPORATING MOTION

5.3.2 CONVENIENCE AND PUBLIC INFORMATION SIGNAGE

Referenced Sections :
Public Information and Public Parking Identification Signage shall be consistent with the **City of Pittsburgh Zoning Code Sections 919.03.I (Convenience Information Signs); 919.03.J (Public Information Signs) and 919.03.K (Public Parking Identification and Rate Signs).**

Review Process :
No wall mounted signs shall be permitted within fifity (50) feet of the northerly boundary of Block and Lot 4-D-60; ground signs within such areas are permitted but shall be no higher than ten (10) feet in height and no greater than eighty (80) square feet in area (single face).

SIGNAGE GUIDELINES

- Signage shall utilize consistent graphics and terminology to shape a unique identity for the Station Square East Parcel that should complement or be consistent with the existing Station Square identity.

- Signage shall enhance the vistor, customer, or residents ability to safely navigate to various destinations like businesses, rivertrail, public spaces, and/or parking areas. Unique elements may be incorporated into the signage design to help provide the East Parcel with its own identity within the larger Station Square Development.

- Informational signage shall be consistent with other pedestrian scaled signage and should be located at areas of high pedestrian traffic.

- Informational signage may be internally or externally illuminated and should contain common design elements consistent with the overall Station Square development.

5.3.3 PROJECT AND TENANT/BUSINESS SIGNAGE

Referenced Sections :
Project and Tenant/Business Signage shall be consistent with **City of Pittsburgh Zoning Code Sections 919.03.M.7 for the GT(Golden Triangle) and DR(Downtown Riverfront) Districts and 919.03.M.8.**

Review Process :
No wall mounted signs shall be permitted within fifity (50) feet of the northerly boundary of Block and Lot 4-D-60; ground signs within such areas are permitted but shall be no higher than ten (10) feet in height and no greater than eighty (80) square feet in area (single face).

SIGNAGE GUIDELINES

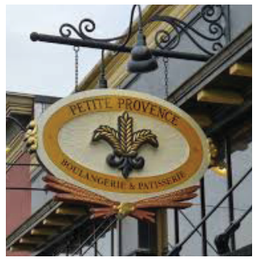
- Building wall signs serving as tenant or business identification should be located and sized to be viewed from a distance and shall not protrude above the parapit, roof line, or cornice of a building.

- Building wall signs may be grouped with small scale projecting signs to create visual interest for pedestrians from various vantage points around the site.

- Canopies can be used to create visual interest, articulate the facade, and provide protection for pedestrians while also keeping interior storefronts cool in hot weather. Canopy signage should be consistent in scale with adjacent building signage, but is encouraged to vary in color, fonts, and location so that each tenant or storefront area can have its own unique character.

-Projecting or blade signage should be treated as an extension of the building design, providing visual interest and a unique three dimensional identifying characteristic for the tenant or business it serves.

-Projecting or blade signage should be appropriately scaled within the context of the overall Station Square project and should complement the building design.



5.3.4 GROUND SIGNAGE

Referenced Sections :
Ground Signage shall be consistent with **City of Pittsburgh Zoning Code Sections 919.03.M.7 for the GT(Golden Triangle) and DR(Downtown Riverfront) Districts.**

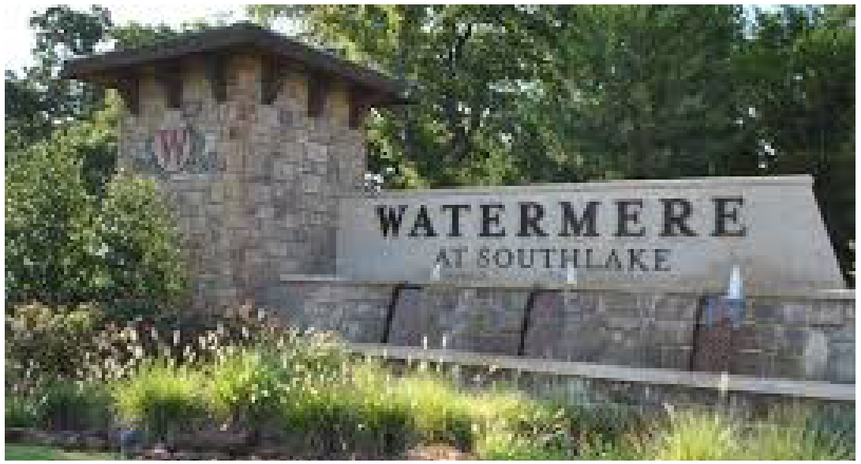
Review Process :
No wall mounted signs shall be permitted within fifity (50) feet of the northerly boundary of Block and Lot 4-D-60; ground signs within such areas are permitted but shall be no higher than ten (10) feet in height and no greater than eighty (80) square feet in area (single face).

SIGNAGE GUIDELINES

- Ground signage may serve as the primary identification sign for the overall Station Square development and the smaller sub-districts. Ground project signage shall be greater in the horizontal dimension than the vertical dimension and shall be illuminated externally.

- Ground signage along Riverfront shall be pedestrian in scale and co-located with street furniture to reduce visual clutter.

- Ground signage along Riverfront should be placed at optimum locations to improve pedestrian and bicycle safety while complementing the riverfront design aesthetic. When possible the wayfinding signage relating to the river trail should be consistent with signage standards developed for the overall river trail system.



5.4.1 SUSTAINABILITY GOALS

The East Parcel will be developed recognizing appropriate best management energy/sustainability practices in conjunction with acknowledging economic constraints. Although the location of this site on the Riverfront provides unmatched views as well as access to numerous intermodal transportation options it also has significant site development limitations like flood plain locations, minimized site disturbance, existing building reuse, and agricultural land preservation that will likely limit the possibility of obtaining certification from a recognized sustainability program.

To indicate the commitment to sustainability the following is a summary of energy and sustainability goals for the East Parcel. Criteria incorporated within LEED ND, LEED Homes, National Green Building Standards, Green Globes NC or other recognized green initiatives will be used to identify and implement appropriate measurable goals following further project development. As building designs are advanced, consideration will be given to joining the Pittsburgh 2030 initiative.

Site Water Use and Storm Water Treatment

- All storm water management and sanitary systems provided within the project area shall be designed to function independently by using separate pipes and structures.
- Decrease the quantity of storm water generated on site by minimizing impervious surfaces, increasing infiltration and groundwater recharge
- Improve storm water quality by using vegetated treatment.
- Reduce potable water by using drip-irrigation and native or drought tolerant plant species.

Domestic Water Use

- Conserve water by using high efficiency plumbing fixtures and controls.

Efficient Energy Use

- Install Energy Star and/or energy efficient equipment and appliances
- Properly installed climate-appropriate insulation in floors, walls, and attics to ensure even temperatures throughout the building, less energy consumption and increased occupant comfort. This will include installing insulation and HVAC systems using ef ficient framing methods and properly sealing ductwork and other components to minimize system leakage.
- Incorporate energy-efficient windows employing advanced technologies, such as protective coatings and improved frame assemblies, to help keep heat in during the winter season and out during the summer season.
- In addition to using less energy to operate, energy-efficient heating and cooling sys tems are generally quieter, will reduce indoor humidity, and improve the overall comfort of the interior spaces.

Materials

- Incorporate materials that:
  - Incorporate recycled content
  - Are sustainably harvested, durable and long-lasting
  - Are non-toxic and are low-VOC
  - Are regionally sourced wherever practicable

Construction

- Provide Construction Pollution Prevention / Have an Erosion and Sediment Control Plan / Minimize Site Disturbance
- Construction Waste Management – Divert construction and demolition Waste from the landfills

In addition to the measurable technical design and construction practices outlined above it is the intent to incorporate site and building design elements providing the following:

Site Development

- Take advantage of the natural orientation of the site
- Reduce impervious surfaces
- Plant native and drought tolerant species

Transportation and Site Access (Reduce pollution and development impacts from automobiles)

- Encourage pedestrian access and use
- Create walkable neighborhoods and street networks
- Encourage biking by providing path networks and bike racks.
- Encourage the use of mass transit
- Minimize on-site parking provided including the use of shared parking.

Open Space / People Spaces

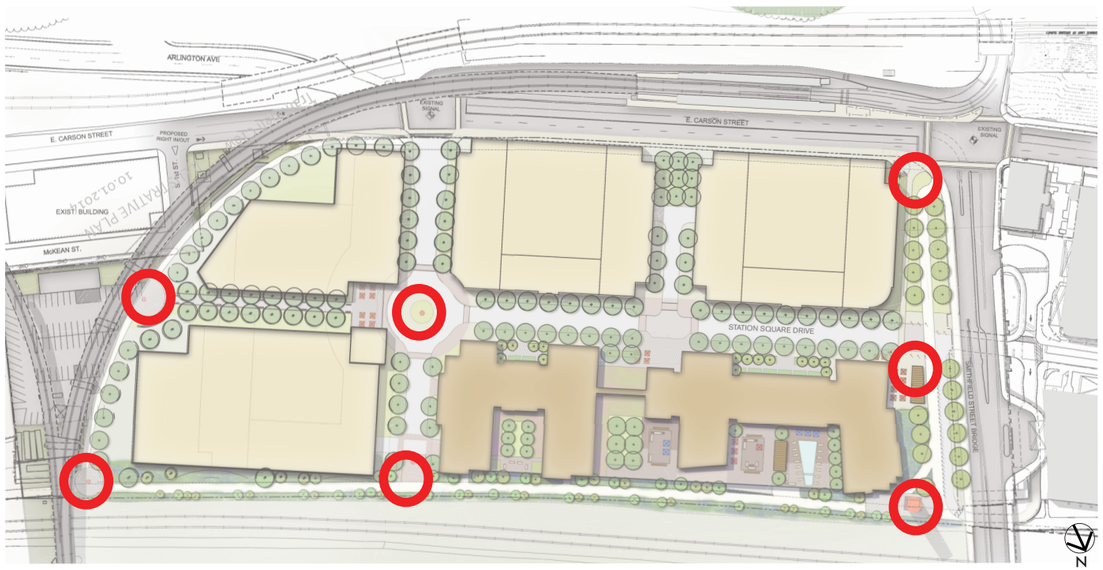
- Restore damaged areas to promote habitat and biodiversity
- Provide vibrant and active community spaces
- Maximize open space and connections to public open space with a special emphasis upon views.
- Reduce heat island effect by shading parking areas and using light colored paving and roofs.

5.5.1 PUBLIC ART / HISTORIC ARTIFACTS

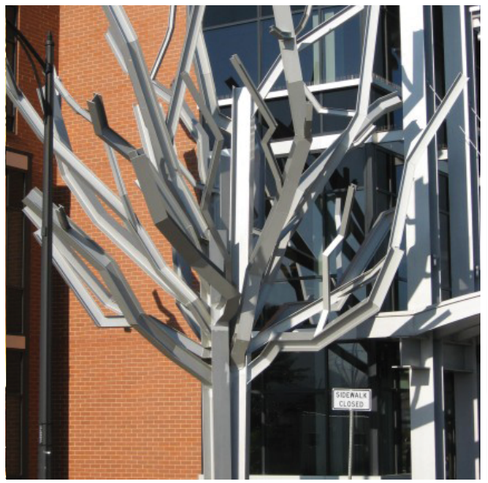
The incorporation of Public Art is recommended and can serve to recognize the history of a region in the context of the urban fabric. The Station Square East Parcel site provides an opportunity for the incorporation of existing historic artifacts and public art to showcase both the history of the site and the potential it has for shaping Pittsburgh's live, work, and play culture. The use of historic elements of public art is a way to give an identity to the site and provide the public with an understanding of the past and a vision for the future. These elements help to designate place, give meaning, and provide education / information to the public.

The diagram below depicts areas where historic artifacts and public art installations are recommended and includes common open spaces located adjacent to pedestrian paths and nodes for activity and interaction.

Placement of public art within the development is anticipated and a public art plan is encouraged to be developed and submitted as part of each FLDP. An RFP/RFQ process for the design and placement of public art is recommended.



KEY PLAN
POTENTIAL PUBLIC ART LOCATIONS



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