MEMORANDUM

To: City Planning Commission, Committee of the Whole

Prepared By: Aaron Hanauer, Senior City Planner, (612) 673-2494

Date: January 11, 2018

Subject: Calhoun Towers, 3430 List Place

SITE DATA

| Existing Zoning                     | R6/MULTIPLE FAMILY DISTRICT  
| C3S/COMMUNITY SHOPPING CENTER DISTRICT |
| Lot Area                            | 234,353 square feet / 5.38 acres |
| Ward(s)                             | 13                              |
| Neighborhood(s)                     | West Calhoun Neighborhood       |
| Designated Future Land Use          | Urban Neighborhood              |
| Land Use Features                   | Transit Station Area (West Lake Street Station)  |
|                                     | Commercial Corridor (Excelsior Boulevard and West Lake Street)  |
|                                     | Community Corridor (West Lake Street)  |
| Small Area Plan(s)                  | Midtown Greenway Land Use Plan (2007) |

PROJECT DESCRIPTION

The project site at 3430 List Place is zoned R6/Multiple Family District and is 4.45 acres. The site has street frontage on List Place, Abbott Avenue South, and 31st Street West. The applicant, Bader Development, is working with the City of Minneapolis, Metropolitan Council, and Hennepin County to acquire an additional 0.93 acres of land to the north (3421 West Lake Street), which is zoned C3S/Community Shopping Center District and would increase the project site to 5.38 acres.

Currently, 3430 List Place contains a 22-story, 113 unit building (Calhoun Tower) with approximately 200 parking spaces. The applicant is proposing to retain the existing Calhoun Tower building and add four residential buildings to the project site through a planned unit development. The new construction would add 739 additional units (total of 852 units); two of the buildings would be 22 stories and the other two would be six stories. The applicant states that the two 6-story buildings are placed at the perimeter of the site to relate to the scale of the neighboring multi-family apartments.

Project goals include improving the pedestrian connectivity of the area (e.g. Midtown Greenway, future West Lake light-rail station, and surrounding neighborhood), improving the streetscape, and designing for and with the light rail station/bus drop off areas.

COMMITTEE OF THE WHOLE REVIEW
The goal and intention of this Committee of the Whole review meeting is to introduce the project and to get initial feedback from the city planning commission on the proposed scale, height, massing, building placement of the four buildings and initial thoughts on how the buildings will engage with the street. The applicant will look to incorporate that feedback and come back to a second Committee of the Whole review to show finer building details.

The applicant is currently working on an environmental assessment worksheet (EAW) and will likely have this completed in late winter/early spring.

**SMALL AREA PLAN GUIDANCE**

The Midtown Greenway Land Use Plan (2007) provides small area guidance for the project site (see attached). The vision and principles of development from this plan generally include creating enlivened, pedestrian-friendly public realm, encouragement of redevelopment to be transit-supportive, visually appealing transit stops into projects, support compact development, and to focus the most intensive development near future transit stops. Since 2007, a Southwest Light Rail station has been planned next to the project site. In addition, the project site and neighboring properties have been identified as the location for very high density housing. The plan also encourages tall apartment buildings on the project site and surrounding properties.

**APPLICATIONS**

Based on staff’s preliminary review, the following land use applications have been identified:

1. Rezoning application to rezone a small portion of the property from C3S/Community Shopping Center District to R6/Multiple Family District
2. Planned unit development
3. Site plan review
4. Preliminary and final plat
Midtown Greenway Land Use and Development Plan

Executive Summary

Introduction

The Midtown Greenway Land Use and Development Plan sets policy direction for land use and development in the Midtown Greenway corridor for the next 10-20 years, with implications for private development and investment in the public realm. The study boundary generally includes properties within one block of the greenway from the western border of the city east to Hiawatha Avenue.

The Plan evaluates the long-term viability of existing land uses along the corridor. It provides guidance for future land uses along the Midtown Greenway, and proposes development guidelines for development intensity and form. The recommendations take into consideration the development of Lake Street, current land use patterns, existing transit service and the anticipated rail transit under consideration for the area. Possible approaches to key implementation issues, such as open space ownership and management strategies, are explored and outlined in this report. All of the plan recommendations evolved through a process of stakeholder and public engagement that included extensive input from the community.

Vision and Principles of Development

“The greenway area is distinctive in its proximity to exciting and convenient commercial districts, in the availability of outstanding transportation options, and in the presence of the Midtown Greenway amenity itself. Over time it will grow as a place where the natural and built environments work together, where mixed-use development patterns of varying intensity are complemented by open space and traditional urban neighborhoods. New private development, and enhancement of the public landscape, will add to its commercial, residential and recreational assets, and strengthen its sustainability and connectedness.”

Through the community process, twelve principles of greenway-supportive development were established that support the community’s vision (above):

1. Promote a safe, vibrant and active environment with calmed streets and widened sidewalks. Focus investments toward developing an enlivened, pedestrian-friendly public realm.
2. Encourage redevelopment projects to be transit-supportive by integrating bicycle and pedestrian amenities as well as accessible and visually appealing transit stops into projects.
3. Promote opportunities for additional public green space, dedicated parks, trail connections and public art along the Greenway edge, especially near transit stops and higher-intensity developments.
4. Support compact development and promote mixed use in existing commercial areas. Create a more lively and diverse urban environment.
5. Focus the most intensive development near future transit stops and existing commercial nodes and encourage the provision of open space and active stormwater management in new developments.
6. Promote development that reinforces appropriate architectural scale and relates to adjacent land uses. Employ development strategies that minimize Greenway shadowing.
7. Use new development, the pedestrian environment and open space to promote an integrated relationship between the Greenway floor and the Greenway edge/rim, fostering a sense of place and community.
8. Develop a premier public edge along both sides of the Greenway, including a more pedestrian and bicycle-friendly 29th Street and public promenades.
9. Promote Greenway safety and comfort through environmental design features such as doors located on the street or Greenway as appropriate, windows facing public space and the relocation of service doors away from the public realm.
10. Promote compatibility of industrial uses with residential areas and the Greenway through landscaping and enhanced urban design.

Future Land Use Plan

The land use and development patterns in the project area around the Midtown Greenway have experienced a great deal of change over the past 10 to 15 years. Some of this change has resulted from the abandonment of the railroad line, while other changes can be attributed to changes in the real estate and development market. These market-based development pressures will continue to shape the kinds of redevelopment proposed by the private sector in the Greenway. The Midtown Greenway Land Use and Development Plan offers an opportunity to influence these market based transitions so that further changes to development patterns strengthen the community, support enhanced transit service and business districts, and are compatible with existing development in the surrounding neighborhoods.

The future land use plan was developed concurrently with the Development Guidelines, and in particular its development intensity map. These two components of the plan are meant to be used together to guide future development in the corridor. The development intensity map is intended to give further refinement to appropriate scale of development within areas labeled high density residential in the future land use map. For this reason, residential areas labeled “High-density housing” in the future land use map are further distinguished as either “Urban Oriented” or “Transit Oriented” in the development intensity map. Areas labeled “Low-density housing” and “Medium-density housing” in the future land use map are grouped together as “Neighborhood Oriented” in the development intensity map.

The land use designations in the future land use map were assigned based on several factors. These include current land use and zoning, City policy, community input and potential for redevelopment. Land use recommendations include:

- Commercial and Mixed use – Concentrate new commercial development at existing nodes and along
II. Summary of Research

The following section summarizes project research related to The Minneapolis Plan, previous planning studies and demographic/market findings. This background research was essential to gaining an understanding of the planning history and current development trends in the Greenway.

Relationship to The Minneapolis Plan

The Minneapolis Plan – the comprehensive plan for the City of Minneapolis – was adopted by the Mayor and City Council in March of 2000. The Midtown Greenway Land Use and Development Plan is not only created within the framework and guidance of The Minneapolis Plan, but also strives to examine how the Midtown Greenway fits into the following overall vision for the City’s future:

"Minneapolis is a city that people choose to call home. It offers its residents a progressive tradition of good government, civic participation and a vibrant economy for business and industry. In Minneapolis, residents cherish their children, value education, embrace their diversity, respect their neighbors and protect their environment. Their promise to future generations is an even greater, more beautiful city than the one they inherited."

The Minneapolis Plan outlines a set of overarching goals that work toward this vision; of these goals, the following are of particular interest to the Midtown Greenway Land Use and Development Plan:

- Minneapolis will increase its share of economic prosperity in the region by providing adequate land and infrastructure while emphasizing both business retention and expansion. Reinvestment in Minneapolis will be focused in designated growth centers and along major corridors.
- Minneapolis will increase its supply of housing, particularly in those areas of the City that are well served by transit...activity centers and transit station areas.
- Minneapolis has a policy of "Transit First." A system of public and private sidewalks, coupled with investment in transit alternatives, will provide better choices for the range of transportation needs. Minneapolis will support preserving and expanding the existing open space network, including greenways.
- New buildings should have an appropriate form and density compatible with the surrounding area while exhibiting a human-scale in relation to pedestrian activity on the sidewalk. Minneapolis will work with private...
Midtown Greenway Land Use and Development Plan

and other public-sector partners to invest in new development that is attractive, functional and adds value to the physical environment. In addition to these goals, The Minneapolis Plan also provides a set of policy statements that address individual chapters or themes and that work toward achieving citywide goals. Several of these policies apply to the Midtown Greenway Land Use and Development Plan; they are organized by chapter and listed here.

Chapter 1 – Community Building

- Minneapolis will promote opportunities and activities that allow neighbors and residents to get to know each other better.
  - Support commercial activities that provide neighborhood-scale gathering places such as bookstores, art galleries, coffee shops and ice cream shops.
- Minneapolis will encourage both private and public development that provides gathering spaces in city neighborhoods.
  - Develop new facilities that act as gathering spaces in parks and on other publicly owned land.
  - Investigate needs for additional public land to create gathering places.
  - Encourage private developers to include gathering spaces in new developments.

Chapter 2 – The Market and the City

- Minneapolis will increase its share of economic prosperity in the region.
  - Create a growth center concept approach to economic development, housing investment, transit service planning and investment in amenities to focus major investments in the City.
  - Facilitate investments in land preparation through pollution clean-up and land-assembly activities.
- Minneapolis will support the existing economic base by providing adequate land and infrastructure to make City sites attractive to businesses willing to invest in high job density, low-impact, light industrial activity.
  - Identify appropriate areas for retaining and expanding existing industry and develop new industry in specific industrial and business park opportunity areas.
  - Promote light industrial uses as the preferred use of industrial land, but discourage warehouse or distribution uses in areas where truck traffic will negatively impact residential neighborhoods.
- Minneapolis will continue to provide a wide range of goods and services for City residents to promote employment opportunities, and encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.
  - Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established.
- Minneapolis will grow by increasing its supply of housing.
  - Support the development of new medium- and high-density housing in appropriate locations throughout the City.
  - Support the development of infill housing on vacant lots. Use partnerships and incentives to reduce City subsidy level and duration of vacancy.
- Minneapolis will improve the availability of housing options for its residents.
  - Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the City.

Chapter 3 – Marketplaces: Growth Centers

- Minneapolis will develop the existing economic base by emphasizing business retention and expansion.

Chapter 4 – Marketplaces: Neighborhoods

- Minneapolis will encourage reinvestment along major urban corridors as a way of promoting growth in all neighborhoods.
- Minneapolis will coordinate land use and transportation planning on designated Community Corridor streets through attention to the mix and intensity of land uses, the pedestrian character and residential livability of the streets, and the type of transit service provided on these streets.
- Minneapolis will support development in Commercial Corridors where it enhances the street’s character, improves its ability to accommodate automobile traffic and foster pedestrian movement, and expands the range of goods and services offered.
- Minneapolis will continue to provide a wide range of goods and services for City residents to promote employment opportunities, to encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.
- Minneapolis will identify and support Activity Centers by preserving the mix and intensity of land uses and enhancing the design features of each area that give it a unique and urban character.
  - Support commercial activities that provide neighborhood-scale gathering places such as bookstores, art galleries, coffee shops and ice cream shops.
- Minneapolis will continue to provide a wide range of goods and services for City residents to promote employment opportunities, and encourage the use and adaptive reuse of existing commercial buildings, and to maintain and improve compatibility with surrounding areas.
  - Preserve traditional urban form in buildings where it currently exists, and encourage new development to relate to traditional siting and massing, where it is already established.
- Minneapolis will grow by increasing its supply of housing.
  - Support the development of new medium- and high-density housing in appropriate locations throughout the City.
  - Support the development of infill housing on vacant lots. Use partnerships and incentives to reduce City subsidy level and duration of vacancy.
- Minneapolis will improve the availability of housing options for its residents.
  - Minneapolis will promote housing development that supports a variety of housing types at designated Major Housing Sites throughout the City.
- Concentrate new housing development in close proximity to amenities or in locations where value will be sustained over time.
- Promote the development of new housing that is compatible with existing development in the area as well as to existing historic or older housing stock where appropriate.

**Minneapolis will encourage both density and mix of land uses in the Transit Station Areas (TSAs) that both support ridership for transit and that benefit from it users.**
- Explore and pursue opportunities to integrate development with transit stations.
- Concentrate highest densities and mixed-use development nearest the transit station and/or along Commercial Corridors, Community Corridors and/or streets served by local bus transit.
- See that new development density is well integrated with existing neighborhood character through transitions in scale and attention to design.

**Chapter 6 – Leisure and Culture**
- Minneapolis will develop and support a system of urban parks and ‘greenway’ connections throughout the City.
- Preserve former transportation corridors that are intact or largely intact, and use them to connect neighborhoods to each other and to major amenities.

**Chapter 8 – Movement**
- Minneapolis will maintain and enhance the elements of a responsive transportation system by balancing the interests of economic development and neighborhood livability.
- Maintain the continuity of the dense grid of City streets to prevent substantial traffic increases on a small number of residential streets.
- Continue to maintain roadways and bridges in the City’s street system.
- Minneapolis will continue to build, maintain and require a pedestrian system that recognizes the importance of a network of private and public sidewalks that achieve the highest standard of connectivity and amenity.
- Require the most generous sidewalk width possible for public sidewalks located in high pedestrian-volume areas, such as existing growth centers, neighborhood commercial areas, transit corridors and mixed use areas.
- Promote the development of design standards that produce high-quality sidewalks for public- and private-sector development, with supporting street furniture (including street trees), ample widths for pedestrian traffic and transit loading, and the use of materials that require acceptable levels of maintenance.
- Encourage new development to situate front doors so that they open onto the public sidewalk.

**Minneapolis will strengthen the transportation system in favor of transit alternatives to make transit a better choice for a range of transportation needs.**
- Work with the Metropolitan Council to develop projects (for consideration for funding from the Metropolitan Livable Communities demonstration account) that demonstrate how transit can be interrelated with housing and commercial redevelopment opportunities.

**Minneapolis will follow a policy of “Transit First” in order to build a transportation system more balanced than the current one.**
- Build partnerships with state and metropolitan agencies and other local government units to advance transit strategies and programs of mutual benefit.
- Focus transit services and development growth along transit corridors.
- Give public transit priority in development planning and on the Minneapolis street system.

**Minneapolis will direct its share of regional growth to areas well served by transit, to existing and potential growth centers, and along transit corridors.**

**Minneapolis will continue to aggressively pursue transit improvements in corridors that serve major transit origins and destinations, with the eventual goal of a regional rail system that includes Light Rail Transit (LRT) and commuter rail.**
- Continue to pursue a regional network of improved transit, linking LRT service and existing bus service.

**Minneapolis will continue to enhance opportunities for cyclist movement.**
- Make it safer, easier and more convenient to cycle in the City by expanding and maintaining lanes, paths, trails and parking facilities for cyclists.
- Continue to plan for and develop a coordinated system of commuter and recreational bikeways that use collectors, local streets and greenways.

**Chapter 9 – City Form**
- Minneapolis will support preserving and expanding the existing open space network, including greenways.
- Support the Park Board’s “no net loss” of parkland policy.
- Encourage new development projects to incorporate open spaces and green spaces through land use regulations and other regulatory tools.
- Promote the development of financing, maintenance and community involvement tools that encourage the greening and improvement of transportation corridors and public spaces.

**Minneapolis will support the development of residential dwellings of appropriate form and density.**
- Expand the understanding of the role that urban density plays in improving business markets, increasing the feasibility of urban transit systems and encouraging the development of pedestrian-oriented services and open spaces.
- Advance the understanding of urban housing and urban retailing among all members of the design and development community.
- Minneapolis will work with private and other public-sector partners to invest in new development that is attractive, functional and adds value to the physical environment.
- Facilitate the location of new economic activity (office, research and development, and related light manufacturing) that takes advantage of environmental amenities and co-exists with neighbors in mixed-use environments.
- Promote the use of progressive design guidelines and street-oriented building alignments to maximize compatibility with surrounding neighborhoods.
- Curb the inefficient use of land by regulating maximum and minimum height, setbacks, build-to lines and parking through master planning methods and zoning code regulations.
- Minneapolis will work with institutional partners to see that the scale and form of new development or expansion will occur in a manner most compatible with the surrounding area.
- Develop building forms on the edges of institutional property that are most reflective of neighboring properties.
- Minneapolis will maintain and strengthen the character of the City’s various residential areas.
- Infill development standards must reflect the setbacks, orientation, pattern, materials, height and scale of surrounding one and two family dwellings.
- Minneapolis will promote design solutions for automobile parking facilities that reflect principles of traditional urban form.
- Require landscaping of parking lots.
- Establish reduced minimum and new maximum parking standards to discourage excessive reliance on automobiles
- Locate parking lots behind buildings or in the interior of a block to reduce the visual impact of the automobile in mixed-use areas.
- Minneapolis will restore and maintain the traditional street grid.
- Maintain the street grid as the preferred option while evaluating new development of potential street changes
- Minneapolis will protect residential areas from the negative impact of non-residential uses by providing appropriate transitions between different land uses.
- Minneapolis will encourage new development to use human-scale design features and incorporate sunlight, privacy and view elements into building and site designs.
- Minneapolis will establish land use regulations to achieve the highest possible development standards, enhance the environment, promote flexibility in approaches and otherwise carry out the comprehensive plan.
- Minneapolis will preserve and enhance the quality of living in residential neighborhoods, regulate structures and uses that may affect the character or desirability of residential areas, encourage a variety of dwelling types and locations and a range of population densities, and help ensure amenities, including light, fresh air, privacy and open space.
- Minneapolis will promote increased housing production in designated areas of the City to accommodate population growth.
- Use both infill development and new development opportunities to increase housing in the City.
- See that new development projects incorporate a mix of housing types and affordability levels to reach a range of housing submarkets.
- Develop regulations for the industrial districts that promote compatible industrial development and the efficient use of land.
- Minneapolis will prioritize growth in light industrial land uses to increase the tax base and create jobs for City residents.

Major Study Areas and Corridors
Due to the Midtown Greenway’s location running east-west across the heart of the City, it serves both as a connector of places and systems as well as a public realm and transportation feature. The Minneapolis Plan identifies a series of Major Study Areas, Housing Sites, Activity Centers, Growth Centers, Corridors and Connectors/Open Spaces, and the Greenway plays a prominent role in each. Please refer to the above policy statements for implementation steps regarding each of these designated features.

The Midtown Greenway is listed as a Major Study Area in the Minneapolis Plan, and intersects other Major Study Areas as well. The Greenway traverses through two Activity Centers: Uptown (Hennepin Avenue and West Lake Street) and Lyn-Lake (Lyndale Avenue South and West Lake Street). According to The Minneapolis Plan, Activity Centers generally have diverse uses that draw traffic from citywide and regional destinations, but do not generally support automobile uses. They are defined by medium- and high-density residential and mixed uses with a traditional urban form with a significant pedestrian and transit orientation. Both Uptown and Lyn-Lake
DEVELOPMENT DISTRICT: WEST SUB-AREA

Figure 8
Type V

Tall Apartment

HEIGHT
- exceeds 5 stories
- setbacks should be adequate to maintain solar access to Greenway

ELEMENTS
- porches, balconies, plazas and doorways / entries should be oriented to public streets and Greenway
- fences, walls and landscape should not obscure building elements from Greenway

PARKING
- located on-street
- located under building
- not allowed on site

Development District: Sub-Area I
EXISTING CONDITIONS

1. Front entry of Calhoun Towers
2. Front drive of Calhoun Towers, east side
3. Front drive of Calhoun Towers, east side
4. Abbott side of Calhoun Towers, driveway #1
5. Abbott side of Calhoun Towers, driveway #2
6. Abbott side view of Calhoun Towers, near driveway #3
7. Abbott side view of Calhoun Towers, driveway #3
8. Abbott side driveway #3 of Calhoun Towers
9. Open space, north side of Abbott driveway #3
10. View toward The Calhoun Greenway apartments & 3150 Excelsior Blvd condos
11. View toward The Calhoun Greenway apartments

PROPOSED PARCEL BOUNDARIES

KEYED PHOTOS
Project Overview
Calhoun Towers is an existing, 22-story tower on 4.45 (existing) acres of land located on Excelsior Blvd and Abbott Ave S in South Minneapolis. Bader Development is currently working with the City, Metropolitan Council, and Hennepin County to acquire .93 acres of additional land and propose a master development including 739 new multi-family units with multi-modal connections to the SWLRT West Lake Station.

The proposed development will include four phases within the larger master development. Each phase builds upon the improvements of the previous phases and will build an increasingly connected and transit-oriented community. Currently, there is limited bus access and an unfriendly pedestrian experience between the Cedar Lake Trail and Lake Calhoun. The proposed fourth phase, which cannot begin until the completion of the West Lake Station of the SWLRT due to a Temporary Construction Easement, will add affordable housing to the area.

Streetscape and Public Realm
The development team has approached this site as a unique opportunity to compliment the transformative power of the Southwest LRT line. Currently, the site feels like an island with little connectivity to surrounding transit, open space, or nearby parklands despite its close proximity to each. The redevelopment of this site will enhance access for current and new residents and will also improve the landscape and streetscape from an overgrown, vacant space into a beautiful pedestrian-friendly environment that takes advantage of nearby retail and commerce along Excelsior Blvd, connects to Lake Calhoun / Bde Maka Ska, and incorporates multi-modal transit with the proposed West Lake Street Station.

The upgraded and enhanced 31st Street character will result in a vibrant, amenity rich streetscape shaped by high-quality residential development, year round pedestrian open spaces and strong linkages that will define a new “transit street”. A series of outdoor spaces will include a welcome, pleasant pedestrian accommodation to new and existing housing, nearby shopping, and recreational opportunities. In addition there will also be a safe and comfortable bus drop-off area at the LRT Station on the “new” 31st Street that will tie in with the concept of a walkable and bikeable neighborhood. The landscape design will be informed by the four seasons we enjoy, a desire to provide a campus like character, and the importance of offering a variety of experiences within a park like setting. The connectivity of this project with the Midtown Greenway, the future West Lake light-rail station, and the surrounding neighborhood will be enhanced by including pedestrian-oriented spaces that incorporate low maintenance, indigenous plant materials in every phase of this site development. Safety and security that introduce the tenets of CPTED (crime prevention through environmental design) and sustainable design will also serve as an example of how a neighborhood can evolve gracefully, aesthetically and functionally. An appropriately scaled vocabulary of lighting, signage, street furniture, public art, and paving surfaces – all contribute to the public realm and a comprehensive community open space system.

Building Design
Calhoun Towers will provide creative, high-density residential through the creation of two residential towers that maximize density while maximizing green space and public realm at the street level. Additionally, two 6-story buildings are placed at the perimeter of the project boundaries to relate to the scale of the neighboring multi-family apartments.

The redeveloped Calhoun Towers will support the residents’ sustainable living experience by providing high-density, urban housing that incorporates energy-efficient appliances, low-flow water fixtures, low-VOC paints and building-wide recycling practices. The buildings will be designed to incorporate assemblies that ensure high-quality acoustical performance between units (wall and floor assemblies).

Land Use Guidance and Zoning
The expected zoning for the development within the entire project boundary area is R6, Multiple-Family District. The majority of the site is currently zoned R6; however, a change in zoning is required for the portion of the development that is zoned C3S. To obtain a change in zoning, the project will submit a Rezoning application to the City of Minneapolis. The project will also submit for approval of a Planned Unit Development (PUD).

Project Metrics
LOT AREA: 234,353 SF PROPOSED (5.38 ACRES PROPOSED; 4.45 ACRES EXISTING)
DWELLING UNITS: 852 (113 EXISTING AND 739 PROPOSED)
PARKING STALLS: 852 (ALL PHASES)

EXISTING TOWER: 113 UNITS; 356,540 GSF; 22 STORIES

PHASE 1: 242 UNITS; 275,000 GSF; 22 STORIES
PHASE 2: 258 UNITS; 294,365 GSF; 22 STORIES
PHASE 3: 124 UNITS; 163,430 GSF; 6 STORIES
PHASE 4: 115 UNITS; 113,820 GSF; 6 STORIES
PROJECT PHASING PLANS

PHASE 1 - STREET LEVEL
1:80 SCALE (HALF SCALE)

PHASE 2 - STREET LEVEL
1:80 SCALE (HALF SCALE)

PHASE 3 - STREET LEVEL
1:80 SCALE (HALF SCALE)

PHASE 4 - STREET LEVEL
1:80 SCALE (HALF SCALE)

EXISTING TOWER

EXISTING WHOLE FOODS BUILDING

WEST LAKE STREET SWLRT STATION

EXISTING PLAZA

LIST PLACE DRIVE

SERVICE

PROPERTY BOUNDARIES

EXISTING ENCLOSURE TO REMAIN FOR PHASES 1 & 2

LEGEND

PHASE 1

PHASE 2

EXISTING

PHASE 3

SERVICE

PHASE 4

EXISTING TOWER
PERSPECTIVE VIEW - LOOKING NORTH ALONG ABBOTT AVENUE
HEIGHT COMPARISON

MECHANICAL PENTHOUSE
269'-0" ROOF LEVEL
253'-0"

PENTHOUSE
216'-4" ROOF LEVEL
201'-11"

PENTHOUSE
189'-2" PLAZA LEVEL
11'-8"

STREET LEVEL
0'-0"
SHADOW STUDY
(PHASE 1 & 2 AT PROPOSED HEIGHT OF 269')