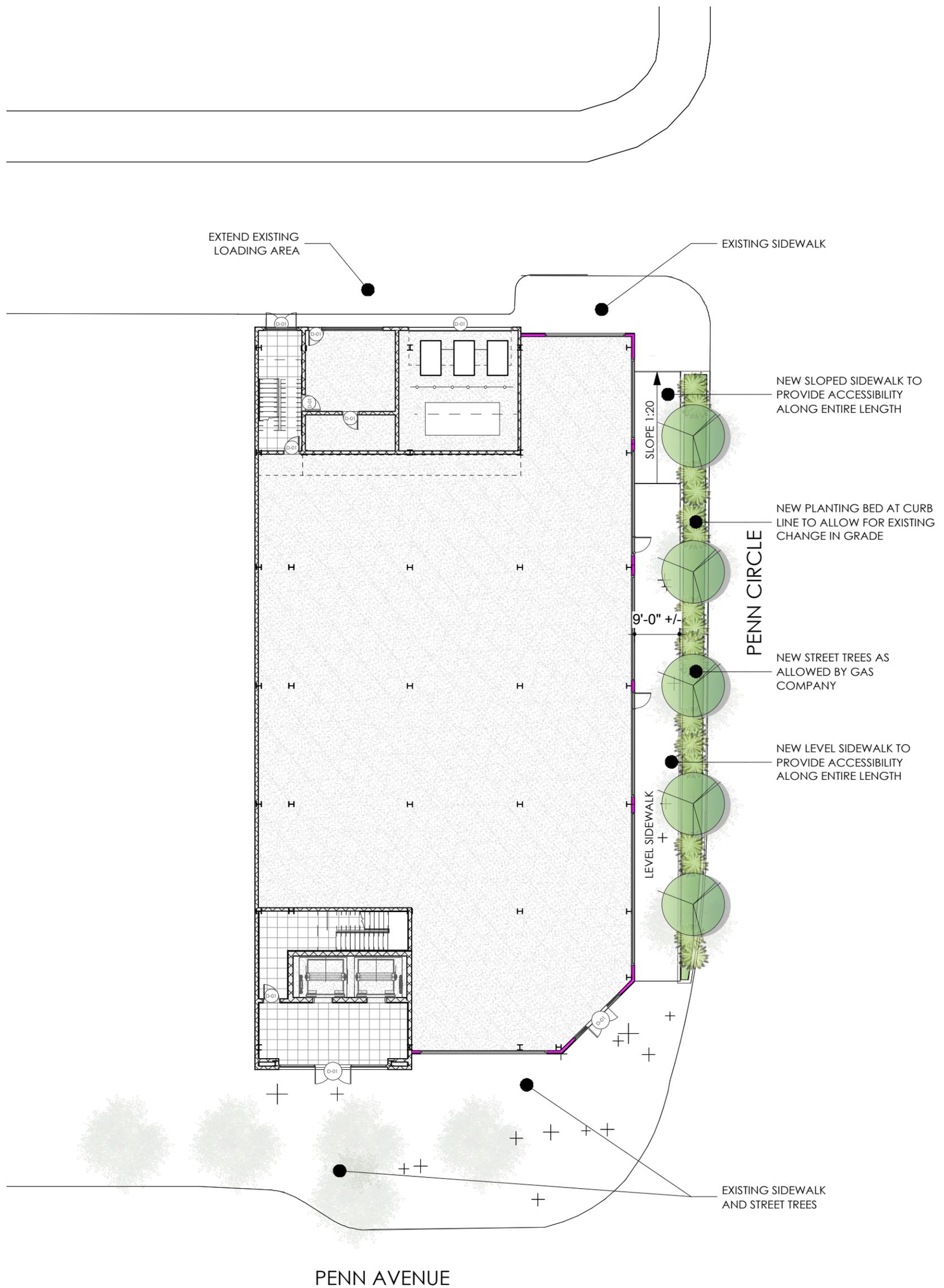


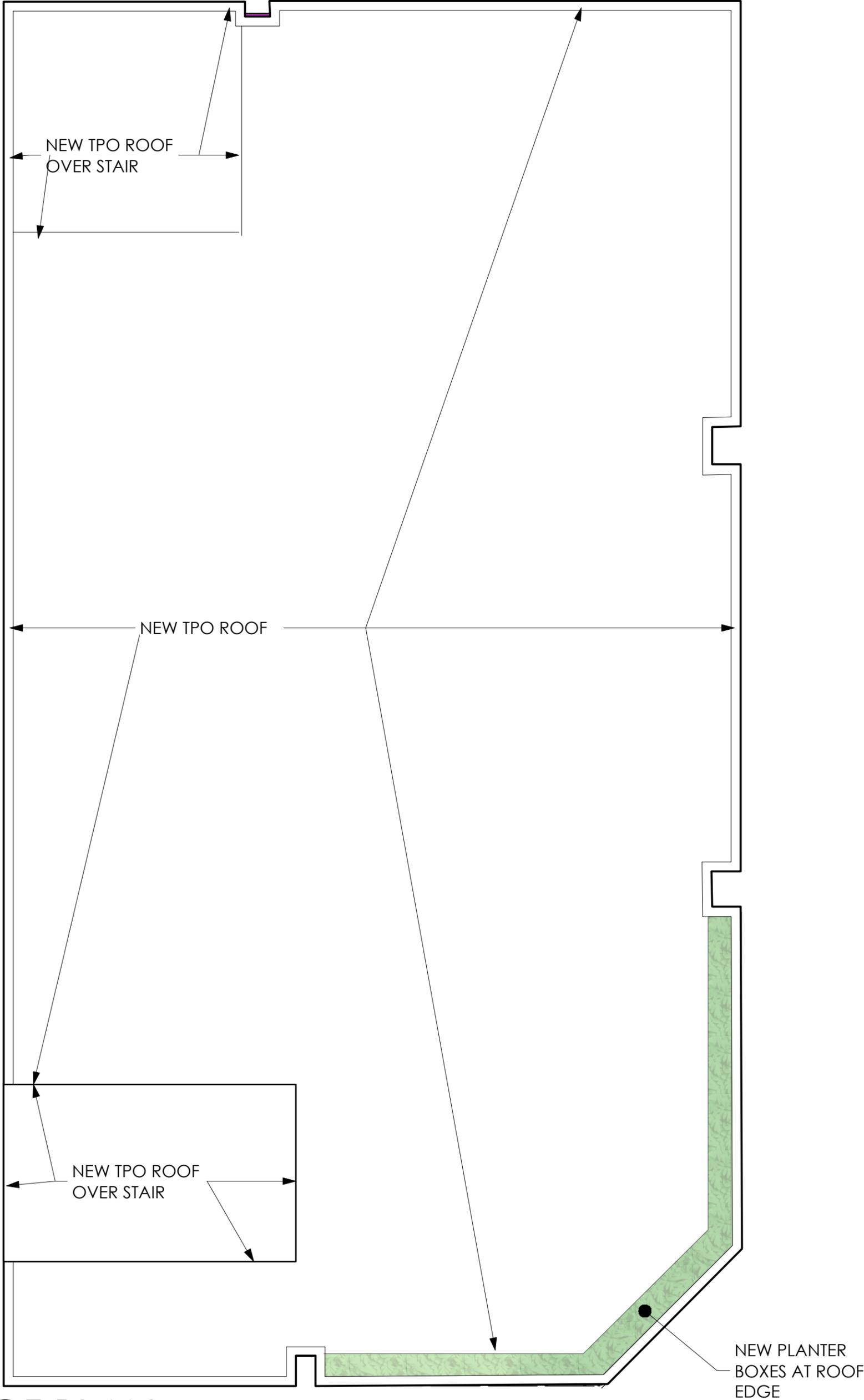
NEW MIXED-USE BUILDING
EAST LIBERTY CENTRE
PENN AVENUE, EAST LIBERTY, PA



SITE PLAN

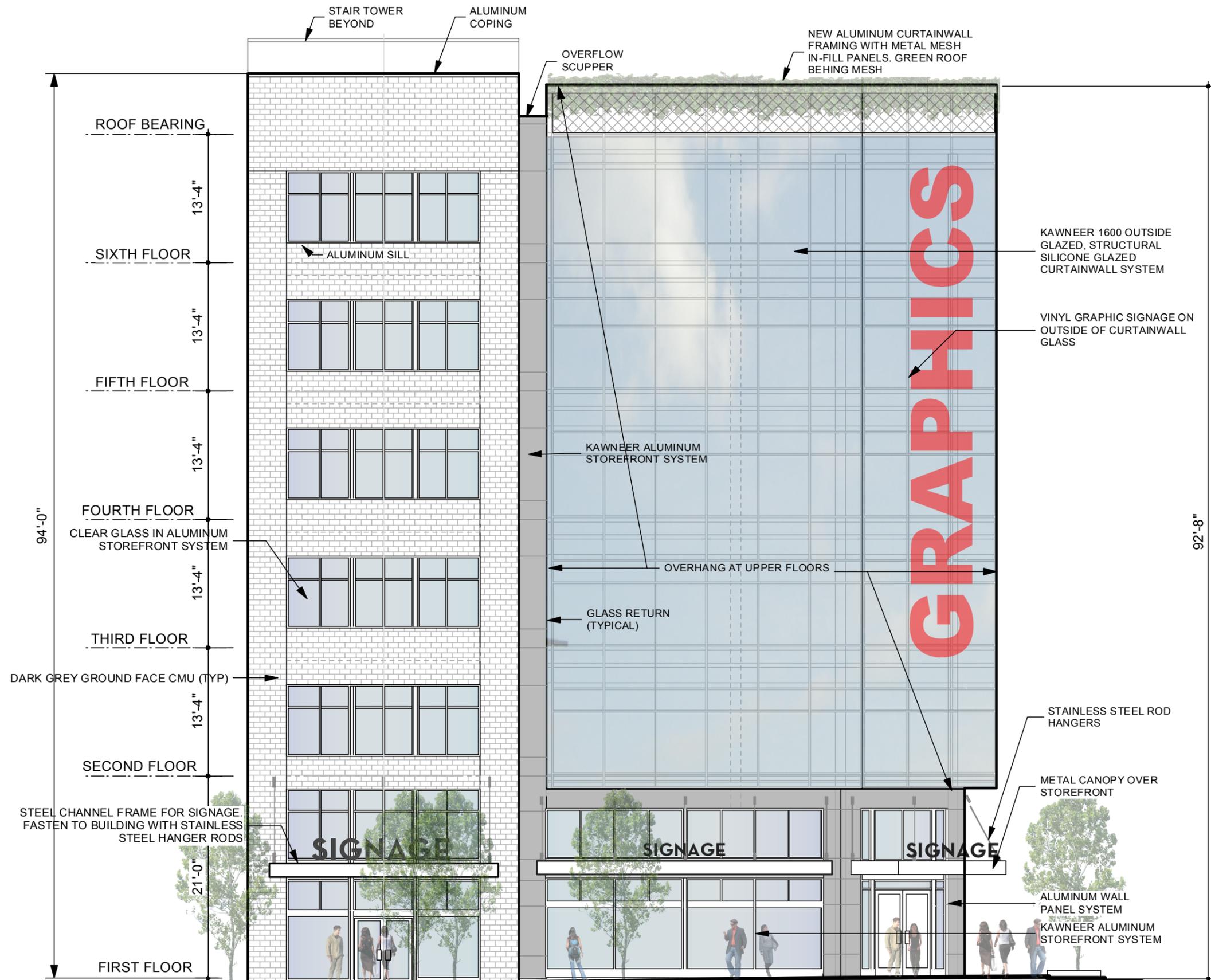
DD-S1

NEW MIXED-USE BUILDING
EAST LIBERTY CENTRE
PENN AVENUE, EAST LIBERTY, PA



ROOF PLAN

DD-1.9

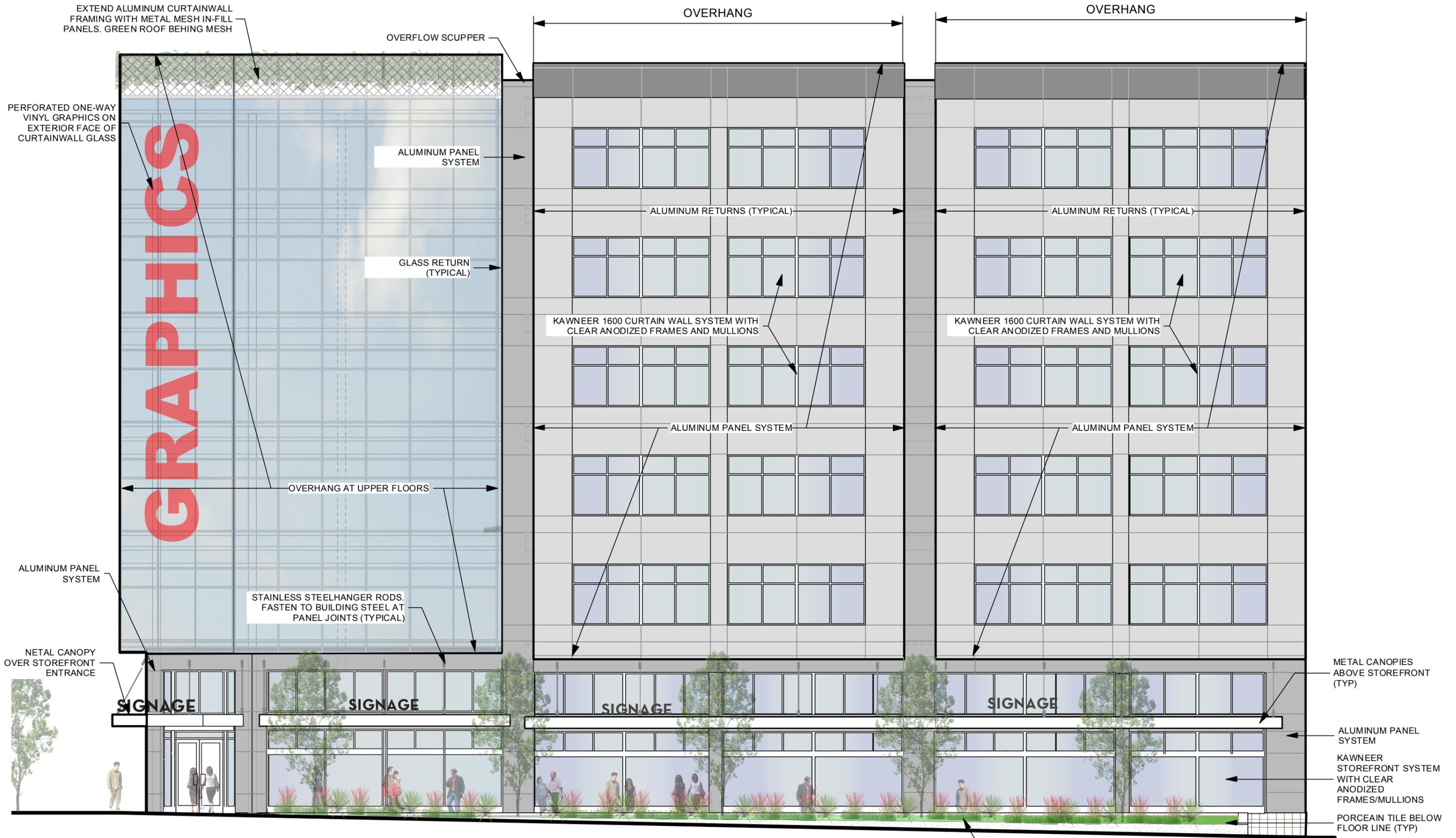


A

PENN AVENUE ELEVATION

Scale: 3/32" = 1'-0"

P E N N A V E N U E



B

PENN CIRCLE ELEVATION

Scale: 3/32" = 1'-0"

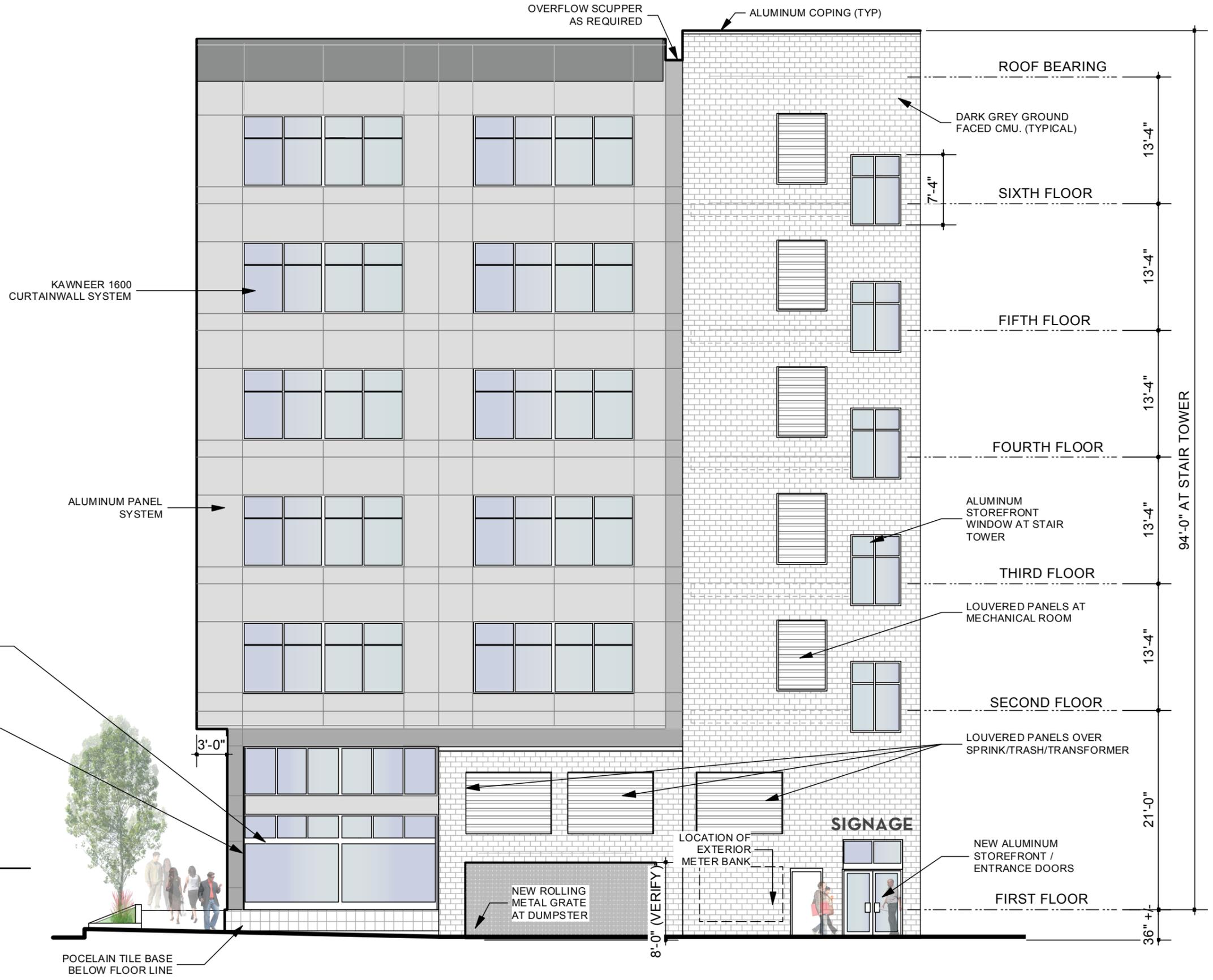
P E N N C I R C L E

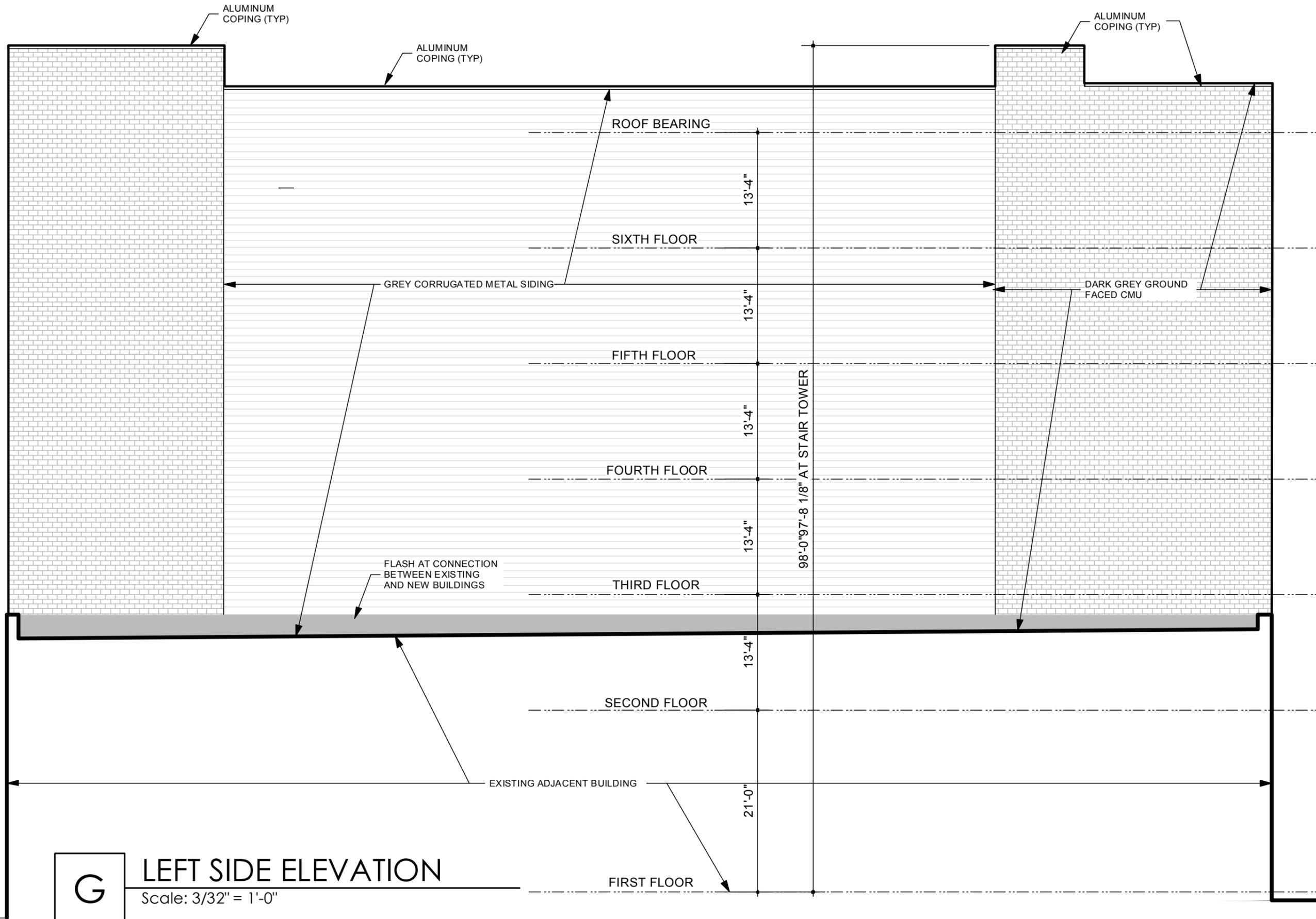
NEW CONCRETE PLANTING BED. SLOPE TO ALLOW LEVEL SIDEWALK

F

REAR ELEVATION

Scale: 3/32" = 1'-0"





G

LEFT SIDE ELEVATION

Scale: 3/32" = 1'-0"



SIGNAGE







SIGNAGE

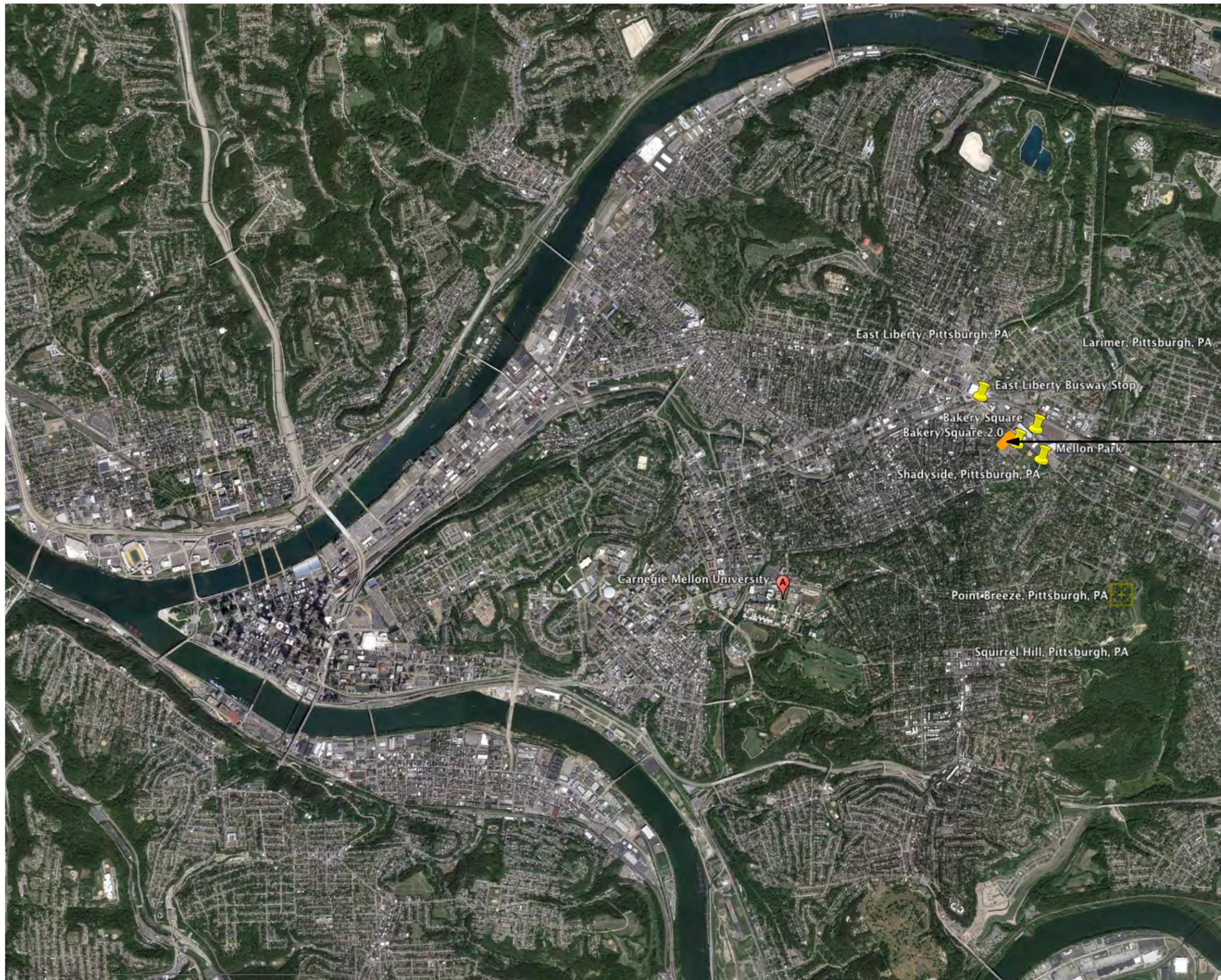
BAKERY SQUARE 2.0 TOWNHOUSES - PHASE 1

SUBMISSION TO THE CONTEXTUAL DESIGN ADVISORY PANEL (CDAP)

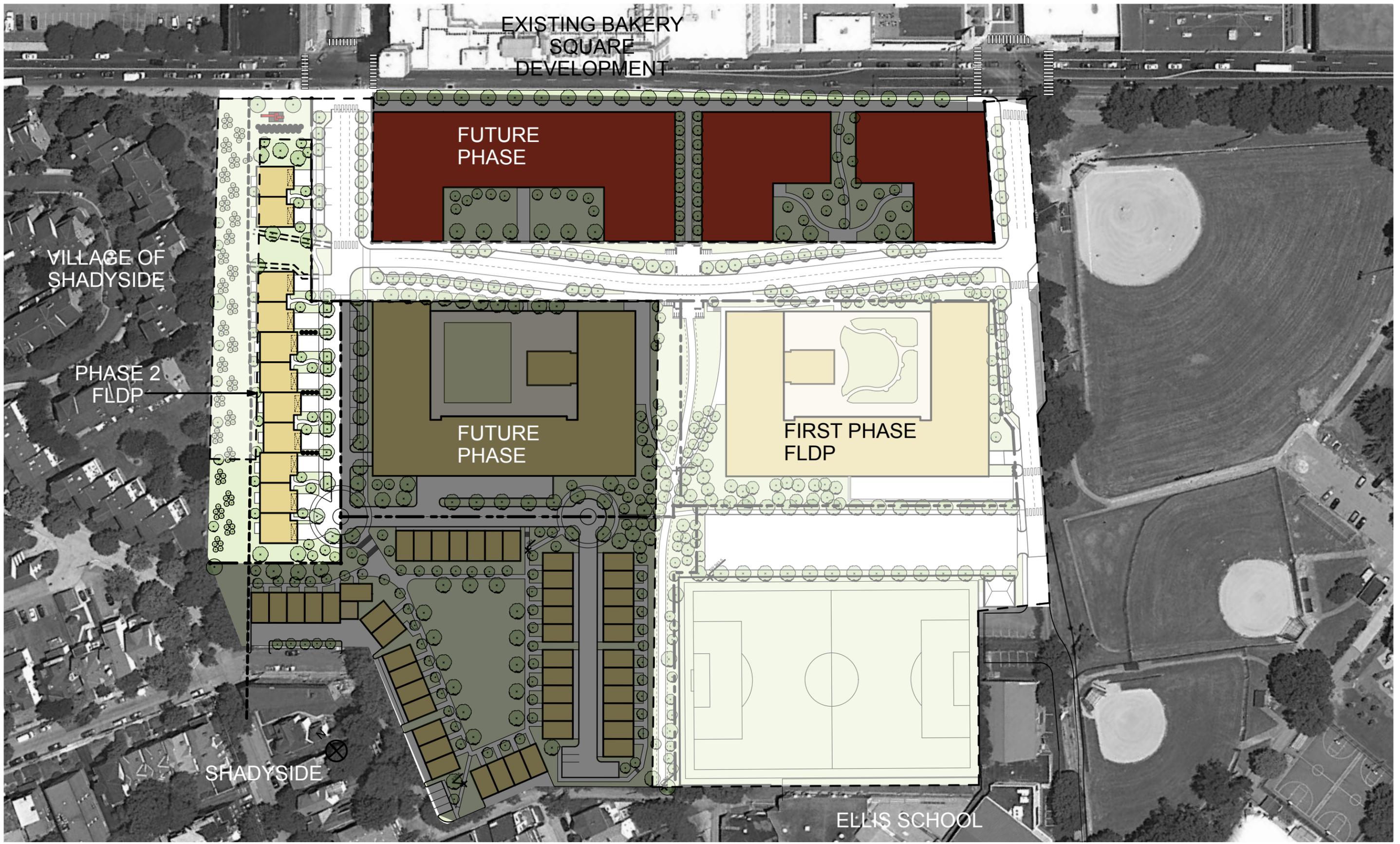
JULY 9TH, 2013

DRAWING LIST

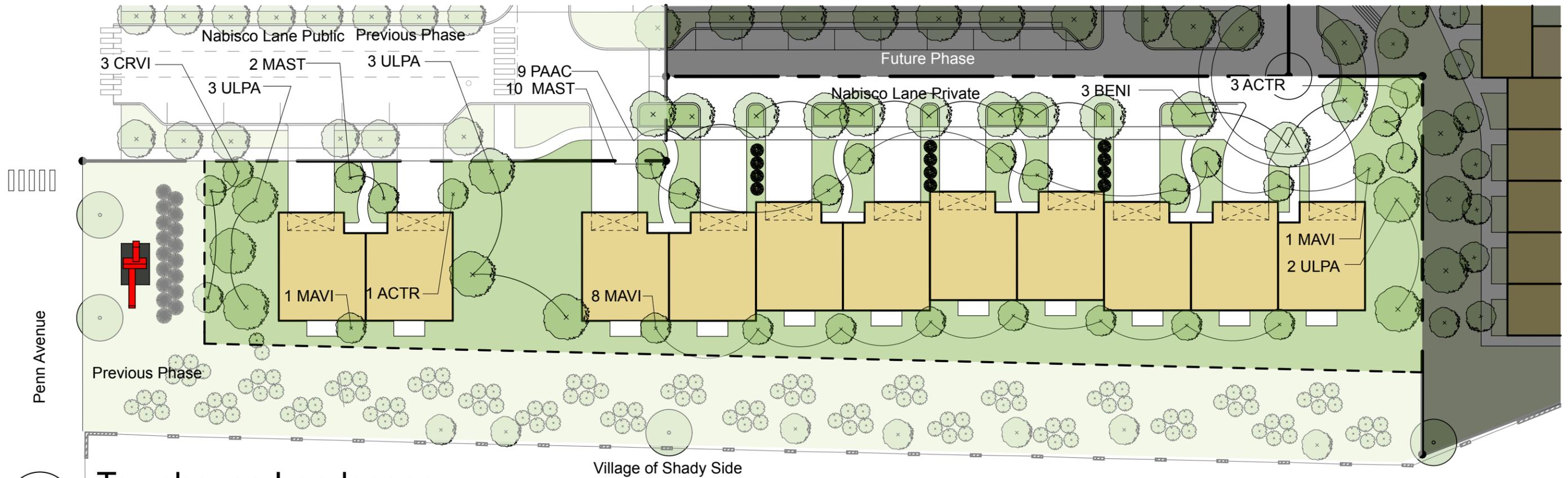
Location Map
Site Plan with Adjacent Context
Context Images
Landscape Plan
Landscape Green Infrastructure
Street Section at Public ROW
Street Section at Private ROW
Tree Plan
Townhouse Aerials and Street Views
Townhouse Annotated Views
Townhouse Elevations



Project Location







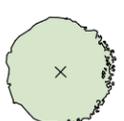
1

Townhouse Landscape

SCALE: 1" = 40'



LANDSCAPE PLAN LEGEND

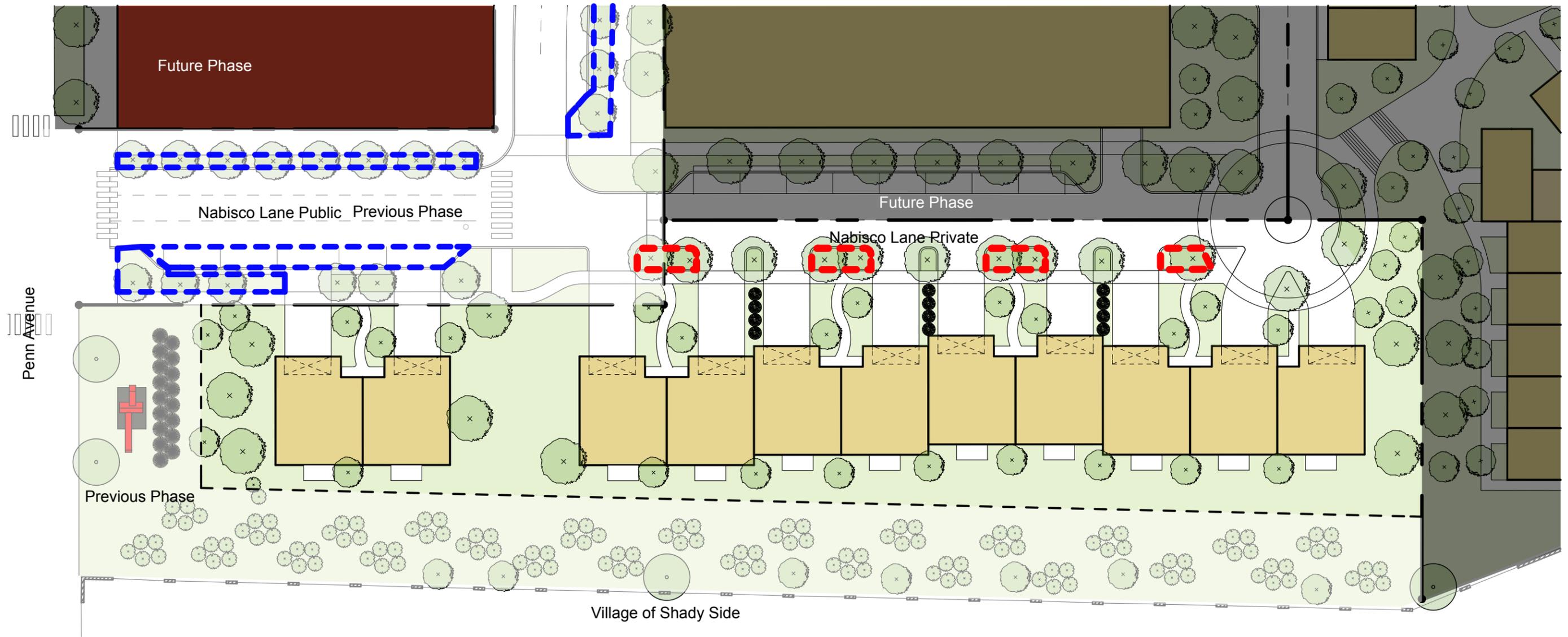
-  Existing Tree to Remain
-  New Tree
-  New Shrub
-  Ground Cover

PLANTING SCHEDULE - TOWNHOMES

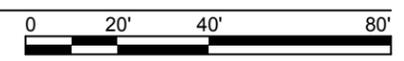
Quantity	Symbol	Scientific Name	Common Name	Size	Notes
4	ACTR	Acer trilobum	Three-flower Maple	10'	B&B, multi stem
3	CRVI	Crataegus viridis "Winter King"	Winter King Hawthorn	2"	B&B
10	MAVI	Magnolia virginiana	Sweetbay Magnolia	10'	B&B, multistem, 3 stems min.
12	MAST	Magnolia stellata "Centennial"	Centennial Star Magnolia	10'	B&B, Multistem, 3 stems min.
8	ULPA	Ulmus parvifolia "Allee"	Allee Elm	3"	B&B

PLANTING SCHEDULE - NABISCO LANE

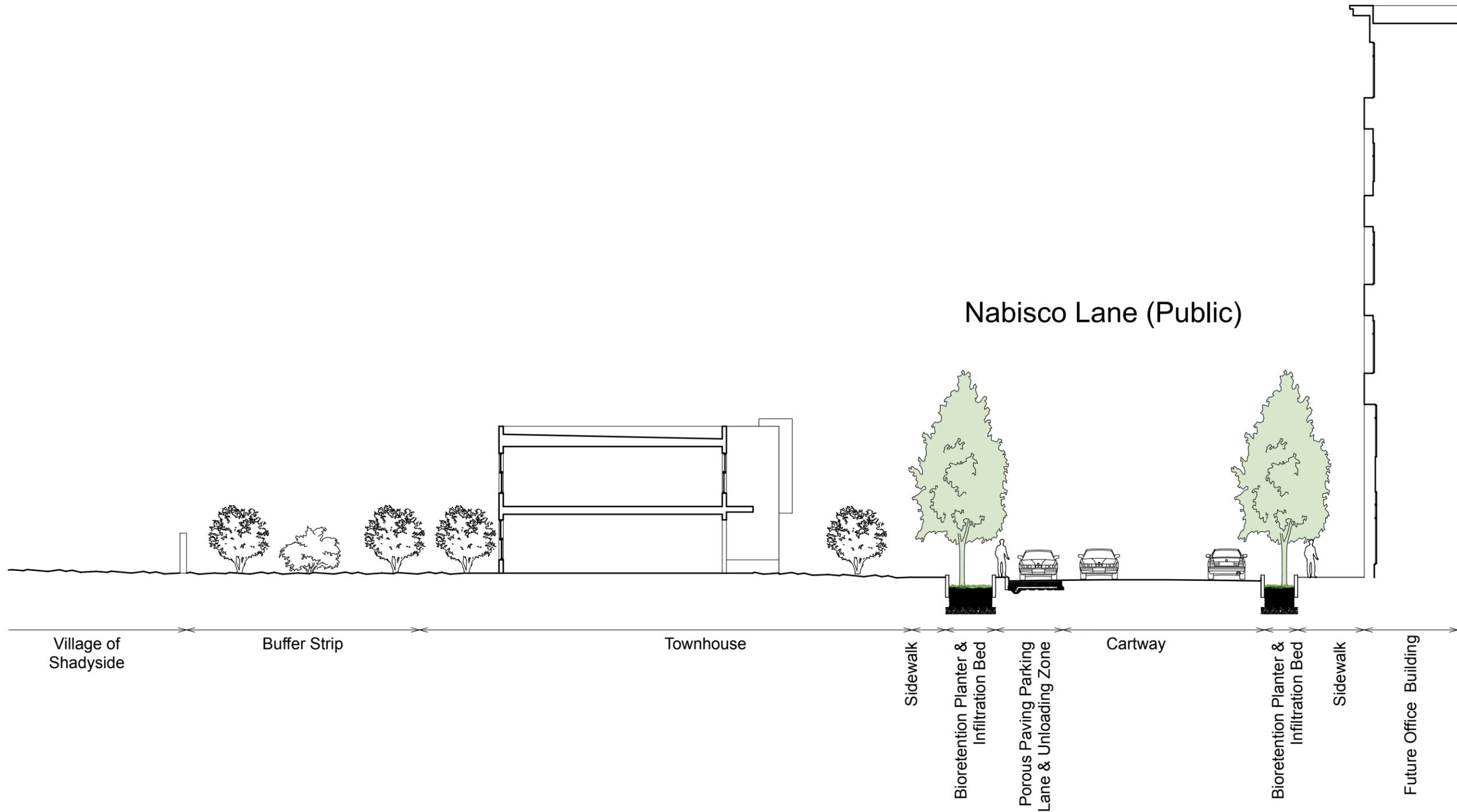
Quantity	Symbol	Scientific Name	Common Name	Size	Notes
3	BENI	Betula nigra "Heritage"	Heritage River Birch	12'	B&B, multistem, 3 stems min.
9	PAAC	Platanus x Acerifolium "Bloodgood"	Bloodgood London Planetree	3"	B&B



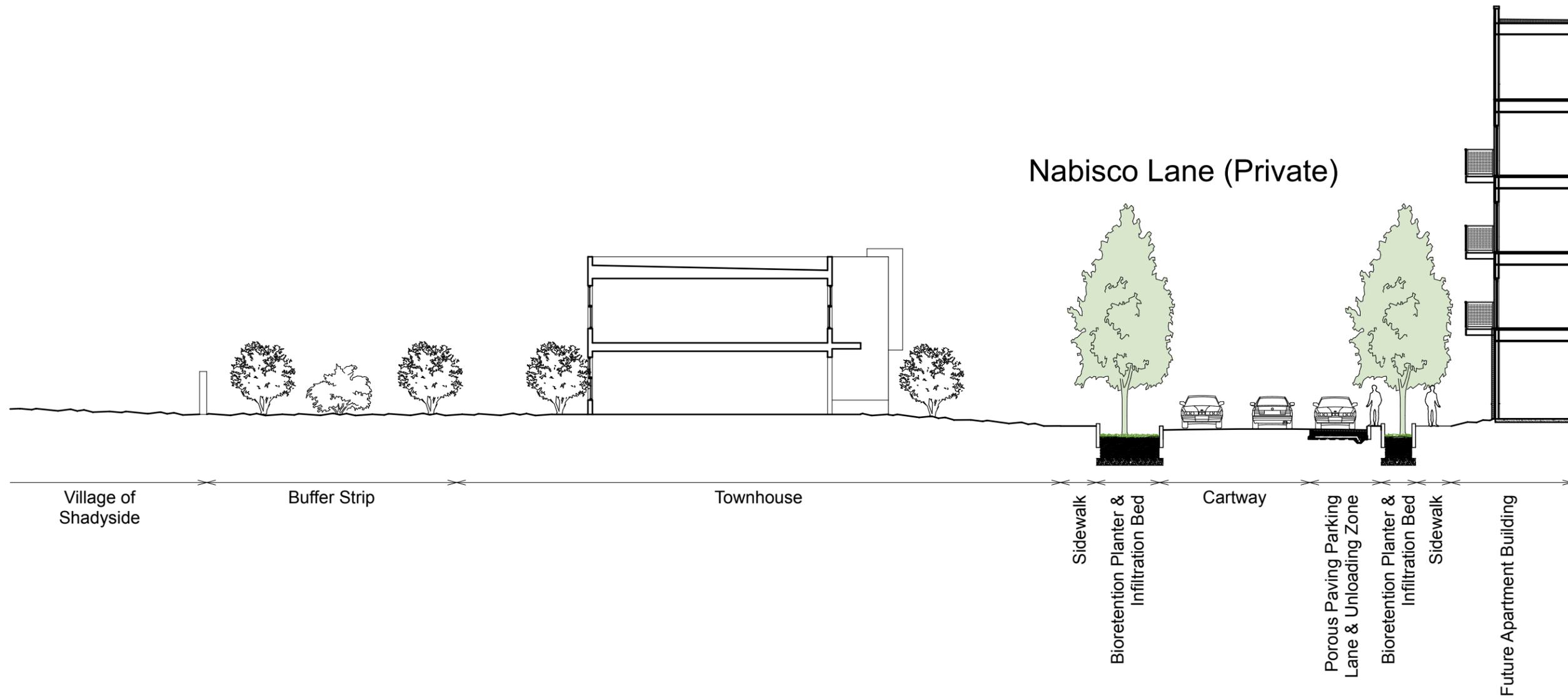
1 Landscape Green Infrastructure
 SCALE: 1" = 40'



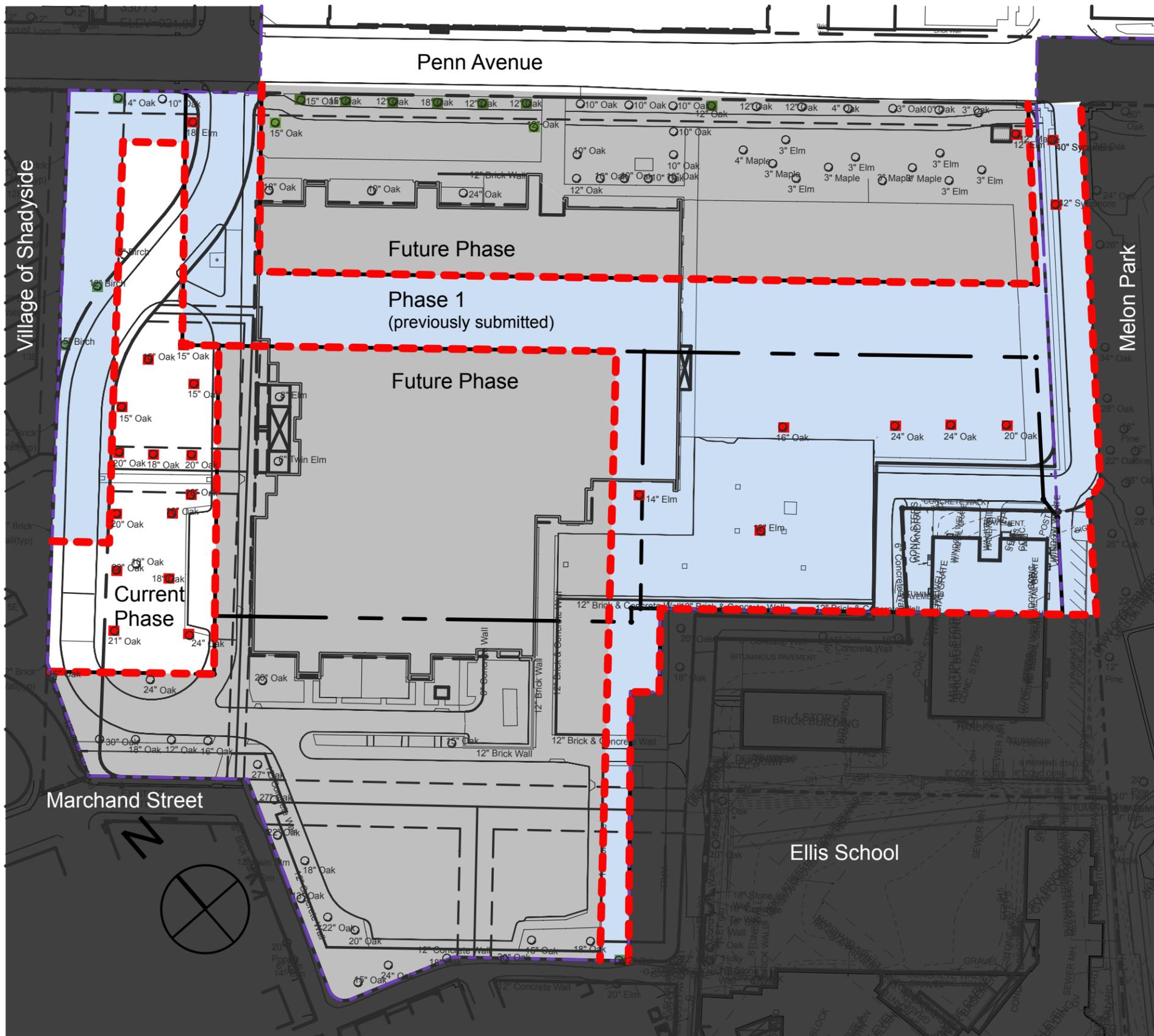
-  Bioretention and Infiltration areas in current phase
-  Green Infrastructure elements from previous phase



1 Nabisco Lane Sections



1 Nabisco Lane Sections



Tree Removal and Replacement Calculations

Existing Trees	Quantity	Size (inches)	Total size (inches)
Trees 12" or greater to be removed in Phase 1			
12 inch	2	12	24
14 inch	1	14	14
16 inch	1	16	16
18 inch	2	18	36
20 inch	1	20	20
24 inch	2	24	48
40 inch	1	40	40
42 inch	1	42	42
Total Trees 12" or greater to be removed in Phase 1	11		240
Trees 12" or greater to be removed in Phase 2			
15 inch	4	15	60
16 inch	1	16	16
18 inch	3	18	54
20 inch	3	20	60
21 inch	1	21	21
22 inch	1	22	22
24 inch	1	24	24
Total Trees 12" or greater to be removed in Phase 2	14		257
Total Trees 12" or greater to be removed Phase 1 & 2			497
Replacement Trees			
Phase 1			
Bakery Living			
Shade trees, size 3"	3	3	9
12' multistem trees	5	4	20
10' multistem trees	11	3	33
6' evergreen trees	5	2	10
Total Bakery Living			72
Future public ROW			
Street Trees	82	3	246
Bike Path (mix of large and small trees, 2.5" average)			
	36	2.5	90
TOTAL PHASE 1	142		408
Phase 2			
Townhouses			
Shade trees, size 3"	8	3	24
Ornamental Trees, 2"	3	2	6
10' multistem trees	26	3	78
Nabisco Lane			
Shade trees, size 3"	9	3	27
12' multistem trees	3	4	12
TOTAL PHASE 2	49		147
TOTAL REPLACEMENT PHASE 1 & 2			555



Aerial



Street View



View from Future Apartment Building



Front/Street View
LANDSCAPE OMITTED FOR CLARITY

Roof: Metal Coping

Exterior Wall:

Field: 4" Hardie Plank Lap Siding

Accent: 12" Hardie Plank Lap Siding

Ground Face Block or Brick at Foundation/Entry

Entry: Contrasting Color Canopy and Street Number

Rooftop HVAC units not visible from street level



Side/Rear View

Roof: Metal Coping

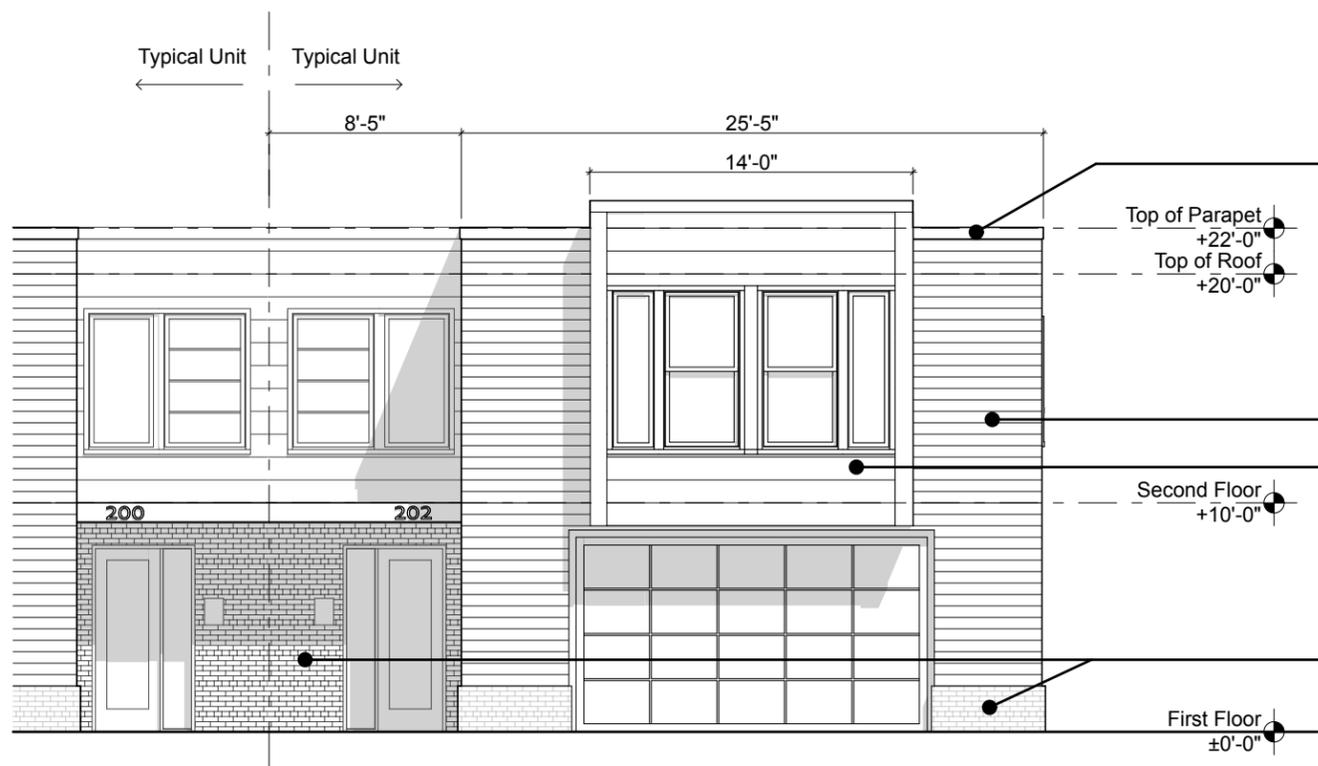
Exterior Wall:

Field: 4" Hardie Plank Lap Siding

Ground Face Block or Brick at Foundation

Wood Slat Fence Between Units

Rooftop HVAC units not visible from grade



Roof: Metal Coping

Exterior Wall:

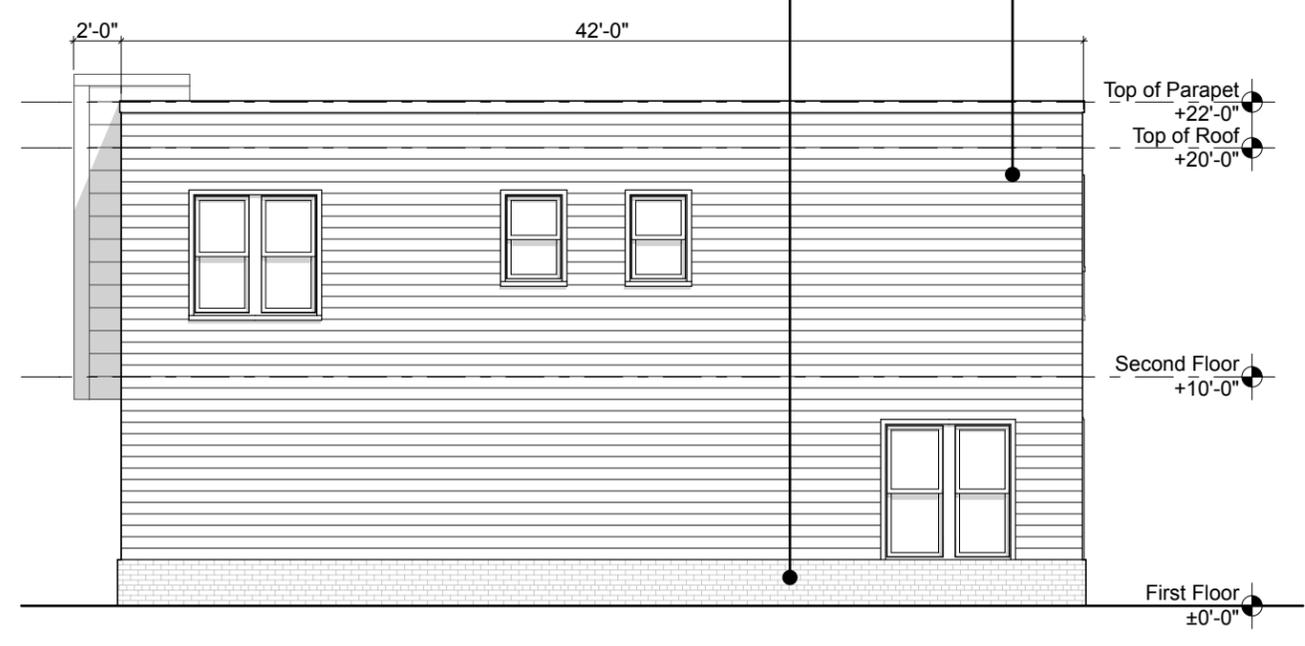
Field: 4" Hardie Plank Lap Siding
Accent: 12" Hardie Plank Lap Siding

Ground Face Block or Brick at Foundation/Entry

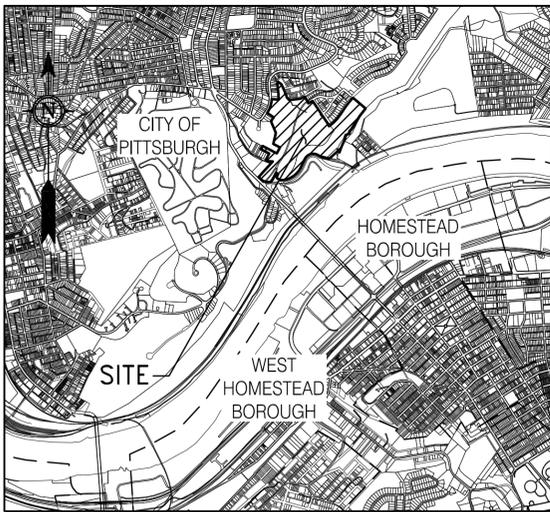
1 Front/Street Elevation
SCALE: 1/8" = 1'-0"



2 Rear Elevation
SCALE: 1/8" = 1'-0"



3 Side Elevation (End Units Only)
SCALE: 1/8" = 1'-0"



LOCATION MAP
SCALE: 1"=2000'

AREA TABULATION LOTS 260-264:

AREA OF LOT 264 R	4,739 SF. - 0.109 AC.
AREA OF LOT 262 R	4,800 SF. - 0.110 AC.
AREA OF LOT 260 R	5,085 SF. - 0.117 AC.
TOTAL AREA OF SUBDIVISION	14,624 SF. - 0.336 AC.

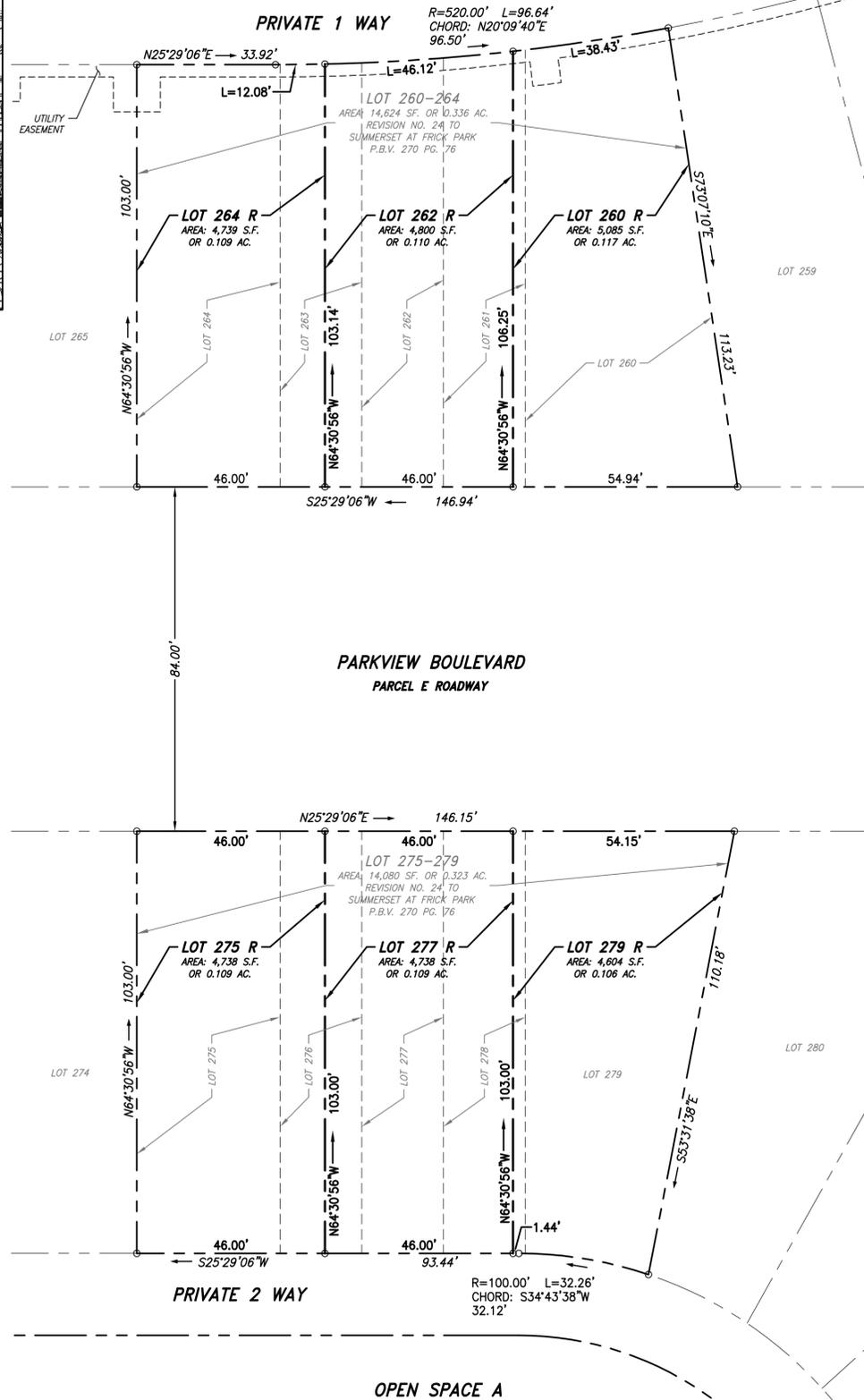
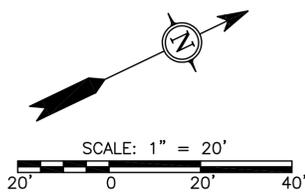
AREA TABULATION LOTS 275-279:

AREA OF LOT 275 R	4,738 SF. - 0.109 AC.
AREA OF LOT 277 R	4,738 SF. - 0.109 AC.
AREA OF LOT 279 R	4,604 SF. - 0.105 AC.
TOTAL AREA OF SUBDIVISION	14,080 SF. - 0.323 AC.

NOTE:

1) ALL DISTANCES REFERRED TO ON THIS PLAN ARE U.S. STANDARD. COURSES ARE REFERRED TO THE PENNSYLVANIA STATE PLANS COORDINATE SYSTEM MERIDIAN, SOUTH ZONE AS OBTAINED BY G.P.S.

2) THIS PLAN IS A RESUBDIVISION OF LOTS 260-264 AND LOTS 275-279, IN REVISION NO. 24 TO SUMMERSET AT FRICK PARK AS RECORDED IN P.B.V. 270, PG. 76.



KNOW ALL MEN BY THESE PRESENTS, THAT THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, A CORPORATION INCORPORATED UNDER THE LAWS OF THE COMMONWEALTH OF PENNSYLVANIA, DOES HEREBY ADOPT THIS PLAN AS ITS PLAN OF LOTS OF ITS PROPERTY, SITUATED IN 15TH WARD, CITY OF PITTSBURGH, ALLEGHENY COUNTY, PENNSYLVANIA, AND FOR DIVERS ADVANTAGES ACCRUING TO IT, DOES HERE BY DEDICATE FOREVER, FOR PUBLIC USE FOR HIGHWAY PURPOSES, ALL SLOPE AREAS AND ALL DRIVES, ROADS, STREETS, LANES AND WAYS AND OTHER PUBLIC HIGHWAYS SHOWN UPON THE PLAN, WITH THE SAME FORCE AND EFFECT AS IF THE SAME HAD BEEN OPENED THROUGH LEGAL PROCEEDINGS, AND IN CONSIDERATION OF THE APPROVAL OF SAID PLAN, AND ANY FUTURE ACCEPTANCE OF SAID PUBLIC HIGHWAYS BY THE COMMONWEALTH OF PENNSYLVANIA, COUNTY OF ALLEGHENY, AND CITY OF PITTSBURGH, THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH HEREBY COVENANTS AND AGREES TO AND BY THESE PRESENTS DOES RELEASE AND FOREVER DISCHARGE SAID COMMONWEALTH OF PENNSYLVANIA, COUNTY OF ALLEGHENY AND CITY OF PITTSBURGH, THEIR SUCCESSORS OR ASSIGNS FROM ANY LIABILITY FOR DAMAGES ARISING AND TO ARISE FROM THE APPROPRIATION OF SAID GROUND FOR PUBLIC HIGHWAYS AND THE PHYSICAL GRADING THEREOF TO ANY GRADES THAT MAY BE ESTABLISHED. THIS DEDICATION AND RELEASE SHALL BE BINDING UPON THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, ITS SUCCESSORS AND ASSIGNS AND PURCHASERS OF LOTS IN THIS PLAN.

IN WITNESS WHEREOF THE SAID CORPORATION HAS CAUSED ITS CORPORATE SEAL TO BE AFFIXED BY THE HAND OF ITS _____ AND SAME TO BE ATTESTED BY ITS _____, THIS _____ DAY OF _____, 20____.

ATTEST: URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH

OFFICER _____

WE, THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, OWNERS OF THE REVISION NO. 26 TO SUMMERSET AT FRICK PARK, DO HEREBY CERTIFY THAT THE TITLE OF THIS PROPERTY IS IN THE NAME OF THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, AS RECORDED IN D.B.V. 9592 PG. 199, D.B.V. 9601 PG. 392, AND D.B.V. 12748 PG. 486 IN THE DEPARTMENT OF REAL ESTATE OF ALLEGHENY COUNTY.

WITNESS _____ OFFICER _____

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF ALLEGHENY) SS.

ON THIS _____ DAY OF _____, 20____, BEFORE ME A NOTARY PUBLIC IN AND FOR SAID COUNTY AND STATE PERSONALLY APPEARED _____ OF THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, WHO BEING DULY SWORN, DEPOSETH AND SAITH THAT _____ WAS PERSONALLY PRESENT AT THE EXECUTION OF THE ADOPTION, RELEASE, AND DEDICATION AND SAW THE COMMON AND CORPORATE SEAL OF THE SAID CORPORATION DULY AFFIXED AND THAT THE ABOVE RELEASE AND DEDICATION WAS DULY SIGNED AND SEALED BY AND AS FOR THE ACT AND DEED OF THE SAID URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND THAT THE NAME OF THIS DEPONENT SUBSCRIBED TO THE SAID RELEASE AND DEDICATION AS _____ OF SAID CORPORATION, IN ATTESTATION OF THE DUE EXECUTION AND DELIVERY OF SAID RELEASE AND DEDICATION IS THIS DEPONENT'S OWN AND PROPER AND RESPECTIVE HANDWRITING.

SWORN TO AND SUBSCRIBED BEFORE ME THE DAY, DATE ABOVE-WRITTEN.

WITNESS MY HAND AND NOTARIAL SEAL
THIS _____ DAY OF _____, 20____

MY COMMISSION EXPIRES:
THIS _____ DAY OF _____, 20____

NOTARY PUBLIC _____

WE, FIRST NIAGARA BANK, MORTGAGEE OF THE PROPERTY CONTAINED IN THE REVISION NO. 26 TO SUMMERSET AT FRICK PARK, CONSENT TO THE RECORDING OF SAID PLAN AND TO THE DEDICATIONS AND ALL OTHER MATTERS APPEARING ON THE PLAN.

WITNESS _____ MORTGAGEE _____

COMMONWEALTH OF PENNSYLVANIA)
COUNTY OF ALLEGHENY) SS.

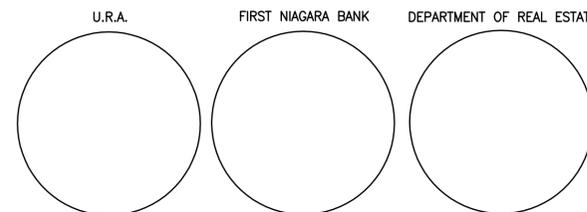
RECORDED IN THE DEPARTMENT OF REAL ESTATE OFFICE FOR THE RECORDING OF DEEDS, PLANS, ETC., IN SAID COUNTY IN PLAN BOOK VOLUME _____, PAGE(S) _____, GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 20____.

MANAGER _____

I, GLEN E. RUDZINSKI, A PROFESSIONAL LAND SURVEYOR OF THE COMMONWEALTH OF PENNSYLVANIA, DO HEREBY CERTIFY TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF THAT THIS PLAN CORRECTLY REPRESENTS THE LOTS, LANDS, STREETS, WAYS AND HIGHWAYS, AS SURVEYED AND PLOTTED BY ME FOR THE OWNERS OR AGENTS.

REG. NO. SU-051253-E _____ DATE _____

ALL SEALS AND SIGNATURES MUST BE IN NAVY BLUE INK.



NO.	DATE	DWN.	CHKD.	APPRD.	DESCRIPTION

SCALE:	1"=20'
DATE:	07/02/13
DRAWN:	DJP
CHECKED:	
APPROVED:	

REVISION NO. 26 TO SUMMERSET AT FRICK PARK
14TH AND 15TH WARDS, CITY OF PITTSBURGH
ALLEGHENY COUNTY, PENNSYLVANIA
THE URBAN REDEVELOPMENT AUTHORITY OF PITTSBURGH
200 ROSS STREET
PITTSBURGH, PA 15219



SIGNATURE
gai consultants
PITTSBURGH OFFICE
385 EAST WATERFRONT DRIVE
HOMESTEAD, PA 15120-5005
412-476-2000

PROJECT NO./DASH NO.	C050465-05
TASK NO. / SUB TASK NO.	007 / 00
GROUP ID / DRAWING NO.	D / E101
SHEET	1 OF 1

CITY OF PITTSBURGH
DEPARTMENT OF CITY PLANNING

APPROVED:
CITY PLANNING COMMISSION
CHAIRMAN
SECRETARY

ATTEST:

Nine Mile Run / Somerset at Frick Park Final Development Plan #9 - Amended

Phase 2C (Residential Units)



Summerset Land Development Associates
LaQuatra Bonci Associates

January 2009

Master Plan
Summerset at Frick Park

Presented to the City of Pittsburgh Planning Commission
June __, 2013

***Nine Mile Run
Final Development Plan
#9-Amended
(Phase 2C – Buildings)***

**Presented to the City Planning
Commission**

Date: June ____, 2013

City of Pittsburgh
Luke Ravenstahl, Mayor

City Planning Commission
Wrenna L. Watson, Chairwoman
Kirk Burkley, Secretary
Lauren Byrne
Jim Costello
Page Thomas
Monte Rabner
Todd E. Reidbord
John Valentine
Maelene Myers

Key Personnel:
Noor Ismail, Planning Director
Susan Tymozcko,
Zoning Administrator

Urban Redevelopment Authority
Board of Directors:
Yarone Zober, Chairman
Hon. James Ferlo
Hon. Daniel Lavelle
Bill Rudolph
James T. Kunz
Robert Rubenstein – Interim Executive
Director

Key Personnel:
Thomas Cummings, Director-Housing
Martin Kaminski, Director- Engineering
Thomas Short, Director-Finance
Jerry Williams, Urban Designer

Developer
Summerset Land Development
Associates, LP

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Summerset Land Development Responsibilities	9
Urban Redevelopment Authority Responsibilities	9
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VIII. DRAWINGS AND EXHIBITS	
Exhibit A - Overall Site Plan – January 2009	
Exhibit B - Phase Two Phase B and C Lot Plan - Amended – June 2013	
Exhibit C - Revised Lot plan for Lots 260, 262, 264, 275, 277, 279	
VIII.APPENDICES (previously provided)	
Traffic Impact Evaluation Executive Summary (draft)	

I. INTRODUCTION

A. Purpose

On behalf of Summerset Land Development Associates (Developer), the Urban Redevelopment Authority of Pittsburgh (Authority) requests approval of this amended Final Development Plan (#9-Amended) for the continued development of 29 acres that earlier received approved for rough grading as part of FDP#5. The grading, and infrastructure is completed, this approval will amend the previously approved Final Development Plan for the construction of 125 new residential units in the Phase 2C are of the Project.

Since the approval of FDP #9 SLDA and the Authority have completed the infrastructure work of the Phase 2A area and have completed all home sales and construction in Phase 2A.

SLDA has completed final engineering, recorded subdivision plans and completed infrastructure construction for the Phase 2C area of the Project. This amendment to the prior FDP #9 adjusts the number of lots and units to respond to positive market forces.

B. Final Development Plan

The infrastructure design includes approximately 2.03 acres of public park construction which will result in the completion of park construction associated with the Phase 1 and 2 development areas and will extend Frick Park along the westerly slopes of Nine Mile Run to Old Browns Hill Road. This will include an improved public park area up to the new Parkview Boulevard and down to Nine Mile Stream area. Final landscape designs for the public park bounded by Parkview Boulevard and Shelburne Lane will be submitted to DCP staff for approval before commencing with construction.

Lots 260-264 and 275-279 were previously approved for the construction of two five-unit townhomes. This amendment requests approval for the construction of six single family detached "Village" type homes on Lots 260, 262, 264, 275, 277 and 279. The Lot widths vary from 46' to 54' (Exhibit C).

The distribution of unit construction and typical lot widths for the Phase 2C area will be as follows:

	Approved	Amended
Townhomes	42	32
Cottage Lots (34')	3	3
Cottage Lots (40')	14	14
Four-unit Condos (70')	12	12
Village Lots (40')	15	21
Village Lots (50')	28	28
Duplex lots	8	8
Estate Lots (60')	<u>3</u>	<u>3</u>
TOTAL UNITS	125	121

The prior Executive Summary of the updated traffic report prepared by GAI Consultants, Inc. submitted with FLDP #9 remains unchanged. The conclusions of the Summary remain unchanged.

II. SITE DESCRIPTION

A. Development Background and History

Duquesne Slag used the site to store the by-product of steel making operations throughout the region. The Authority acquired this 238-acre site from Duquesne Slag in September of 1995. The Authority expects to develop the site for new, market rate housing similar to surrounding neighborhoods.

Cooper, Robertson & Partners (CR&P) of New York City was retained to prepare a master plan for the site. Their initial studies suggest the site could support in excess of 1,000 new housing units. The CR&P master plan was completed in April 1996. Subsequent to the completion of the master plan, the Authority issued an RFQ seeking developers and selected a group called Nine Mile Run Associates (NMRA). The name of this development team has been changed to Summerset Land Development Associates (SLDA). SLDA is comprised of The Rubinoff Company, Montgomery & Rust Inc., Pennrose, Falbo, and EQA Landmark

Communities. In early 1997, the URA completed the final phases of environmental and geotechnical investigations and concluded the site could be developed. SLDA completed a market study and further refined the development plan.

The original Master Plan for Summerset indicated development in three phases that would culminate by the year 2007. It envisioned a total of 713 homes. The current plan anticipates 694 units and is expected to culminate four years later than originally planned in the year 2011. As before, each phase will include a mix of for-sale single-family houses, for-sale townhouses and rental apartments in walkable neighborhoods. For-sale homes will account for approximately 63% of the total, and rental apartments 27%.

The unit prototypes are designed by Looney Ricks Kiss of Memphis, Tennessee.

B. Project Benefit

The redevelopment of this site is expected to result in the establishment of an entirely new neighborhood in the City of Pittsburgh. While offering a well-planned neighborhood to retain and attract hundreds of families from the surrounding suburbs, city neighborhoods and regions outside of Pittsburgh the project will significantly expand the City, School and County tax base.

Based on the program for the entire project, the City will receive a one-time revenue source of approximately \$3.6M in transfer taxes. This project has replaced a property generating no current city revenue to one that will generate over \$2.9M in annual revenue. This includes \$.6M in wage tax and \$2.3M in real estate taxes. Over \$28M in land sales is projected over the life of the project.

III. Status

With the Commissions' approval of the Preliminary Development Plan in December 1997, Pittsburgh's City Council then approved the rezoning of the site to "RP", planned residential in April 1998. A series of meetings with community groups from the surrounding neighborhoods led to concerns and issues that required further study. These studies have recently been concluded. (Please see the appendices in FDP#1 for the work which has been completed since December 1997.) However, the issues, which required the most extensive study, were the potential health risks of metals in the slag and effects of dust that would be generated by the grading and construction activities.

A. Planning Commission Conditions

1. The Authority/SLDA believes all conditions set by the Commission in the approval of December 1997 have been met.

IV. Environmental Studies

The final environmental documentation was to complete an Air Dispersion Model Protocol, an Air Dispersion Model, a Risk Assessment, and a Cleanup Plan. The last three documents were completed in the Spring of 2000 and published as a three-volume set.

The model protocol established specific grading and construction activities representative of what is expected to occur on-site to use in running the Air Dispersion Model. The Air Dispersion Model predicts where and how much dust will be generated. The Risk Assessment uses the model results along with other potential risks of the slag to evaluate the overall risks associated with the project. The Risk Assessment found that the hazard indices and cancer risk levels to be less than the Environmental Protection Agency's (EPA) benchmarks. Lastly, the Cleanup Plan explains how the minimal but potential risks will be mitigated. The URA is continuing to work with County and State agencies to identify and implement any mitigation requirements. During home construction, the plateau areas will be capped with 30 inches of clean fill plus 6 inches of landscape quality topsoil. In November of 2007 the PA Department of Environmental Protection issued a letter indicating that all environmental requirements had been met in the Phase 1 area of the project.

V. Traffic Impact Evaluation

The original traffic study by GAI Consultants, Inc. dated July 1997 was submitted with the Preliminary Development Plan for rezoning action. The Study projected the development of 955 units and examined an optional 4th connection from the development to Beechwood Boulevard at the time Phase II development was to be undertaken. The analysis showed that at build out, there was no difference in the levels of service at the impacted intersections except for a slight improvement for residents leaving the development, with the introduction of the 4th connection. The connection was included in the development plan, however, because it enhanced vehicular access and created a pedestrian link from Beechwood Boulevard.

In mid 2001 with the initiation of Phase IA infrastructure and housing construction, and recognizing the difficulties of raising site preparation and infrastructure funding at all levels of government, the URA undertook an

assessment of the feasibility and cost of providing the 4th access connection. This assessment examined alternative accesses to Beechwood Boulevard and its impact on the Phase II grading. All connections to Beechwood Boulevard proved to be substandard from a design perspective as well as costly. Additionally, the grading required to achieve the connection diminished the area of the development plateau. It was concluded that with the limited funding for the development, roadway infrastructure funding would be better utilized to extend Parkview Boulevard to Browns Hill Road to achieve a second means of ingress and egress for Summerset.

After discussing the access plan changes with SLDA, the Authority met with representatives of both the Squirrel Hill and Swisshelm Park neighborhoods. These discussions led to the Authority undertaking an update of the original traffic study in order to validate the earlier findings relative to the fourth entry. GAI's Letter report of April 23, 2002 found that:

- For every intersection studied, changes in traffic consist of an increase in traffic background growth and a decrease of traffic generated by the development. The increase in background growth is the most significant factor affecting levels of service.
- The only change in level of service due to the development is a drop in the level of service on Summerset Drive at Forward Avenue from Level C to Level D. This will affect residents leaving the development.
- The level of service at the intersection of Beechwood Boulevard and Forward Avenue drops from a level of Service B in the PM, peak to a level of Service C. This intersection however was projected to operate at a level of Service C even if the Summerset development did not occur and level of Service C is a reasonable service level for an urban area at the peak hour.

With the original traffic study finding that the impact of eliminating the fourth access was minor and that the intersections would operate at an acceptable level. The Authority met with the community groups actively participating in the development of Summerset and committed to the following actions related to the continued development of Summerset:

1. Install a traffic light at the intersection of Summerset Drive and Forward Avenue that would operate only during peak hours.
2. Commit to build out Parkview Boulevard, a planned development street that would connect to Browns Hill Road and provide Summerset residents with two options for site access until the third entrance is constructed. This commitment would include building Parkview Boulevard prior to occupancy of any lots in Phase II.

3. Perform another traffic study prior to building out Parkview Boulevard that would include increased traffic on Browns Hill Road resulting from the Waterfront.
4. Develop a mitigation plan to eliminate potential short cuts through the development.
5. Make a good faith effort to install a nature trail that pedestrians can use from Beechwood Boulevard to Summerset.

VI. Community Participation

- A. Community input and community participation has been significant since the inception of the project. Over fifty meetings have been held with a range of community groups, institutions and elected officials. A Task Force set up in 1999 originally met monthly and now meets quarterly and includes representatives from Squirrel Hill Urban Coalition, Swisshelm Park Community Group, the Regent Square Civic Association, the Duck Hollow Neighborhood, the Greenfield Organization, Citizens for Responsible Development of Nine Mile Run, Nine Mile Run Watershed Association, the Jewish Association on Aging, the United Jewish Federation, City Councilman Corey O'Connor's office, State Representative Dan Frankel's office and Mayor Luke Ravenstahl's office.

Additionally regular meetings with various environmental organizations at all levels continue allowing involvement in the decision making process. This includes such organizations as DEP, EPA, ATSDR, County Health and others. Numerous meetings were also held with neighbors to inform and coordinate infrastructure improvements specifically Forward Avenue construction.

- B. On March 6, 1997 UDA Architects, consultant team leader for the developers, held a three-day design charette in order to develop a master plan for the site. Leaders from the Squirrel Hill Urban Coalition, the Swisshelm Park Community Group, the Regent Square Civic Association, the Duck Hollow Neighborhood, the Jewish Association on Aging, and the United Jewish Federation were asked for input and asked to spell out their concerns.
- C. All environmental and engineering reports and studies concerning the Nine Mile Run site (conducted or completed since ownership was transferred to the Authority) are available to the public at the Squirrel Hill Branch of the Carnegie Library. Updates as developed are also included in the library resources.

VII. Project Management

A. The Urban Redevelopment Authority has contracted with Summerset Land Development Associates (SLDA) to manage various project activities on the Summerset Project including:

1. Overall Project Management – SLDA will be responsible for coordination and communication of all parties involved in the project, including monthly meetings and monthly written executive updates.
2. Community Involvement – SLDA staffs the Task Force comprising members of Swissheim Park Community Council, Squirrel Hill Urban Coalition and other stakeholders to facilitate consistent communication on the project.
3. Design and Engineering – SLDA will engage consultants to design and engineer the various infrastructure of the development, including the entry road streets, utilities and public spaces.
4. Construction – SLDA will supervise the construction of improvements for the URA based on Authority approved budget and specifications. All construction would meet requirements under the law.

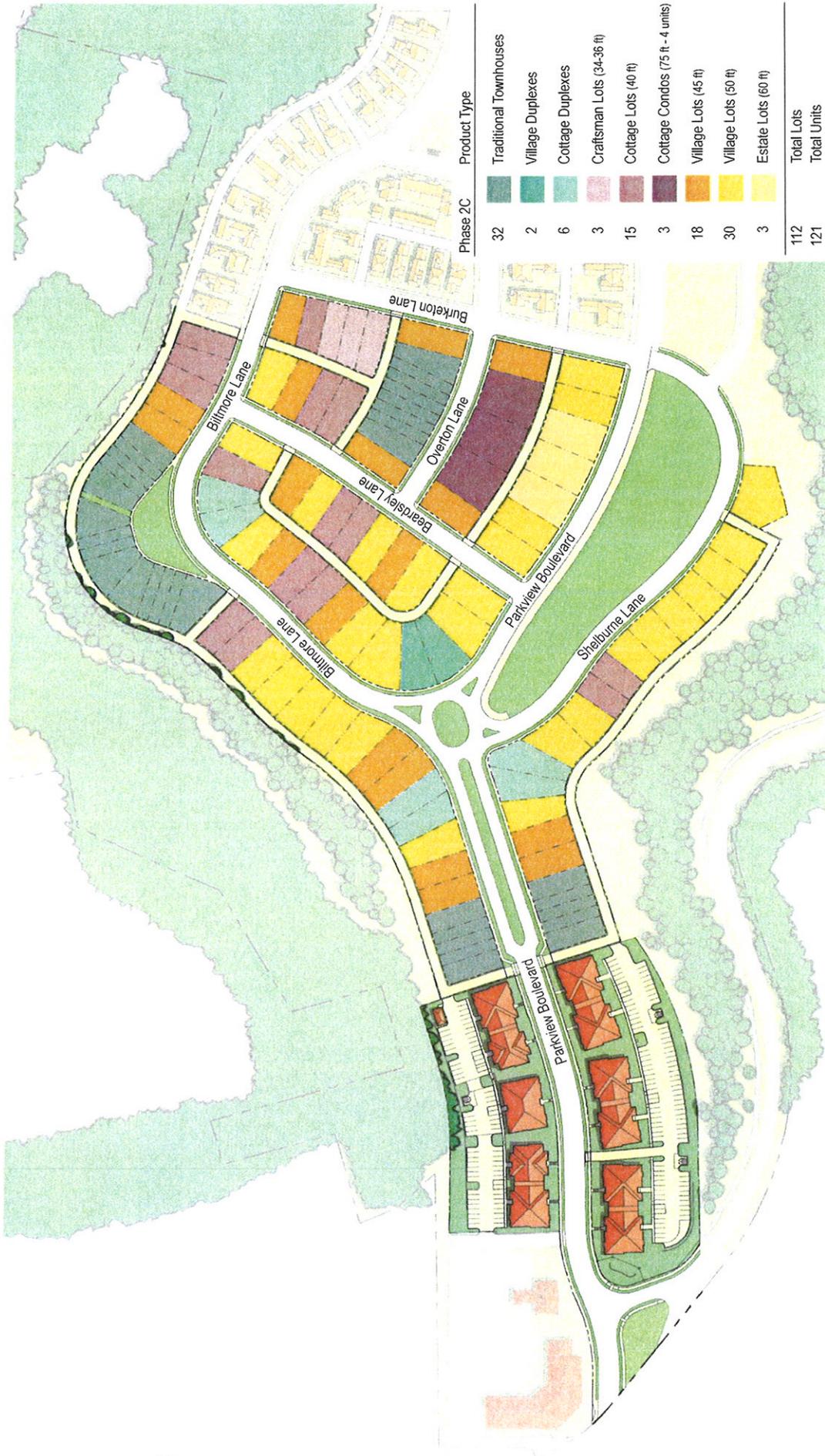
B. URA Responsibilities

1. The URA is to take the lead in acquiring environmental permits until Act 2 and consent order agreements are received.
2. The URA will take the lead on property acquisition required for accomplishing the master plan.
3. The URA will take the lead, in conjunction with City Planning, on park development and stream and sewer issues.

C. Staffing Structure

SLDA will retain a Project Executive for purposes of implementing the proposed management structure.





Phase 2B and 2C Loring Plan

SUMMERSSET AT FRICK PARK

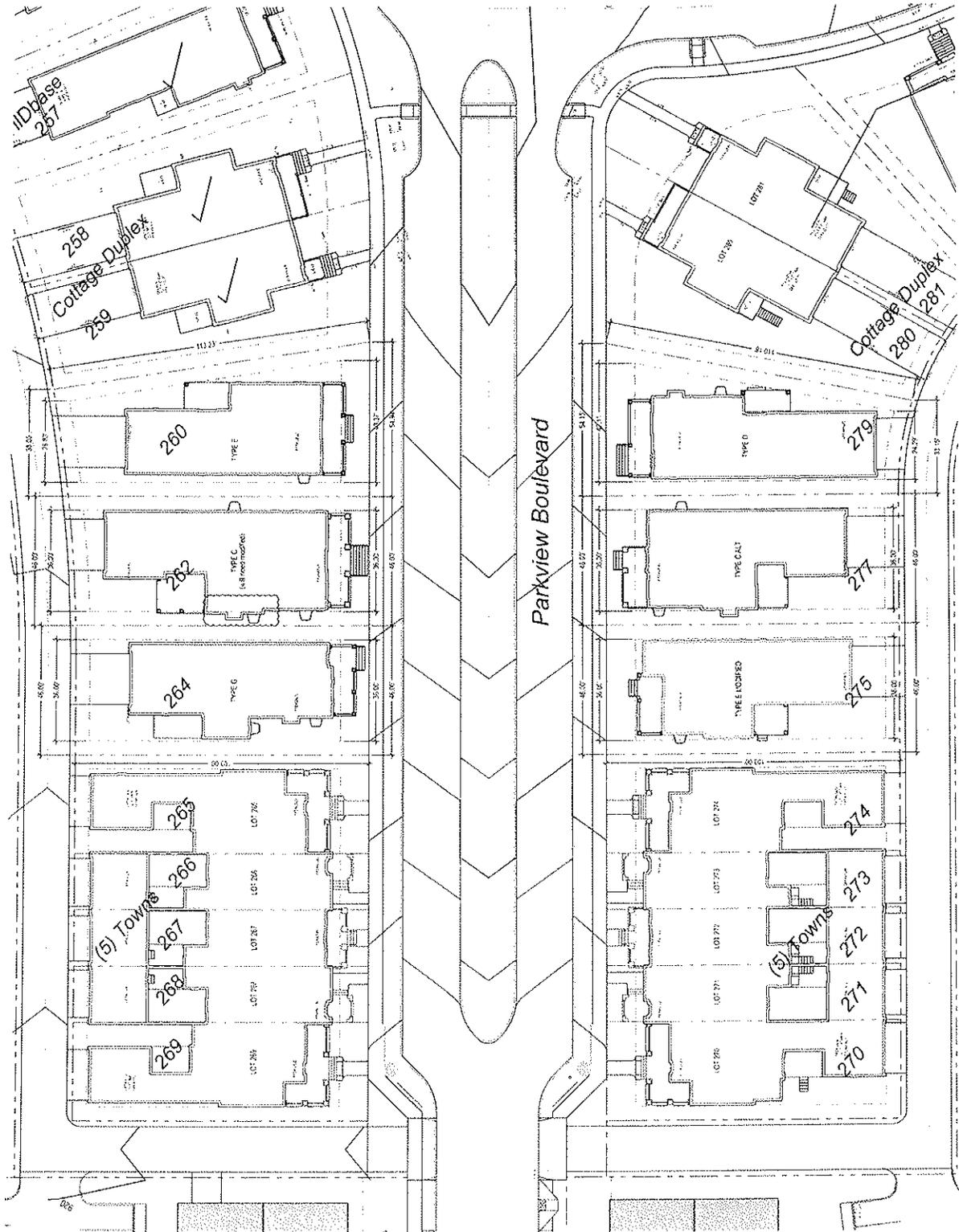
June 2013

Summerset Land Development Associates

LaQuatra Bonci Associates



EXHIBIT B



23 July 2013

Altius Modern Bistro

1230 Grandview Avenue

Pittsburgh City Planning Department: Planning Commission

Bucco Architecture
Teresa Bucco, RA
1120 Woodland Road
Pittsburgh, PA 15237
412.607.6447
teresa@buccoarchitecture.com

Building Tenant/Client:
Altius Modern Bistro, LP

Building Owner:
1230 Grandview, LP

Design Intent

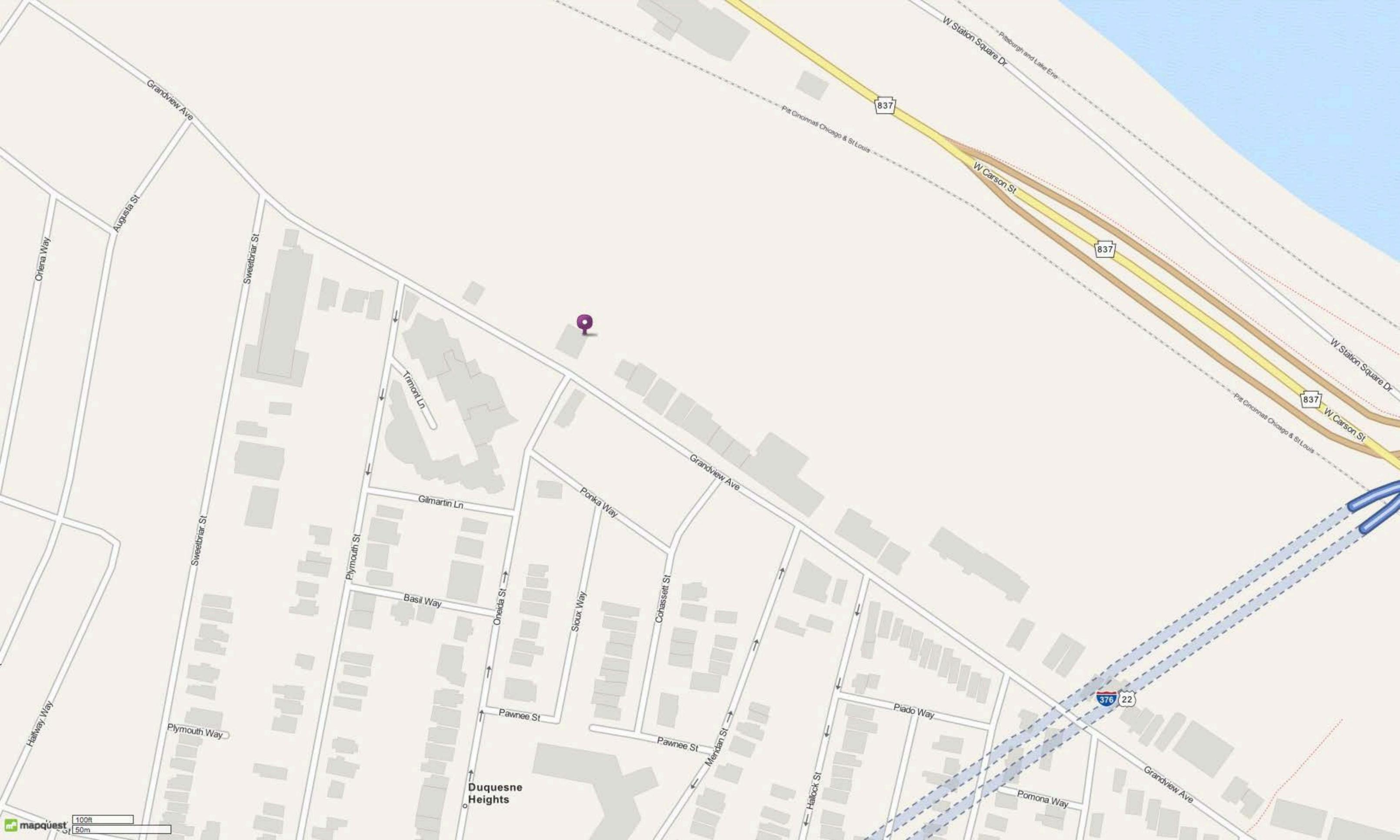
A longtime neighborhood establishment, the Georgetowne Inn yearns to be revitalized. Our intent for the street façade renovation is to acknowledge the neighborhood scale to the east, as well as the vast high-rise complex to the south/west. The building has a peculiar siting in that there are no structures immediately adjacent on either side. Even the Duquesne Incline separates itself with a viewing platform and a transformer structure below street level. The vacant lot to the immediate west, as well as the parking lot across the street, further alienate our building of residential scale.

An interesting aspect about the restaurant buildings on Grand View Avenue is the lack of glazing and aperture that open to the street. As a destination location driven by the fabulous views of the city, the restaurant industry relies on those views to generate their revenue. As a building type, restaurants also require allocating a relatively substantial percentage of their floor space to public facilities and kitchen support to service the restaurant. Taking these factors into consideration, the result is placing dining rooms and gathering spaces towards the city view, and banking the support spaces up against the city street. Where the attraction to see the activity and liveliness of a restaurant environment from the street often drives a design concept, in this application it is reversed.

In response to the unique situation with respect to the view and the street, our approach to the design is to create the illusion of light and aperture with a reflective entry volume that carves into the existing mansard roof. With two-story windows at the corner, partnered with a two-story entry volume and canopy, the new entry marks the highly visible corner with glazing and a light scheme that activates the façade during both day and evening.

In addition to the dynamic entry, a subtle pattern of translucent apertures will continue along the solid wall of the façade, which will also be lit to imply a sense of light in lieu of true windows, and accompanied by exterior lighting to activate the solid surfaces between.

With regards to the material, our intent is to clad the existing façade with a horizontal panel system at a scale that lends itself to the neighborhood context, but allows it to stand as a contemporary commercial structure. With the future development prospects of the vacant property to the west, the panel system lends itself to potential contextual growth, as well as a compliment to the historical Duquesne Incline.



Grandview Ave

837

837

837

376 22

Duquesne Heights

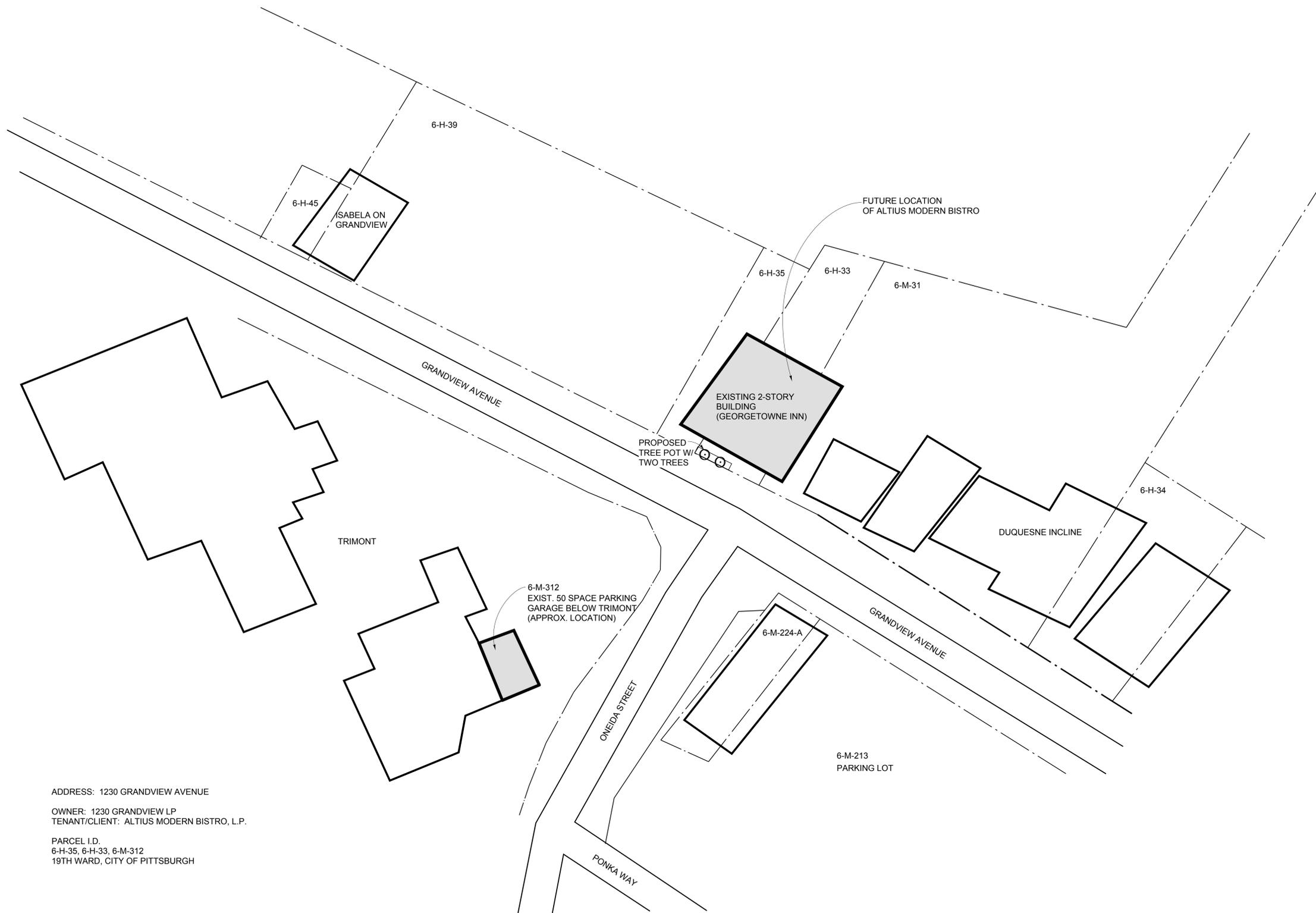
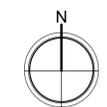
date	shd
June 21, 2013	Initial Review

Altius Modern Bistro

1230 Grandview Avenue
Pittsburgh, PA 15211

City of Pittsburgh
Design Review

Initial Review



ADDRESS: 1230 GRANDVIEW AVENUE

OWNER: 1230 GRANDVIEW LP
TENANT/CLIENT: ALTIUS MODERN BISTRO, L.P.

PARCEL I.D.
6-H-35, 6-H-33, 6-M-312
19TH WARD, CITY OF PITTSBURGH

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DUQUESNE INCLINE

1230 Grandview Ave, Pittsburgh, PA 15211, USA

1230 Grandview Ave, Pittsburgh, PA 15211, USA

SPEED LIMIT 25

Grandview Avenue



Oneida St

GEORGETOWNE

Grandview Avenue





Grandview Avenue

GEORGE



1230 Grandview Ave, Pittsburgh, PA 15211, USA
1230 Grandview Ave, Pittsburgh, PA 15211, USA
Onelda Street



Grandview Avenue

1230 Grandview Ave, Pittsburgh, PA 15211, USA

Grandview Ave, Pittsburgh, PA 15211, USA

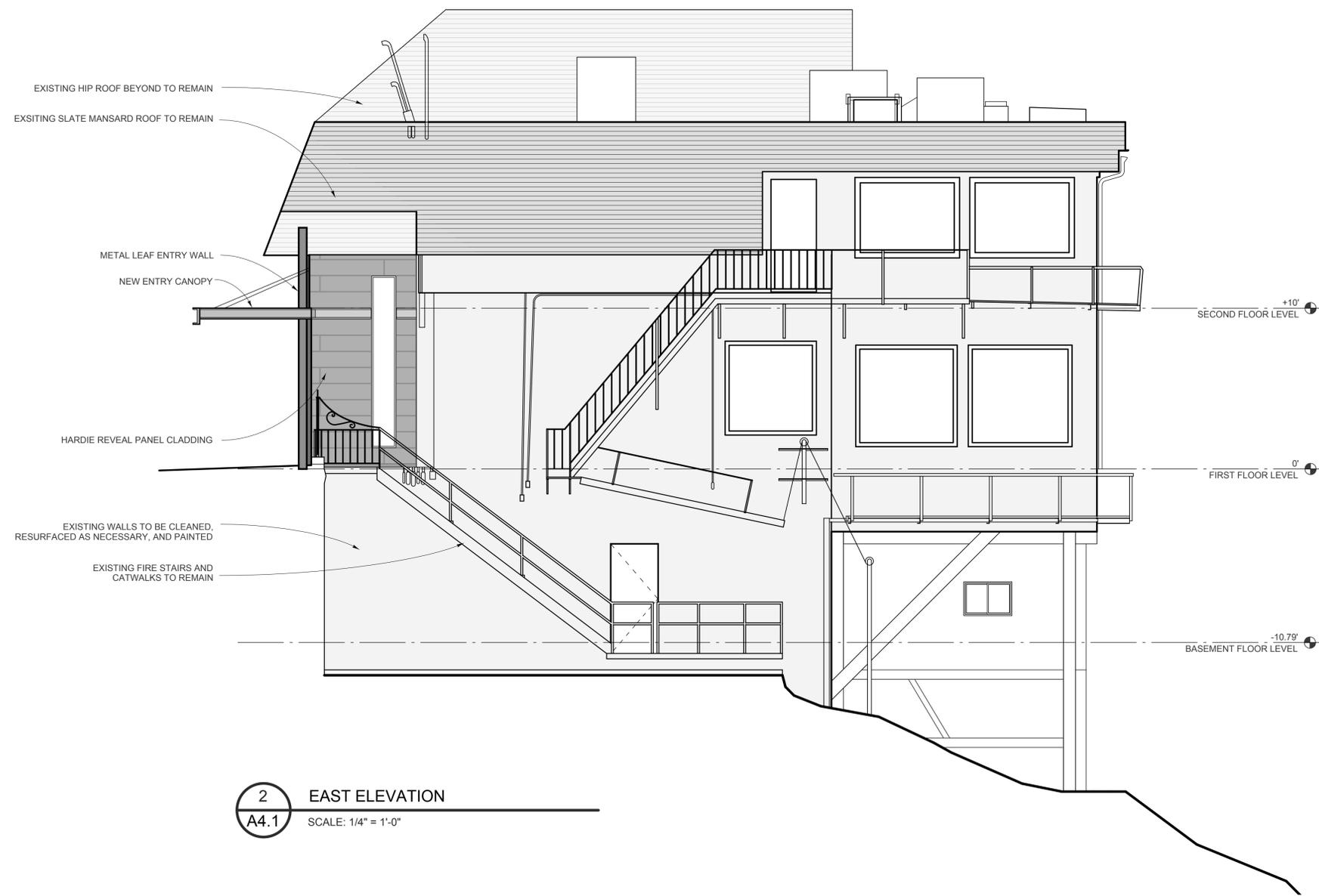




Grandview Avenue



1 SOUTH ELEVATION
A4.1 SCALE: 1/4" = 1'-0"



2 EAST ELEVATION
A4.1 SCALE: 1/4" = 1'-0"

BUCCO ARCHITECTURE
 1120 Woodland Road
 Pittsburgh, Pennsylvania 15237
 412.607.6447
 teresa@buccoarchitecture.com

Client
 Altius Modern Bistro, L.P.
 850 Boyce Road, Suite 10
 Bridgeville, PA 15017

Contract Drawings and Schedules:
 Architectural Drawings
 A4.1 South & East Elevations

date	.sht
June 21, 2013	Initial Review
July 8, 2013	Staff Meeting
July 23, 2013	Briefing

Altius Modern Bistro

1230 Grandview Avenue
 Pittsburgh, PA 15211

City of Pittsburgh

**Planning
 Commission**

BUCCO ARCHITECTURE

1120 Woodland Road
Pittsburgh, Pennsylvania 15237
412.607.6447
teresa@buccoarchitecture.com

Client
Altius Modern Bistro, L.P.
850 Boyce Road, Suite 10
Bridgeville, PA 15017



Contract Drawings and Schedules:
Architectural Drawings
A4.1 North and West Elevations

date	.sht
June 21, 2013	Initial Review
July 8, 2013	Staff Meeting
July 23, 2013	Briefing

Altius Modern Bistro

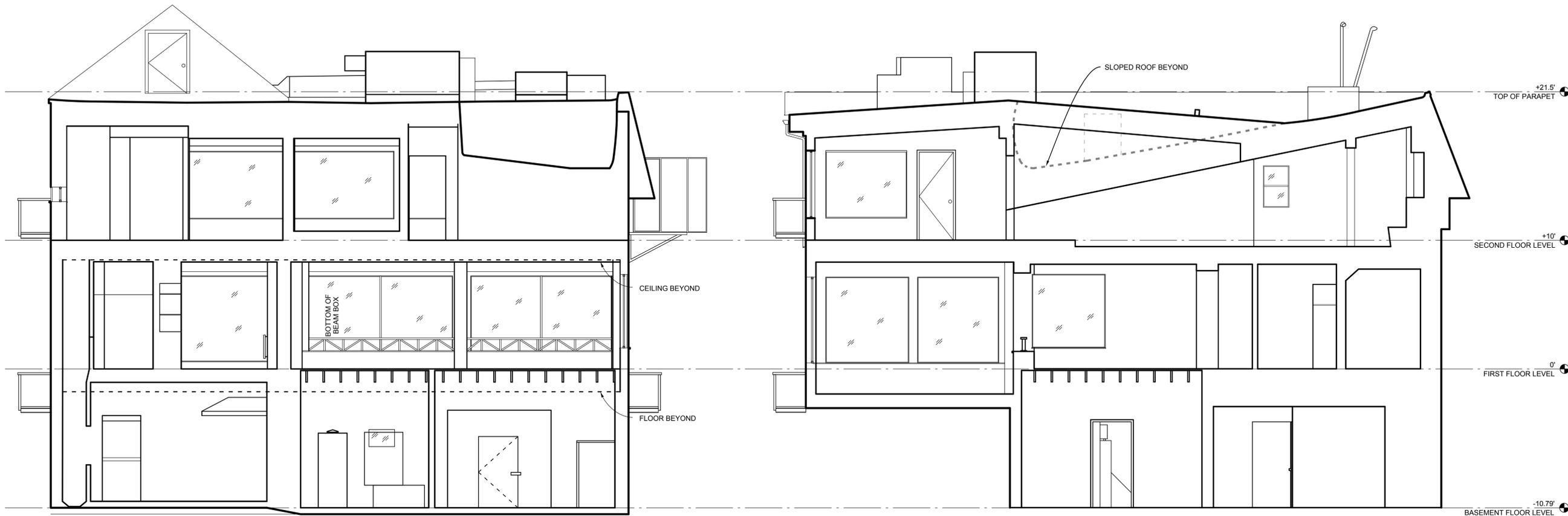
1230 Grandview Avenue
Pittsburgh, PA 15211

City of Pittsburgh

**Planning
Commission**

2 NORTH ELEVATION
A4.2 SCALE: 1/4" = 1'-0"

1 WEST ELEVATION
A4.2 SCALE: 1/4" = 1'-0"



2 CROSS SECTION
A4.3 SCALE: 1/4" = 1'-0"

1 SECTION
A4.3 SCALE: 1/4" = 1'-0"

Contract Drawings and Schedules:
Architectural Drawings
A4.3 Sections

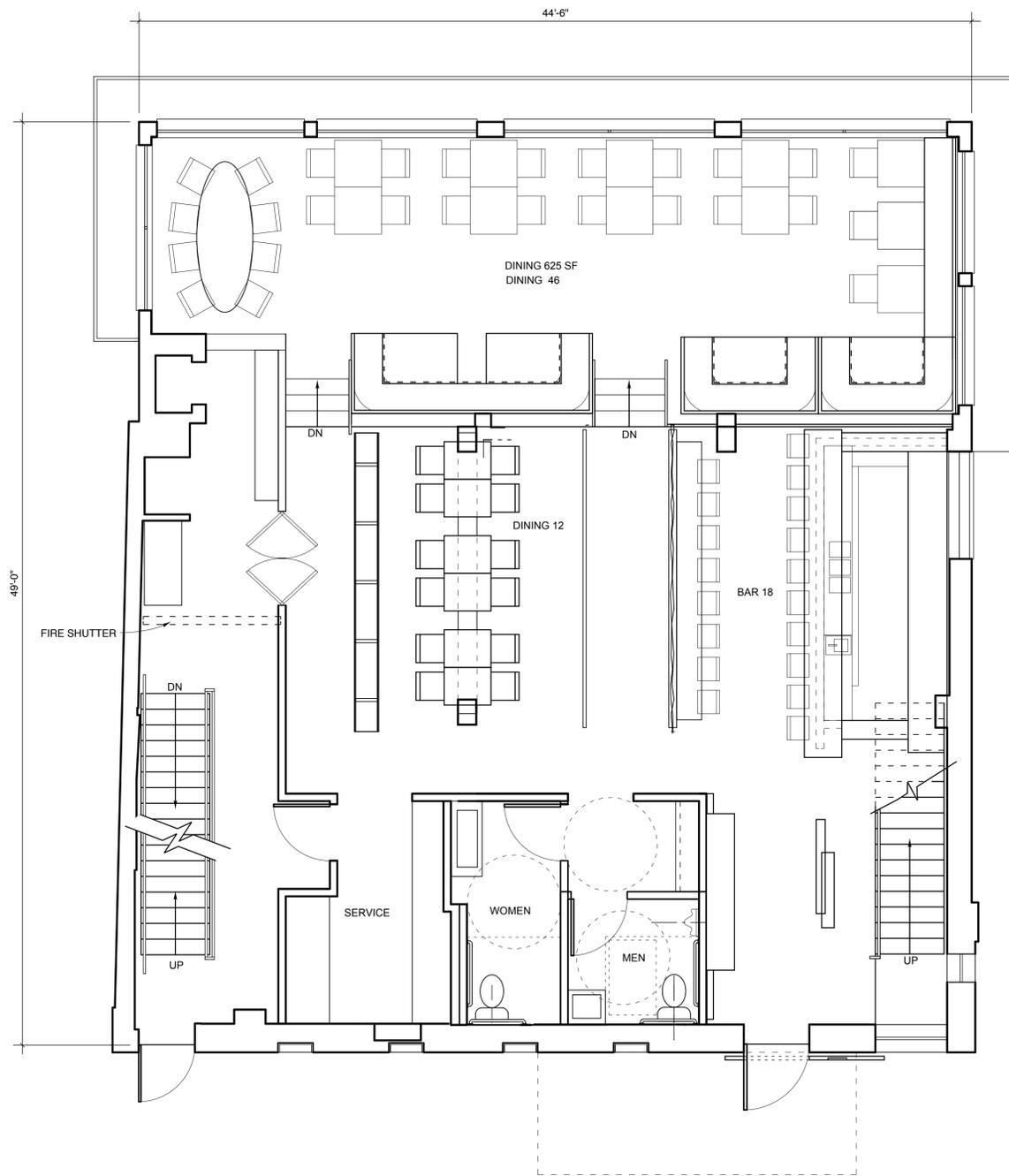
date	.sht
June 21, 2013	Initial Review
July 8, 2013	Staff Meeting
July 23, 2013	Briefing

Altius Modern Bistro

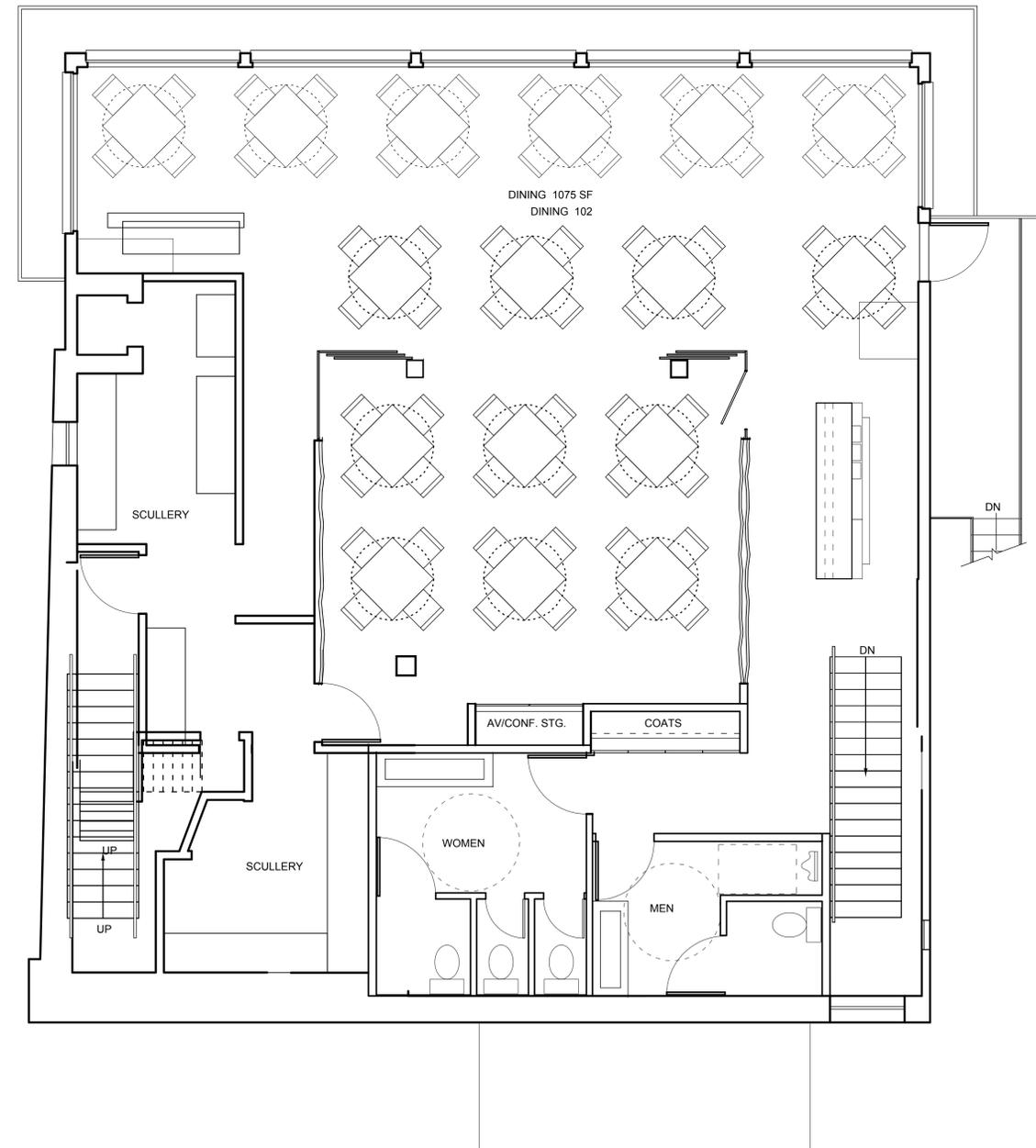
1230 Grandview Avenue
Pittsburgh, PA 15211

City of Pittsburgh

Planning
Commission



2 FIRST FLOOR PLAN A
A2.1 SCALE: 1/4" = 1'-0"



1 SECOND FLOOR PLAN A
A2.1 SCALE: 1/4" = 1'-0"

Contract Drawings and Schedules:
Architectural Drawings
A2.1 Plans

date	sh
June 21, 2013	Initial Review
July 8, 2013	Staff Meeting
July 23, 2013	Briefing

Altius Modern Bistro

1230 Grandview Avenue
Pittsburgh, PA 15211

City of Pittsburgh

Planning
Commission





DUQUESNE INCLINE

UPMC





City Apartments Located at Liberty and Baum

AERIAL @ LIBERTY & BAUM

5-1-2013

Scale

BKV
GROUP



City Apartments Located at Liberty and Baum

5-1-2013

Scale

Birdseye - North

BKV
GROUP



City Apartments Located at Liberty and Baum

5-1-2013

Scale

Northeast Perspective



City Apartments Located at Liberty and Baum

5-1-2013

Scale

Northwest Perspective



City Apartments Located at Liberty and Baum

5-1-2013

Scale

Southwest Perspective

BKV
GROUP



City Apartments Located at Liberty and Baum

5-1-2013

Scale

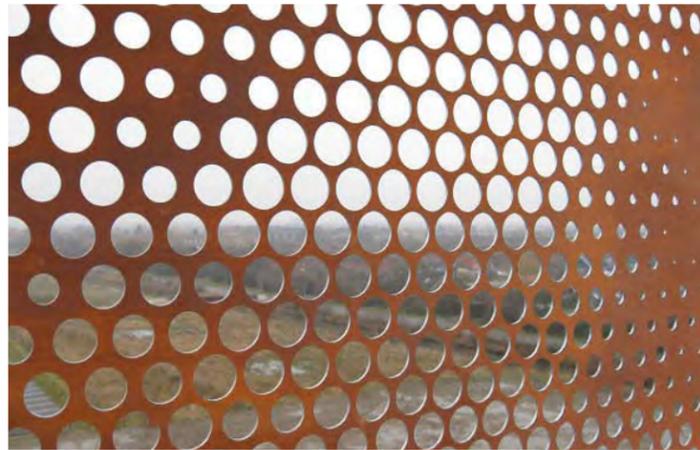
Southeast Perspective

BKV
GROUP



EXTERIOR MATERIALS

03.18.2013



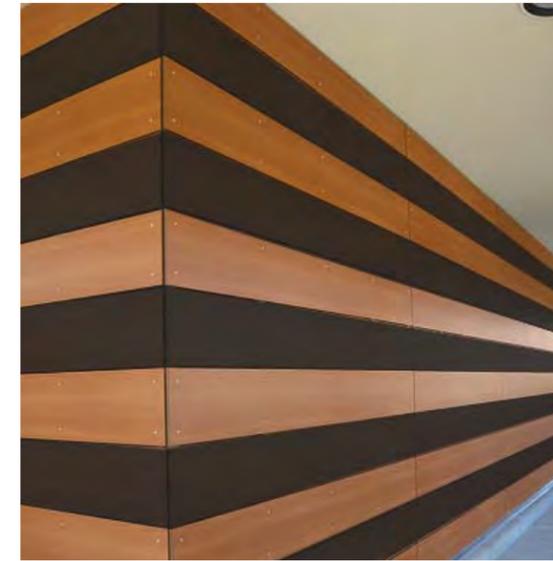
PERF METAL



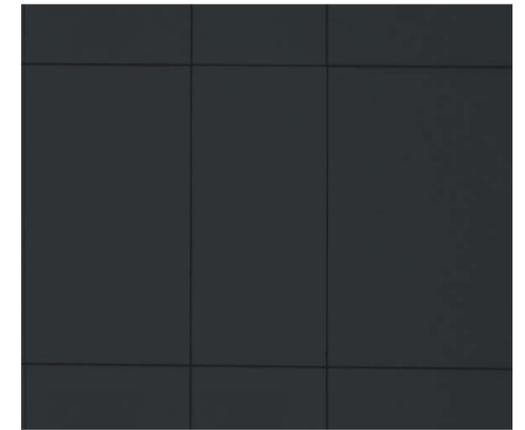
PAINTED STEEL CHANNELS



CORRUGATED METAL PANEL WHITE



LAMINATED WOOD PANELS



FIBER CEMENT PANELS CHARCOAL



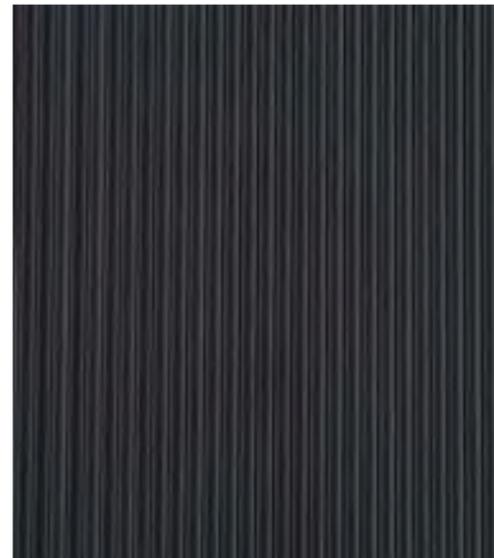
FIBER CEMENT PANELS SILVER



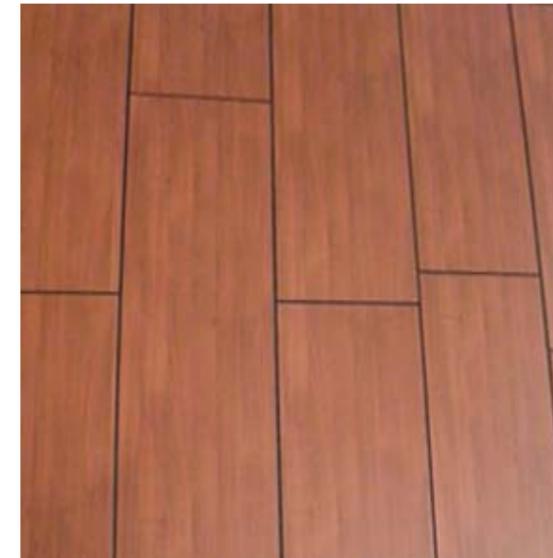
GROW WALLS



ALUMINUM WINDOW FRAMES



CORRUGATED METAL PANEL CHARCOAL



LAMINATED WOOD PANELS



FIBER CEMENT PANELS WHITE



NORTH ELEVATION

CORONADO
from 88ft to 100ft to 120ft
ADJACENT HOUSING
100ft

ADJACENT HOUSING
67ft

COURTYARD MARRIOTT

CITY APARTMENTS
64'-6"ft from 1st floor
(67'-6" from average grade)

unknown

unknown

71ft 80ft 72ft 68ft

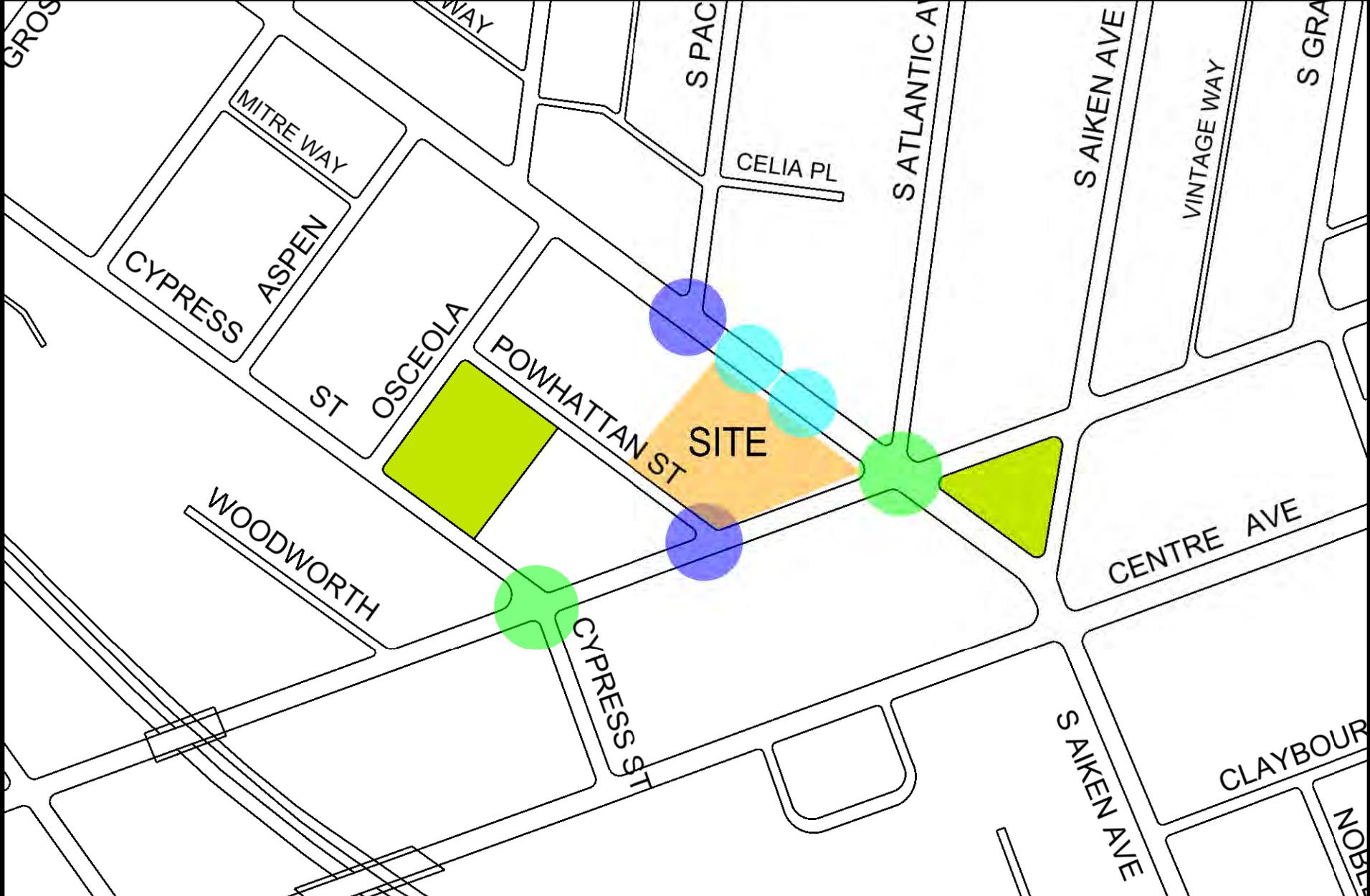


CONCEPTUAL ELEVATION

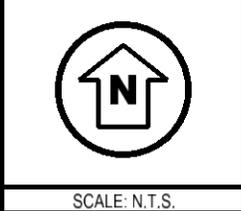
City Apartments

North Elevations

PROJECT: 12301



- Legend:
- - Signalized Study Intersection
 - - Unsignalized Study Intersection
 - - Site Driveway (Garage and Loading)



Trans Associates

Transportation Solutions for Today and Tomorrow
 Twin Towers Suite 400 / 4955 Steubenville Pike
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. VILLA00 - 12301

PROJECT: Village Green Apartment Development
Transportation Study

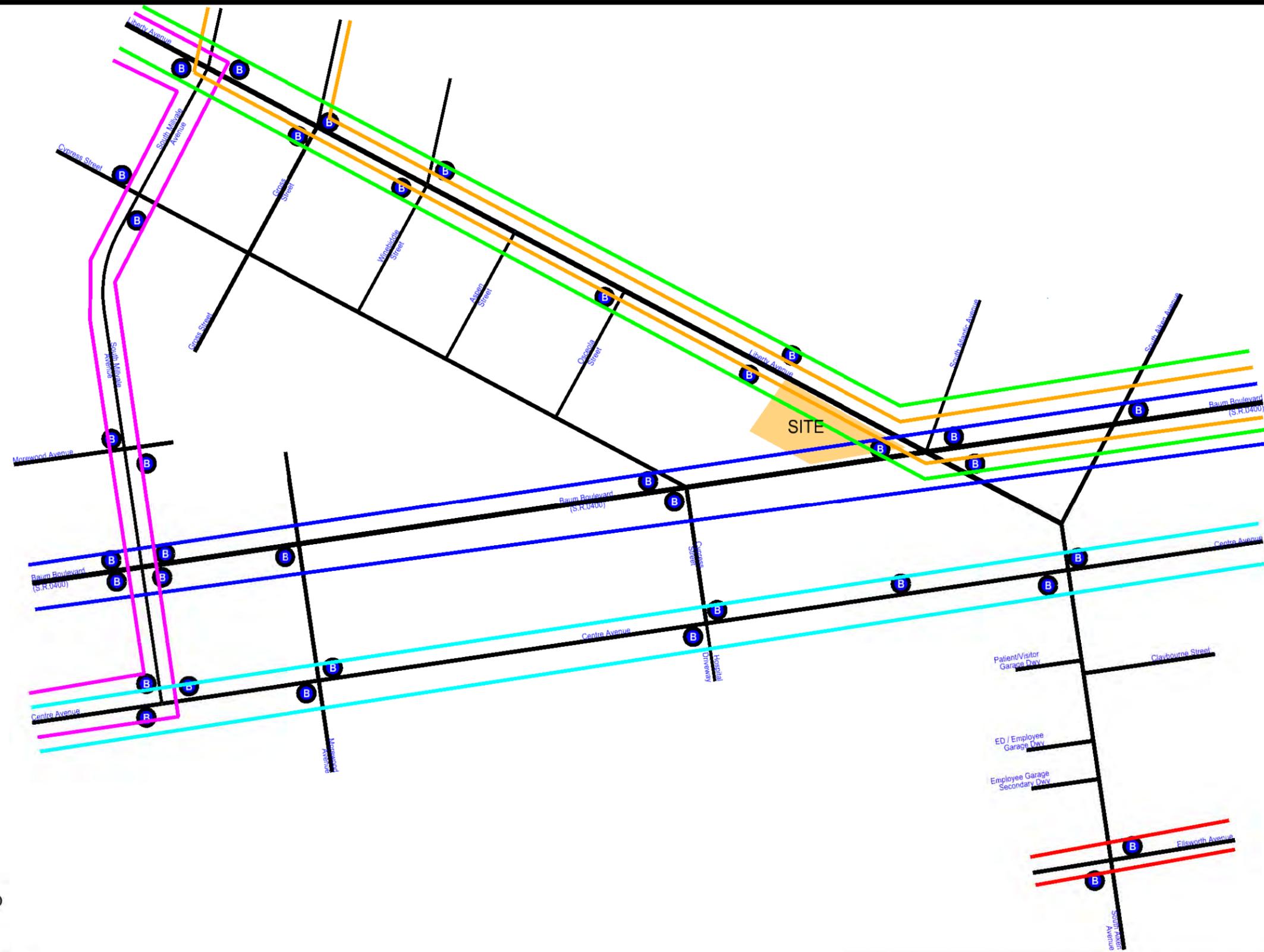
TITLE: Study Intersections

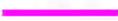
FIGURE

4

D.B.	mds
C.B.	caj
REV.	

FILE NAME: 12301/12301



- Legend**
-  - Bus Stop
 -  - 54
 -  - 64
 -  - 71A, 71C, 82
 -  - 75
 -  - 77
 -  - 86

 SCALE: N.T.S.	 Transportation Solutions for Today and Tomorrow <small>Two Towers, Suite 400 / 425 Swinburne Place Pittsburgh, Pennsylvania 15222 / (412) 490-0930</small>	PROJECT NO. VILLO00 - 12301	FIGURE
		PROJECT: Village Green Apartment Development Transportation Study	5
TITLE: Port Authority of Allegheny County Bus Routes and Stops		D.B. cad	C.B. cal
		REV. _____	

PLOTTED: 11/20/21



Legend:

- 2019 Base 95th Percentile Queue Length (feet)

- 2019 Combined 95th Percentile Queue Length (feet)



SCALE: 1" = 200'



Transportation Solutions for Today and Tomorrow
Twin Towers, Suite 400 /4955 Steubenville Pike
Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. VILLA00 - 12301

PROJECT: Village Green Apartment Development
Transportation Study

TITLE: A.M. Peak Hour
Queue Lengths

FIGURE

26

D.B. MDS
C.B. CAJ
REV. _____

PLOTTED: 11/20/21



Legend:



- 2019 Base 95th Percentile Queue Length (feet)



- 2019 Combined 95th Percentile Queue Length (feet)



SCALE: 1" = 200'



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Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. VILLA00 - 12301

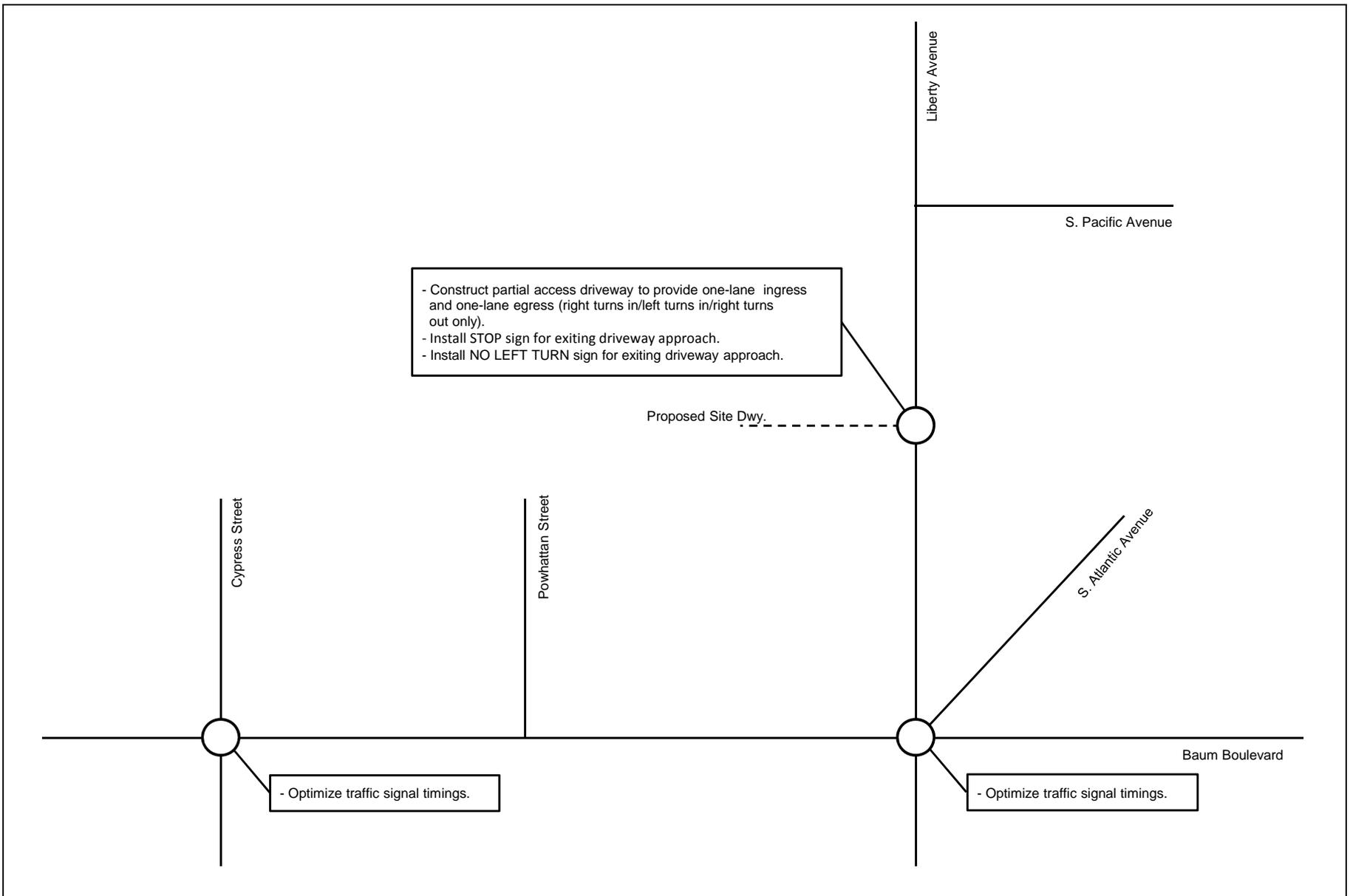
PROJECT: Village Green Apartment Development
Transportation Study

TITLE: P.M. Peak Hour
Queue Lengths

FIGURE

27

D.B. MDS
C.B. CAJ
REV.



SCALE : N.T.S.



Transportation Solutions for Today and Tomorrow
 Twin Towers, Suite 400 / 4955 Steubenville Pike
 Pittsburgh, Pennsylvania 15205 / (412) 490-0630

PROJECT NO. VILLA00-12301

PROJECT: Village Green Apartment Development
 Transportation Study

TITLE: **Recommended Improvements**

FIGURE

28

D.B.	<u>MDS</u>
C.B.	<u>CAJ</u>
REV.	_____