



**DEPARTMENT OF CITY PLANNING  
DEVELOPMENT ADMINISTRATION AND REVIEW (ZONING)**

Date Filed:

**Office of the Zoning Administrator**

**200 ROSS STREET ♦ THIRD FLOOR ♦ PITTSBURGH ♦ PENNSYLVANIA ♦ 15219**

*(Zoning Use Only)*

**DEVELOPMENT REVIEW APPLICATION**

The Development Review Application **can be** used for the following:

- New Construction of a Primary Use Structure larger than a 2-Family Dwelling. (Including new Non-Residential Primary Use Structures);
- Any project or development that requires a Land Operations Permit;
- Any other types of work not listed under the Walk-Through and Zoning Applications.

**GENERAL INFORMATION**

<b>1. Property Owner Name:</b> IX Liberty Center Owner L.P.		Phone Number: ( 203)485 5122	
Address: 521 West Putnam Ave	City: Greenwich	State: CT	Zip Code: 06830
<b>2. Applicant/Company Name:</b> Gensler		Phone Number: ( 412)454 2191	
Address: 204 5th Ave	City: Pittsburgh	State: PA	Zip Code: 15222
Applicant/Contractor ID:(assigned by the City) NA			
<b>3. Development Name:</b> Liberty Center			
<b>4. Development Location:</b> Eleventh Ave / Penn Ave / Liberty Ave			
<b>5. Development Address:</b> 1001 Liberty Avenue			
<b>6. If applicant is proposing a change to the Zoning District, the following is required:</b> (Attach Zone Change Petition)			
Proposed Zoning District:	NA		
Present Use of Site: (Select from attached list)			
<b>7. If a Certificate of Occupancy exists, the following is required:</b>			
Certificate of Occupancy#:	82737	Date Issued:	2/18/88
		Existing Use of Property:	office / hotel / retail / parking garage
<b>8. Estimated Construction:</b>	Start Date: 1/26/15	Occupancy Date: Phase construction to maintain operations	Project Cost: \$ 2,300,000

Use the attached Worksheet to continue answering the questions. For additional reference in answering Items 9-12 go to [pittsburghpa.gov/dcp/zoning/](http://pittsburghpa.gov/dcp/zoning/) and select the link for the City Zoning Code maintained at the Municode.com website.

**9. Proposed Use of Site (Select from attached list):**

**10. Select the Type of Work:**

New Construction, New       Renovation, Interior

New Construction,             Renovation, Exterior

Change in Use Only             Renovation, Change in Use

**11. Describe the Development:** Existing multi-use development. Replacement of three story curtainwall at lobby entrance

**12. Is a Land Operations Permit needed?**                       YES                       NO

(See the Bureau of Building Inspection (BBI) website for activities requiring a Land Operations Permit, <http://www.city.pittsburgh.pa.us/bbi/>)



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**DEVELOPMENT REVIEW APPLICATION**

**LAND AND BUILDING INFORMATION**

**13. Proposed Number of New Structures or Building Additions:**  N/A

Residential       Commercial       Recreational       Industrial       Institutional

**14. Gross Floor Area:**

Existing to be Razed: \_\_\_\_\_ sq ft

Existing to be Retained: \_\_\_\_\_ sq ft

Retained Area to be Renovated: \_\_\_\_\_ sq ft

To be Constructed: \_\_\_\_\_ sq ft

Building Footprint: \_\_\_\_\_ sq ft

15. Height of Structures:	<u>Existing</u>		<u>Proposed</u>	
	<u>Stories</u>	<u>Feet</u>	<u>Stories</u>	<u>Feet</u>
Main Structure				
Proposed Addition/Extension				

Provide Accessory Structure Type(s) and Height(s):


**16. Number of Dwelling Units:**

Existing to Remain: \_\_\_\_\_ Proposed: \_\_\_\_\_

**17. Lot Area:** \_\_\_\_\_ sq ft

**18. On Site Parking:**  N/A

	<u>Existing</u>	<u>Proposed</u>
Full (8 1/2' x 19')		
Compact (7 1/4' x 16')		
Handicap (13 1/2' x 19')		

Off-Street Loading Spaces:  N/A

Actual: \_\_\_\_\_

Required: \_\_\_\_\_

**19. Please check any of the following items that will be part of the proposed work:**  N/A

Demolition       HVAC (Interior)       HVAC (Exterior)       Electrical       Fire Alarm

Fire Protection/Sprinklers       Deck Construction       Commercial Cooking Hood       Sign

**20. Please check the following items that pertain to any work proposed on private plumbing:**  
(i.e. plumbing between a public sewer or water line and a building, including plumbing inside the building).

Repair or Replace Existing Plumbing       New Construction of Plumbing       No Plumbing Work is Proposed



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**DEVELOPMENT REVIEW APPLICATION**

**WATER AND SEWER INFORMATION**

*NOTE: The term "sewer" refers to sanitary sewers, storm sewers and combined sewers owned by the City of Pittsburgh.*

For reference in answering Items 21-24, please refer to the Pittsburgh Water and Sewer Authority's Procedures Manual for Developers (available at [www.pgh2o.com](http://www.pgh2o.com)).

**21.** Please indicate the number (e.g. 0, 1, 2,...) of each of the following sewer and/or water items that will be part of the work:

_____ New Water Service Connection(s)	_____ Termination of Existing Water Service Tap(s)
_____ New Sewer Service Connection(s)	_____ Termination of Existing Sewer Service Tap(s)

**22.** Will the proposed work change the current water consumption and sewer discharge of the building or site?

YES                       NO

**23.** If the Development includes the construction of main sewer and/or water lines, then the Applicant is required to select a course of action with regard to ownership of those utilities:

- Applicant requests PWSA to accept ownership of the sewer mains and/or water lines
- Applicant retains private ownership of sewer mains and/or water lines
- Not Applicable (Development does not include construction of sewer mains and/or water lines)

**24.** If Yes to the first or second statement in Item 23, then identify the type of property where the sewer mains and/or water lines will be constructed:

- Public Property, Existing City Street                     
  Private Property   
  Not Applicable  
 Public Property, New City Street to be constructed as part of the development/project

**WORK IN AND AROUND THE CITY RIGHTS-OF-WAY**

**25.** Please select the following items that apply to the proposed work:

- Applicant requests to change or designate the name of a City Street.
- The proposed work includes a private structure (e.g. deck, porch, awning, sign, etc.) encroaching on a City dedicated right-of-way.
- Modification or reconstruction of City curbs.
- Design and construction of a new street where the Applicant will request the City to accept ownership of the street.
- Applicant requests the City to vacate an existing City street/sidewalk so the Applicant can use the property for private development.
- The proposed work will create an obstruction of traffic on City rights-of-way.
- The proposed work includes the excavation of a City street or sidewalk.
- The proposed work includes the placement of a demolition dumpster in a City right-of-way.
- The proposed work includes the addition, deletion and/or relocation of City street lights in a City right-of-way.

**26.** Applicant will be applying for a Visitability Tax Credit?                       Yes                       No

Applicant Signature:

(Zoning Use Only)



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**Development Review Application - List of Existing and Proposed Uses for Questions 6 & 9**

**Residential Uses**

1. Single-Unit Detached Residential
2. Single-Unit Attached Residential
3. Two-Unit Residential
4. Three-Unit Residential
5. Multi-Unit Residential
6. Assisted Living Class A
7. Assisted Living Class B
8. Assisted Living Class C
9. Community Home
10. Dormitory
11. Fraternity/Sorority
12. Housing for the Elderly (Limited)
13. Housing for the Elderly (General)
14. Multi-Suite Residential (Limited)
15. Multi-Suite Residential (General)
16. Personal Care Residence (Large)
17. Personal Care Residence (Small)

**Non-Residential Uses**

18. Adult Entertainment
19. Agricultural Use
20. Amusement Arcade
21. Animal Care (Limited)
22. Animal Care (General)
23. Art or Music Studio
24. Public Assembly (Limited)
25. Public Assembly (General)
26. Bank or Financial Institution (Limited)
27. Bank or Financial Institution (General)
28. Basic Industry
29. Bed and Breakfast (Limited)
30. Bed and Breakfast (General)
31. Car Wash
32. Cemetery
33. Check Cashing
34. Child Care (Limited)
35. Child Care (General)
36. Club (Limited)
37. Club (General) other than the limited type described above.
38. College or University Campus
39. Communication Tower, Class A
40. Communication Tower, Class B
41. Communication Tower, Class C
42. Community Center (Limited)
43. Community Center (General)
44. Construction Contractor (Limited)
45. Construction Contractor (General)
46. Correctional Facility (Limited)
47. Correctional Facility (General)
48. Cultural Service (Limited)
49. Cultural Service (General)
50. Custodial Care Facility
51. Educational Classroom Space (Limited)

52. Educational Classroom Space (General)
53. Excavation/Grading/Fill, Major
54. Firearms Business Establishment
55. Forestry Activities
56. Freight Terminal
57. Funeral Home
58. Gaming Enterprise
59. Golf Course
60. Grocery Store (Limited)
61. Grocery Store (General)
62. Hazardous Operations
63. Helipad
64. Heliport
65. Helistop
66. Hospital
67. Hotel/Motel (Limited)
68. Hotel/Motel (General)
69. Incinerator, Solid Waste
70. Laboratory/Research Services (Limited)
71. Laboratory/Research Services (General)
72. Laundry Services
73. Library (Limited)
74. Library (General)
75. Manufacturing and Assembly (Limited)
76. Manufacturing and Assembly (General)
77. Medical Office/Clinic (Limited)
78. Medical Office/Clinic (General)
79. Nursery, Retail (Limited)
80. Nursery, Retail (General)
81. Office (Limited)
82. Office (General)
83. Outdoor Retail Sales and Service [Non-Accessory Use]
84. Parking, Commercial (Limited)
85. Parking, Commercial (General)
86. Parking Structure (Limited)
87. Parking Structure (General)
88. Parks and Recreation (Limited)
89. Parks and Recreation (General)
90. Pawn Shop
91. Recreation and Entertainment, Indoor (Limited)
92. Recreation and Entertainment, Indoor (General)
93. Recreation and Entertainment, Outdoor (Limited)
94. Recreation and Entertainment, Outdoor (General)
95. Recycling Collection Station
96. Recycling Processing Center
97. Religious Assembly (Limited)
98. Religious Assembly (General)
99. Restaurant, Fast-Food (Limited)

100. Restaurant, Fast-Food (General)
101. Restaurant (Limited)
102. Restaurant (General)
103. Restaurant, Liquor License (Limited)
104. Restaurant, Liquor License (General)
105. Retail Sales and Services (Limited)
106. Retail Sales and Services (General)
107. Retail Sales and Services, Residential Convenience
108. Safety Service
109. Salvage Yard
110. School, Elementary or Secondary (Limited)
111. School, Elementary or Secondary (General)
112. Service Station
113. Sidewalk Cafe
114. Transit Facility
115. Utility (Limited)
116. Utility (General)
117. Vehicle/Equipment Repair (Limited)
118. Vehicle/Equipment Repair (General)
119. Vehicle/Equipment Sales (Limited)
120. Vehicle/Equipment Sales (General)
121. Vocational School (Limited)
122. Vocational School (General)
123. Warehouse (Limited)
124. Warehouse (General)
125. Warehouse, Residential Storage
126. Welding or Machine Shop
127. New and Unlisted Uses



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**DEVELOPMENT REVIEW APPLICATION – CONTACT INFORMATION**

**Department of City Planning**

200 Ross Street, Fourth Floor  
Pittsburgh, PA 15219  
(412) 255-2200  
[pittsburghpa.gov/dcp/](http://pittsburghpa.gov/dcp/)

**Department of City Planning  
Zoning Office Counter**

200 Ross Street, Third Floor  
Pittsburgh, PA 15219  
(412) 255-2246  
[pittsburghpa.gov/dcp/zoning/](http://pittsburghpa.gov/dcp/zoning/)

**City Zoning Code**

<http://www.municode.com/index.aspx?clientId=13525>

**Department of Public Safety  
Bureau of Building Inspection (BBI)**

200 Ross Street, Third Floor  
Pittsburgh, PA 15219  
(412) 255-2175  
[www.city.pittsburgh.pa.us/bbi/](http://www.city.pittsburgh.pa.us/bbi/)

**Department of Public Works (DPW)  
Bureau of Engineering and Construction**

City-County Building, Room 301  
441 Grant Street  
Pittsburgh, PA 15219  
(412) 255-2883  
[www.city.pittsburgh.pa.us/pw/html/permits\\_info.html](http://www.city.pittsburgh.pa.us/pw/html/permits_info.html)

**Department of Public Works (DPW)  
Public Space Management**

**Permit Office**  
611 Second Avenue  
Pittsburgh, PA 15219  
(412) 255-2370  
[www.city.pittsburgh.pa.us/pw/html/permits\\_info.html](http://www.city.pittsburgh.pa.us/pw/html/permits_info.html)

**Pittsburgh Water and Sewer Authority (PWSA)**

Penn-Liberty Plaza I  
1200 Penn Avenue  
Pittsburgh, PA 15222  
Permits (412) 255-2443; Engineering (412) 255-8987  
[www.pgh2o.com](http://www.pgh2o.com)  
*Refer to the PWSA Procedures Manual for Developers.*

**Allegheny County Health Department (ACHD)**

Plumbing Division  
3901 Penn Avenue, Building #5  
Pittsburgh, PA 15224  
(412) 578-8036  
[www.achd.net/plumbing/index.html](http://www.achd.net/plumbing/index.html)

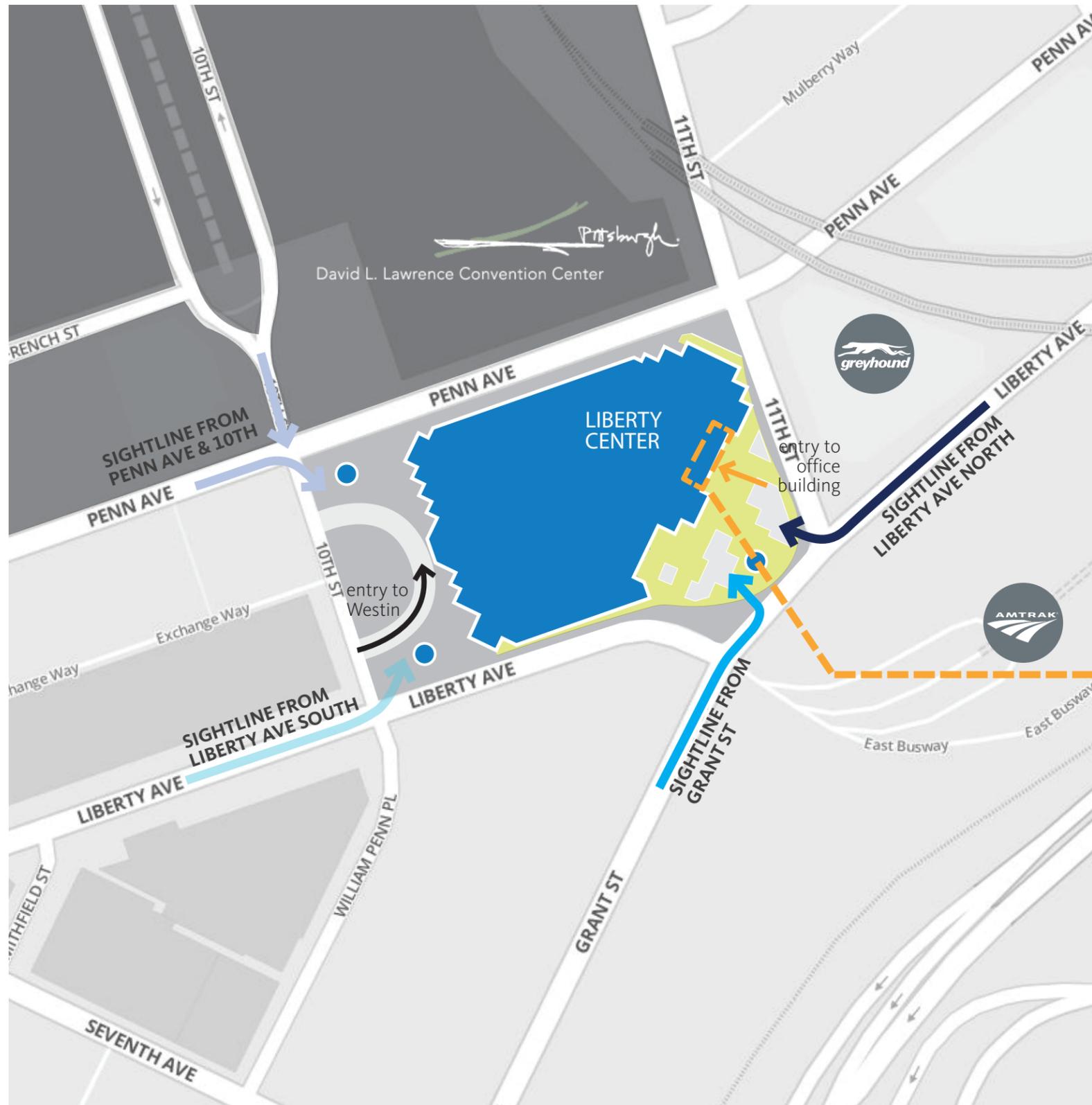
**Allegheny County Health Department (ACHD)**

Food Safety Program  
3901 Penn Avenue, Building #1  
Pittsburgh, PA 15224  
(412) 578-8044  
[www.achd.net/food/foodstart.html](http://www.achd.net/food/foodstart.html)

**Allegheny County Health Department (ACHD)**

Housing and Community Environment  
3190 Sassafras Way  
Pittsburgh, PA 15201  
(412) 350-4046  
[www.achd.net/housing/commenvironstart.html](http://www.achd.net/housing/commenvironstart.html)

**PLANNING COMMISSION REVIEW**  
**EXTERIOR CURTAIN WALL REPLACEMENT**



## LIBERTY CENTER:

- ZONING: DISTRICT GT-B
- 27 STORY OFFICE TOWER
- FIRST FLOOR LOBBY AND RETAIL SPACE
- EXTERIOR PLAZA

AREA OF WORK



## LIBERTY CENTER:

- REPLACE EXTERIOR CURTAIN WALL TO INCREASE TRANSPARENCY BETWEEN LOBBY AND EXTERIOR.
- ACTIVATE PLAZA THROUGH VISUAL CONNECTIONS.

EXTENT OF CURTAIN WALL  
TO BE REPLACED



EXTENT OF CURTAIN WALL  
TO BE REPLACED

EXISTING CURTAIN WALL:

- POOR THERMAL PERFORMANCE
- LACK OF VISUAL TRANSPARENCY  
DISCONNECTS LOBBY FROM PLAZA
- DATED FACADE

OFFICE EXTERIOR



LARGE MULLIONS MAKE  
FACADE LOOK DATED

EXCESSIVE NUMBER OF DOORS (7)  
CONTRIBUTES TO POOR THERMAL  
PERFORMANCE

LOBBY INTERIOR

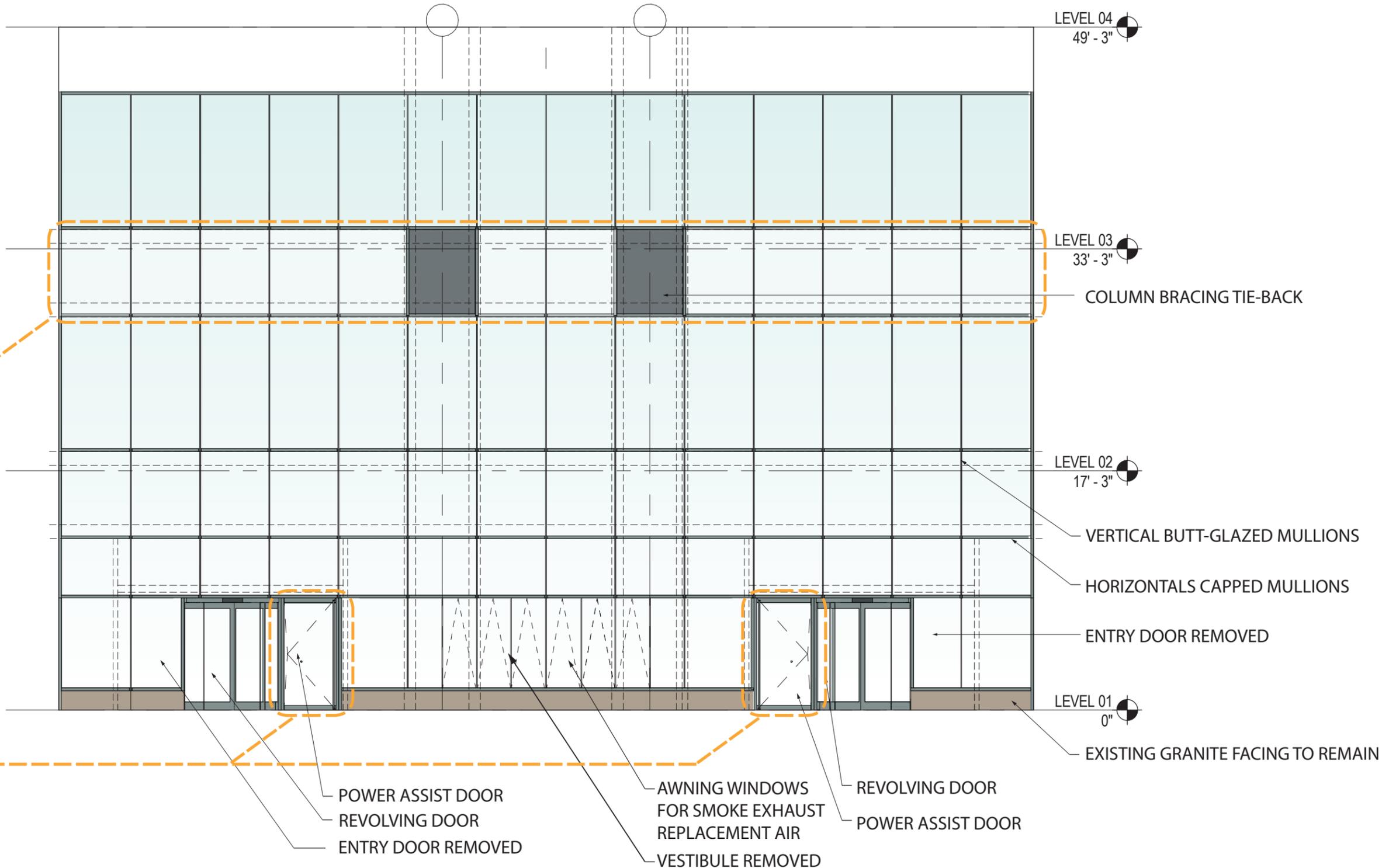


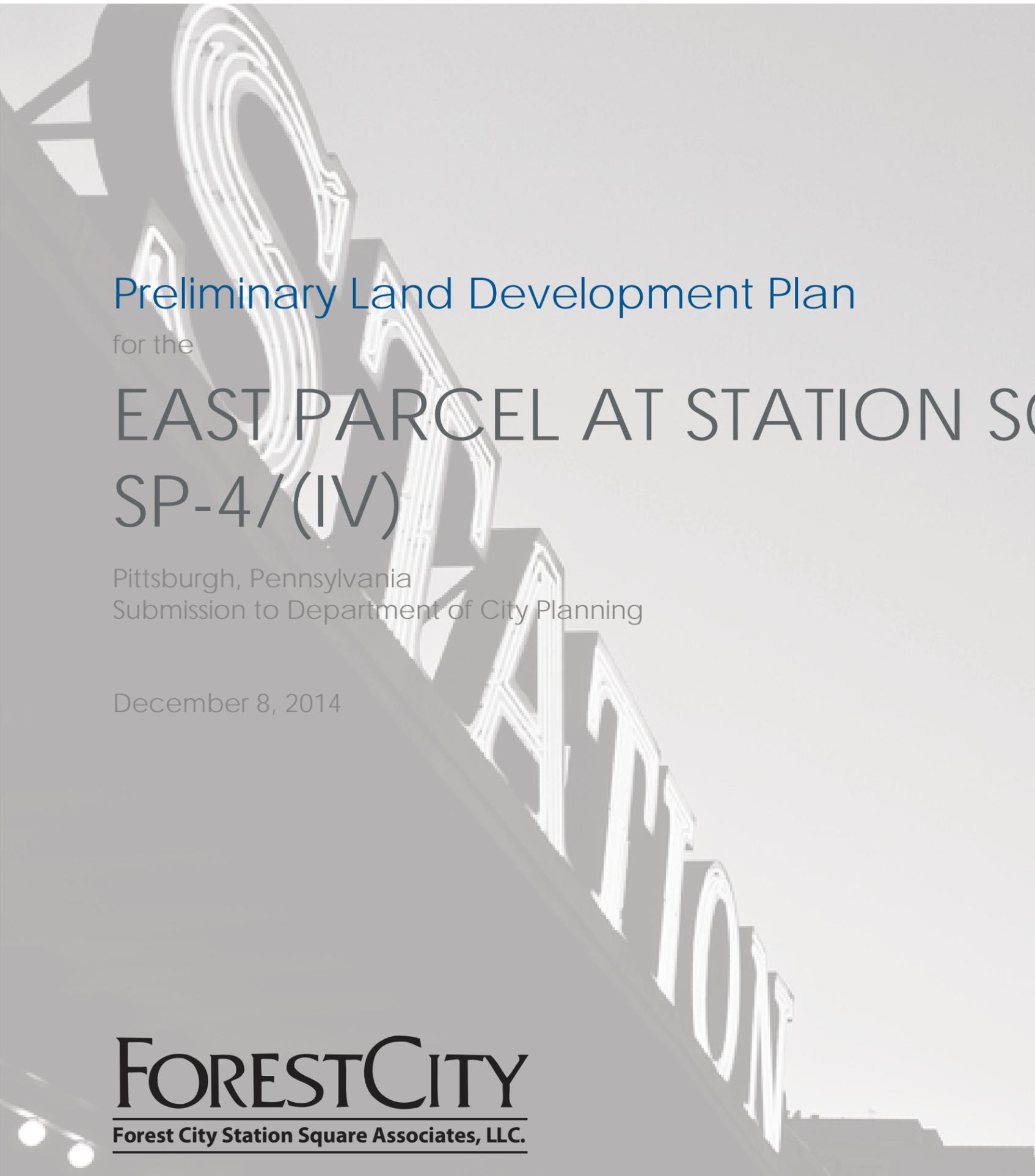
NEW TRANSPARENT VISION GLASS



EXTENT OF NEW SPANDREL GLASS

TWO NEW POWER ASSIST DOORS PROVIDE ADA ACCESSIBILITY





Preliminary Land Development Plan

for the

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

Pittsburgh, Pennsylvania  
Submission to Department of City Planning

December 8, 2014

**FORESTCITY**  
Forest City Station Square Associates, LLC.

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**ka**  
kainc.com

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# INTRODUCTION

## 1.1.1 PURPOSE AND INTENT

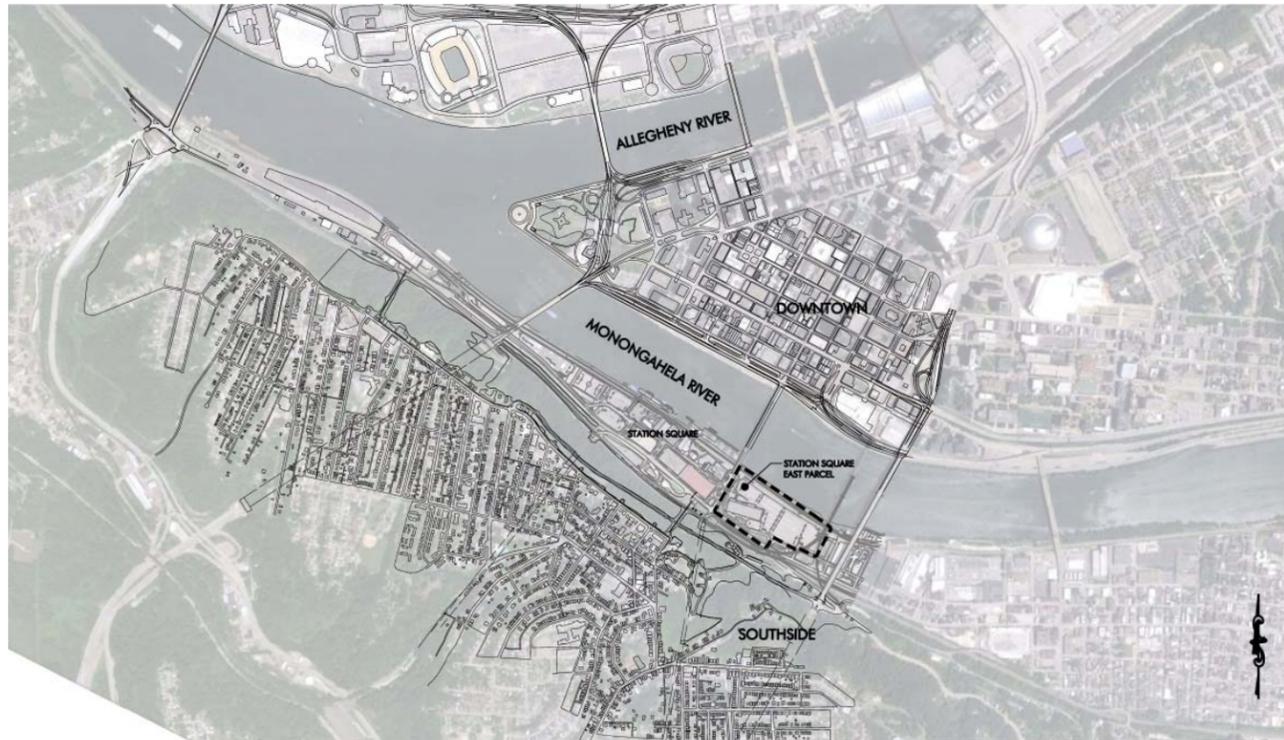
The East Parcel at Station Square is Zoned SP-4/(IV), East Station Square District, which is generally bounded by Smithfield Street on the west, East Carson Street and McKean Street on the south, a line approximately 60 feet east of the Light Rail Transit bridge to the east, and the Monongahela River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



COMMERCE COURT - STATION SQUARE



OVERALL SITE CONTEXT PLAN



BESSEMER COURT - STATION SQUARE

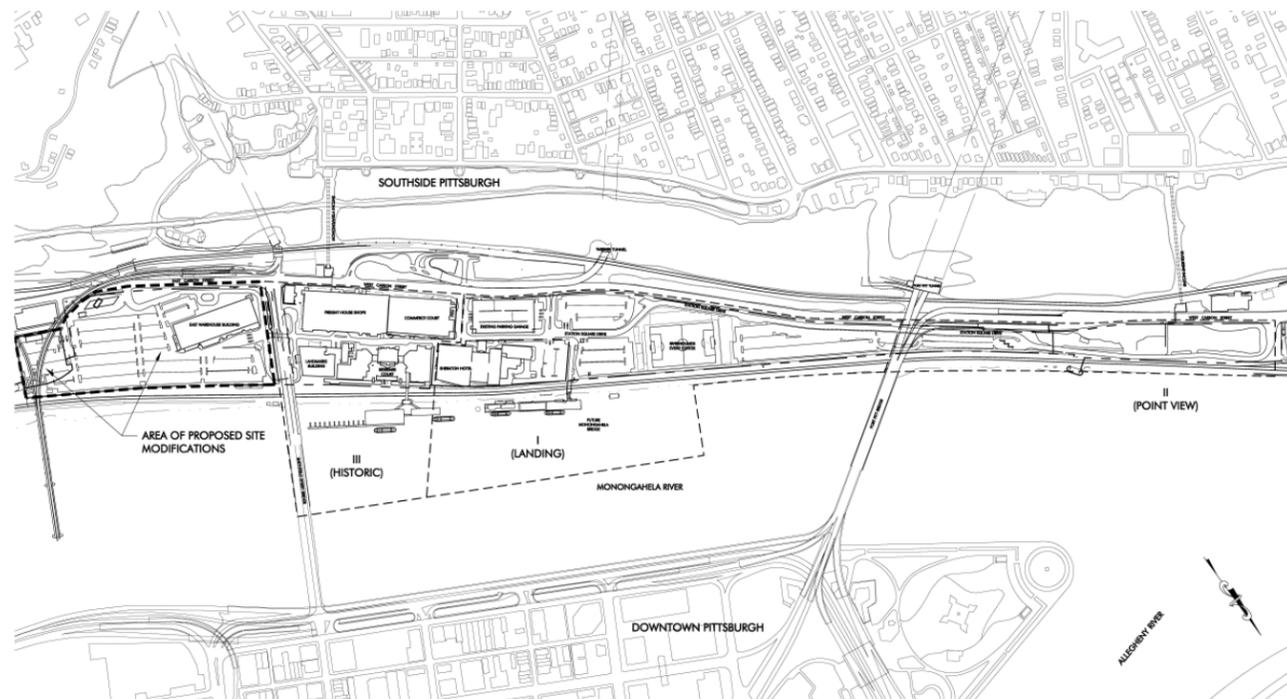
### 1.1.2 HISTORY OF STATION SQUARE AND NEIGHBORHOOD CONTEXT

Station Square shares a rich history with the City of Pittsburgh and 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 thoroughway, 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 in 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.



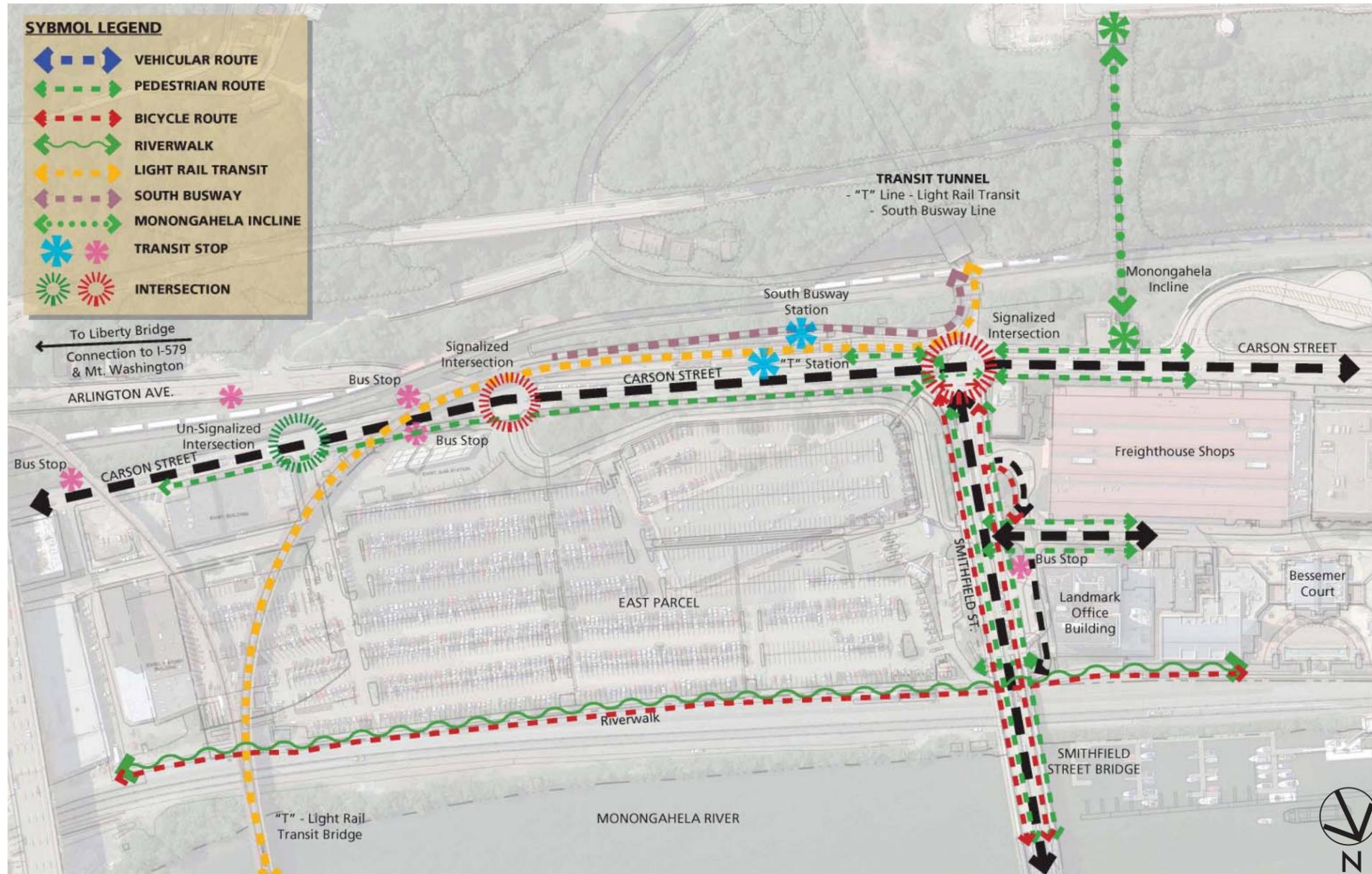
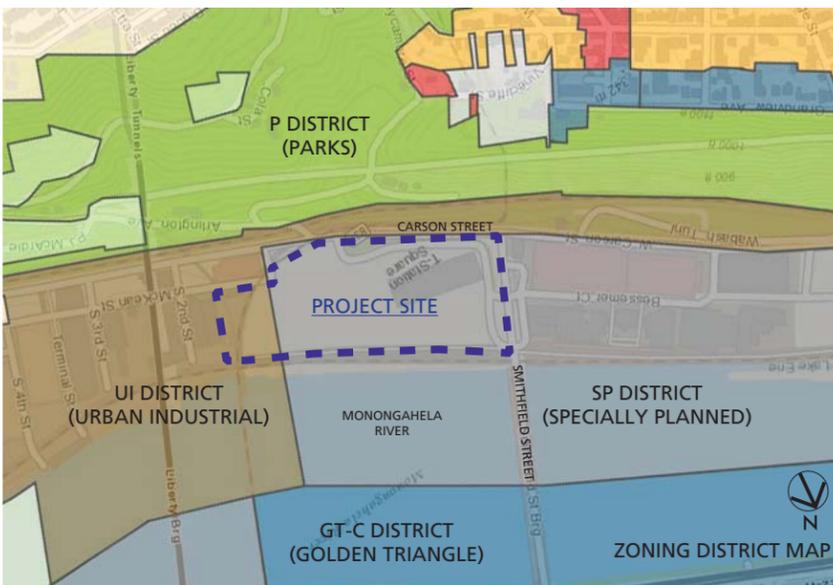
MONONGAHELA INCLINE



RIVERWALK PEDESTRIAN & BICYCLE TRAIL



LIGHT RAIL "T" STATION AT CARSON STREET



# CONCEPT SITE 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.

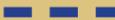
### BUILD TO LINES and SETBACKS

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 along the riverfront conducive to cross-interaction between the Riverwalk 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 is 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 nightlife vibrancy. Parking facing the river would be screened by landscaping or low walls to a minimum height of 3'-0".

**SYMBOL LEGEND**

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

**BUILD TO LINE REQUIREMENTS**

**OFFICE/COMMERCIAL**

- MINIMUM BUILD TO LINE PERCENTAGE SHALL BE 65%.
- OPENINGS ALONG BUILDING FACADES FOR GARAGE AND SERVICE ENTRANCES MAY BE INCLUDED IN BUILD TO LINE PERCENTAGE CALCULATION.

**RESIDENTIAL**

- MINIMUM BUILD TO LINE PERCENTAGE SHALL BE 65%.
- REQUIRED 65% MIN. BUILD TO LINE SHALL ALLOW BUILDING FACADES TO BE LOCATED WITHIN 30'-0" OF BUILD TO LINE AS LONG AS A STREET WALL IS PROVIDED AT GRADE FOR THE PORTIONS OF BUILDING FAÇADE THAT ARE RECESSED.
- AT GRADE STREET WALLS MAY BE DEFINED USING AN 18" OR HIGHER ELEVATION CHANGE AND/OR LANDSCAPE TREATMENT INCLUDING DECORATIVE FENCING, SEAT WALL, SHADE STRUCTURES, OR OTHER MEANS TO DELINEATE PUBLIC FROM PRIVATE SPACES.
- OPENINGS ALONG BUILDING FACADES FOR GARAGE AND SERVICE ENTRANCES MAY BE INCLUDED IN BUILD TO LINE PERCENTAGE CALCULATION.

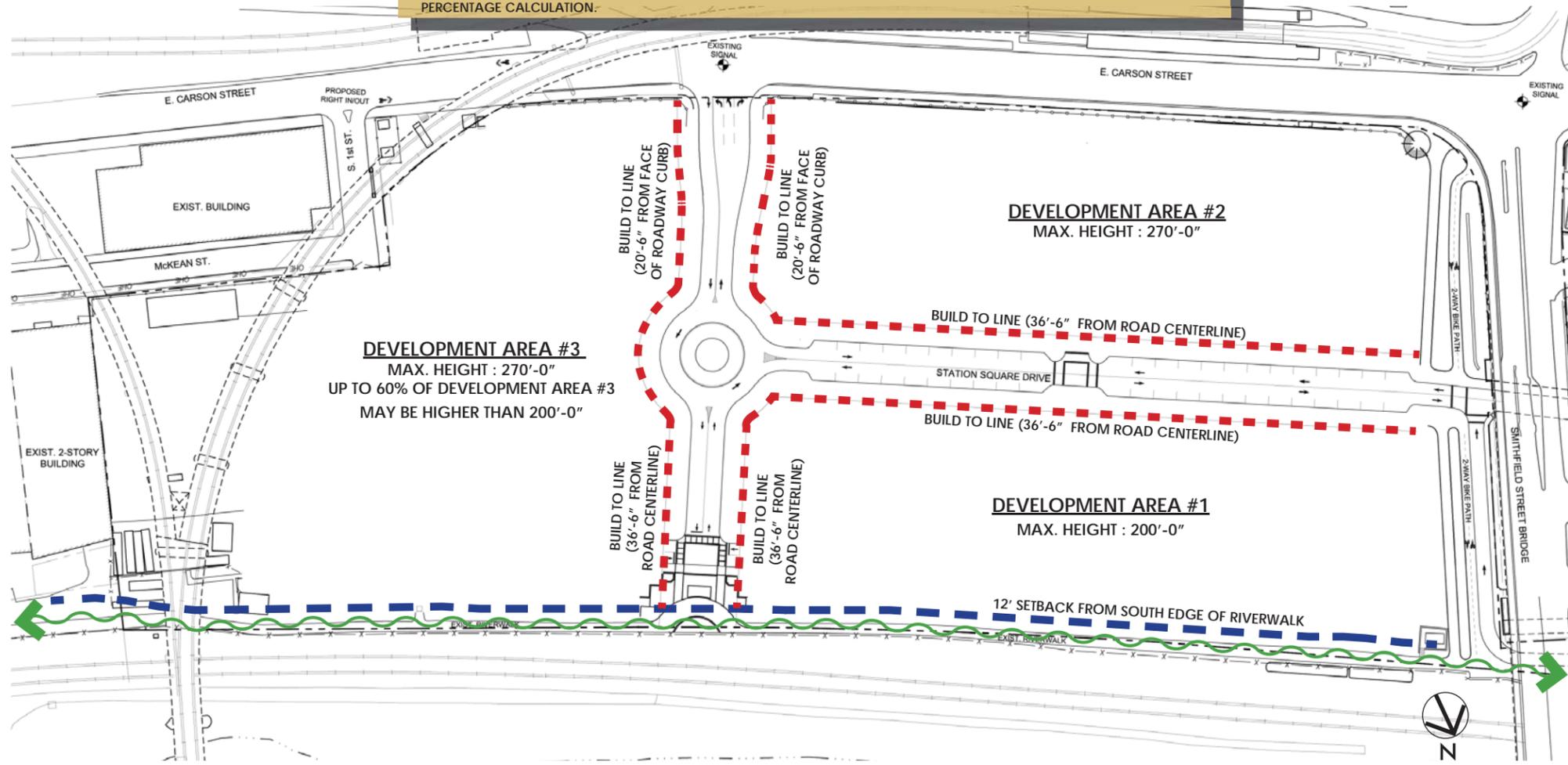
**HOTEL**

- MINIMUM BUILD TO LINE PERCENTAGE SHALL BE 20% FOR HOTEL LOT FRONTAGE.
- OPENINGS ALONG BUILDING FACADES FOR GARAGE AND SERVICE ENTRANCES MAY BE INCLUDED IN BUILD TO LINE PERCENTAGE CALCULATION.

**LAND USES**

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

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



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 of the district lying to the east of the westerly line of South 1st Street, with such line being extended to the northern perimeter of the district. 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 within 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 / 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

#### PRIMARY/SECONDARY FRONTAGES

Buildings should be designed to provide primary frontages along Station Square Drive and the pedestrian corridor extending past the roundabout towards McKean Street, providing ground floor activity and interaction with streetscapes and public open spaces.

Structured parking is allowed along primary frontages for a length of 150' max. between active ground floor uses. Structured parking along the River and secondary frontages should be screened with landscaping and/or architectural metal screening where possible. Building service and vehicular entries are encouraged along the secondary frontages and should be limited along primary frontages.

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

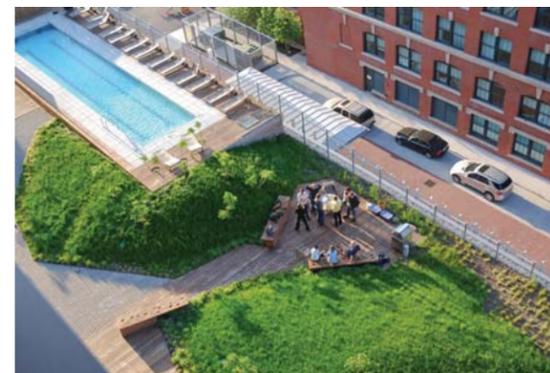
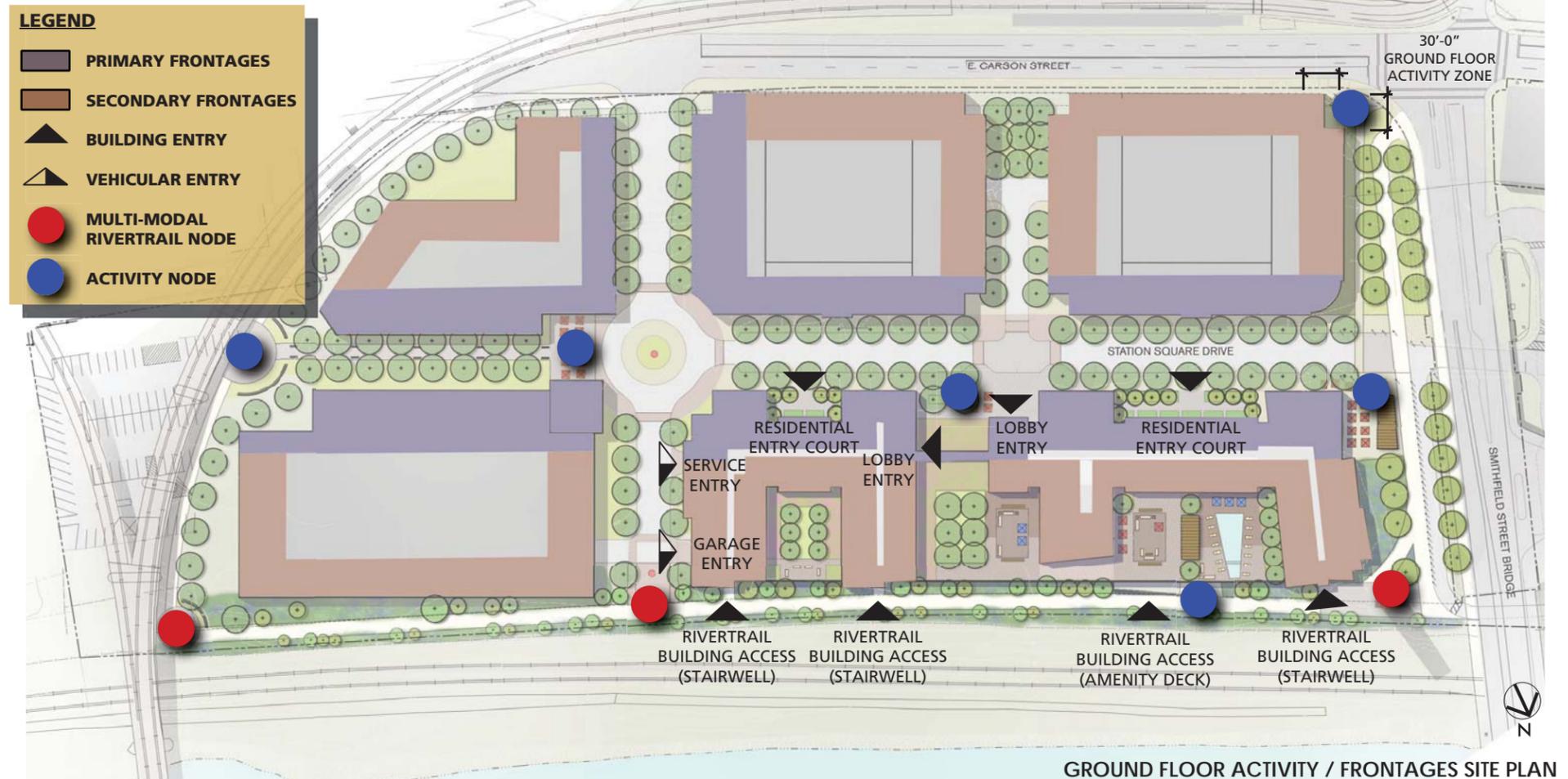
Commercial, retail/restaurant, and common residential spaces are encouraged on first floors facing primary street corridors, open space/plaza areas, view corridors and along the Riverwalk.

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

#### RIVERFRONT TREATMENT

Building and parking structures located directly along the river 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.

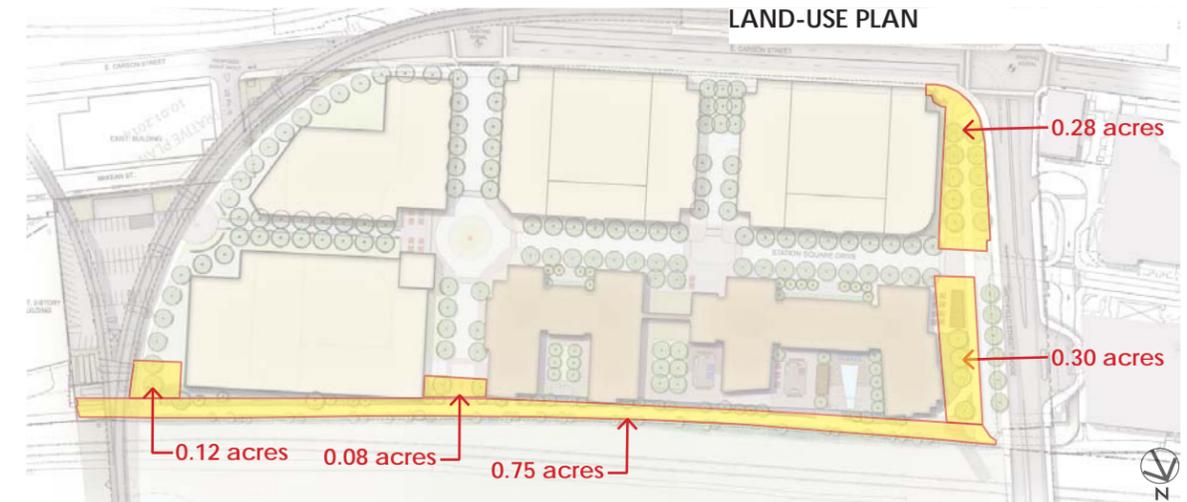
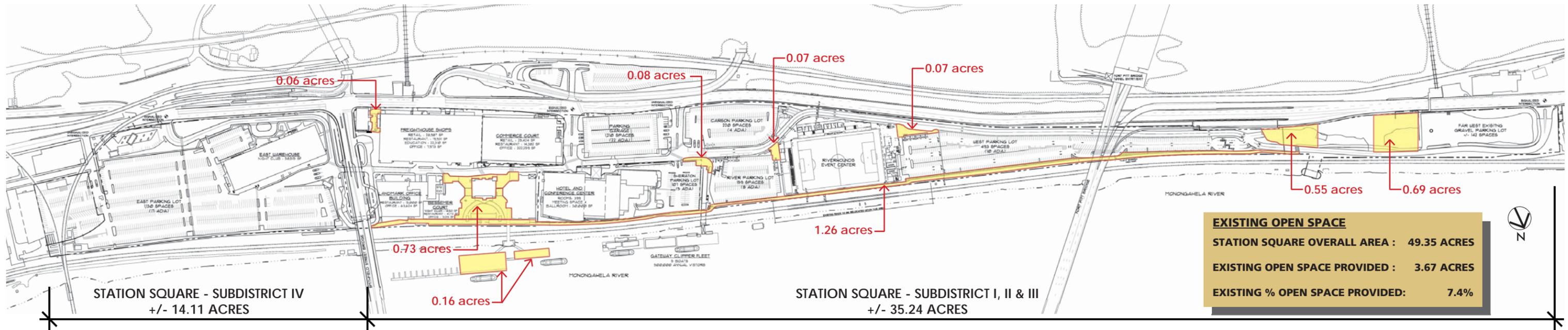
Horizontal facades may be unbroken for a maximum distance of 150'-0". Building architecture and vertical elements such as stairs are encouraged to break up long horizontal facades and provide active uses.



REPRESENTATIVE DEVELOPMENT EXAMPLES

2.4.1 OPEN SPACE

EXISTING STATION SQUARE SITE PLAN



Open spaces are encouraged to emphasize and engage the riverwalk 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.

### 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

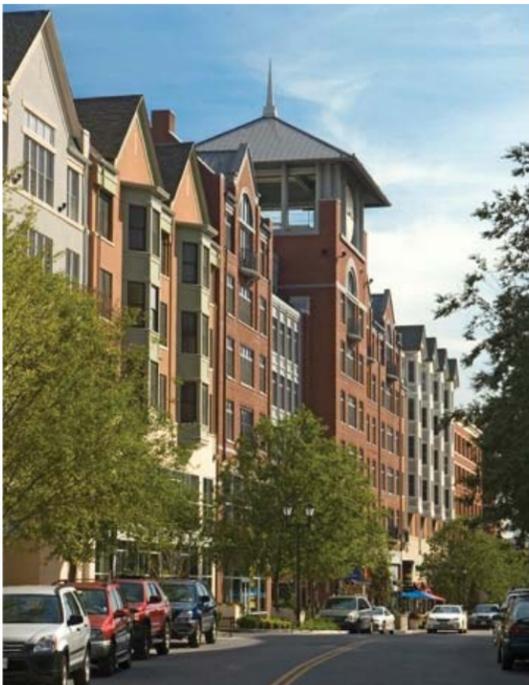
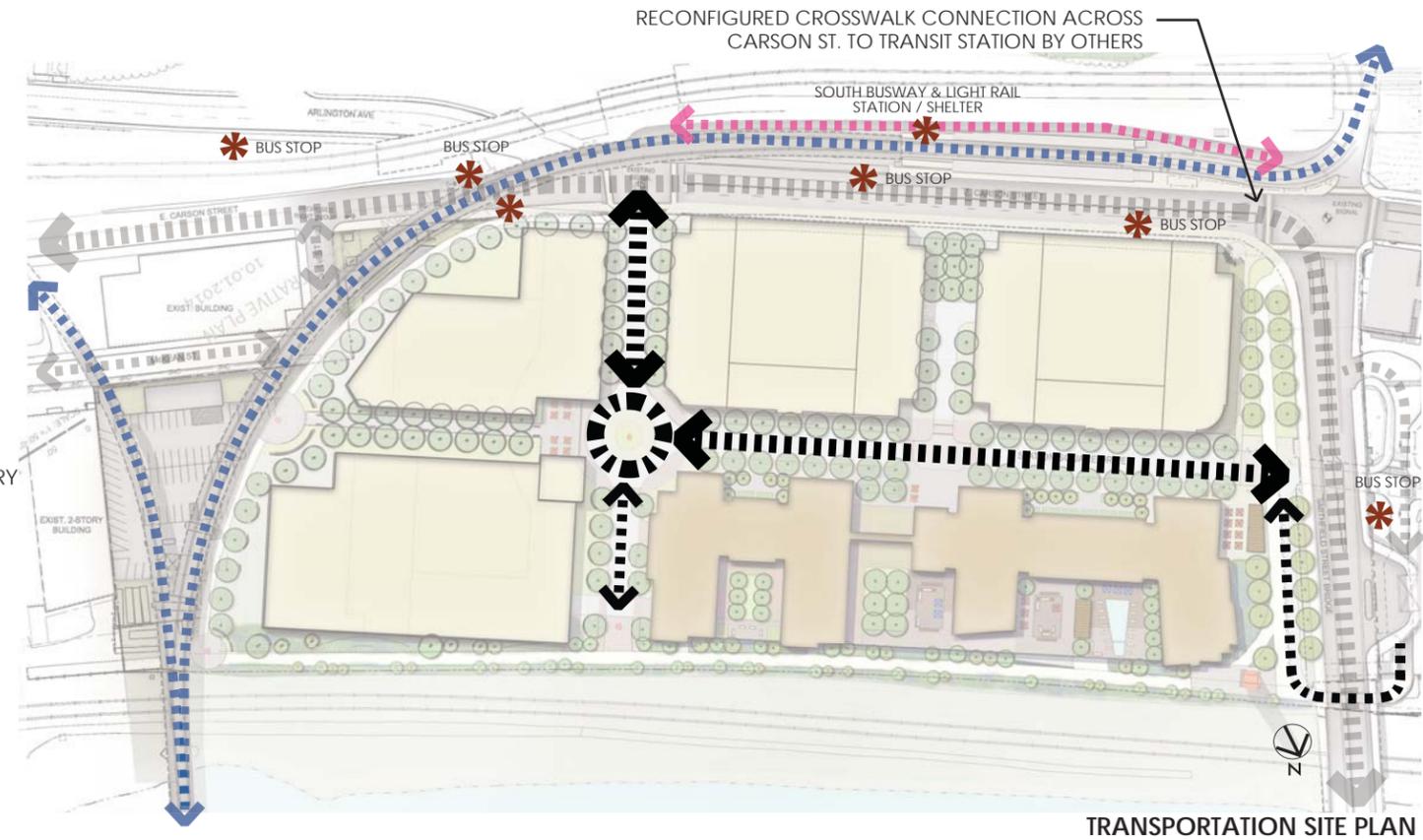
## 3.1.1 VEHICULAR AND PUBLIC TRANSIT

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.



STATION SQUARE LIGHT RAIL STATION

-  BUS STOP
-  LIGHT RAIL TRANSIT
-  PRIMARY ROAD
-  SECONDARY ROAD
-  SOUTH BUSWAY



### 3.2.1 PEDESTRIAN & BICYCLE CIRCULATION

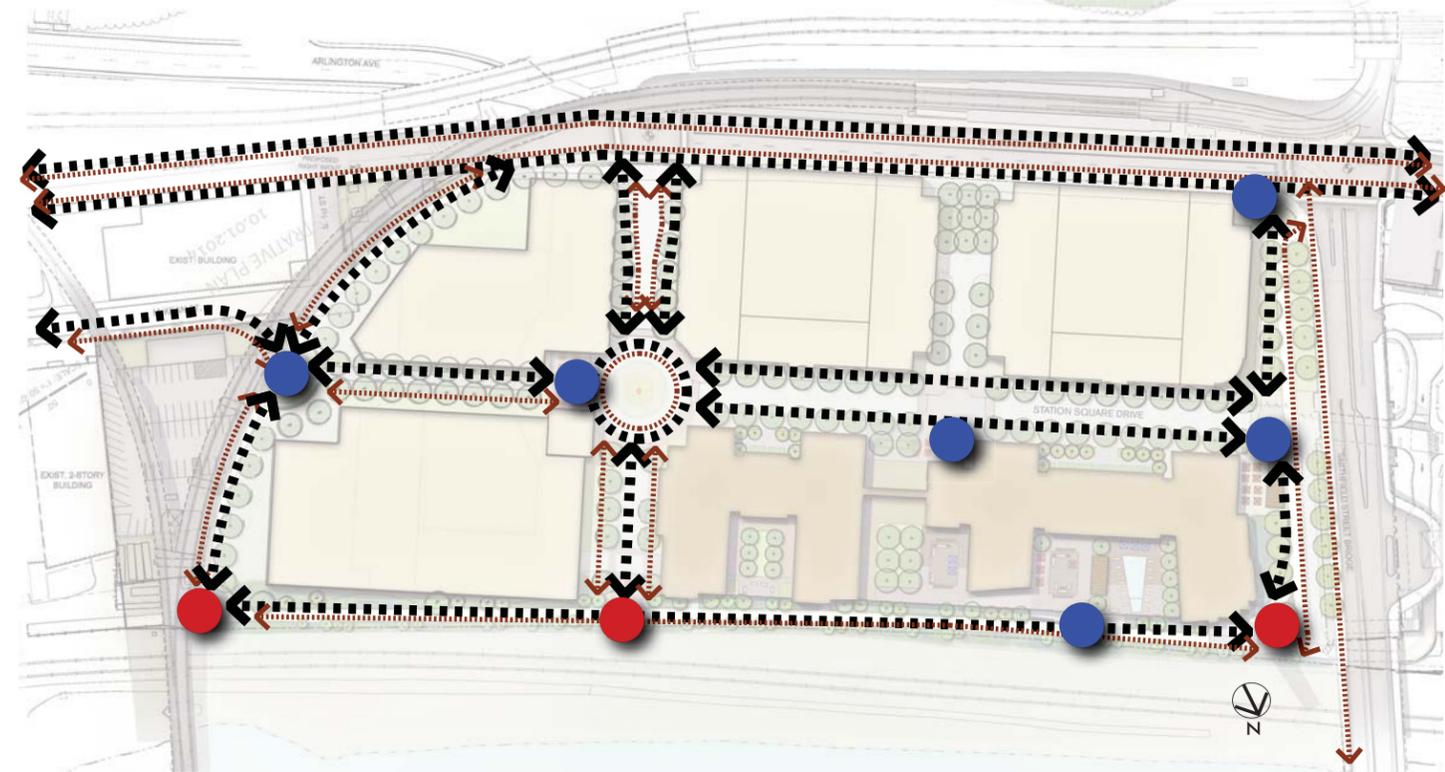
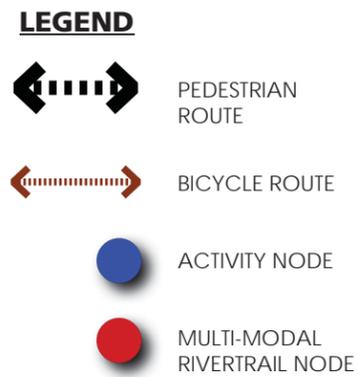
The East Parcel's proximity to the Rivertrail and the significant amount of pedestrian and bicycle traffic using this important amenity, requires a careful and safe integration of these movements with vehicles. The perpendicular corridors to the riverfront, street configuration and urban grid format 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 inter-modal transportation.

No development block shall be greater than 700'-0" in any direction without providing a public perpendicular Rivertrail connection with clearly delineated bike and pedestrian circulation and crossings. Activity nodes shall be provided along development blocks longer than 400' in length to promote ground floor activity, including passive and active public uses.

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 cyclist activates through the East Parcel to the inter-modal transportation located to the west and south of the site.

Final details relating to ADA accessibility and best practices for site design shall be provided within the FLDP submittal for review and approval.



PEDESTRIAN / BIKE CIRCULATION SITE PLAN



EXAMPLES OF BIKE ACTIVITY NODES

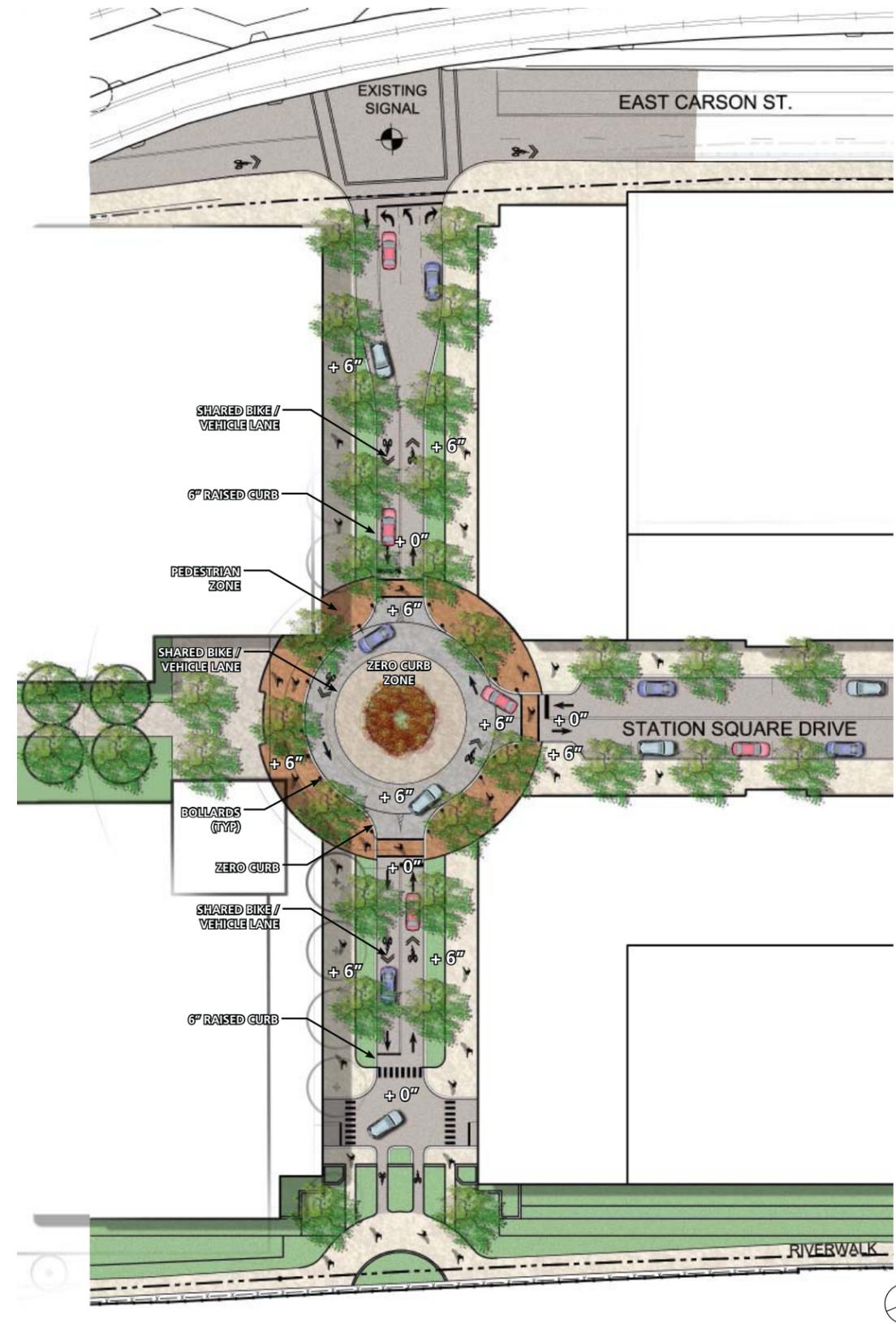
EXAMPLES OF BIKE TRAILS

### 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.



ROUNDBOUT EXAMPLES



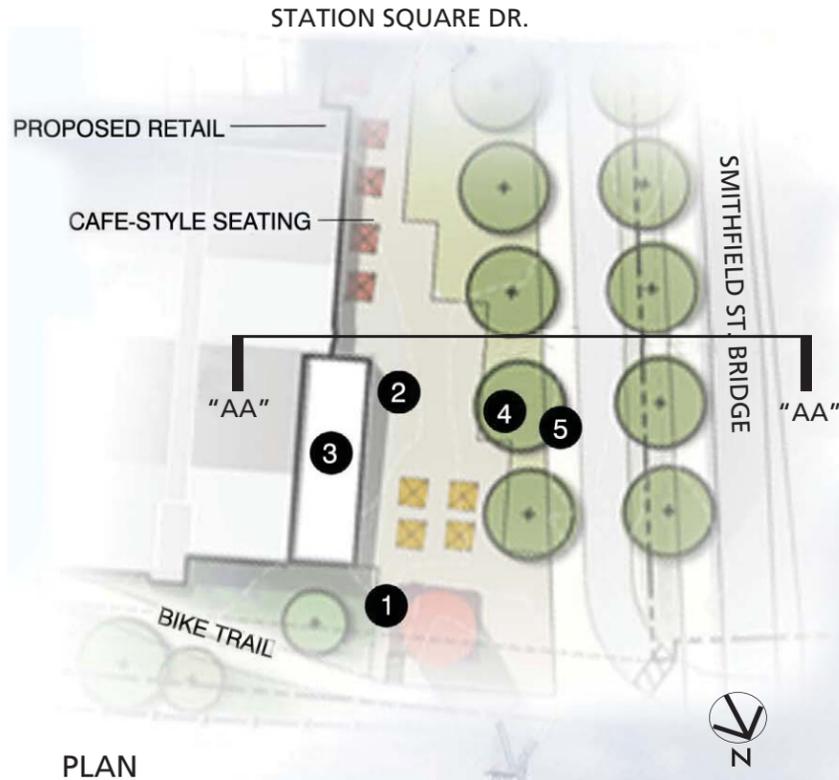
ROUNDBOUT PLAN

### 3.2.3 PEDESTRIAN & BICYCLE CIRCULATION

The important public node located at the crossing of the River and the perpendicular corridor along the Smithfield Street bridge, a unique atmosphere for the 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.

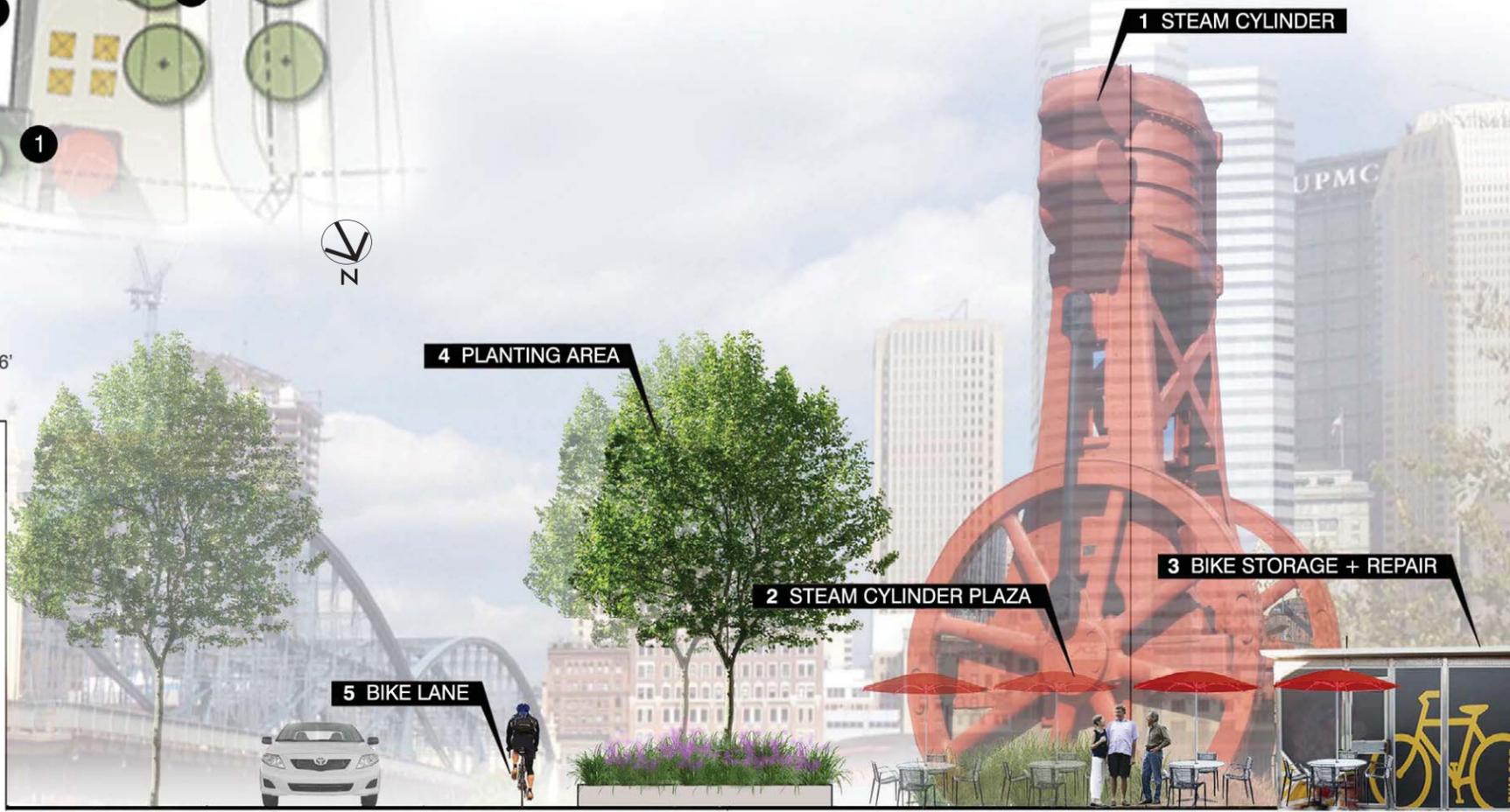


BIKE FACILITY EXAMPLES



PLAN

0 8' 16'



1 STEAM CYLINDER

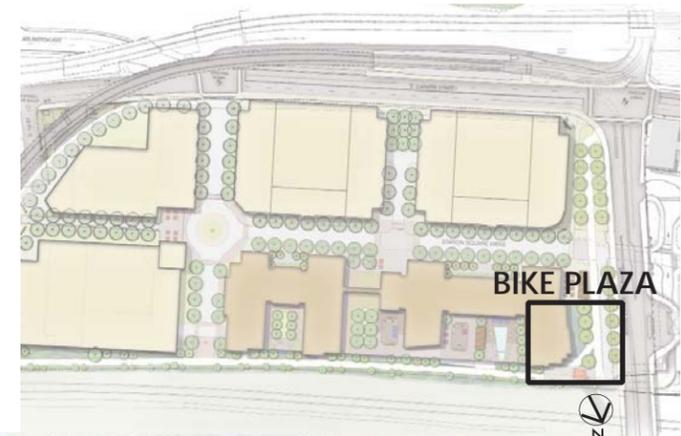
4 PLANTING AREA

2 STEAM CYLINDER PLAZA

3 BIKE STORAGE + REPAIR

5 BIKE LANE

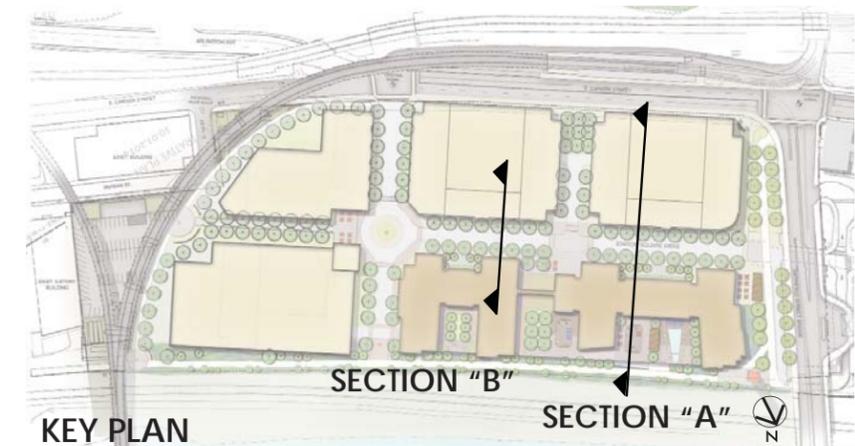
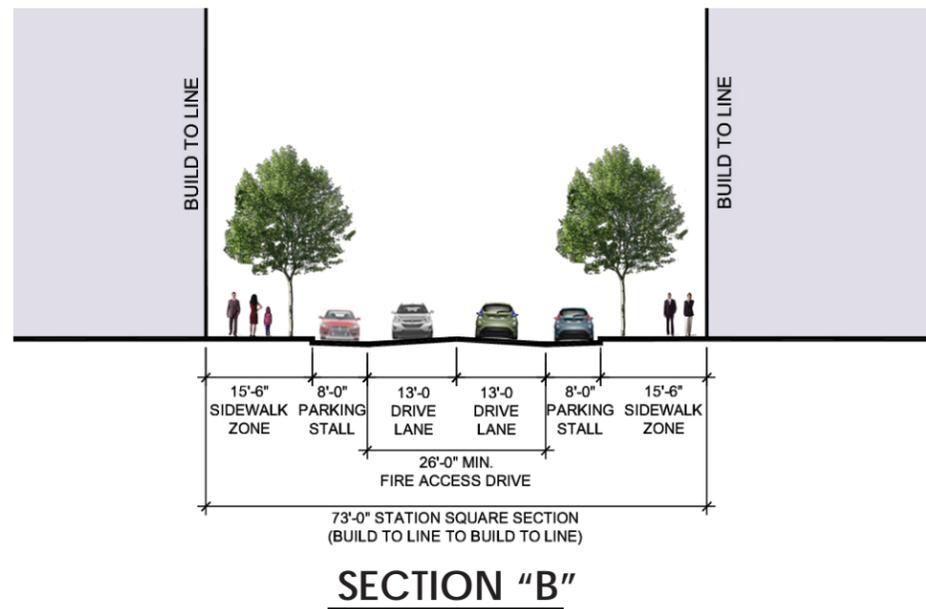
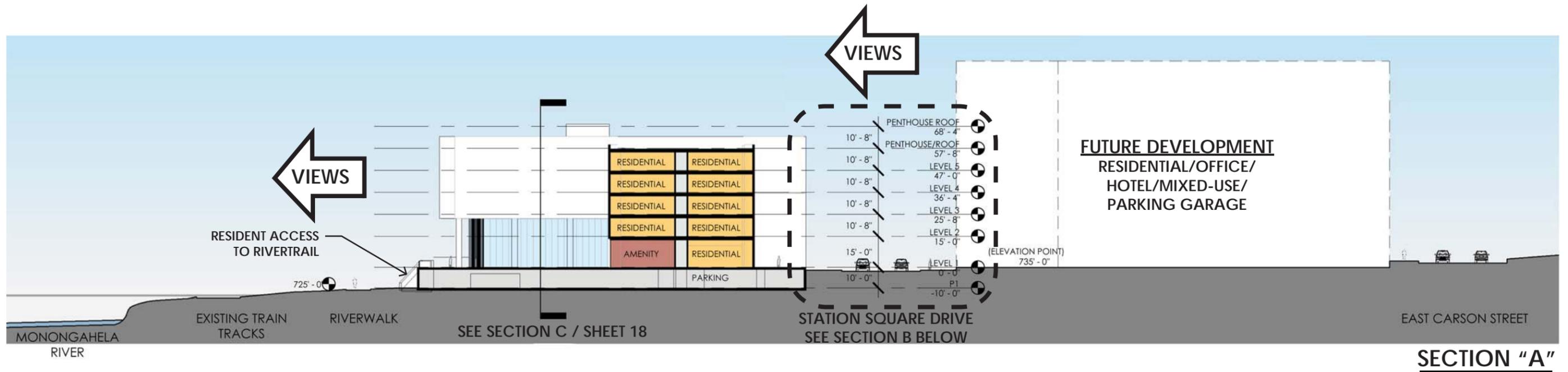
SECTION - "A"



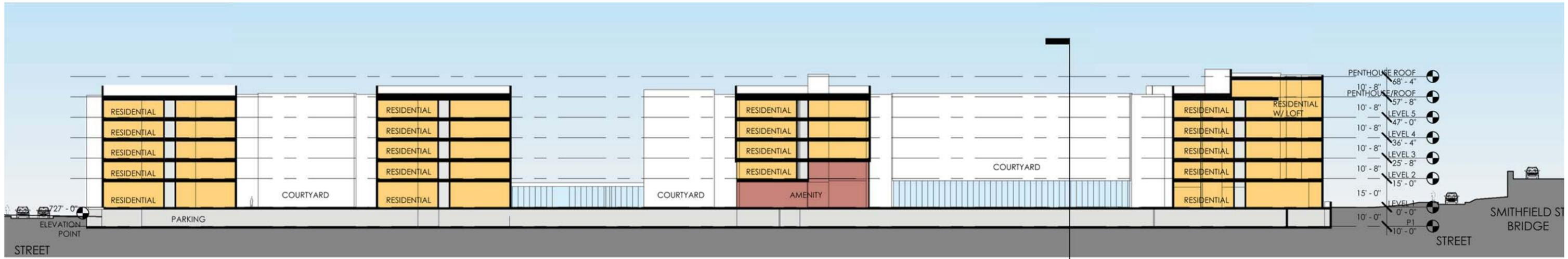
BIKE PLAZA

### 3.3.1 TYPICAL SECTIONS

The typical section through Station Square Drive and the Riverwalk depict 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 Riverwalk through the use of terraced rest areas and building programming which places residential units above parking to provide the necessary vertical separation.

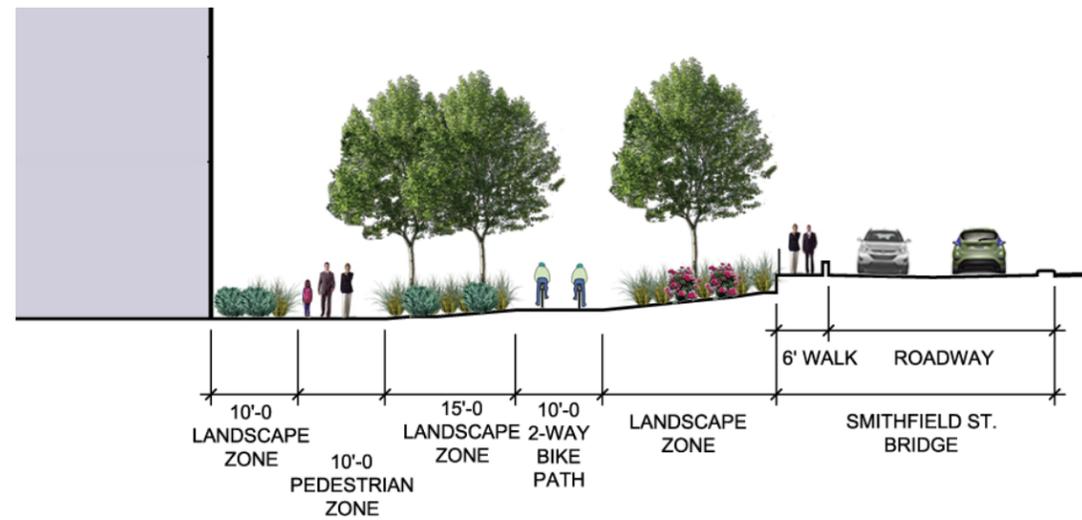


3.3.2 TYPICAL SECTIONS

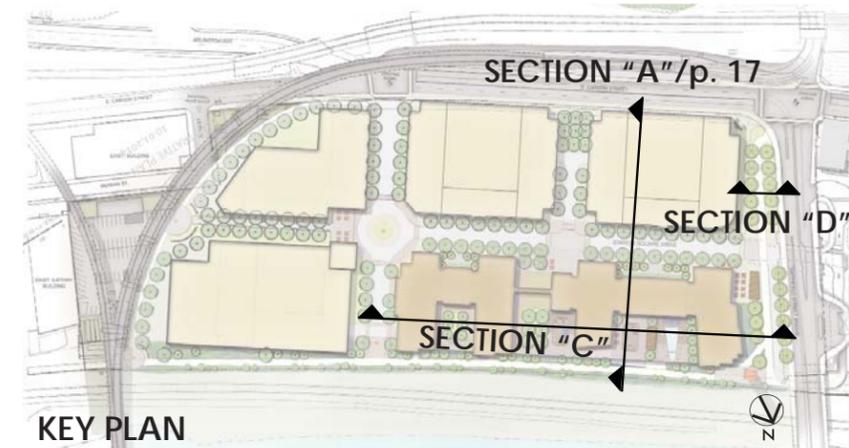


SEE SECTION A / SHEET 17

**SECTION "C"**



**SECTION "D"**



KEY PLAN

# 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.

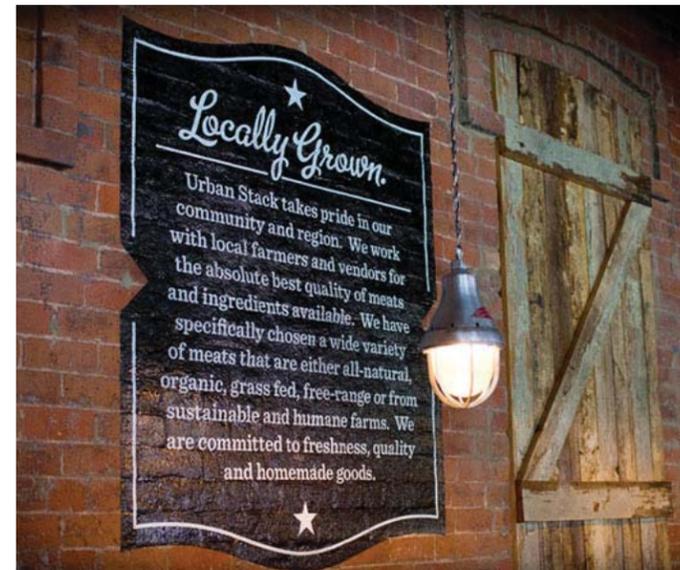
All buildings shall be designed in an urban context with street facing facades. Frontage requirements shall be incorporated as meet the minimum standards set forth in the SP-4/4 zoning code. High quality building materials that compliment the surrounding context shall be used.

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 amber 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 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 North River-front elevations 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, EIFS above first story

Prohibited: Vinyl siding and EIFS as primary cladding

#### 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

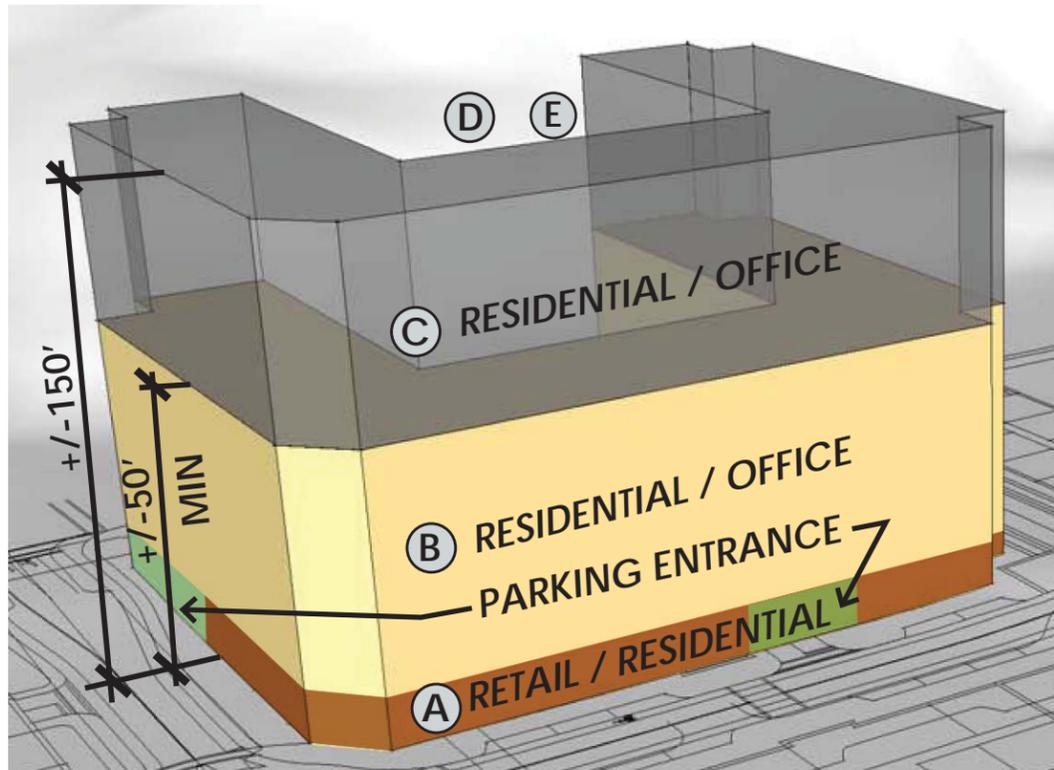
#### CANOPIES

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

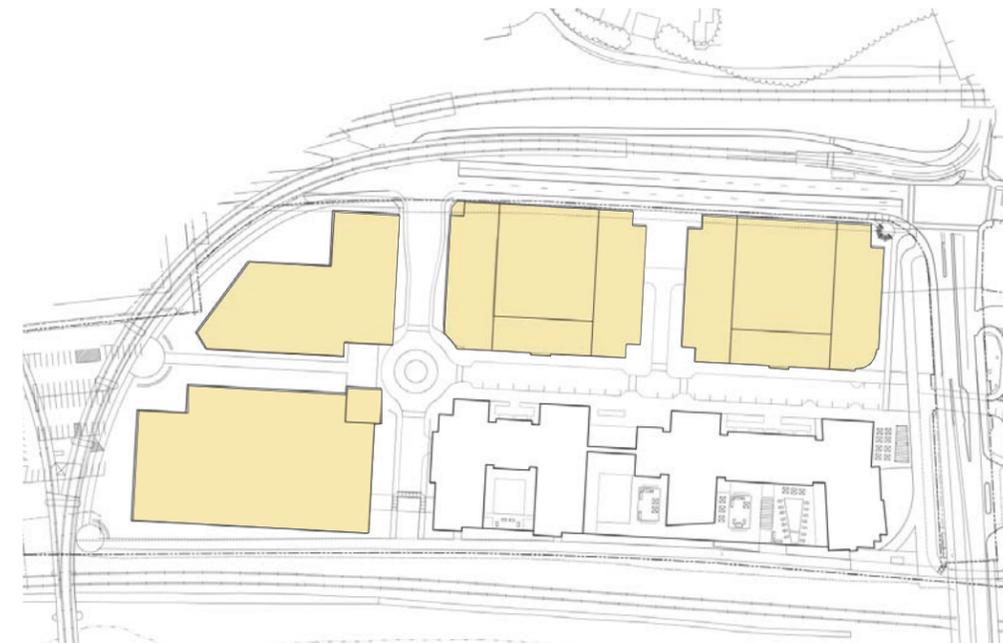
Prohibited: None

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.



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

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

#### 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.
- Transparency is calculated as a percentage of the wall surface of a particular story, and has no limitation as to its location within the wall surface.
- Commercial lobbies shall provide a minimum of 60% transparency into the internal lobby space. Transom and clerestory windows count toward the minimum transparency.
- 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



Tobacco Row- Richmond, VA Developer: Forest City



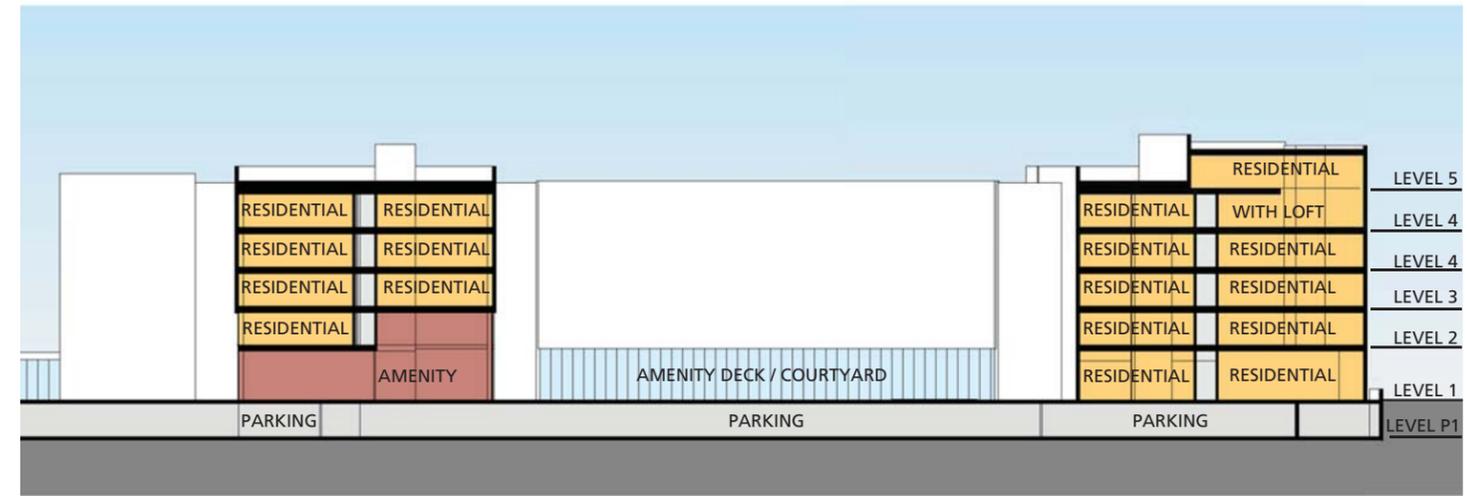
University Park, MIT- Boston, MA Developer: Forest City



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

4.5.1 RESIDENTIAL / MIXED-USE BUILDING TYPE

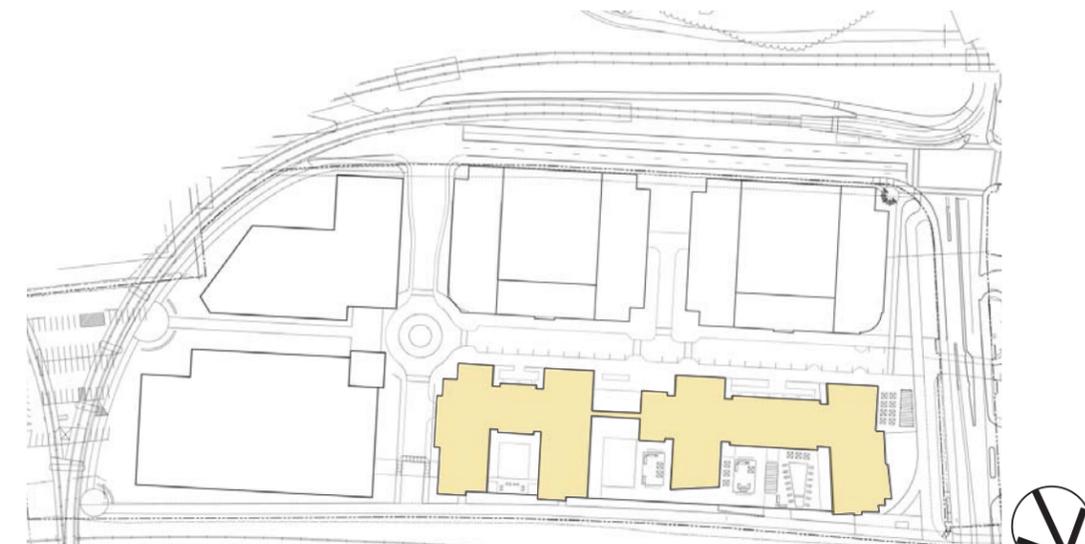
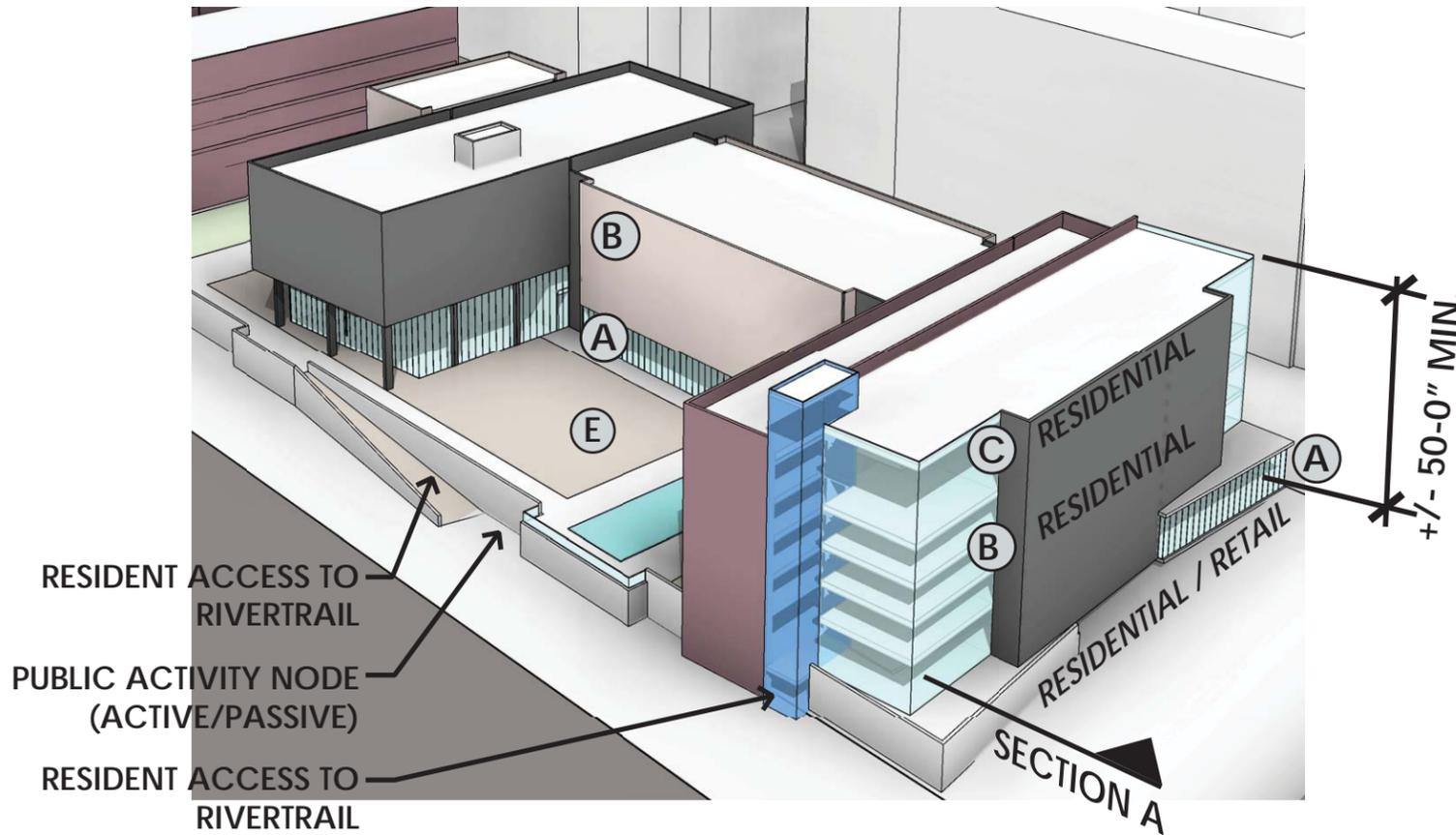
- (A) ACTIVE - Encourage facade and program elements at street and rivertrail level incorporating elements at pedestrian scale with high transparency. Lobbies, plazas, amenities, and retail uses characterize this exposure.
- (B) CORE - Articulated facade treatment for middle portion of building. Balconies 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.



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

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

#### 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.
- Transparency is calculated as a percentage of the wall surface of a particular story, and has no limitation as to its location within the wall surface.
- Residential lobbies shall provide a minimum of 40% transparency into the internal lobby space to ensure visibility and safety. Transom and clerestory windows count toward the minimum transparency.
- 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

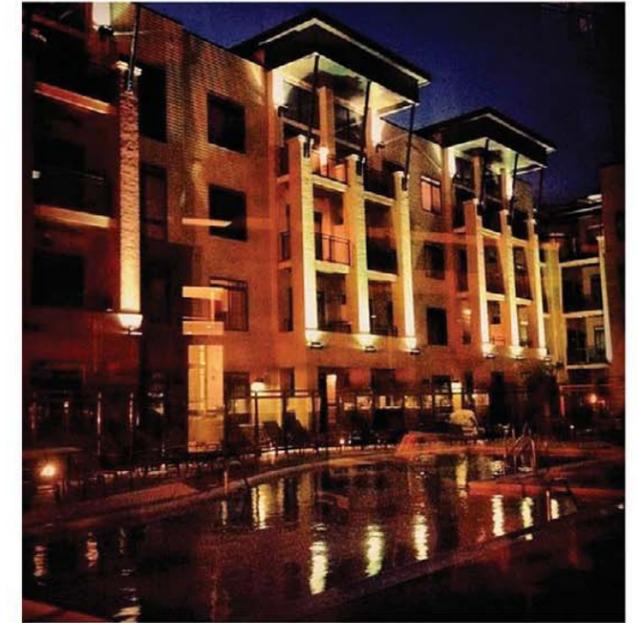
Developer: Forest City



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 within 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

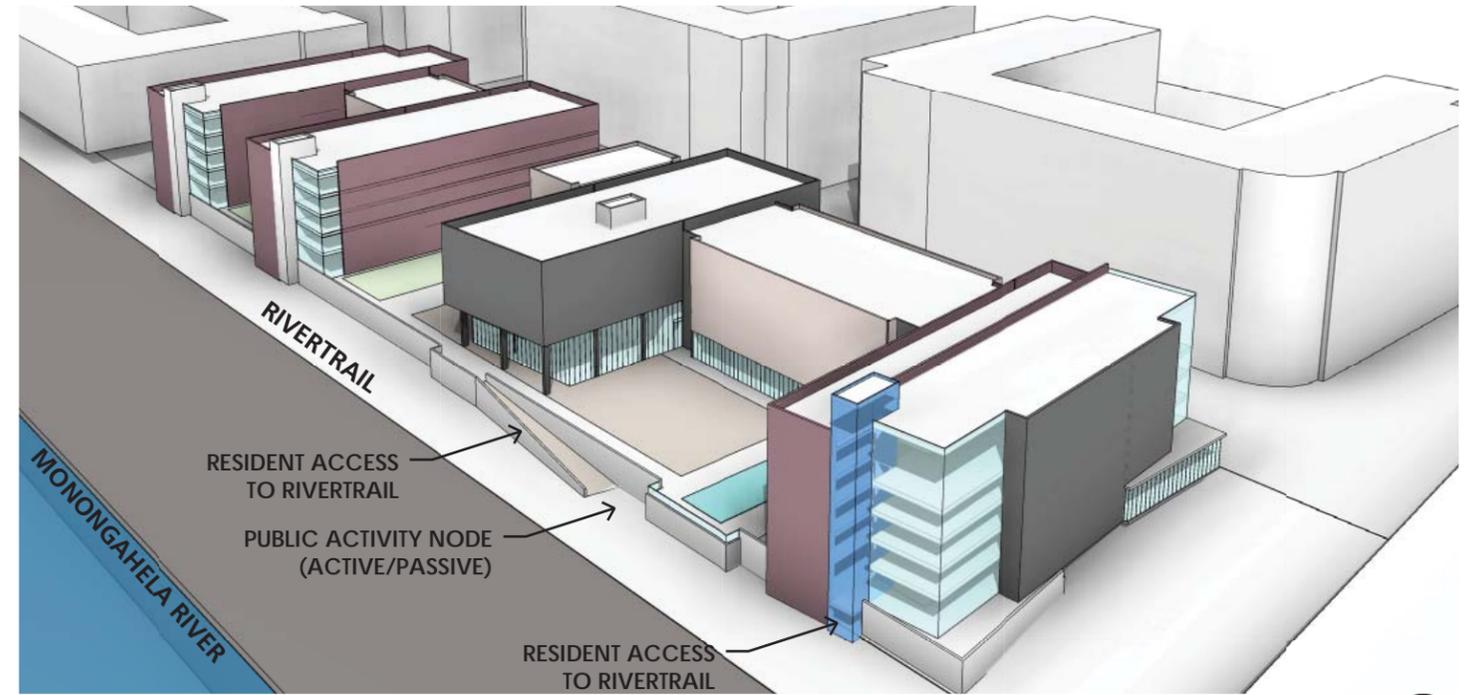
Structured parking is allowed along primary frontages for a length of 150' max. between active ground floor uses. Structured parking horizontal facades may be unbroken for a maximum distance of 150'-0" along the riverfront and secondary frontages and should be screened with landscaping and/or architectural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



# PLACEMAKING

## 5.1.1 PUBLIC NODES

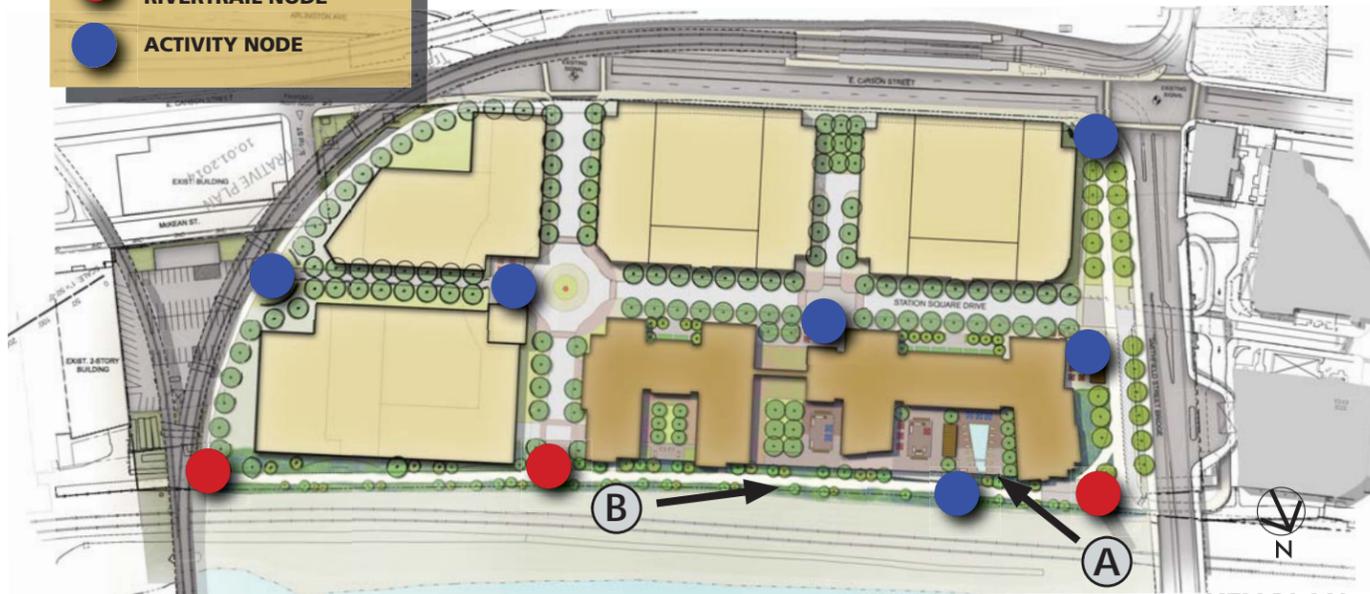
The site anticipates three primary multi-modal node areas that serve as focal points along primary perpendicular corridors oriented towards the river. The multi-modal nodes provide for common open space and circulation for residents, office workers and visitors. The areas depicted below represent a likely 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 greenspaces 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 ALONG RIVERTRAIL CONNECTING NODES (A)

**LEGEND**

- MULTI-MODAL RIVERTRAIL NODE
- ACTIVITY NODE



KEY PLAN  
PUBLIC NODE AREAS



VIEW ALONG RIVERTRAIL CONNECTING NODES (B)

## 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 :

Convenience and Public Information Signage shall be consistent with **City of Pittsburgh Zoning Code Sections 919.03.I, 919.03.J, & 919.03.K**

#### Review Process :

Signage shall be subject to design review and planning commission approval as part of the FLDP review process.



#### WAYFINDING SIGNAGE

Wayfinding 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. Wayfinding signage shall enhance the visitor, customer, or residents ability to safely navigate to various destinations like businesses, rivertrail, public spaces, and/or parking areas.



#### RIVERFRONT SIGNAGE

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



#### PLACEMAKING SIGNAGE

Placemaking signage shall utilize a combination of text, graphics, and/or public art to complement the historic identity and branding of the overall Station Square project. 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.



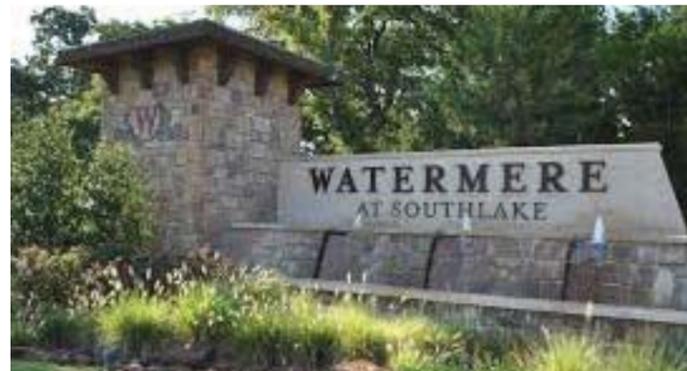
### 5.3.3 PROJECT AND TENANT/BUSINESS SIGNAGE

#### 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).

#### Review Process :

Signage shall be subject to design review and planning commission approval as part of the FLDP review process.



#### MONUMENT SIGNS

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

#### WALL SIGNS

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

#### CANOPY SIGNS

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.

### 5.3.4 PROJECT AND TENANT/BUSINESS SIGNAGE

Referenced Sections :

Convenience and Public Information Signage shall be consistent with City of Pittsburgh Zoning Code Sections 919.03.M.7 for the GT(Golden Triangle) and DR(Downtown Riverfront) and 919.03.M.8

Review Process :

Signage shall be subject to design review and planning commission approval as part of the FLDP review process.



#### WINDOW SIGNS

Window signage is intended to help tenants increase their street presence and reinforce corporate branding and imaging and may also be used to provide temporary advertising. Window signage may not be illuminated or have any moving elements and may not exceed 50% of total storefront area.

#### DIRECTORY SIGNS

Directory signage shall be consistent with other pedestrian scaled signage and should be located at areas of high pedestrian traffic. Directory signage may be internally or externally illuminated and should contain common design elements consistent with the overall Station Square development.

#### PROJECTING/BLADE SIGNS

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.

### 5.4.1 SUSTAINABILITY GOALS

#### 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, bike racks and shower / changing facilities
- Encourage the use of mass transit
- Minimize parking provided on site
- Share parking when possible

#### 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
- Reduce heat island effect by shading parking areas and using light colored paving and roofs
- Use local, recycled, renewable, low-energy, non-toxic materials in the outdoor space design
- Make connections between indoor space and the outdoor space by creating views

#### Water Use and Stormwater Treatment

- Decrease quantity of stormwater generated on site by minimizing impervious surfaces, increasing infiltration and groundwater recharge
- Improve stormwater quality by using non-structural (vegetated) treatment
- Reduce potable water use on site by using low-flow fixtures and using only drip-irrigation

#### Water (Reduce pollution and development impacts from automobiles)

- Conserving water by using high efficient plumbing fixtures and controls

#### Energy

- Install Energy Star equipment and appliances.
- Properly installed, climate-appropriate insulation in floors, walls, and attics ensures even temperatures throughout the building, less energy consumption, and increased comfort.
- Energy-efficient windows employ advanced technologies, such as protective coatings and improved frame assemblies, to help keep heat in during winter and out during summer.
- In addition to using less energy to operate, energy-efficient heating and cooling systems can be quieter, reduce indoor humidity, and improve the overall comfort of the home

#### Materials

- Incorporate materials that:
  - o Have recycled content
  - o Are sustainably harvested
  - o Are non-toxic
  - o Are low-emitting
  - o Are regionally sourced
  - o Are durable and long-lasting

#### Construction

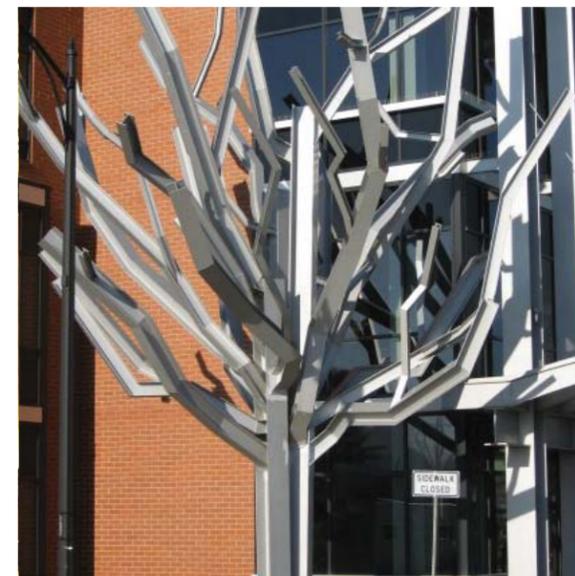
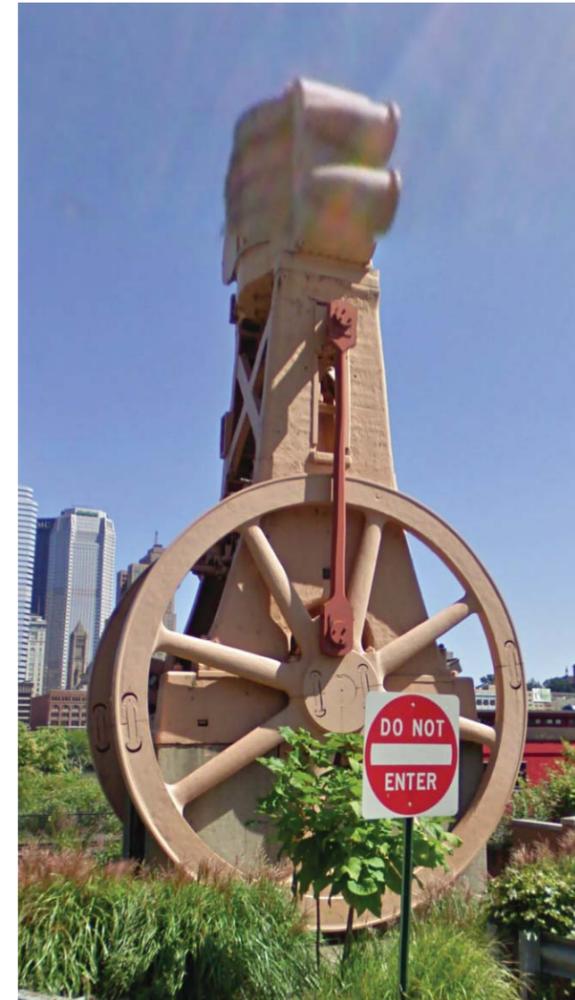
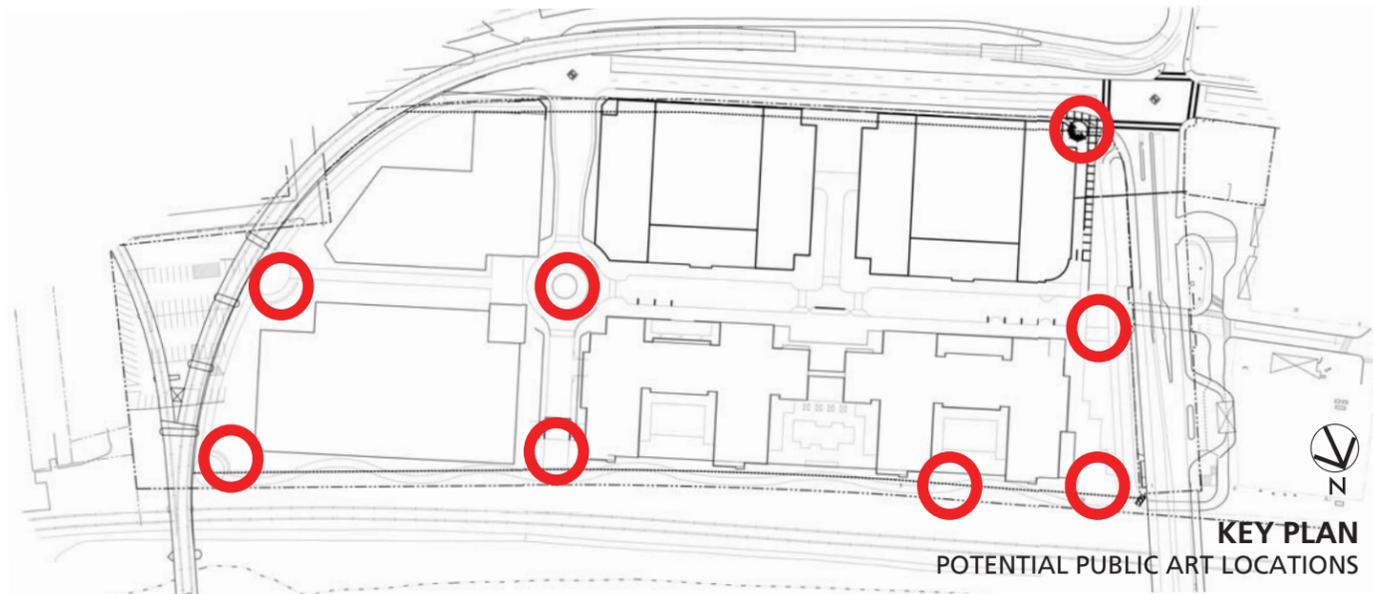
- Site Protection – Reduce negative impacts on water and air quality Provide Construction Pollution Prevention / Have an Erosion and Sediment Control Plan / Minimize Site Disturbance
- Construction Waste Management – Divert construction and demolition waste from the landfills
- Best Practices – Insulation Installation, Seal Ductwork, Leaks, Efficient Framing

### 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.



**FORESTCITY**  
**Forest City Station Square Associates, LLC.**

**ka** hord | coplan | macht  
kainc.com



Legislation Text

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File #: 2014-0708, Version: 2

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Ordinance amending the Pittsburgh Code, Title Nine, Zoning Code, Article IV, Planning Districts, Chapter 909.01, SP, Specifically Planned District, is hereby amended by making various changes in Sections 909.01.B and 909.01.D.1. **Changes are not retroactive, as they do not apply to currently designated SP Districts at the time of the bill's passage.**

**Be it resolved by the Council of the City of Pittsburgh as follows:**

**Section 1.** The Pittsburgh Code, Title Nine, Zoning Code, Article IV, Planning Districts, Chapter 909.01, SP, Specially Planned District, is hereby amended by making various changes in Sections 909.01.B and 909.01.D.1 as follows. **Changes are not retroactive, as they do not apply to currently designated SP Districts at the time of the bill's passage:**

**909.01. SP, Specially Planned District.**

**909.01.A Purpose**

The SP, Specially Planned District regulations are intended to provide a framework for alternative forms of development for very large sites. Applicable regulations and procedures are intended to create efficient, functional and attractive urban areas that incorporate high levels of amenities and that meet public objectives for protection and preservation of the natural environment. The regulations are intended to permit a substantial amount of flexibility in site planning because of the large size of the site and because of its relative isolation from any neighborhood context. SP District provisions are intended to apply only to developments that have citywide impacts.

**909.01.B Special Definitions**

The following special definitions shall apply throughout the SP district regulations of this section and the Planned Development review and approval procedures of Sec. 922.11.

1. Land development plan means a proposal for a development of a Specially Planned District with detailed provisions outlined according to the procedures and standards established in this chapter of the Zoning Code.
2. Preliminary land development plan means a document in support of a proposal for approval of a development and for the rezoning of a site into a Specially Planned District classification with a unique name attached thereto, submitted to the Planning Commission, in order to demonstrate that a superior development plan shall be followed within the overall bounds of the zoning text. The preliminary land development plan shall contain all that information required by the Zoning Administrator to support the application.
3. Final land development plan means a document submitted to the Planning Commission in support of a proposal for final approval for a Specially Planned District, which shall establish the detailed standards for the development based upon the final results of planning studies which may be required by the Planning Commission. The final land development plan, when approved by the Planning Commission, governs all development within the Specially Planned District. The final land development plan shall contain all that information required by the Zoning Administrator to support the application.
4. Planning studies means those investigative reports required by the Planning Commission for a Specially

Planned District which determine the impact of the proposed development on the City. Planning studies may be required on a wide range of topics, including but not limited to:

- (a) Socio-economic impact on the City and region;
- (b) Traffic and parking impact and future potential for increasing capacity;
- (c) Utility capacity, possible points of access and future potential for increasing capacity;
- (d) Geotechnical and ecological analysis;
- (e) Analysis of structures or sites of historic, archaeological, architectural, recreational, scenic or environmental significance, and the potential for retention and reuse;
- (f) Analysis of views to and from the site, and the possible need for views through the site; and
- (g) Analysis of visual impact on surrounding area.

The planning studies shall comply with any data requirements established by the Zoning Administrator. The applicant may utilize studies made by others, and may undertake or contract for any additional studies necessary or useful in the preparation of the land development plan.

**(h) Housing impact analysis for the site and surrounding areas. The study should include but not be limited to:**

**(1) Document characteristics of housing and residents within the Project and surrounding area**

**(2) Identify residential units that may be removed, the availability of replacement housing in the project and surrounding area, and the type and extent of relocation assistance to be provided**

**(3) Data as to the racial and ethnic composition of the residents in the inhabited residential units in the project and surrounding area, using methods including, but not limited to the most recent U.S. Census.**

**(3) The distribution of household income for residents within the project and surrounding area, using methods including, but not limited to, the most recent U.S. Census.**

**(4) The projected impact on the property tax of the units in the project and surrounding area.**

5. Special features means those elements of the site plan which the Planning Commission may require because of the unique importance of the site in question and the ability of such elements in conveying or maintaining that importance. Special features may include but are not limited to the use of architectural themes, **cultural themes**, the retention of a particular structure, or the placement of an important structural or landscaping element in a particular location.

6. Build-to line means a line in a final land development plan for a Specially Planned District with which an exterior wall of a structure is required to coincide in a manner described for that particular Specially Planned District.

7. Development subdistricts means areas of a minimum of five (5) acres for which a final land development plan(s) may be approved by the Planning Commission.

8. Development staging means the process of constructing a development according to a provision within the final land development plan approved by the Planning Commission, which provision details the temporal sequence of construction of development in a Specially Planned District.

9. Implementation program means a provision of the land development plan which details specific actions to be undertaken in stated sequence by the applicant, by specified governmental entities or by others in order to achieve objectives, policies and standards applicable to Specially Planned Districts and shall cover a period of time to be specified in the land development plan, which shall not be more than ten (10) years, but the program may indicate the general nature of future actions to be taken after that period.

The implementation program shall include, **but not be limited to:**

- (a) An estimate of the amounts, types, characteristics and general locations of land to be acquired or reserved, and the transportation, utility and community facilities to be required, provided or aided, by the applicant, by the local government or other governmental agencies in order to carry out the implementation program;
- (b) An estimate of the number of persons and land uses to be displaced by the implementation program, the environmental, social and economic consequences of the displacement, and any relocation programs to be undertaken by the applicant or by governmental agencies;
- (c) A statement of the assumptions regarding future private and public development upon which the implementation program is based;
- (d) An estimate of the cost of carrying out the implementation program and a statement of sources of the private or public funds actually or potentially available **and their purpose; and**  
**(e) A statement on how funds may be used to positively impact the socio-economic conditions on-site and in surrounding areas;**
- (e) **(f)** An estimate of the overall environmental, social and economic consequences of the implementation program including the impact on population distribution, employment, economic and environmental conditions **both on-site and in surrounding areas,** and an evaluation, to the extent feasible, of the consequences of alternative implementation programs; **and,**  
**(g) When an SP District will include a transfer of City or Authority owned land to a private entity, or when public subsidy will be used for building construction or infrastructure improvements, an affordable housing plan shall be included in the PLDP which demonstrates that commercially reasonable efforts have been made in order to provide a minimum of thirty (30) percent of the estimated total on-site housing units as affordable housing units.**

10. Land development report means a written document submitted to the Planning Commission which outlines the progress of the development of the Specially Planned District. The land development report shall contain, but shall not be limited to information regarding the following:

- (a) The extent to which the implementation program has accomplished its objectives;
- (b) The extent to which there have been significant changes in the assumptions upon which the land development plan was based; and
- (c) Possible changes in the objectives, policies and standards of the land development plan.

### **909.01.C Applicable Standards**

The approval of an improvement subdivision site plan and the enactment of an SP District as an amendment to the Zoning Code shall require compliance with all applicable regulations of this Code and with the standards and regulations contained in the Subdivision Regulations and Standards pursuant to the Act of May 13, 1927, (PL. 1101) as amended, adopted by the Planning Commission.

1. The SP District regulations of this section establish standards governing development intensity, building height; setbacks, open space; off-street parking; off-street loading and other basic site criteria that shall apply within SP Districts.
2. The Subdivision Regulations and Standards adopted by the Planning Commission shall govern the spatial arrangement of uses and structures on the site and all other elements of site design and improvement, including the design and improvement of pedestrian and vehicular circulation and parking; the location and improvement of open spaces for light, air, recreation and other purposes; provisions for utilities, facilities and services; and the relationship of the SP District to adjacent areas.
3. The Environmental Performance Standards of Chapter 915 shall apply within SP District. It shall be the

responsibility of the Planning Commission to determine, through application of standards contained in the adopted subdivision regulations, that the environmental characteristics and physical capacity of an SP District site and of land adjacent to the site are suitable for the character and intensity of development proposed. When necessary to protect the natural environment, to prevent hazardous development or otherwise to protect the public welfare, the Planning Commission may require a lower intensity of development or more restricted development on all or portions of a site than otherwise required by the provisions of this Code.

4. The Sign Regulations of Chapter 919 and the Parking, Loading and Access Regulations of Chapter 914 shall apply within an SP District unless the Planning Commission determines that the nature or impact of the proposed development warrants more restrictive standards. The Planning Commission may require compliance with more restrictive standards than specified in this Zoning Code, when determined necessary to protect the natural environment, adjacent properties or the public welfare.

#### **909.01.D General Provisions**

The provisions in this section apply to all SP subdistricts, unless otherwise stated.

##### **909.01.D.1 Criteria for Establishment of an SP District**

###### **(a) Land Area**

An SP District shall comprise a contiguous area of land of not less than fifteen (15) acres, except as separated by public streets, public ways, rivers or railroad tracks; shall comprise a reasonable unit for planned development; shall not be less than fifteen (15) acres, the calculation of which shall exclude land with slopes greater than twenty-five (25) percent and areas of water with a designated harbor line.

###### **(b) Unified Control**

One hundred (100) percent of the land in an SP District shall be controlled by the applicant for the SP District at the time of application through ownership or sales options. A final land development plan shall not be approved and rezoning of an SP District shall not become effective until proof of ownership of the land or proof of control of the land through sales agreement has been submitted by the applicant.

###### **(c) Compliance with Plans, Policies and Other Regulations**

An SP District shall be in a location suitable for the proposed development, as evidenced by compliance with plans and policy documents adopted from time to time by the Planning Commission and by demonstrated compatibility of the proposed development with development in adjacent areas.

Suitability for the SP District, in compatibility with plans and policy documents adopted from time to time by the Planning Commission and compatibility with development in adjacent areas, may be demonstrated and achieved by requirements the Planning Commission may impose through the Improvement Subdivision Regulations and Standards, including, but not limited to, impact mitigation measures, impact fees, performance bonds, management plans and public access requirements.

###### **(d) Adequate Public Facilities**

An SP District without current, sufficient infrastructure may be designated provided the final land development plan includes an implementation program and provided development is not allowed until such appropriate infrastructure is available through either public or private improvements, in accord with the Improvement Subdivision Regulations and Standards.

**(e) Where applicable, an SP District shall comply, to the greatest extent feasible, with the guidelines of the community's Master Plan.**

##### **909.01.D.2 Use Regulations**

Uses allowed within SP Districts shall be established for each district, according to the provisions of Section 909.01.E.

### 909.01.D.3 Site Development Standards

(a) Floor Area Ratio

The maximum permitted floor area ratio within any SP District shall be set in the text in each individual SP District.

(b) Light Access

Buildings shall be designed to allow light access through windows of existing buildings.

(c) Urban Open Space At least ten (10) percent of the land area within any SP District shall be improved as Urban Open Space in accordance with the following standards:

(1) Components

The particular functions and kinds of Urban Open Space to be provided at a development site shall be based upon consideration of existing and projected pedestrian volumes and circulation patterns; the location, size and character of existing Urban Open Space in the vicinity of the development site; existing and proposed land use patterns; relation to public transportation; and objectives contained in the adopted plan and policy documents pertaining to the GT District.

(2) Development Standards

(i) Urban Open Space designed to facilitate pedestrian circulation or relieve pedestrian congestion shall be at the same level as abutting public sidewalks and shall provide a clear path or area for movement. There shall be no vehicle entrance or exit points within the Urban Open Space which would impede movement or endanger pedestrians, other than access which may be required for emergency vehicles. The Urban Open Space shall be paved in accordance with City standards for sidewalk finishes. Street trees and landscape elements shall be located so as not to impede pedestrian movement and shall comply with all City street-related improvements in the downtown area. An Urban Open Space designed to facilitate pedestrian movement or to relieve congestion shall be accessible to the handicapped throughout its entire area and shall be open without restriction to the general public at all reasonable times.

(ii) Urban Open Space designed to provide passive recreation Space or informal activity areas shall abut and be accessible from a public sidewalk or from an established Urban Open Space designed to facilitate pedestrian circulation or relieve pedestrian congestion. A majority of the Urban Open Space shall be visible from such abutting Space. Access to the Urban Open Space shall not be interrupted by vehicle entrances or exits. A plaza or park may be located above or below the level of the abutting sidewalk or open space provided it is accessible to the handicapped. A plaza or park shall contain seating, permanent landscaping and lighting for night time illumination. A park or plaza may contain tables and facilities for food service, but a majority of the Space shall be available for general public use without charge or purchase of any services which may be offered. A park or plaza shall be sited and oriented to maximize the access of sun light and air to the Urban Open Space. The Urban Open Space shall be open without restriction to the general public at least during business hours normal to the area in which it is located and during periods of heavy pedestrian movement in the area.

(iii) When a development site is adjacent to a bus stop or transit station, the required Urban Open Space shall be designed to provide access to it and the waiting areas for transit riders.

(iv) Every Urban Open Space provided under the requirements of this Code shall be located and developed to relate harmoniously with development on adjacent sites and to contribute to the attractiveness and efficient functioning of the overall environment of the district.

(3) Maintenance

A legally binding agreement, in a form acceptable to the City, shall be executed for each Urban Open

Space provided and approved under the requirements of this Code. This agreement shall include provision for the permanent maintenance of the Urban Open Space by its owner.

(d) Useable Open Space

Useable Open Space shall be provided for residential uses within an SP District in accordance with the Land Use Intensity Rating System of the Subdivision Regulations and Standards.

**DEPARTMENT OF CITY PLANNING  
DEVELOPMENT ADMINISTRATION AND REVIEW (ZONING)**

Date Filed:

Office of the Zoning Administrator

200 ROSS STREET • THIRD FLOOR • PITTSBURGH • PENNSYLVANIA • 15219

(Zoning Use Only)

**DEVELOPMENT REVIEW APPLICATION**

The Development Review Application **can be** used for the following:

- New Construction of a Primary Use Structure larger than a 2-Family Dwelling. (Including new Non-Residential Primary Use Structures);
- Any project or development that requires a Land Operations Permit;
- Any other types of work not listed under the Walk-Through and Zoning Applications.

**GENERAL INFORMATION**

1. Property Owner Name: SPORTS & EXHIBITION AUTHORITY Phone Number: (412) 393 0200

Address: 171 10<sup>th</sup> ST, 2<sup>nd</sup> FL. PITTSBURGH City: PITTSBURGH State: PA Zip Code: 15222

2. Applicant/Company Name: PSSI STADIUM LLC Phone Number: (412) 697 7733

Address: 900 ART ROONEY AVE. PITTSBURGH City: PITTSBURGH State: PA Zip Code: 15212

Applicant/Contractor ID:(assigned by the City)

3. Development Name: HEINZ FIELD - S. PLAZA PROJECT

4. Development Location: 900 ART ROONEY AVE., PITTSBURGH PA 15212

5. Development Address: SAME

6. If applicant is proposing a change to the Zoning District, the following is required: (Attach Zone Change Petition)

Proposed Zoning District:

Present Use of Site:  
(Select from attached list)

7. If a Certificate of Occupancy exists, the following is required:

Certificate of Occupancy#: Date Issued: Existing Use of Property:

8. Estimated Construction: Start Date: 1 / 1 / 15 Occupancy Date: 7 / 31 / 15 Project Cost: \$ 38 million

Use the attached Worksheet to continue answering the questions. For additional reference in answering Items 9-12 go to [pittsburghpa.gov/dcp/zoning/](http://pittsburghpa.gov/dcp/zoning/) and select the link for the City Zoning Code maintained at the Municode.com website.

9. Proposed Use of Site (Select from attached list): PUBLIC ASSEMBLY, GENERAL

10. Select the Type of Work:  
 New Construction, New     Renovation, Interior  
 New Construction,     Renovation, Exterior  
 Change in Use Only     Renovation, Change in Use

11. Describe the Development: ADDITION OF APPROX 2900 SEATS INCLUDING INTERIOR CLUB SPACE, CONCOURSE, RESTROOMS AND FOOD SERVICE.

12. Is a Land Operations Permit needed?     YES     NO  
 (See the Bureau of Building Inspection (BBI) website for activities requiring a Land Operations Permit, <http://www.city.pittsburgh.pa.us/bbi/>)

**DEPARTMENT OF CITY PLANNING  
DEVELOPMENT ADMINISTRATION AND REVIEW (ZONING)**

Office of the Zoning Administrator

200 ROSS STREET • THIRD FLOOR • PITTSBURGH • PENNSYLVANIA • 15219

**DEVELOPMENT REVIEW APPLICATION**

**LAND AND BUILDING INFORMATION**

**13. Proposed Number of New Structures or Building Additions:**  N/A  
 Residential     Commercial     Recreational     Industrial     Institutional

**14. Gross Floor Area:**  
 Existing to be Razed: 0 sq ft  
 Existing to be Retained: 1,481,000 sq ft  
 Retained Area to be Renovated: 2,770 sq ft  
 To be Constructed: 81,420 sq ft  
 Building Footprint: 427,925 sq ft

	Existing		Proposed	
	Stories	Feet	Stories	Feet
Main Structure	6	173'		
Proposed Addition/Extension			2	37'

Provide Accessory Structure Type(s) and Height(s):


**16. Number of Dwelling Units:**  
 Existing to Remain: \_\_\_\_\_ Proposed: \_\_\_\_\_

**17. Lot Area:** approx 965,000 sq ft

**18. On Site Parking:**  N/A

	Existing	Proposed
Full (8 1/2' x 19')		
Compact (7 1/4' x 16')		
Handicap (13 1/2' x 19')		

Off-Street Loading Spaces:  N/A  
 Actual: \_\_\_\_\_  
 Required: \_\_\_\_\_

**19. Please check any of the following items that will be part of the proposed work:**  N/A  
 Demolition     HVAC (Interior)     HVAC (Exterior)     Electrical     Fire Alarm  
 Fire Protection/Sprinklers     Deck Construction     Commercial Cooking Hood     Sign

**20. Please check the following items that pertain to any work proposed on private plumbing:**  
 (i.e. plumbing between a public sewer or water line and a building, including plumbing inside the building).  
 Repair or Replace Existing Plumbing     New Construction of Plumbing     No Plumbing Work is Proposed

**DEPARTMENT OF CITY PLANNING  
DEVELOPMENT ADMINISTRATION AND REVIEW (ZONING)**

Office of the Zoning Administrator

200 ROSS STREET • THIRD FLOOR • PITTSBURGH • PENNSYLVANIA • 15219

**DEVELOPMENT REVIEW APPLICATION**

**WATER AND SEWER INFORMATION**

NOTE: The term "sewer" refers to sanitary sewers, storm sewers and combined sewers owned by the City of Pittsburgh.

For reference in answering Items 21-24, please refer to the Pittsburgh Water and Sewer Authority's Procedures Manual for Developers (available at [www.pgh2o.com](http://www.pgh2o.com)).

21. Please indicate the number (e.g. 0, 1, 2,...) of each of the following sewer and/or water items that will be part of the work:

\_\_\_\_\_ New Water Service Connection(s)        0   Termination of Existing Water Service Tap(s)  
 \_\_\_\_\_ New Sewer Service Connection(s)        0   Termination of Existing Sewer Service Tap(s)

22. Will the proposed work change the current water consumption and sewer discharge of the building or site?

YES       NO

23. If the Development includes the construction of main sewer and/or water lines, then the Applicant is required to select a course of action with regard to ownership of those utilities:

- Applicant requests PWSA to accept ownership of the sewer mains and/or water lines
- Applicant retains private ownership of sewer mains and/or water lines
- Not Applicable (Development does not include construction of sewer mains and/or water lines)

24. If Yes to the first or second statement in Item 23, then identify the type of property where the sewer mains and/or water lines will be constructed:

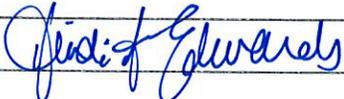
- Public Property, Existing City Street       Private Property       Not Applicable
- Public Property, New City Street to be constructed as part of the development/project

**WORK IN AND AROUND THE CITY RIGHTS-OF-WAY**

25. Please select the following items that apply to the proposed work:

- Applicant requests to change or designate the name of a City Street.
- The proposed work includes a private structure (e.g. deck, porch, awning, sign, etc.) encroaching on a City dedicated right-of-way.
- Modification or reconstruction of City curbs.
- Design and construction of a new street where the Applicant will request the City to accept ownership of the street.
- Applicant requests the City to vacate an existing City street/sidewalk so the Applicant can use the property for private development.
- The proposed work will create an obstruction of traffic on City rights-of-way.
- The proposed work includes the excavation of a City street or sidewalk.
- The proposed work includes the placement of a demolition dumpster in a City right-of-way.
- The proposed work includes the addition, deletion and/or relocation of City street lights in a City right-of-way.

26. Applicant will be applying for a Visitability Tax Credit?       Yes       No

Applicant Signature: 

# Heinz Field South Plaza Project



# Location Plan





# Existing view looking northeast



# Existing view looking northwest



# Design Features

- Addition of approximately 2,700 seats and removal of existing 310 seats so net add of 2,390 seats
- New elevated concourse connecting existing ramps
  - Concessions and restrooms to support GA seats
  - Open space for assembly and special events
  - Views of rivers and downtown
- Five (5) suites and 20,000 SF interior club space with dining areas, bar with fireplace, conference rooms, restrooms, etc
- Additional points of entry at Gate A
- New entry at southwest rotunda
- New stair towers for egress from elevated concourse

# Design Features

- All improvements designed to meet the 2010 ADA accessibility guidelines
- Prevalent use of energy efficient LED light fixtures
- Low water flow plumbing fixtures
- Compliance with current Building Envelope and Energy Code which will reduce energy utilization.
- Interior materials utilize recycled content with low VOC emissions



B4 LUMBER  
Build on what you know

BOYS  
BOWSER

Cadillac

Pepsi-Cola

Ball On 13  
14

Donald's

UPMC  
LIFE CHANGING  
MEDICINE









# Heinz Field Transportation Management Plan Update

- 2,390 net new seats:

837 premium seats (35%) = 277 spaces (N Shore)

1,553 GA seats (65%) = 514 spaces (downtown)

TOTAL 791 spaces

- Assumptions:

2.75 people per car

9% reduction due to LRT/pedestrian/bicycle

# Heinz Field Transportation Management Plan Update

- Recent Notable Operational Modifications:
  - Contraflow lanes
  - Rte 65 lane shift
  - Pedestrian corridor
  - Live traffic updates

# Heinz Field South Plaza Project





Project Area Master Plan 2014

# UPMC OAKLAND HOSPITALS

200 Lothrop, Pittsburgh, PA 15213

Submission Date: 11/24/2014

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- I. Master Plan
- II. Planning Area
- III. Mission and Objectives
- IV. Existing Property and Uses
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- VI. Ten Year Development Envelope
- VII. Twenty-Five Year Development Envelope
- VIII. Transportation Management Plan
- IX. Environmental Protection Plan
- X. Open Space and Pedestrian Circulation Plan
- XI. Urban Design Guidelines
- XII. Neighborhood Protection Strategy

# I. MASTER PLAN

## Introduction

UPMC Presbyterian and Montefiore Hospitals (Oakland), located in the heart of Oakland, is an adult medical-surgical referral hospital group and a site of ongoing research and graduate programs in conjunction with the University of Pittsburgh School of Medicine. The hospital is a renowned center for organ transplantation, and a recognized leader in cardiology and cardiothoracic surgery, critical care medicine and trauma services, and neurosurgery. UPMC Oakland also is designated as a Level I Regional Resource Trauma Center. Founded in 1893, UPMC Oakland continues to provide state-of-the-art medical care to patients in the tri-state area and throughout the world.

UPMC Oakland is one hospital with two buildings - UPMC Presbyterian and UPMC Montefiore - linked by a pedestrian bridge that crosses over two streets with links to other buildings as well. Staff in both buildings deliver the same high-quality care. Some patients receive all of their care in one of the buildings. Others receive care in each building, crossing the bridge from one building to the other.

## Services & Specialties

UPMC Oakland provides a full range of health care services, including inpatient, outpatient, and emergency care, as well as highly specialized diagnostic and treatment procedures. The combination of high-tech medicine and compassionate care touches every one of the thousands of patients who enter UPMC Oakland each year.

Our services include:

- × Asthma Institute
- × Audiology and Hearing Aids
- × Balance Disorders Center
- × Cancer
- × Cardiovascular Services
- × Comprehensive Lung Center
- × Department of Cardiothoracic Surgery
- × Dermatology
- × Diabetes Center
- × Digestive Disorders Center
- × Ear, Nose and Throat Services

- × Emergency and Trauma Services
- × Endocrine Surgery
- × Eye Center
- × Gastrointestinal Surgery
- × Geriatrics
- × Inflammatory Bowel Disease
- × Kidney Disease
- × Liver Cancer Center
- × Minimally Invasive Brain Surgery
- × Neurological Surgery
- × Nutrition Services
- × Ophthalmology and Optometry
- × Orthopedic Surgery
- × Otolaryngology
- × Pancreas and Biliary Center
- × Pancreatic Cancer Center
- × Plastic surgery
- × Rehabilitation Institute
- × Sino-Nasal and Allergy Services
- × Skull Base Surgery
- × Snoring and Sleep Apnea Center
- × Stroke Institute
- × Surgery
- × Swallowing Disorders Center
- × Transplantation Services
- × Trauma and General Surgery
- × Vascular Surgery
- × Wound Healing/Limb Preservation Center

# I. MASTER PLAN

## Research at UPMC Oakland

Many residents - not just those planning to pursue fellowships for subspecialty careers - come to the Internal Medicine Residency Program with an interest in basic or clinical research as part of their training. UPMC is home to a growing number of world-class scientists engaged in a broad spectrum of disciplines, including structural biology, drug discovery and design, immunology, neuroscience, organ and tissue engineering, regenerative medicine, cancer diagnostics, bioinformatics and computational biology, gene therapy, and medical device development. In addition, UPMC is a nationally recognized leader in clinical and translational research in nearly every subspecialty field. The program encourages residents interested in pursuing research, whether a simple project or a career pathway, to take advantage of the many world-class technical and faculty resources available at our institution.



# II. PLANNING AREA - EMI

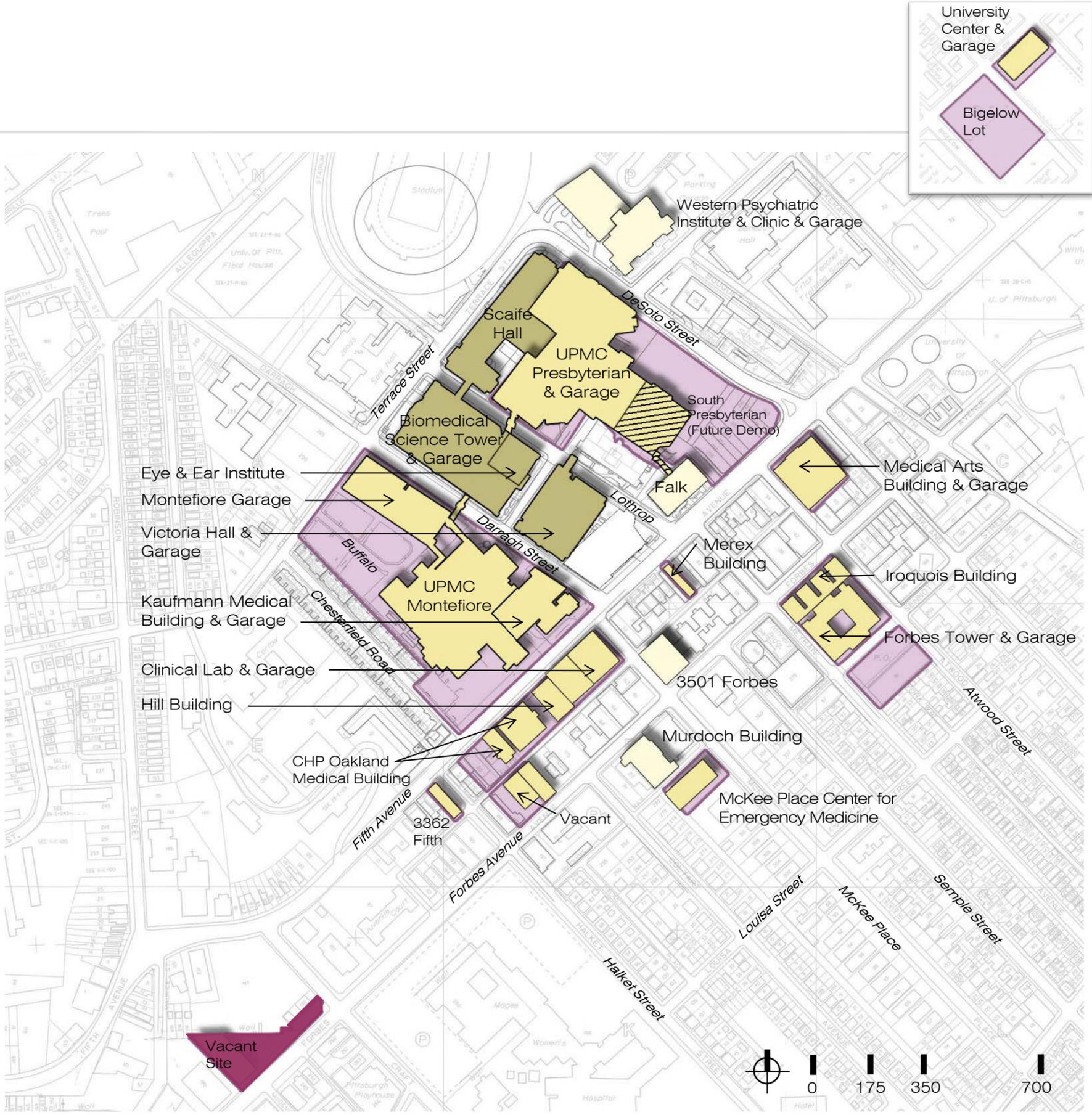
The existing EMI district of the Project Area Master Plan is bounded by Terrace Street to the northwest, DeSoto Street to the northeast, Fifth Avenue to the southeast and Chesterfield Road to the southwest. UPMC Montefiore, Presbyterian, the remaining South Presbyterian building and Kaufmann Medical Building are all included in this EMI district.

The planning area for the Institutional Master Plan includes the EMI district and properties owned by UPMC within one thousand (1,000) feet of the EMI district, including the Clinical Lab & Garage, Hill Building, CHP Oakland Medical Building, McKee Place Center for Emergency Medicine, Murdoch Building, Forbes Tower, Merex Building, 3501 Forbes Avenue, Iroquois Building, Medical Arts Building, 3362 Fifth Avenue, Western Psychiatric Institute & Clinic, University Center, Bigelow Parking Lot and miscellaneous properties.

The adjacent plan shows the institutional ownership within 1,000 feet of the EMI district, the plan on the next page indicates all institutional ownership in Oakland, and the following page indicates zoning for these properties and the surrounding parcels.

**Legend**

- UPMC Buildings
- Leased Building (to UPMC from others)
- UPMC/PITT Mixed Ownership Building
- UPMC Property

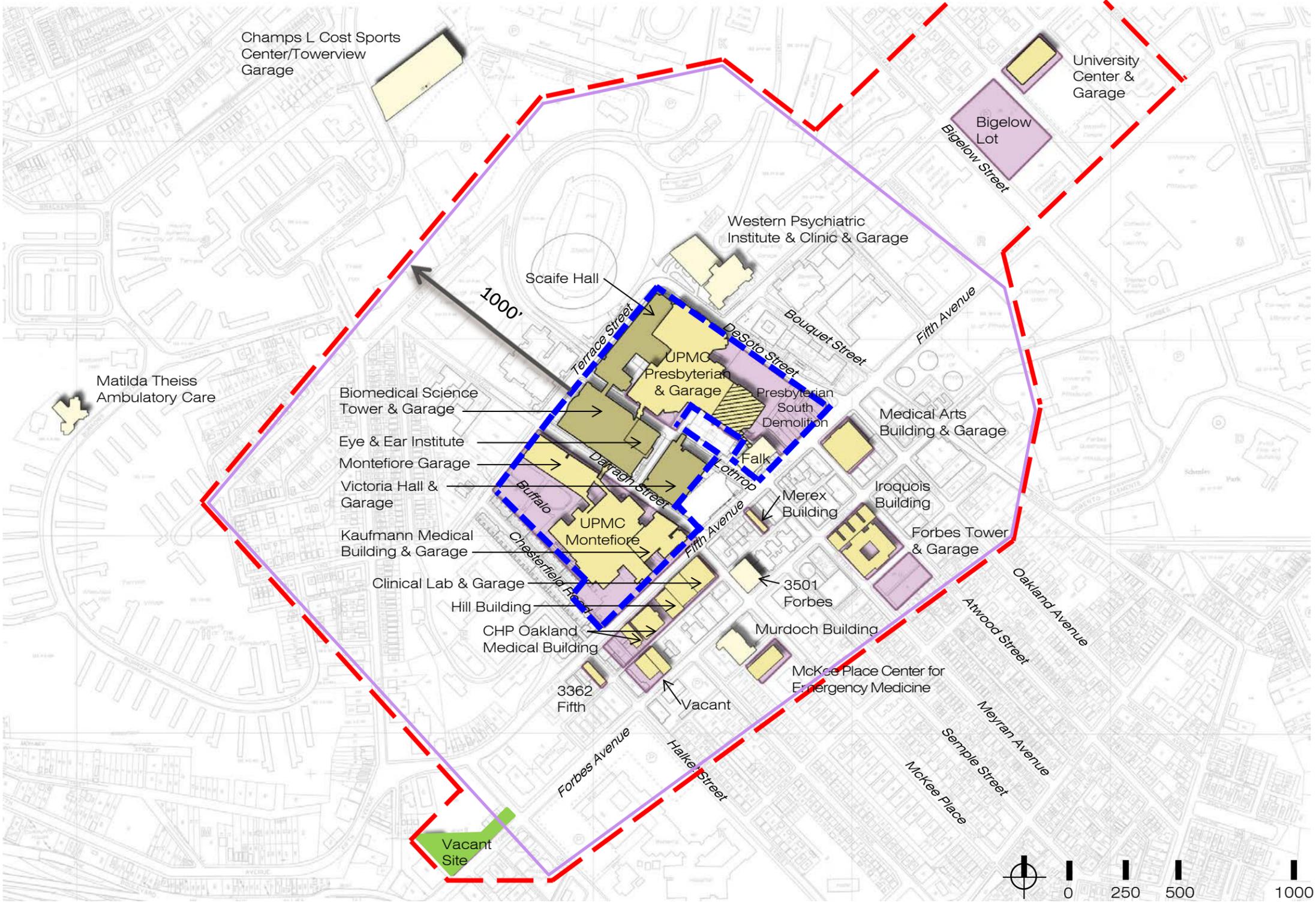


# II. PLANNING AREA - OAKLAND PROPERTY OWNERSHIP

Any modifications to the UPMC Properties identified within the EMI boundaries and beyond, not included in this submission, will be submitted as an amendment to the approved IMP per code sections including but not limited to, section 922.12 – Institutional Master Plan of the Pittsburgh Zoning Code. New additions and building projects shall comply with Chapter 922. – Development Review Procedures.

**Legend**

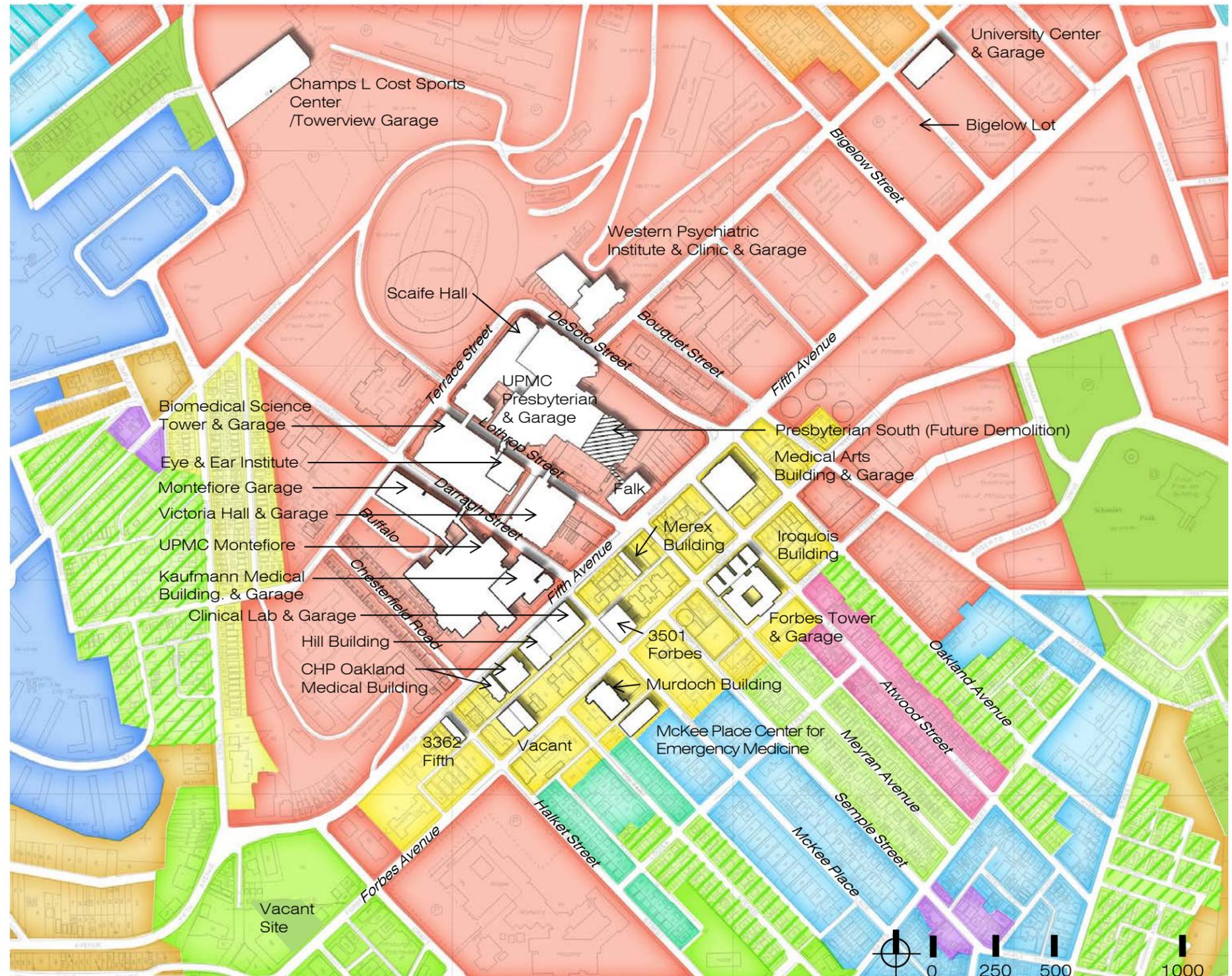
- UPMC Oakland Campus
- UPMC Property in EMI District
- 1000' of Oakland Campus
- UPMC Buildings
- Leased Building (to UPMC from others)
- UPMC/PITT Mixed Ownership Building
- UPMC Property



# II. PLANNING AREA - EXISTING ZONING MAP

## Legend

- EMI Educational/Medical Institution
- H Hillside
- LNC Local Neighborhood Commercial
- P Parks & open Space
- R1A -H Single Unit Attached Residential High Density
- R1A -VH Single Unit Attached Residential Very High Density
- R1D -VL Single Unit Detached Residential Very Low Density
- OPR -C Oakland Public Realm District C
- OPR-D Oakland Public Realm District D
- R2-H Two Unit Residential High Density
- R3-M Three Unit Residential Moderate Density
- RM-M Multi Unit Residential Moderate Density
- RM-H Multi Unit Residential High Density
- OPR-A Oakland Public Realm District A
- RP Residential Planned Unit Development



## III. MISSION AND OBJECTIVES

### Mission

UPMC's mission is to serve our community by providing outstanding patient care and to shape tomorrow's health system through clinical and technological innovation, research, and education.

### Vision

UPMC will lead the transformation of health care. The UPMC model will be nationally recognized for redefining health care by:

- × Putting our patients at the center of everything we do and creating a model that assures that every patient gets the right care, in the right way, at the right time, every time.
- × Harnessing our integrated capabilities to deliver both superb state-of-the-art care to our patients and high value to our stakeholders.
- × Employing our partnership with the University of Pittsburgh to advance the understanding of disease, its prevention, treatment and cure.
- × Fueling the development of new businesses globally that are consistent with our mission as an ongoing catalyst and driver of economic development for the benefit of the residents of the region.
- × Serving the underserved and disadvantaged, and advancing excellence and innovation throughout health care.

### Values

- × **Customers:** Our patients and subscribers are our first priority and we strive to be responsive to their needs as well as those of the thousands of family members, visitors and community residents who walk through our doors, e-mail, text or call us every day.
- × **People:** Our people are our greatest asset. Our workforce is reflective of the many communities and people we serve and we embrace this diversity as a source of vitality and strength. We value the active participation of employed and independent physicians from throughout the organization and recognize the contributions of our caregivers who are among the best in the world.
- × **Excellence:** Our goal is excellence in everything we do and we believe continuous improvement in quality is everybody's responsibility.
- × **Integrity:** UPMC is built on a foundation of honesty and integrity. We promote, support and demand ethical conduct and compliance with the law throughout the organization.
- × **Teamwork:** We foster and promote a culture that encourages teamwork, embraces change and fosters innovation. We recognize that treating others with dignity and respect is an essential building block of our success.
- × **Leadership:** We believe that as leaders we must be on the forefront of best-in-class governance and business practices. Responsiveness and transparency will always be hallmarks of our operating model and we will continue organizational integration to achieve the highest and best use of our resources.
- × **Community:** We are committed to making the communities we serve healthier, stronger, better places to live and to being effective stewards of the resources that they entrust to us.

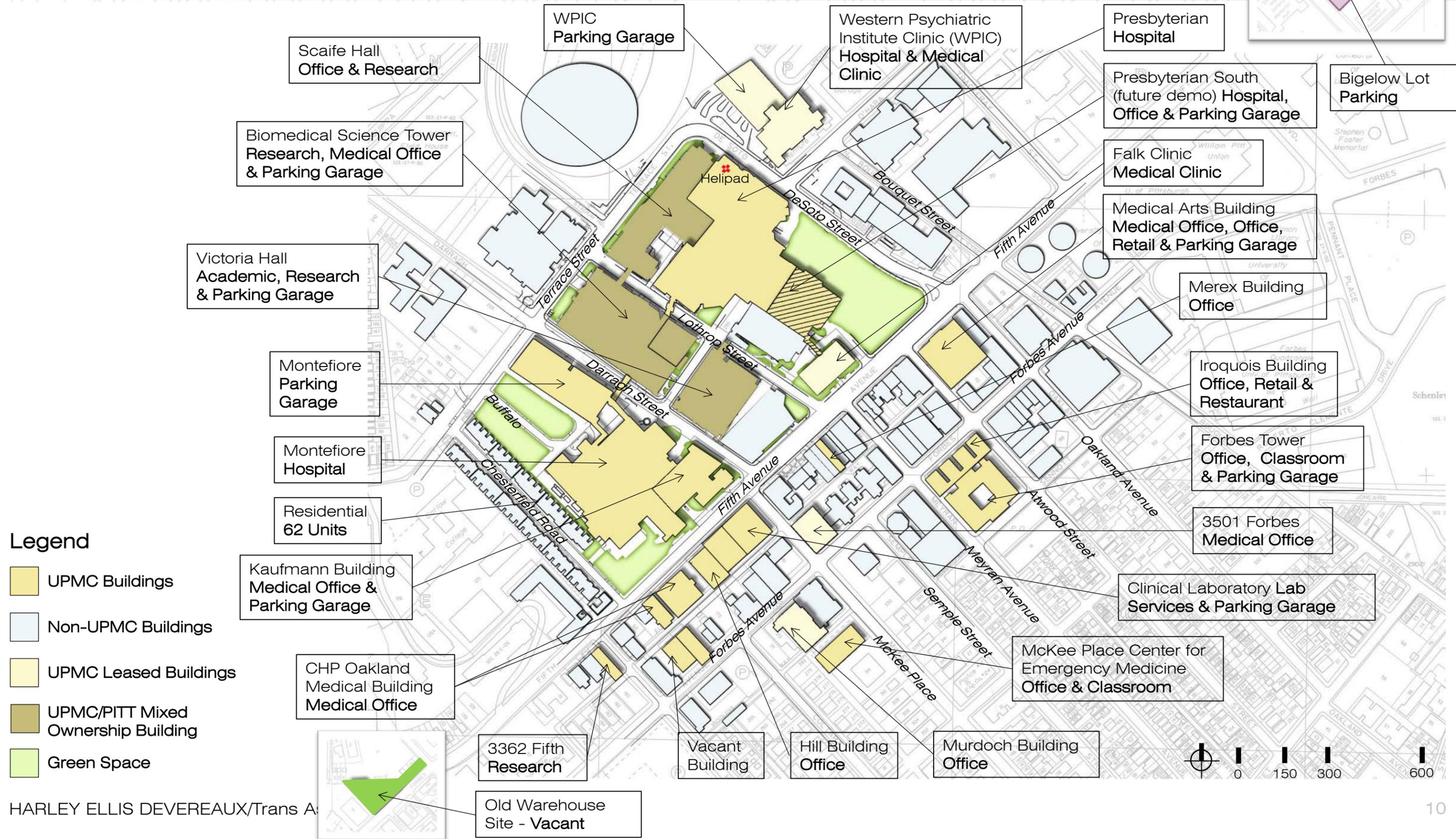
# IV. EXISTING PROPERTIES AND USES

## Building Coverage

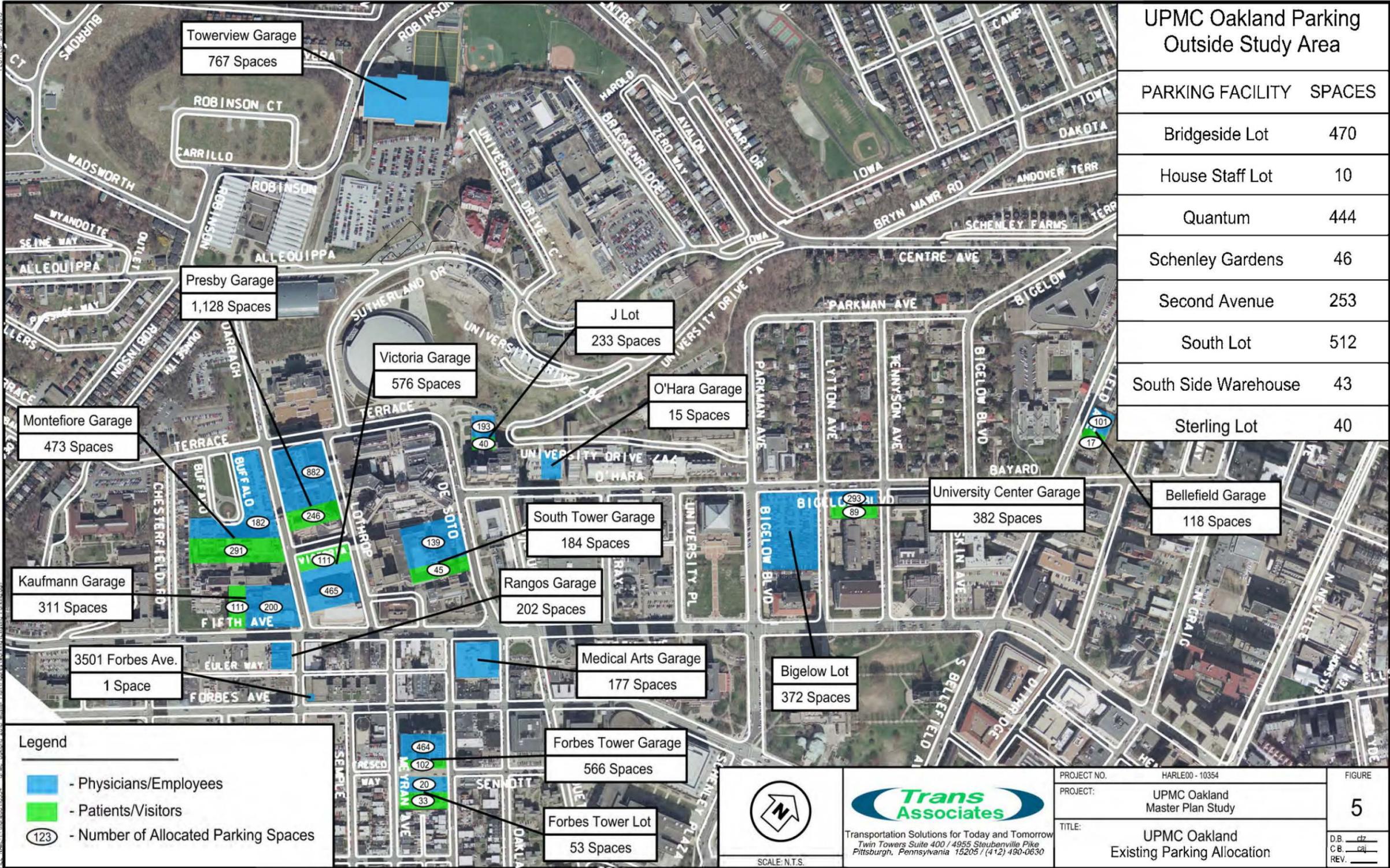
The Existing property and uses are fully described on the Existing Land Use Chart and the Existing Land Use Plan on the following page.

Address	Building/Site	Primary Land Use	Gross Square Feet of Floor Area	Gross Square Feet of Parking Structure	Parking Spaces	Number of Stories (plus below grade)	Height in Feet	Acreage
3459 5th Avenue	Montefiore University Hospital	Hospital	766,000		See Below	14	143	4
3459 5th Avenue	Montefiore Garage	Parking Garage		205,000	473	5	30	1
3471 5th Avenue	Kaufmann MOB	Outpatient Services	147,953		See Below	13	155	0.8
3471 5th Avenue	Kaufmann Parking Garage	Parking Deck		128,000	311	7	78	
200 Lothrop Street	Presbyterian South & Parking (former Children's Hospital)	Office, Hospital	341,000	70,000	184	14	160	3
200 Lothrop Street	Presbyterian University Hospital	Hospital	967,000		0	15	210	3.9
3550 Terrace Street	Scaife Hall	Office & Research	137,300		0	14	152	0.9
3811 O'Hara Street	Western Psychiatric Institute & Clinic	Hospital & Outpatient	370,000			18	240	2.2
3811 O'Hara Street	Western Psychiatric Institute & Clinic	Parking		62,000	233	5	50	included above
3500 Victoria Street	Victoria Hall & Parking Garage	Research & Parking	3,500		576	9	114	1.1
203 Lothrop Street	Biomedical Science Tower/Presby Garage/Eye & Ear Institute	Research/Outpatient/Parking Garage	105,000	360,000	1,128	11	166	0.4
3601 5th Avenue	Falk Clinic	Outpatient	95,500		0	7	92	0.7
3708 5th Avenue	Medical Arts Building	Medical Office/Retail	46,218			6	72	0.7
115 Atwood Street	Medical Arts Garage	Parking			177	6	70	included above
3600 Forbes Avenue	Iroquois Building	Office/Retail/Restaurant	74,500		0	6	70	0.5
200 Meyran Avenue	Forbes Tower, Parking Deck & Lot	Office/Classrooms	230,000	100,000	619	11	108	0.9
3514 5th Avenue	Merex Building (PUH Facilities)	Office	11,932		0	3	34	0.1
3460 5th Avenue	Clinical Laboratory (Rangos)	Hospital Lab Services	134,657		See Below	10	120	0.4
3460 5th Avenue	Clinical Laboratory Parking (Rangos Deck)	Parking Deck		81,464	202	8	95	0.3
3440 5th Avenue	Hill Building	Office	21,613		See Above	2/3	28	0.2
3420 5th Avenue	CHP Oakland Medical Building	Medical Office	23,936		0	2	14	0.5
3414 5th Avenue	CHP Oakland Medical Building	Medical Office	19,500		0	4	40	0.5
3362 5th Avenue	Gur Building	Research	7,400		0	2	20	0.1
3418 Forbes Avenue	Vacant	Vacant	11,000		0	1	14	0.5
3434 Forbes Avenue	Murdoch Building	Office	15,000		0	2	25	0.7
230 McKee Place	McKee Place for Emergency Medicine	Office/Classrooms	66,283		0	9	120	0.7
3501 Forbes Avenue	Adolescent Substance Abuse Program	Medical Office			1	7	100	0.3
4104 Bigelow Boulevard	Bigelow Parking Lot (offsite)	Parking	-		372	N/A	N/A	
120 Lytton Avenue	University Center (offsite)	Office	114,000		382	6	50	
3129 & 3133 Forbes Avenue	Vacant Site	Vacant	-		0	0	0	0.9
<b>Totals</b>			<b>3,709,292</b>	<b>1,006,464</b>	<b>4,658</b>			<b>25</b>

# IV. EXISTING PROPERTIES AND USES - EXISTING LAND USE PLAN



# IV. EXISTING PROPERTIES AND USES – PARKING & LOADING



## V. INSTITUTIONAL NEEDS

### System Needs

UPMC Oakland is the heart of the most advanced patient care in the system. The Oakland area also contains several outpatient and medical office functions along with extensive research often associated with the University of Pittsburgh. The extensiveness of campuses and facilities within this region defines much of the urban fabric. Often not easily understood the facilities and campuses are owned, leased, and occasionally sublet for various functions.

The primary focus of this master plan is on the hospitals. There are three primary hospitals of focus; Montefiore University Hospital (MUH), Presbyterian University Hospital (PUH), and Western Psychiatric Institute and Clinic (WPIC). In the current scenario adult medical and surgical patients are seen and stay at both MUH and PUH. Psychiatric patients are seen and stay at WPIC. A determined need of the institution is organization and substantial updating of primary hospital services, many of which have not been updated since the original facilities were constructed.

A second need of the system in Oakland is to align and consolidate services within the appropriate hospital to allow for better efficiencies and organization for patient flow. WPIC requires new inpatient care units to resolve long term issues within the existing building, when a new facility is built then the existing facility will be renovated for new outpatient clinics. PUH will become the hub of all hospital patient care units along with the diagnostic and treatment services associated with the most intense needs of patients. Once PUH reorganization occurs then MUH will be transitioned as an outpatient center.

While there are needs for office space and a variety of outpatient and non-hospital medical that are woven into the master plan the main focus is in re-alignment and renewal of the hospitals. More detailed needs and the design response are as follows:

### PUH

The primary objective is to make this facility the home of the most intense medical care in the system. The final demolition phase of the former Children's Hospital allows several opportunities to adjust the campus to needs. The patient care units along with highly intense areas such as surgery are in need of new facilities since they exist in structures built several decades ago and are in many cases functionally inadaptible. The needs are met in the planning by constructing a new facility that incorporates new patient care units and base floors that house highly intense diagnostic and treatment functions. This change allows for the adaptation of the existing facility to less intense support functions.

### MUH

MUH currently houses some highly intense functions and several patient care units (e.g. transplants). The hospital, much like PUH, was built decades ago and is no longer easily adaptable for inpatient care. As well, the ability to build efficiency in the system requires consolidation of patient care units, all intended to be at PUH. As a result of inpatient consolidation at PUH, MUH would be transformed over time to primarily outpatient functions.

The needs of an outpatient oriented facility for patient convenience are significant. Parking and facility access are key to meeting these needs, as such the current parking deck will be expanded vertically. This expansion will allow for a better distribution of patient and required staff/physician parking.

### Parking Needs

Parking in the Oakland region is very complex. The needs of the system will be toward maximizing capacity opportunities where they exist, redistributing parking particularly toward patient convenience, and adding where possible. See specific analysis for more detailed explanation.

## VI. TEN YEAR DEVELOPMENT ENVELOPE

The ten year development envelope of the Project Area Master Plan is bounded by Terrace Street to the northwest, DeSoto Street to the northeast, Fifth Avenue to the southeast and Chesterfield Road to the southwest. Within this envelope, there is the following development proposal:

### PUH Facilities Expansion

Location: Southeast of the existing Presbyterian Hospital, bordering DeSoto Street to the northeast and Fifth Avenue to the southeast.

Description: Proposed 621 relocated inpatient beds, diagnostic and treatment, outpatient care, 450 space parking garage

Maximum Floor Area: 900,000 gsf

Maximum Height (Stories): 17 stories above Fifth Avenue, 3 stories below grade, 20 total

Maximum Height: Average of 300' above Fifth Avenue

Setbacks= 0' @ Lothrop Street, 0' @ DeSoto Street and 20' @ Fifth Avenue

### MUH Parking Garage Expansion

Location: Above existing Montefiore parking garage

Description: Proposed 4 story garage expansion with 456 additional spaces

Maximum Floor Area: 140,000 gsf

Maximum Height (Stories): 4 stories above current garage

Maximum Height: Average of 75' (30' existing + 45' new) above Darragh Street

Setbacks= 0' @ Darragh Street and 3' @ Terrace Street

### WPIC Addition

Location: Northwest of existing facility

Description: Proposed 9 story building addition for patient care units

Maximum Floor Area: 200,000 gsf

Maximum Height (Stories): 9 stories above current garage level

Maximum Height: Average of 220' above O'Hara Street

Setback= 8' @ Desoto Street

# VI. TEN YEAR DEVELOPMENT ENVELOPE - MASTER PLAN

At the time of this IMP, UPMC has no plans to develop the property at 4104 Bigelow Boulevard, as it currently accommodates a large complement of parking spaces required to meet our current and future parking needs in the 10 year IMP. If this were to change, any development would be reviewed with the neighborhoods and be submitted to the City Planning Department for the required Planning, Zoning, Public Hearing, and City Council approvals as set forth in the City of Pittsburgh Zoning Code.



## Legend

- Facilities Expansion
- UPMC Buildings
- Non-UPMC Buildings
- UPMC Leased Building
- UPMC/PITT Mixed Ownership Building
- Green Space



# VI. TEN YEAR DEVELOPMENT ENVELOPE - CAMPUS STACKING DIAGRAM

## Primary Campus Facilities

Campus Guidelines: The right program in the right place, consolidate hospital services in one place, OP's separated except for invasive procedures, 5th Avenue the gateway to the campus, convenient parking

Clinics that serve patients with limited or no need to use other parts of the campus

New facility focused on universal nursing format, OP services that have need for direct connections to D & T services and comprehensive patient care. Primary parking for public and limited employees/physicians

Full connection between buildings and public circulation

Renovate most wings to support universal nursing format, renovate/consolidate D & T services with focus on service line integration

Scaife Hall and north sections focused on hospital support, and office functions, limited to no patient use

Redistribution of spaces with primarily patient, physician, and some staff parking

Facility would be focused on primary OP care with the goal of little or no transfer between MUH & PUH by patients.

Limited investment due to condition of the building. Remove any patient functions, utilize for administrative purposes with limited connections to hospital.

Oakland central clinical laboratory servicing all of PUH/MUH, & Magee

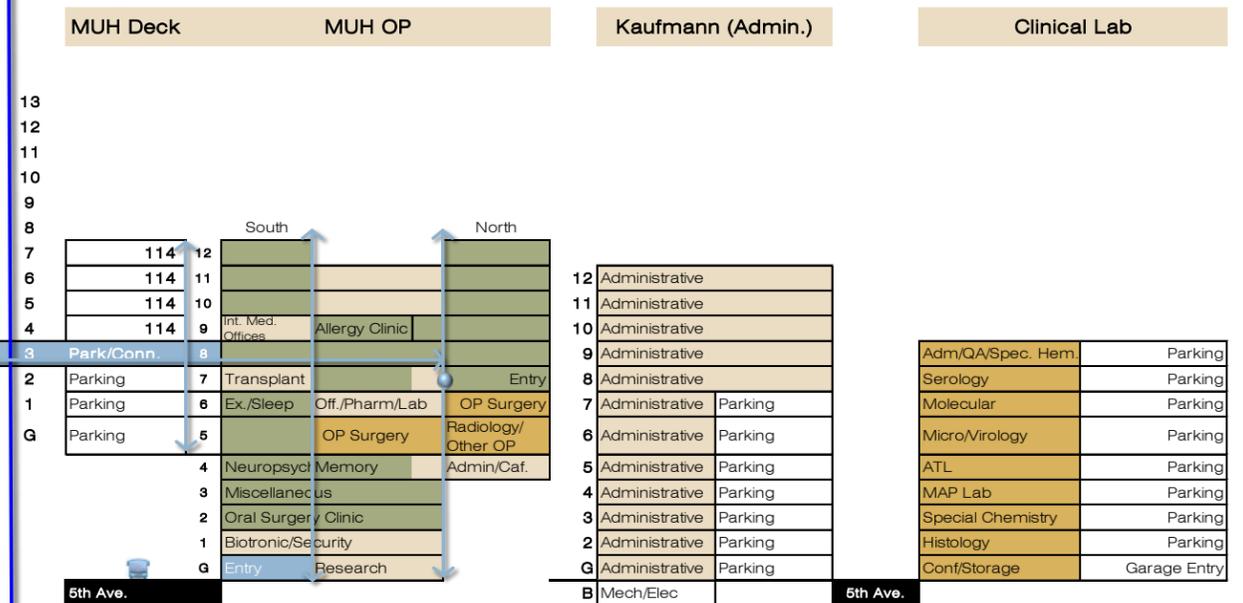
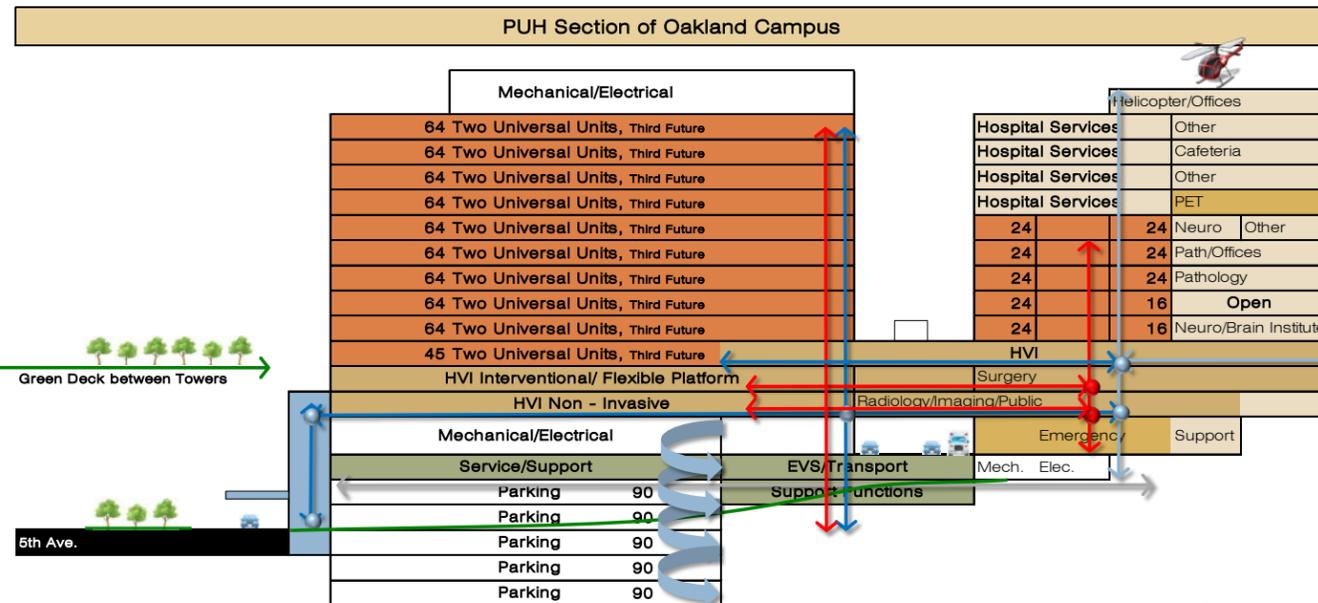
### Falk (all OP)

**Legend**

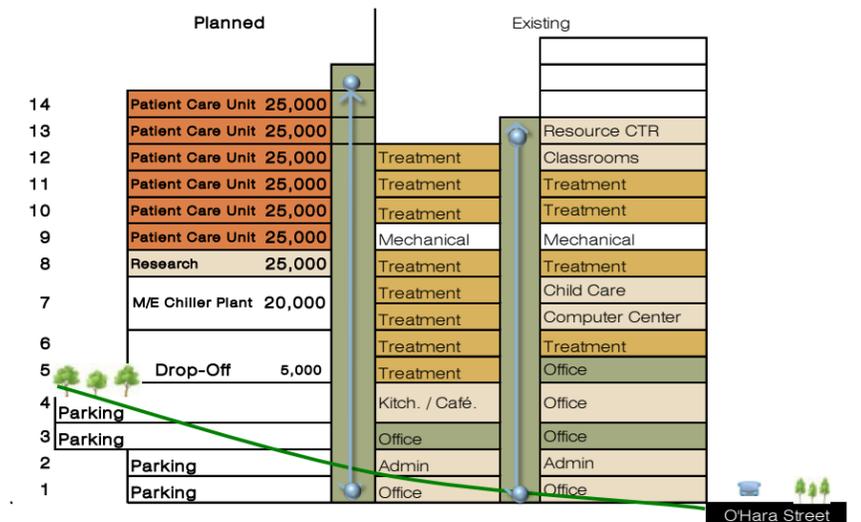
Patient Care Units	Orange
Hospital Services	Light Orange
Diagnostic & Treatment	Yellow
Outpatient Care	Light Green
Parking	White

6	Clinics
5	Clinics
4	Clinics
3	Clinics OP Rad.
2	Dia. Inst. OP Pharm
1	Entry Pt. Relate

5th Ave.



## Western Psychiatric Institute and Clinic



# VII. TWENTY-FIVE YEAR DEVELOPMENT ENVELOPE

The twenty-five year development envelope is the same as the ten-year development envelope. The future of healthcare is evolving and forecasting to 10-25 year envelope is purely speculative. At the time of this study we can only predict parking expansion for Kaufmann. As MUH and Kaufmann transition to outpatient services it is anticipated that additional parking will be required for capacity as well as parking infrastructure improvements.

## Kaufmann Parking Garage Addition

Location: Above Kaufmann Medical Office Building and Garage

Description: Proposed 200,000 gsf parking garage addition

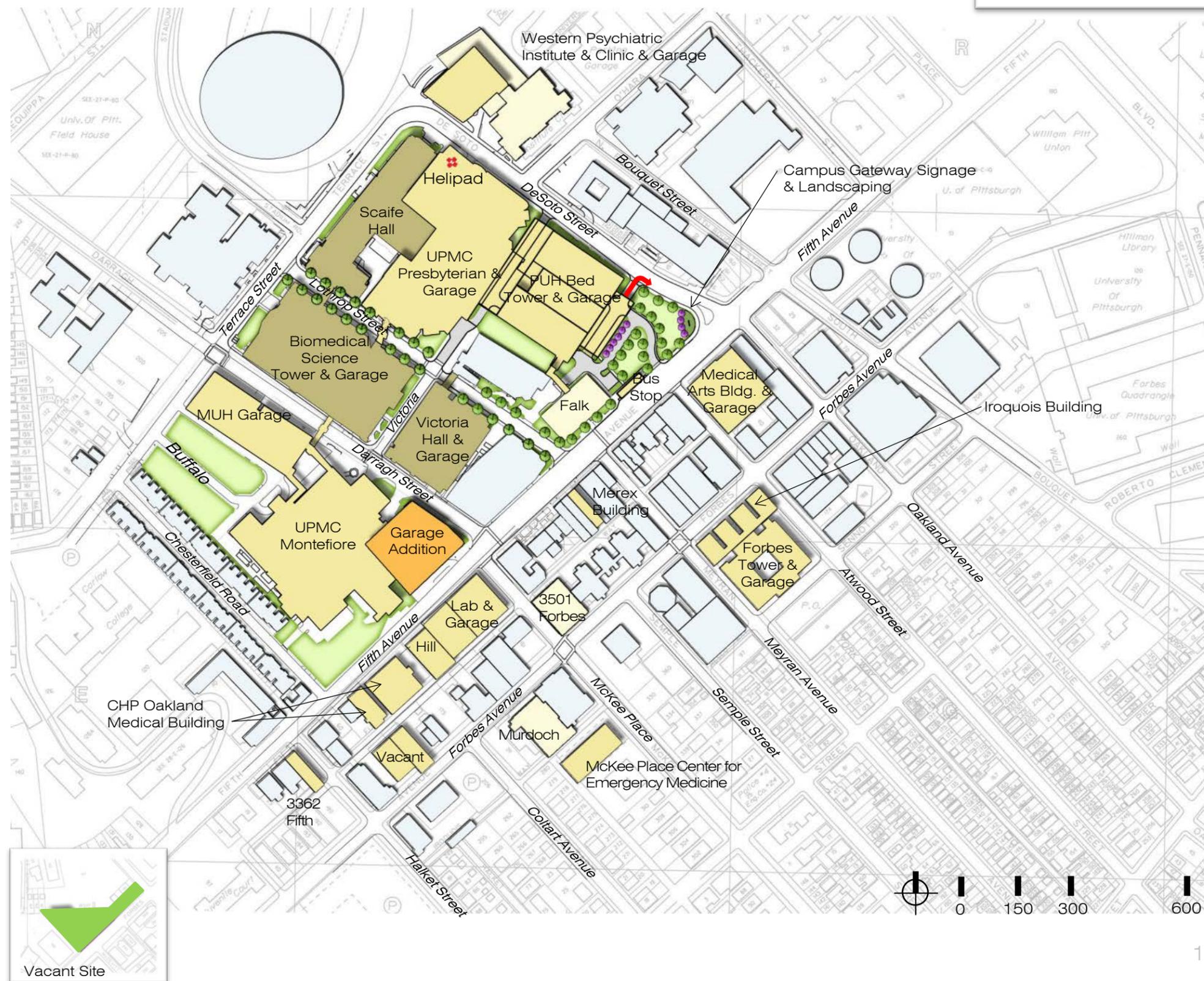
Maximum Floor Area: 34,000 gsf

Maximum Height (Stories): 6 levels, average of 75' above Fifth Avenue

Setback: 0' at Darragh Street and 0' at Fifth Avenue.

## Legend

-  UPMC Facilities Expansion
-  UPMC Buildings
-  Non-UPMC Buildings
-  UPMC Leased Building
-  UPMC/PITT Mixed Ownership Building
-  Green Space



## VIII. TRANSPORTATION MANAGEMENT PLAN

Under the 2023 combined mitigated conditions, the following mitigation measures are required in order to minimize impacts on intersection levels of service:

- × Modified shuttle routes away from residential streets have been negotiated with each neighborhood
- × Improve traffic signal operations in the area by:
  - × Optimize peak hour traffic signal timings; and
  - × Optimize network peak hour signal timing offsets.
- × Update the existing traffic signal at the intersection of Fifth Avenue and Atwood Street to signalize the new driveway approach for the new Presbyterian Garage Driveway. The traffic signal will be coordinated to coincide with the existing traffic signal system along the Fifth Avenue corridor. Pedestrian crossing equipment including pedestrian countdown timers, audible alerts, and crosswalks will also be provided to comply with City of Pittsburgh standards;
- × Construct a right-out only driveway on DeSoto Street between Fifth Avenue and O'Hara Street
- × Construct a full-access driveway on Lothrop Street between Fifth Avenue and Victoria Street for the new Presbyterian Garage;
- × Restripe the southbound approach of Darragh Street to provide two travel lanes from Victoria Street to Fifth Avenue. At Fifth Avenue, the southbound lanes will consist of one (1) through lane and one (1) exclusive right turn lane;
- × Install all-way stop traffic control at the intersection of Victoria Street/UPMC Presbyterian ED driveway and Lothrop Street. In addition, pedestrian crosswalks will be painted on each approach. This will provide a significant improvement in pedestrian crossing safety at this location;
- × Install "Stop Here on Red" sign at intersection of Fifth Avenue and Lothrop Street/ Meyran Avenue;
- × Install "Do Not Block Intersection" sign at intersection of Fifth Avenue and Lothrop Street/Meyran Avenue;
- × Provide valet parking service for outpatients and visitors as needed. The majority of outpatient services will occur in the western part of the Oakland campus, with most outpatient parkers using the Montefiore (MUH) garage and its valet service;
- × The Falk Clinic will continue to offer valet parking service as it does today;
  - + Provide new Victoria Garage entrance to eliminate valet traffic from Fifth Avenue.
- × Valet parking will also be provided, if requested, at the new Presbyterian Garage for inpatients;
- × Valet parking services will continue to be provided on the Presbyterian ED driveway for ED parkers and parkers destined for the HVI (Heart Vascular Institute);
- × Hospital wayfinding signage will be updated to reflect the changes at the UPMC Oakland campus as they are completed;
- × Provide new bicycle parking facilities as required by the City of Pittsburgh Zoning Code Section 914.05. According to the code, the new Presbyterian Garage will require 45 bicycle parking spaces. The Montefiore Garage expansion will require 46 bicycle parking spaces;
- × Pedestrian crosswalks will be repainted within the campus study area as necessary; and
- × Provide new streetscape treatment wherever roadways and sidewalks are disturbed in accordance with City of Pittsburgh standards.

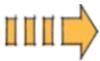
In summary, UPMC anticipates only a 5% increase in Parking need due to staffing changes. This increase is nominal due to the goal of right-sizing the institution and going to an "All Private" bed model for our facilities. While the footprint will increase the patient count and staffing will be similar to our current configuration. (Current Parking 7376 spaces, 10 year envelope 8387 spaces)

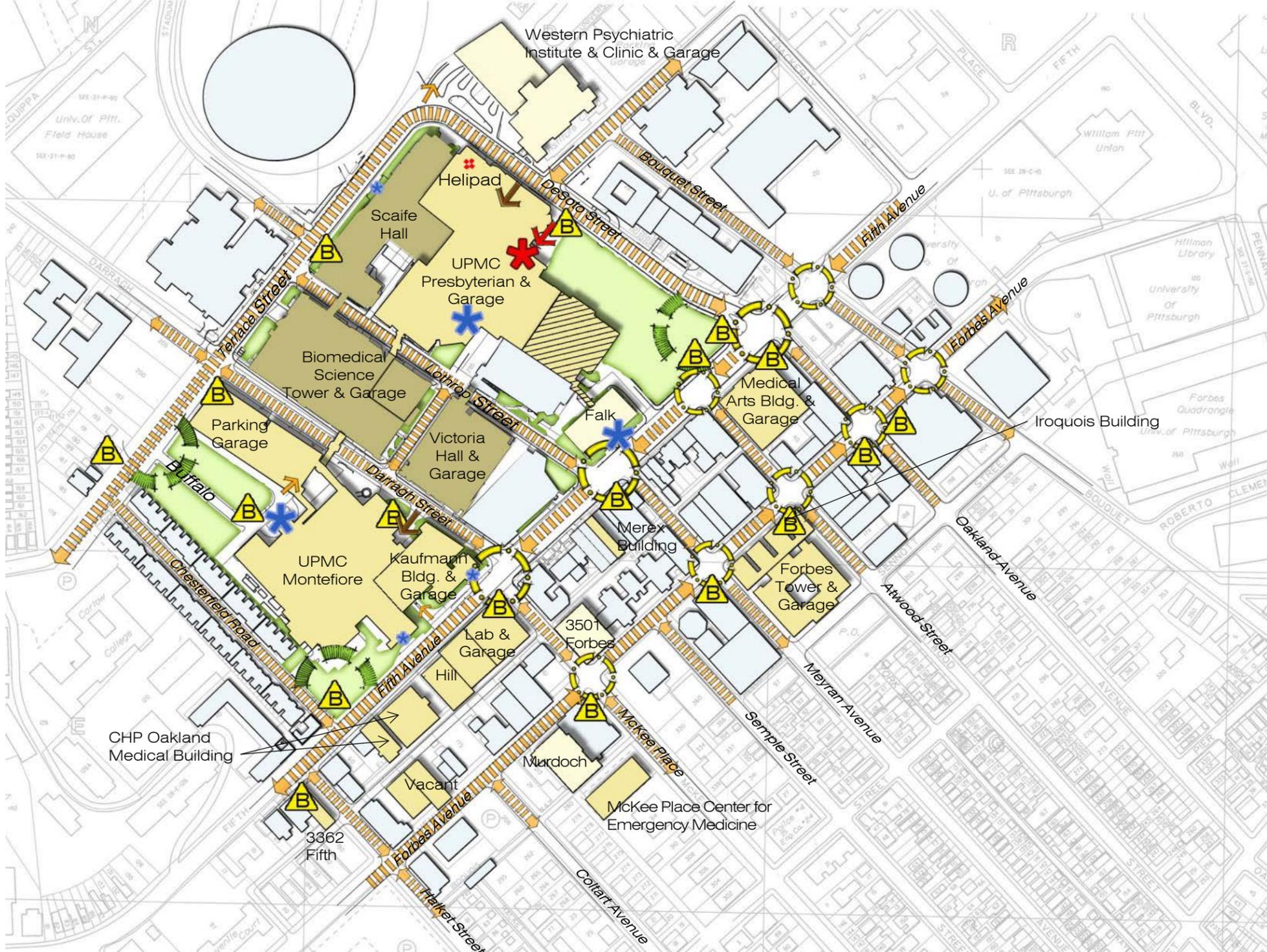
It is anticipated that the existing congested conditions within central Oakland, the third-highest trip generation location in the Commonwealth of Pennsylvania, will continue to increase over time. Parts of the increase in congestion will be related to trip pattern changes related to the Oakland Portal project, and part of the expansion of the UPMC Oakland campus related to its 10-year Master Plan, However, provided the recommendations are implemented, the traffic, parking, loading, and pedestrian impacts of the proposed UPMC Oakland 10-Year Master Plan will be appropriately mitigated in terms of queue containment and optimized safety enhancements.

The projects identified within this IMP will complete the required traffic study if they move forward with design. UPMC will review with the community neighborhood committees prior to submission to the Planning Department and the City.

# VIII. TRANSPORTATION MANAGEMENT PLAN - EXISTING VEHICULAR CIRCULATION

## Legend

- Campus Gateway 
- Signalized Intersection 
- Emergency Vehicles 
- Service Vehicles 
- General Vehicles 
- Emergency Point of Entry 
- General Point of Entry 
- Bus Stop 



# VIII. TRANSPORTATION MANAGEMENT PLAN - PROPOSED TRAFFIC PATTERN

Entrance to UPMC Presbyterian will be added off of Fifth Avenue.

## Objectives

- ✘ Prepare for reorganization of inpatient & outpatient
- ✘ Clarify the campus entries
- ✘ Build a safer, more organized pedestrian environment
- ✘ Eliminate Valet Traffic from Fifth Ave – Victoria Parking Garage Access from Lothrop Street.

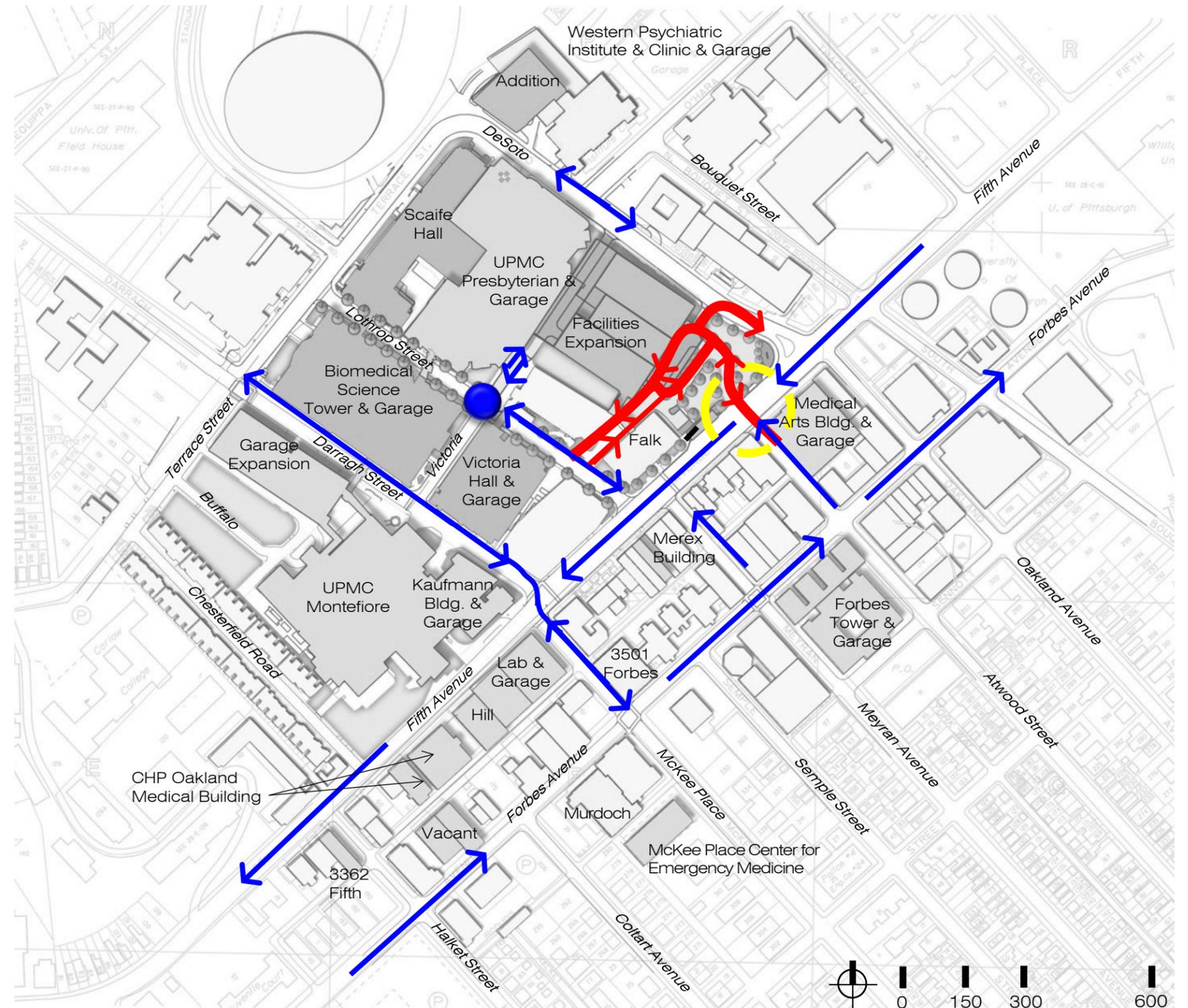
## Methods

UPMC is proposing the following improvements:

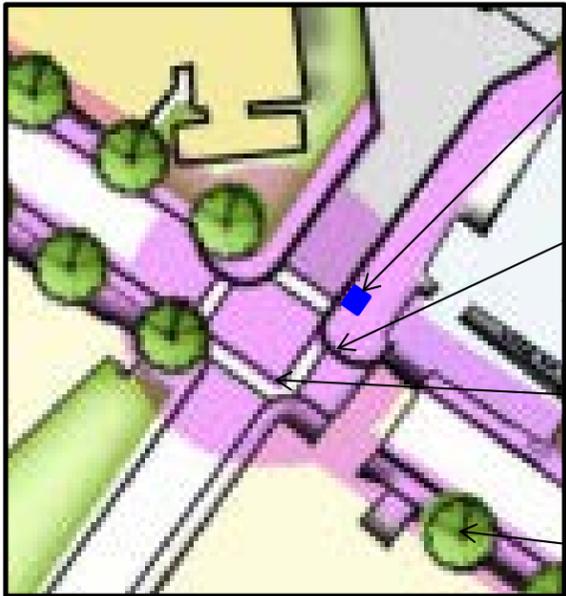
- ✘ Modify traffic signal at Fifth and Atwood to include new entry drive to UPMC Presbyterian Garage
- ✘ Provide traffic calming measures for safety

## Benefits

- ✘ Oakland circulation clarity
- ✘ Safer & more organized for cars and pedestrians
- ✘ Wayfinding to entry more visible off Fifth Avenue.



# VIII. TRANSPORTATION MANAGEMENT PLAN - PROPOSED TRAFFIC CALMING

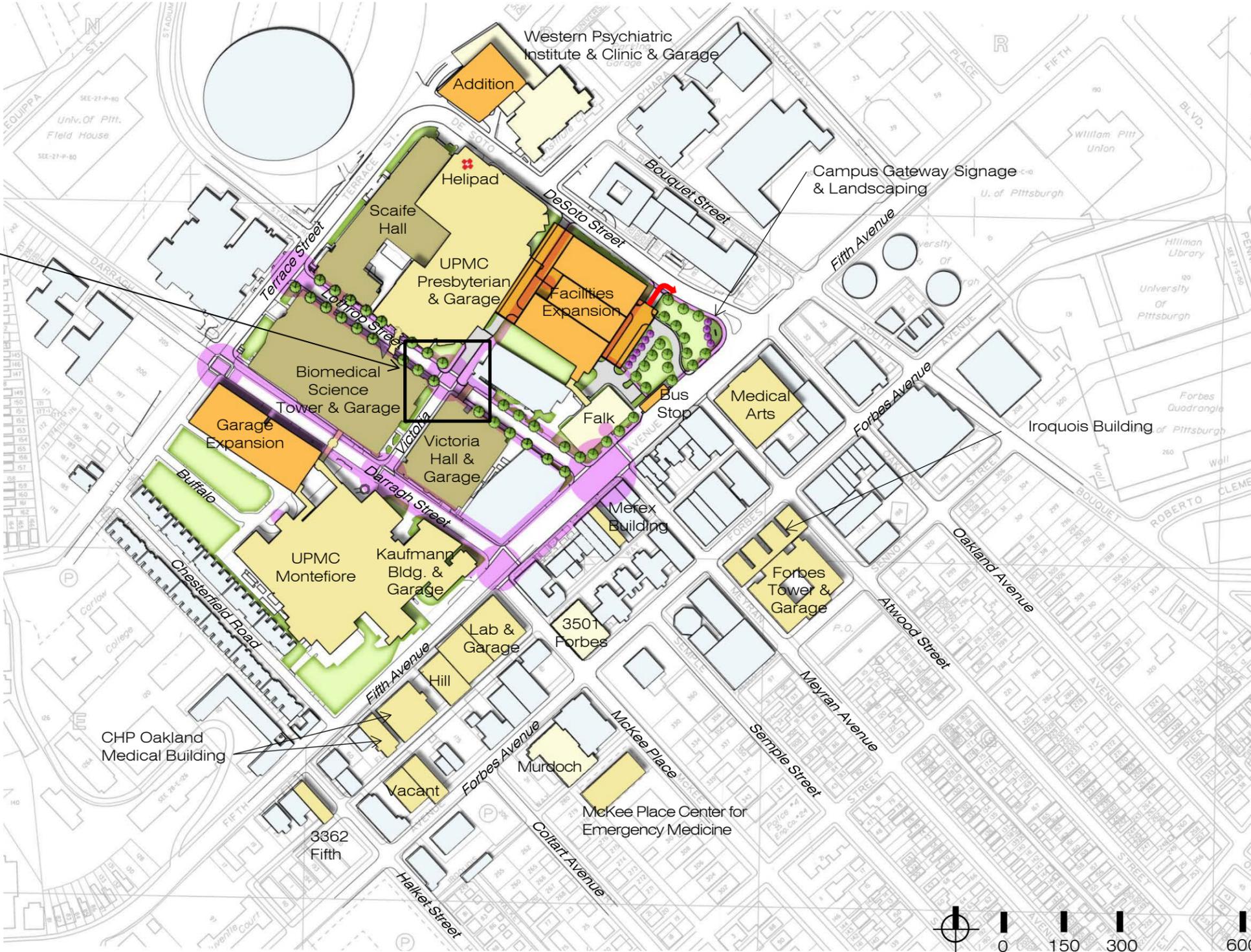


- Bike Racks (Encourage Alternative Transportation)
- Curb Bump-Outs
- Enhanced Pedestrian Crossings
- Street trees

Enlarged Intersection Traffic Calming Measures

**Legend**

- UPMC Facilities Expansion
- UPMC Buildings
- Non-UPMC Buildings
- UPMC Leased Property
- UPMC/PITT Mixed Ownership Building
- Green Space



# IX. ENVIRONMENTAL PROTECTION PLAN

## Environmental Overlay Districts

The master plan is located in a developed, urban site. The following environmental overlay districts will be minimally effected by the development, as noted below:

**View Protection Overlay District:** The site has limited views due to its proximity to the local retail district and its distance from the riverfront. There are limited views from the upper floors of the existing structures that will be impacted by the proposed development, however, the vertical expansion planned will provide new opportunities for expanded view corridors.

**Stormwater Management Overlay District:** The site is currently approximately 86% impervious surfaces as a result of the demolition of Children's Hospital, including roadways, parking lots and buildings which are serviced by an existing stormwater management conveyance system. Previous to this demolition, the site was covered by approximately 92% impervious surfaces.

The impervious surfaces on the site are expected to be approximately 89% coverage as a result of the design of this project, however, there will be less impervious surfaces than prior to the demolition of Children's Hospital, which had previously been accommodated by the stormwater system.

The Project Master Plan will not effect other Environmental Overlay Districts in the City of Pittsburgh not mentioned above.

## Environmental Performance Standards

The following is a breakdown of the planned Environmental Performance Standards of the projects within the ten year development envelope:

### Presbyterian Hospital Facilities Expansion:

Views into the site will be enhanced with a new building expansion and landscaping. Fifth Avenue and DeSoto Street will have opportunities for green space at the intersection.

### Montefiore Parking Garage Expansion:

There are views from the upper floors of existing buildings that will be limited due to the planned building addition, however, the expansion that is planned will provide

new opportunities for expanded view corridors. The proposed building expansion will have no effect on the amount of impervious surfaces or stormwater system.

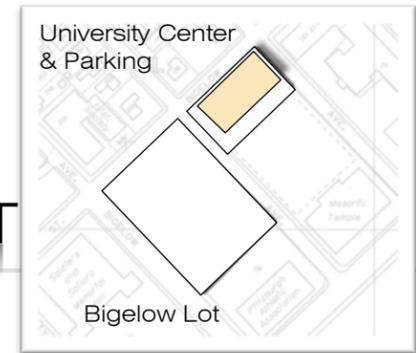
## System Initiatives

- × UPMC has committed to 2 major public energy conservation goals through its active participation in the BBC (Better Buildings Challenge) 2020 competition as well as the Green Building Alliance (GBA) Pittsburgh and Oakland 2030 district.
- × The Better Buildings Challenge is a public-private partnership program in which leading organizations commit to improve the energy intensity of their building portfolios by at least 20 percent over 10 years and share their strategies and results with the market.
- × In 2014 (with a reporting portfolio of + 12 million square ft.) UPMC was nationally recognized as one of only 3 Hospitals in the country showing an overall energy reduction of 4% in its first two years of reporting.
- × The GBA (Green Building Alliance) Pittsburgh / Oakland 2030 Districts are comprised of a group of building owners and managers, community partners, and local resource partners who are taking on the [2030 Challenge](#). Collectively, they represent buildings in Downtown Pittsburgh and Oakland that are actively working to achieve 50% reductions in energy use, water use, and transportation emissions by the year 2030. UPMC has committed 2.2 million square ft. to the Downtown District and 4.28 million square Feet to the Oakland District.
- × While the GBA challenge (Oakland) only began in late August 2014, UPMC has acted as a leader, making the first non-profit institutional commitments and actively providing data for annual review.

UPMC's commitment to both the BBC 2020 and the GBA 2030 competition continues to demonstrate its commitment to energy reduction and ultimately its overall goal to reduce its carbon foot print.

- × UPMC will attempt to achieve an increase in alternative transportation usage in the next 10 years by 10%. This would include public transportation, car pooling, alternative energy vehicles, bicycles and walking to work.

# IX. ENVIRONMENTAL PROTECTION PLAN - EXISTING OVERLAY DISTRICT

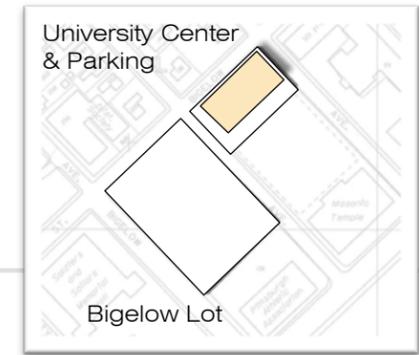


## Legend

-  Views
-  UPMC Pervious Areas
-  UPMC Impervious Areas
-  UPMC Impervious Buildings
-  UPMC/PITT Mixed Ownership Building
-  Non-UPMC Buildings



# IX. ENVIRONMENTAL PROTECTION PLAN - PROPOSED OVERLAY DISTRICT PLAN



## Legend

-  Views
-  UPMC Pervious Areas
-  UPMC Existing Impervious Pavement
-  UPMC Proposed Impervious Pavement
-  UPMC Proposed Impervious Buildings
-  UPMC Existing Impervious Buildings
-  UPMC/PITT Mixed Ownership Building
-  Non-UPMC Existing Buildings



## X. OPEN SPACE & PEDESTRIAN CIRCULATION PLAN

The central existing green space on the Montefiore campus has been preserved with this Project Master Plan. Situated at the main entrance to the hospital, the area serves as an area of respite and welcoming entry image to visitors and patients visiting the hospital. Covered drop-off areas protect patients as they arrive and depart at the main lobby entrance and other main entrances to the buildings on campus. The new facilities expansion at Presbyterian Hospital will also be designed to incorporate covered drop-off areas and canopies at all major building entrances.

The Master Plan has been designed to incorporate new opportunities for green space in the proposed development. The demolition of Children's Hospital and planned facility expansion at Presbyterian Hospital provided the greatest project landscaping opportunity for a new image at the Fifth and DeSoto intersection. A bus stop with new walks, landscaping and a shelter is planned for pedestrians on Fifth Avenue and landscaping for the pedestrians (and motorists) arriving at the new southeast entrance.

At the intersection of Victoria and Lothrop Street, a few street parking spaces are planned to be removed on Lothrop, with curb bump-outs installed. This provides a safer and shorter distance for pedestrians to cross the street, and allows additional room for bike racks, benches, trees and other site amenities at the bump-outs. It also cues the motorist that there is a pedestrian zone, and traffic should slow down to allow pedestrians to cross.

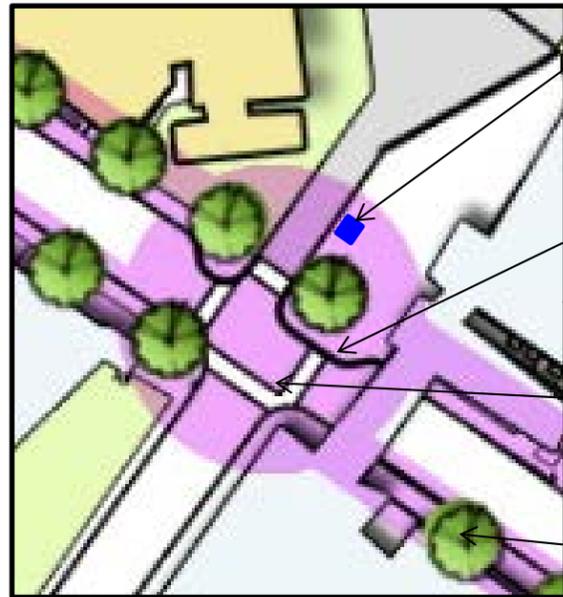


# X. OPEN SPACE & PEDESTRIAN CIRCULATION PLAN - EXISTING CIRCULATION PLAN

- Legend**
- Pedestrian Circulation .....
  - Emergency Point of Entry ✱
  - General Point of Entry ✱
  - Bus Stop B



# X. OPEN SPACE & PEDESTRIAN CIRCULATION PLAN - PROPOSED CIRCULATION PLAN

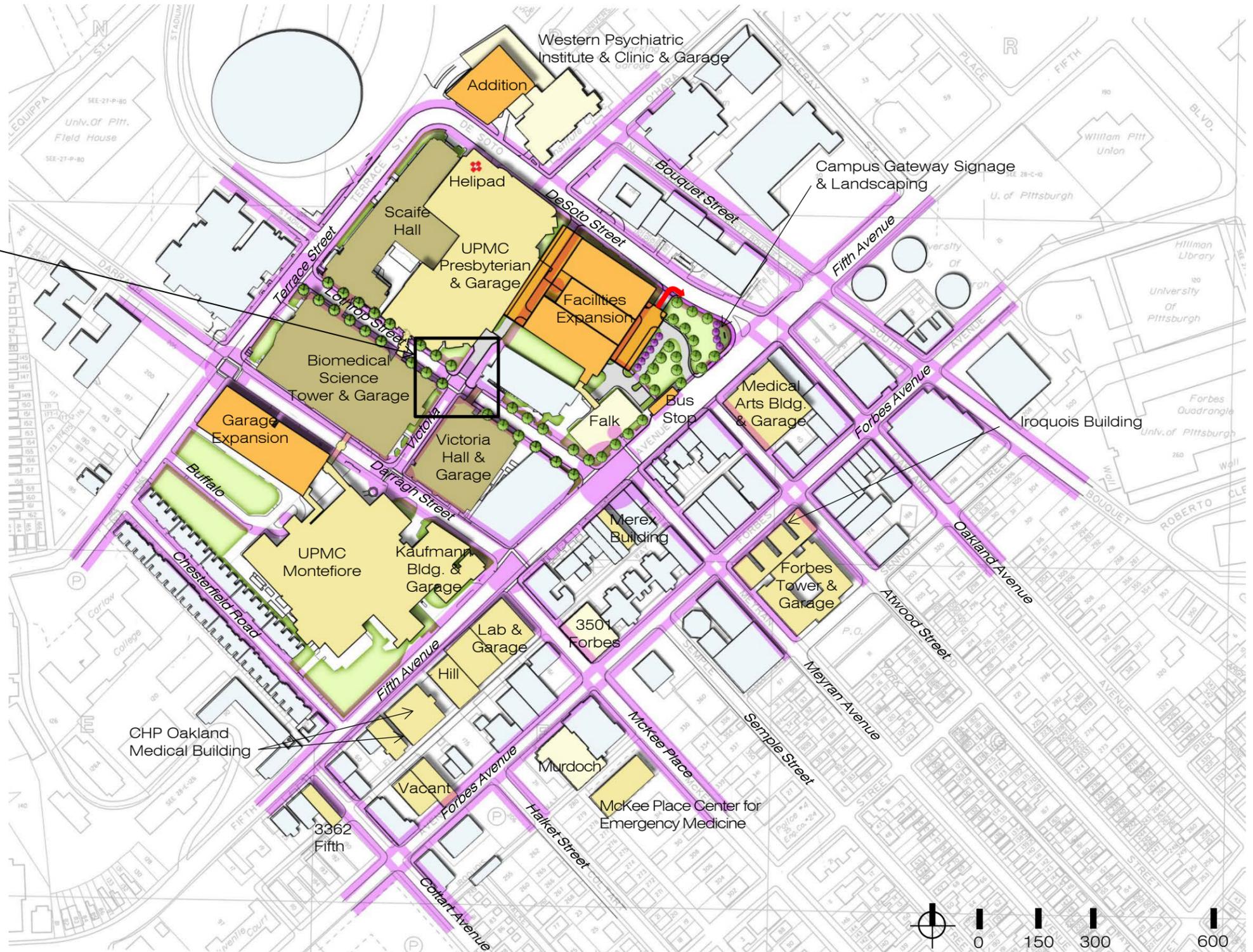


- Bike Racks  
(Encourage  
Alternative  
Transportation)
- Curb Bump-  
Outs
- Enhanced  
Pedestrian  
Crossings
- Street trees

**Enlarged Intersection**  
Traffic Calming Measures

**Legend**

Pedestrian Circulation



# XI. URBAN DESIGN GUIDELINES

## Materials, Colors & Design Elements

The existing campus is reasonably compact and defined. Montefiore and Presbyterian Hospitals are respectively architecturally similar in character. Materials and colors for new construction will be high quality, durable materials, with an effort to create continuity and clarity within the project area appropriate to its respective hospital.

Buildings will receive special treatment at important locations, including entrances and view termini. Such treatment shall be appropriate to its unique situation and shall help to enhance aesthetics and overall project intelligibility.

## Setbacks

The setback requirements for the PUH Facilities Expansion will require 0' @ Lothrop Street, 0' @ DeSoto Street and 20' @ Fifth Avenue. The setback requirements for the MUH Parking Garage Expansion will require 0' @ Darragh Street and 3' @ Terrace Street. Finally, the setback requirements for the WPIC Addition will require 8' @ DeSoto Street.

## Height

The PUH Facilities Expansion will be an average maximum height of 300' above Fifth Avenue. The MUH Parking Garage Expansion will be an average maximum height of 75' above Darragh Street, and the WPIC Addition will be an average maximum height of 220' above O'Hara Street.

## Bulk and Massing

Buildings shall be arranged and massed to allow for light, air, and circulation while optimizing overall site development. Typically, the massing of the buildings will be scaled to fit in with the existing campus and the surrounding neighborhood.

## Landscaping & Screening

The master plan has been designed to preserve existing green spaces currently on campus, such as the green space at the Montefiore Hospital main entrance. The Project Area Master Plan also incorporates new opportunities for green space in the proposed development at Presbyterian Hospital. Street trees, flowering trees and shrub/perennial planting areas are planned at the new southeast entrance of the Presbyterian Hospital facility expansion. Architectural signage and landscaping at the corner of Fifth Avenue and DeSoto Street, and a new welcoming south entrance and green space at the PUH Facilities Expansion will create a new gateway to the Oakland Campus area. In addition, mechanical equipment, loading, parking and waste facilities will be properly screened, if visible from a public right-of-way. Screening will be provided although this is not required by the Zoning Ordinance, Chapter 918, Landscaping and Screening Standards.



## XII. NEIGHBORHOOD PROTECTION STRATEGY

The Project Master Plan describes the development of this area while maintaining or minimizing the impact of the existing and new facilities on the quality of the surrounding neighborhoods. Specific impacts that are addressed in the Master Plan include:

### Vehicular Circulation

Traffic calming measures are proposed with curb bump-outs for enhanced pedestrian crossings at intersections. New vehicular circulation will occur on the northwest side of the new Presbyterian Hospital facilities expansion and a new drop-off will be located on the southeast side.

### Pedestrian Circulation

As previously stated, on streets with street parking, a few street parking spaces are planned to be removed at intersections, with curb bump-outs installed. This provides a safer and shorter distance for pedestrians to cross the street, and allows additional room for bike racks, benches, street trees and other site amenities at the bump-outs and along the streets. It also cues the motorist that there is a pedestrian zone, and traffic should slow down to allow pedestrians to cross. ADA approved ramps will be installed at all new pedestrian crossings. Crossing striping will be repainted, as needed, to enhance all crosswalks in the area.

### Loading Docks

The present loading dock locations will be maintained. Additional loading docks at Presbyterian Hospital will be properly screened, as needed, per the Zoning Ordinance, Chapter 918, Landscaping and Screening Standards.

### Emergency Entrances

Emergency traffic routes are not affected by the changes in the plan.

### Lighting

The present site lighting standards will be maintained. Lighting proposed for the Project Master Plan will be lit with cut-off style fixtures, limiting the light

spill onto neighboring properties.

### Noise Mitigation Strategy

UPMC acknowledges that the EMS Flights impact the surrounding neighborhoods. We are actively engaged and will continue to engage the community to mitigate the noise associated with an academic medical center where possible. UPMC will work within the FAA regulations to adjust flight operations, continue to reduce non-patient flights, and report our operations to the City of Pittsburgh. We strive to develop reasonable solutions within the neighborhood that can reduce this impact, yet preserve patient care and safety.

### Neighborhood Participation

UPMC strives to be good neighbors in the Oakland Community and beyond. We commit to keeping the local neighborhood and business committees abreast of our plans for development. UPMC supports the Oakland 2025 Masterplan and further details are in the appendix. The UPMC Institutional Masterplan is subject to all Local Zoning Codes.

It is UPMC's intention to be completely transparent and collaborate with all stakeholders which will only enrich our campus and the services we provide.

