925 Technology Drive Parking Garage
Pittsburgh Technology Center

Urban Redevelopment Authority of Pittsburgh

City of Pittsburgh Planning Commission
Briefing

03.09.2021
Context Map

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh

Indovina
Associates
Architects
Existing Site Photos

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
**Zoning Regulations**

<table>
<thead>
<tr>
<th>Zoning District</th>
<th>SP-1 Pittsburgh Technology Center</th>
</tr>
</thead>
<tbody>
<tr>
<td>Permitted Uses</td>
<td>Parking Garages to support development in SP-1 District</td>
</tr>
<tr>
<td>Minimum Height</td>
<td>Parking Structures - (3) stories or (45) feet</td>
</tr>
<tr>
<td>Maximum Height</td>
<td>(90) feet</td>
</tr>
</tbody>
</table>

**Preliminary Land Development Plan**

<table>
<thead>
<tr>
<th>Setback Requirements</th>
<th>Utilize Build-to lines of existing structures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Height Restrictions</td>
<td>Height Subdistrict B</td>
</tr>
<tr>
<td></td>
<td>Maximum Height of Garage</td>
</tr>
<tr>
<td></td>
<td>- (60) feet</td>
</tr>
<tr>
<td></td>
<td>- 5 1/2 stories</td>
</tr>
<tr>
<td>Proposed Revision to PLDP</td>
<td>Maximum Height of Garage</td>
</tr>
<tr>
<td></td>
<td>- (90) feet</td>
</tr>
<tr>
<td></td>
<td>- 7 stories</td>
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</tbody>
</table>

**General Garage Information**

<table>
<thead>
<tr>
<th>Parking Spaces</th>
<th>600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bicycle Parking Spaces</td>
<td>60</td>
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<tr>
<td>Area (footprint)</td>
<td>31,268 square feet</td>
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<tr>
<td>Height</td>
<td>81 feet</td>
</tr>
<tr>
<td>Stories</td>
<td>6 stories</td>
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</table>

**Zoning Summary**

925 Technology Drive Parking Garage  
Pittsburgh Technology Center  
Urban Redevelopment Authority of Pittsburgh
Amended Preliminary Land Development Plan

The Pittsburgh Technology Center

LaQuatra Bonci Associates
LoySEN + Kreuthmeier Architects

With
The Green Building Alliance

Updated by Urban Redevelopment Authority

October 2015
The Pittsburgh Technology Center was established in the 1990’s as a premier facility for institutional and business research and associated manufacturing. As the site evolves, the focus on research and technology uses will be maintained and encouraged. New uses for the site should serve to reinforce and strengthen the established use pattern and should serve a secondary complementary role. Small retail and restaurant uses to serve the needs of the site’s population will be encouraged. Large scale retail development will be discouraged.

**Business Uses: Office/Lab/Hotel**

Business uses may be located on any of the parcels throughout PTC.

**Retail**

Retail parcels are located along Entry 2, with frontage onto Hedgerow 6, as defined by the original PLDP.

Retail uses within other buildings shall be located along the Greensward and/or the Hedgerows.

**Parking**

Structured parking will be located along 2nd Avenue. Structured parking is not allowed along The Riverfront, nor is surface parking permitted along the riverfront.

**Residential**

Low density residential development is not permitted within PTC. High density residential uses are permitted. High density residential uses are encouraged to locate at the southeastern (Hazelwood) end of the site.
Uses

The Pittsburgh Technology Center was established in the 1990’s as a premier facility for institutional and business research and associated manufacturing. As the site evolves, the focus on research and technology uses will be maintained and encouraged. New uses for the site should serve to reinforce and strengthen the established use pattern and should serve a secondary complementary role. Small retail and restaurant uses to serve the needs of the site’s population will be encouraged. Large scale retail development will be discouraged.

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Low density residential development is not permitted within PTC. High density residential uses are permitted. High density residential uses are encouraged to locate at the southeastern (Hazelwood) end of the site.
Building Heights

Four Height Subdistricts are proposed for the Pittsburgh Technology Center, as indicated on the Height Subdistrict Diagram.

All proposed structures over 90' shall submit drawings illustrating the impact of the proposed structure on daylighting and views for the Boulevarde and existing buildings.

Height Subdistrict A
The Minimum Height in Height Subdistrict A will be 3 stories and 45 feet above grade.
The Maximum Height in Height Subdistrict A will be 90 feet above grade.

Height Subdistrict B
The Minimum Height in Height Subdistrict B will be 3 stories and 45 feet above grade.
The Maximum Height in Subdistrict B will be 125 feet above grade and conforming with the following requirements:

1. 80% of the Buildable Lot Area will be permitted to a Maximum Height of 125 feet above grade. New buildings are encouraged to respect the heights of existing buildings and utilize appropriate setbacks along the Boulevarde and Entries in order to maximize views and daylight into the open space of the site and to both new and existing buildings.

2. The Maximum Average Height of Garage uses in Subdistrict C will be 60 feet and 5-1/2 stories above grade. This requirement shall not be construed as limiting the height of additional uses that are located on top of Garage structures. Uses other than Garages shall be subject to the Maximum Height requirements cited elsewhere in this section.

Height Subdistrict C
The Minimum Height in Height Subdistrict C will be 3 stories and 45 feet above grade.
The Maximum Height in Height Subdistrict C will be 180 feet above grade and conforming with the following requirements:

1. The Maximum Average Height of Garage uses in Height Subdistrict D will be 60 feet and 5-1/2 stories above grade. This requirement shall not be construed as limiting the height of additional uses that are located on top of Garage structures. Uses other than Garages shall be subject to the Maximum Height requirements cited elsewhere in this section.

2. 100% of the Buildable Lot Area will be permitted to a Maximum Height of 90 feet above grade.

3. 75% of the Buildable Lot Area will be permitted to a Maximum Height of 125 feet above grade.

4. 50% of the Buildable Lot Area will be permitted to a Maximum Height of 180 feet above grade.
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2. The Maximum Average Height of Garage uses in Subdistrict B will be 60 feet and 5 1/2 stories above grade. This requirement shall not be construed as limiting the height of additional uses that are located on top of Garage structures. Uses other than Garages shall be subject to the Maximum Height requirements cited elsewhere in this section.

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4. 50% of the Buildable Lot Area will be permitted to a Maximum Height of 180 feet above grade.

Building Height Guidelines
Building Heights Cont.

Height Subdistrict D

The Minimum Height in Height Subdistrict D will be 3 Stories and 45 Feet above grade.

The Maximum Height in Subdistrict D will be 125 Feet above grade and conforming with the following requirements:

1. 80% of the Buildable Lot Area will be permitted to a Maximum Height of 125 feet above grade. New buildings are encouraged to respect the heights of existing buildings and utilize appropriate setbacks along the Boulevard and Entries in order to maximize views and daylight into the open space of the site and to both new and existing buildings.

2. The Maximum Height of Garage uses in Subdistrict D will be 90 Feet above grade. This requirement shall not be construed as limited the height of additional uses that are located on top of Garage Structures. Uses other than Garages shall be subject to the Maximum Height requirements cited elsewhere in this section.
Building Height Guidelines

**Section C**

The Minimum Height in Height Subdistrict D will be 3 stories and 45 feet above grade. The Maximum Height in Height Subdistrict D will be 180 feet above grade and conforming with the following requirements:

1. The Maximum Average Height of Garage uses in Height Subdistrict D will be 60' feet and 5-1/2 stories above grade. This requirement shall not be construed as limiting the height of additional uses that are located on top of Garage structures. Uses other than Garages shall be subject to the Maximum Height requirements cited elsewhere in this section.

2. 100% of the Buildable Lot Area will be permitted to a Maximum Height of 90' feet above grade.

3. 75% of the Buildable Lot Area will be permitted to a Maximum Height of 125 feet above grade.

4. 50% of the Buildable Lot Area will be permitted to a Maximum Height of 180 feet above grade.

**Section D**

**Section E**

Existing Subdistrict A

The Minimum Height in Height Subdistrict A will be 3 stories and 45 feet above grade. The Maximum Height in Height Subdistrict A will be 90 feet above grade.

Height Subdistrict B

The Minimum Height in Height Subdistrict C will be 3 stories and 45 feet above grade. The Maximum Height in Subdistrict C will be 125 feet above grade and conforming with the following requirements:

1. 80% of the Buildable Lot Area will be permitted to a Maximum Height of 125 feet above grade. New buildings are encouraged to respect the heights of existing buildings and utilize appropriate setbacks along the Boulevarde and Entries in order to maximize views and daylight into the open space of the site and to both new and existing buildings.

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Building Heights

A

B

C

D

45' to 90' Height

45' to 125'
The concept for the site is to recognize the robust scale and archeology of the site’s industrial past, while embracing forward-looking architecture and building technologies.

With the site bounded by Second Avenue, which is an extremely hard environment, and The Riverfront, which is flowing and green, the building material strategy is to utilize strong forms made of concrete and stone along Second Avenue, with more delicate expressions in metals and glass, along the river. Along the Boulevard, situated between the two extremes, concrete will be used as building bases while metal and glass materials above will transition between the Second Avenue edge and The Riverfront zone. Building bases in The Riverfront zone are also encouraged to incorporate the vocabulary of archeological concrete bases, as articulated in the riverside façade of the Bridgeside Point building.

Existing buildings on the site provide a palette of metal and glass materials to be incorporated into new buildings.

Detailed drawings illustrating proposed building materials and their locations on the proposed structures, samples and photographic illustrations of similar installations will be submitted for review as part of each Final Development Plan.
Building Materials

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Existing buildings on the site provide a palette of metal and glass materials to be incorporated into new buildings.

Detailed drawings illustrating proposed building materials and their locations on the proposed structures, samples and photographic illustrations of similar installations will be submitted for review as part of each Final Development Plan.
Site Constraints

The desired end goal for this third parking garage at the Pittsburgh Technology Center is to provide the parking that is currently lacking on the site and what will be required to meet the future needs of the campus. The goal is to make this be the last parking facility needed on the campus.

The existing site consists of a surface parking lot. It is bordered by Second Avenue to the North, a dedicated “green” space to the East, Technology Drive to the South and an existing 5-story parking garage to the West. The existing garage sets the contextual set-back along Second Avenue while the other 3 sides have no requirements except what is required for fire separation from the existing garage. Both garages will sit on the same parcel of land when complete.

A number of studies were conducted to determine the parking that would be required to complete the development of the Pittsburgh Technology Center. The end result was the need to construct a garage that will provide 600 parking spaces.

Our team took that number and created a series of studies to determine the most efficient structure that would accommodate this on the constrained site. The following page shows a few of these studies and how we derived our final layout.

Another key factor to this garage was that it was going to be required to meet ParkSmart Silver Certification as a way to appease the city requirement for LEED silver. A large factor in achieving this goal along with other energy conservation goals of the City is to provide on-site renewable energy. The concept design for the garage was a perfect way to create support for a rooftop solar array system. The following pages show this design in more detail.
Parking Layout Options/Conflicts

925 Technology Drive Parking Garage
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Site Plan

925 Technology Drive Parking Garage
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Proposed
New 6-story parking structure

Bio-swale

Pedestrian entrance

Ground Floor Vehicle Entrance / Exit

Upper Levels Vehicle Entrance / Exit

Existing stone marquee
Level 01 Plan

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
Accessibility Plan

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh

Indovina
Associates
Architects
925 Technology Drive Parking Garage
Urban Redevelopment Authority of Pittsburgh
Pittsburgh Technology Center

Proposed
New 6-story
parking structure

17 Total Accessible Parking Spaces
- 14 standard
- 3 van accessible
- located adjacent to elevator towers
Level 01M Plan

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
Typical Level Plan

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
### Sustainability

<table>
<thead>
<tr>
<th>Feature</th>
<th>Specification</th>
</tr>
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<tbody>
<tr>
<td>ParkSmart</td>
<td><strong>Silver Certification</strong></td>
</tr>
<tr>
<td>Solar Array</td>
<td><strong>93% on-site renewable energy</strong></td>
</tr>
<tr>
<td>Electric Vehicle Charging Stations</td>
<td>6 dual-head chargers (12 stations)</td>
</tr>
<tr>
<td>Electric Bicycle Charging Stations</td>
<td>4 outlets (8 stations)</td>
</tr>
<tr>
<td>Tire Inflation Station</td>
<td>Free amenity</td>
</tr>
<tr>
<td>Bicycle Repair Station</td>
<td>Free amenity</td>
</tr>
<tr>
<td>Waste and Recycling Programs</td>
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<tr>
<td>Construction Waste Diversion</td>
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<tr>
<td>Constructed with Regional Materials</td>
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</tr>
<tr>
<td>Storm Water Management System</td>
<td>On-site bio-swale for Quality control</td>
</tr>
<tr>
<td></td>
<td>On-site storage for Quantity control</td>
</tr>
</tbody>
</table>

925 Technology Drive Parking Garage
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Urban Redevelopment Authority of Pittsburgh
South Elevation - Technology Drive

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
North Elevation - Second Avenue

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East Elevation

West Elevation

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
Material Palette

925 Technology Drive Parking Garage
Pittsburgh Technology Center
Urban Redevelopment Authority of Pittsburgh
Contextual Rendering

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Contextual Rendering

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PTC PLDP Compliance

Paving
In conjunction with PLDP requirements, proposed sidewalks will be concrete. This is consistent with Concrete sidewalks that line Technology Drive. Scoring patterns can be seen on the attached Site Plan. The project will create a new sidewalk on the project side of Technology Drive that does not currently exist. There will also be a new sidewalk connecting to Second Avenue to ease walking distances for Bus travelers to the campus.

Bicycle Parking
Bicycle parking will be provided within the Parking Structure under cover on the ground floor. There are a total of 60 bicycle parking spots utilizing standard steel upside-down “U” racks. See the ground floor plan on the following page.

Site Furnishings
Benches and bollards will be utilized that match the existing aesthetic as seen here.