PRESENTING:

Chris Buccini  
*The Buccini / Pollin Group*

Bomani Howze  
*The Buccini / Pollin Group*

Amachie Ackah  
*Clay Cove Capital*

Dr. Kimberly C. Ellis  
*Dr. Goddess Arts*

Peter Stubb  
*Gensler*

Lisa Dugan  
*UpStudio Landscapes*

Bill Sittig  
*Sittig Cortese LLC*

QUESTIONS AND ANSWERS:

Kevin Acklin  
*Pittsburgh Arena Real Estate Redevelopment LP (PAR)*

Boris Kaplan  
*The Buccini / Pollin Group*

Howard Graves  
*Graves Design Group*

Angelica Ciranni  
*Advantus Engineers, LLC*

Cindy Jampole  

Steve Savich  
*Michael Baker International*

Craig Dunham  
*Dunham reGroup*
G1/G4 Project Team

Council Leadership
Commitment/ Oversight
- Councilman Daniel Lavelle
- State Representative Jake Wheatley

URA / SEA
Commitment/ Oversight/ MWBE Compliance
- Diamonte Walker
- Julie Edwards

Hill CDC
- Marimba Milliones
- Felicity Williams

The Buccini/Pollin Group
- Chris Buccini
- Bomani Howze
- Wes Schwandt
- Boris Kaplan
- Matt Corace
- Olivia Grunseich

Pittsburgh Penguins
- Dorin Dickerson
- Tracey McCants-Lewis
- Delvina Morrow
- Kevin Acklin

PJ Dick
Construction/ MWBE Inclusion/ Bid Process/ Outreach
- Janai Smith
- Irv Williams

Partner 4 Work
Workforce Development
- Markese Long
- Katy Rittle

Gensler
Project Design
- Vaki Mawema
- Elaine Asal
- Donald Ghent

Open Space Advisory
- Dr. Kimberly C. Ellis
- Lakesha Byrd

Riverside Center for Innovation
Back of House Support/ Training Programs
- Juan Garrett

First National Bank
- Brent Semachko

Graves Design Group
Design and Construction
- Howard Graves, AIA

Clay Cove Capital
- Amachie Ackah

Dunham ReGroup
- Craig Dunham

Influencers Lab
Media Communications
- Malcolm Coley
- Newton Felton

On The Run Images
Communications
- Rick Southers

The Buccini/Pollin Group
Communications
- Sarah Lamb
- Rachelle Pownall-Brown

= Hill District Based
Lower Hill G1/ G4: Introduction and Context
Historic Context

HILL LOOKING EAST TOWARDS OAKLAND 1967
ORIGINAL PLANS OF THE LOWER HILL CULTURAL CENTER
Historic Context
HONOR AND REPAIR

Pittsburgh’s Legacy of Urban Redevelopment and the Opportunity to Get it Right, This Time
Sterling Johnson, Contractor from August Wilson’s ‘Radio Golf’ is relying on the Lower Hill’s EORC-Approved M/WBE Plan to Deliver Opportunity and Build Wealth.
**Project Context:** Conceptual Master Plan View from Middle Hill
Community Impact

Block G Term Sheet As Presented to Development Review Panel and CCIP Executive Management Committee

TERM SHEET
BLOCK G1 and G4
REINVESTMENT COMMITMENTS

March __, 2021 (the “Effective Date”)

Parties: HILL Community Development Corporation (“CDC”) and Lower Hill Developer LLC (“Developer”).

Background: Developer seeks to redevelop Blocks G1 and G4 (“Project”) described in Developer’s Final Land Development Plan (“FLDP”) consistent with the terms of that certain Community College Implementation Plan (“CCIP”) and pursuant to the Block G1 + G4 FLDP Planning Commission Briefing. The Project is located on the South Side of Pittsburgh, Pennsylvania, the Sports & Exhibition Authority of Pittsburgh and Allegheny County (“SEA”) #10 and #11 (“Project”).

Purpose: The Parties desire to identify, clarify and confirm the responsibilities and commitments related to the Project.

Developer Affirmations: Developer will continue its good faith efforts to align development with the Amended and Restated Comprehensive Option Agreement (“COA”) and CCIP, more fully described in Exhibit A summarised as follows:

i. CCIP Focus Area 1: M/WBE Inclusion
   a. Developer is implementing its M/WBE Plan as described in Exhibit A.
   b. Hired local / diverse design professionals to pre-development activities consistent with procurement goals.
   c. Developer has created and is managing a platform for minority and women-owned businesses and a database with other developers agencies and expanded opportunities for identified consultants.
   d. Hired eHoldings, a qualified 3rd party M/WBE.

ii. CCIP Focus Area 2: Local Inclusion / Workforce Development
   a. Developer has hired 3rd party M/WBE consultant to maximize M/WBE participation.
   b. Developer is working with PNC to establish a job training program for PremierCare, to better connect Hill District residents to Project employment opportunities including entry to the Trades pre-apprenticeships classes aligned with the construction schedule and job training programs connecting applicants to future building service and hospitality jobs.

iii. CCIP Focus Area 3: Signed Agreement
    a. Developer has an agreement with Pittsburgh PA to establish a job training program to better connect Hill District residents to Project employment opportunities including entry to the Trades pre-apprenticeships classes aligned with the construction schedule and job training programs connecting applicants to future building service and hospitality jobs.

Lower Hill Phase I - Community Reinvestment

<table>
<thead>
<tr>
<th>Summary Term Sheet</th>
<th>Reinvestment Projections</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Benefit</td>
<td>Block G - FNB Tower</td>
</tr>
<tr>
<td>LEETF (50% Share of Tax Abatement)</td>
<td>The Greater Hill Reinvestment Fund (GHRF) will receive 50% of the LEETF generated over a 15-year agreement period for Block G.</td>
</tr>
<tr>
<td>Development team to pay closing costs for the LEETF loan (legal, title, etc.)</td>
<td>$250,000</td>
</tr>
<tr>
<td>Parking Tax Diversion (PTD)</td>
<td>The Greater Hill Housing Stabilization Fund will receive 30% of parking taxes (i.e., Parking Tax Diversion) generated during the first 20 years of payments for Block G as a payment to the Reinvestment Fund can be made if financing is available.</td>
</tr>
<tr>
<td>FNB Community Investments</td>
<td>Participating in the Centre Ave YMCA project with $2.2 million FTHC, construction loan and $760k AAP grant</td>
</tr>
<tr>
<td>Development Gap Financing</td>
<td>Development team will provide up to $600,000 of gap equity required to close first phase of projects. Projects may include 30% LEETF funds.</td>
</tr>
<tr>
<td>Open Space</td>
<td>Development team is building 3.5 acres of open space</td>
</tr>
</tbody>
</table>

CCIP

<table>
<thead>
<tr>
<th>Focus Area 1/ M/WBE Inclusion</th>
<th>Focus Area 2/ Local Inclusion / Workforce Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Developer has built and will implement the attached M/WBE Plan.</td>
<td>Developer has built and will implement the attached M/WBE Plan.</td>
</tr>
<tr>
<td>Targeting 30% MBE and 15% WBE participation in project.</td>
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</tr>
<tr>
<td>Developer has achieved the 30% MBE target on first $5 million of pre-development contracts that have been executed.</td>
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</tr>
<tr>
<td>Developer hired eHoldings, a qualified 3rd party M/WBE consultant, to maximize M/WBE participation in project.</td>
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</tr>
<tr>
<td>Developed full partnerships with local and regional M/WBE certified contractors and consultants.</td>
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<td>Open Space</td>
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Lower Hill : Parcels G1 + G4 FLDP Planning Commission Briefing

APRIL 20, 2021 PAGE 10
Project Overview

COMMUNITY IMPACT BY THE NUMBERS

- **$44 MILLION**
  Investment going into the Middle and Upper Hill and job training programs.

- **$17 MILLION**
  FNB loans and grants both committed and proposed to Hill District initiatives and projects.

- **45% M/WBE**
  Contracts to be awarded to minority & women owned businesses throughout the project.

- **$7.5 MILLION**
  Upfront payment to the Greater Hill Reinvestment Fund for community development in the neighborhood.

- **3 +ACRES**
  Of planned public open space along Wylie Avenue for community recreation and celebration.

- **$2 MILLION**
  In contracts awarded to minority & women owned businesses to date.

- **$10+ MILLION**
  Dedicated to fund Hill District housing stabilization initiatives.

- **$2 MILLION**
  Of support for small business incubation & development.
Community Impact
COMMUNITY IMPACT
BY THE NUMERS

M/WBE PARTICIPATION
41.6%
OF TOTAL PRE-DEVELOPMENT COMMITMENTS

88
Interested in Training

50
Signatory to Union

495
MWBEs in Our Database

339
MWBE business contacted

National MWBE Firms

Local

Hill District
Pittsburgh
Pennsylvania Certified

Unanimous Approval! 100% Pittsburgh Pennsylvania
Equal Opportunity Review Commission

Lower Hill: Parcels G1 + G4 FLDP Planning Commission Briefing
Community Impact
WORKFORCE DEVELOPMENT

Ongoing Outreach and Engagement
Development Team is supporting outreach to Hill District residents for Intro to the Trades Program and the Pittsburgh Public Schools’ CTE program.

Promote Training Program Network
Collaboration with Partner 4 Work, Builders Guild and PJ Dick to identify and direct potential construction workers into trade learning programs.

Establish First Source Center
Development Team is collaborating with the URA for a First Source Center in the Hill District to support on the ground outreach and resource efforts.

Expand Scholarship & Internship Programs
Professional service consultants and vendors will support scholarships and internships for Hill District residents.

Establish Pre-Apprenticeship & Apprenticeship Program Agreements
Contractors and subs will support both pre-apprenticeships and apprenticeships ongoing throughout projects sourced from trade training programs.
Community Impact

ECONOMIC REINVESTMENT
Community Impact

ECONOMIC REINVESTMENT
Community Impact

SMALL BUSINESS OPPORTUNITIES

Food Hall Opportunities:
F&B Incubation

Live Nation Venue:
Musicians, artists, food services

Wylie Avenue & Urban Open Space Kiosks:
F&B and Retail incubation

Public Art Installations:
Artists and Fabricators
Community Impact
WEALTH BUILDING

What is Wealth Building?

- Safe Public Park Space
- Transportation Access
- Technology and Information Access
- Health Care and Services Access
- Ethnic Group Economics
- Educational Opportunities
- Access to Financial Services
- Generational Wealth
- Housing Stability
- Economic & Workforce Development
Lower Hill Redevelopment – G1 and G4 CCIP

Overview

The Lower Hill Redevelopment project is poised to deliver significant impact for public-adjacent communities and the Greater Pittsburgh region both through direct and indirect economic benefits. The FNB Financial Center is the catalytic first phase of this $1 billion mixed-use development and is being designed to drive investment for the broader community across the Hill District in a manner consistent with the Community Collaboration and Implementation Plan (CCIP) dated September 11, 2014.

The Greater Hill District is a “severely distressed neighborhood” according to the Dept. of Treasury and has endured decades of under-investment. The Applicant affirmed its obligations to delivering community impacts and redevelopment objectives by signing an Affirmation to the CCIP for the Lower Hill Redevelopment (please see next page).

The development team has been engaged in extensive outreach efforts to communicate its strategies for maximizing the inclusion of the Greater Hill District and its residents in the redevelopment.

Engagement Chronology

The Applicant and The Option Agreement Optionee (PAR) have conducted community engagement in parallel with design/pre-development. Meeting invitations and notices have been published on available websites and listservs and newsletter updates have been emailed to nearly 600 registrants on the Project notification list.

Following is a summary of community engagement activities, including direct engagement with Hill Community Development Corporation (CDC) the Development Review Panel (DRP) and CCIP Executive Management Committee (EMC):

SUMMARY OF PAST ENGAGEMENT

MASTER Planning Community Meetings
May 15, 2019 Master Plan / 1st Phase Commercial Development Public Meeting at Energy Innovation Center
July 16, 2019 Master Plan and First Phase Commercial Development Public Meeting at Energy Innovation Center

Newsletter Publications
May 2019
January 2020
April 2020
December 2020
Community Meetings + Events

Dec 12, 2019  FNB Public Announcement on Parcel G
Dec 13        CCIP Meeting on Parcel G
Dec 30        Parcel E Submission to DRP
Jan 6, 2020   Parcel G Submission to DRPe
Jan 10        CCIP Meeting
Jan 24        CCIP Meeting (preview of Jan 28 Public Meeting)
Jan 28        Public Meeting at EIC (Parcel G, Parcel E and Workforce)
Feb 7         CCIP Meeting (Parcel G, Parcel E and Workforce)
Feb 17        Additional Parcel G Information Submission to DRP
Feb 21        CCIP Meeting (Parcel G, Parcel E and Workforce)
Feb 21        FNB Meeting with Richard Witherspoon (HDFCU)
March 4       Initial Parcel Block G presentation to DRP Committee
March 6       CCIP Meeting (Parcel G and URA Guidelines)
March 20      CCIP Meeting (Parcel G with Gensler)
March 31      Block G Workforce Development Virtual - distributed to community (posted on YouTube with newsletter links and Facebook ads)
April 1       Second Block G presentation to DRP Committee
April 3       CCIP Public Meeting on Block G
April 16      URA/SEA introduction of Block G FNB Project
April 21      Notice from DRP that additional work needed to advance to Community Presentation stage
May 1         PJ Dick Block G MWBE/Workforce Presentation to CCIP EMC
May 7         Third Block G presentation to DRP Committee
May 21        URA Public Board meeting and preliminary take down approval of FNB Financial Center Project
May 28        Submission of DRP Block G Responses and Requested Documentation
### Community Collaboration & Implementation Plan

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>June-September</td>
<td>Monthly progress updates to the CCIP EMC</td>
</tr>
<tr>
<td>Oct 16</td>
<td>PJ Dick Parcel G-1 MWBE / Workforce Presentation II to CCIP EMC</td>
</tr>
<tr>
<td>Dec 16</td>
<td>Winter Newsletter - Block G Progress &amp; Local Additions to Development Team</td>
</tr>
<tr>
<td>Dec 18</td>
<td>Progress update to the CCIP EMC along with FNB and PAR</td>
</tr>
<tr>
<td>January 15</td>
<td>Submission of Block G Requested Documentation to DRP (with request to appear at Feb 3 DRP Meeting)</td>
</tr>
<tr>
<td>January 29</td>
<td>Presented Block G pre-development MWBE procurement metrics to CCIP EMC and DRP members</td>
</tr>
<tr>
<td>February 3</td>
<td>Appeared at Fourth DRP meeting to review Block G Submissions</td>
</tr>
</tbody>
</table>

**PROJECTED**

<table>
<thead>
<tr>
<th>Date</th>
<th>Event Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>March 3</td>
<td>5th DRP meeting</td>
</tr>
<tr>
<td>March 15</td>
<td>Hill CDC DAM (scheduled per confirmation from Hill CDC)</td>
</tr>
<tr>
<td>April 6</td>
<td>Planning Commission Briefing</td>
</tr>
<tr>
<td>April 20</td>
<td>Planning Commission Hearing</td>
</tr>
</tbody>
</table>

In sum, the community is aware of the Block G-1/G-4 FNB Tower project through the direct engagements listed above as well as numerous stories in local print and news media. The Applicant will continue to engage in an extensive community process required to design the Civic Open Space, Community Open Space and Art Plans. The FNB Tower is the catalyst for designing and constructing these inclusive, activated open spaces.
Project Information

**Parcel G1**

Address: Washington Place & Bedford Avenue, Pittsburgh, PA  
Zoning District: SP-11  
Height: 26 Stories, 418 Feet  
Site Area: 1.399 Acres  
Floor Area: 547,888 Square Feet  
Use: Core-and-shell commercial mixed-use office building  
Parking Provided: 108 spaces  

**Parcel G4**

Address: Washington Place & Bedford Avenue, Pittsburgh, PA  
Zoning District: SP-11  
Site Area: 0.671 ACRES  
Use: Urban open space

Design Narrative

The following project narrative describes a proposed office, retail, and open space development on parcels within Block G in the Lower Hill Planned Development District. The two parcels, referred to as Parcel G1 & Parcel G4, comprise +/-2.07 acres of area fronting on Washington Place and Bedford Avenue.

Anchoring this development is a signature mixed-use tower sited on Parcel G1, establishing a new presence on the city’s skyline. Its glassy form is carefully sculpted to reflect the unique setting of this highly visible, easily accessible location. An expression of crisp verticality dominates the design, visually bridging to nearby skyscrapers and downtown landmarks, while shifts in massing recognize a relationship to the lower-scale character of the adjacent development and residential neighborhood beyond.

Enhancing this vertical development will be the creation of new public Plaza on Parcel G1 and urban open space on Parcel G4 that revitalizes Wylie Avenue as a critical connector between the Historic Hill District and Downtown. Combined, these two parcels will offer 1.36 acres of new public open space.

The G Block of the Lower Hill redevelopment area has significant slopes with overall grade changes of approximately 25 vertical feet. In response to this topography, the design of the G1 Plaza and G4 Urban Open Space is envisioned as a series of terraced areas and stepped pathways that transition from the lower elevation of Washington Place to the large elevated open plaza on G1 and G4. From this plaza, a connection to Logan Street provides direct access to future development.

The building’s lobby is multi-story and will provide internal connection from the Washington Place entry to an entry to the G1 Plaza and G4 urban open space. The large G4 terrace area is envisioned as a multi-function central urban green space, for use by tenants, Hill District residents, and visitors alike. This central lawn area offers space for individual activities as well as larger events and civic gathering. The series of small terraces will offer places for small gathering opportunities and will house retail kiosks which will activate the greenspace. A palette of natural and man-made materials such as stone, wood, and concrete will shape the plazas, walls, and benches. This palette will feature a planting scheme that will prioritize native species.
G1/G4 Site Context: Existing Site Plan

View of Block G from Washington Place
View of Block G along Logan Street
View of Block G along Bedford Avenue

Block G
Centre Avenue
Bedford Avenue
Washington Place

Not constructed
G1/G4 Site Context: Photos

- View from Block G to Downtown
- Aerial View of Block G
- View to Block G from Downtown
- View toward Upper Hill
G1/G4 Site Planning Approach

PARCELS G1 & G4 HAVE BEEN CONCEIVED WITHIN THE FRAMEWORK OF A COMPREHENSIVE LOWER HILL MASTERPLAN THAT IS BUILT AROUND THE NOTIONS OF COMMUNITY AND CONNECTIVITY. THE DEVELOPMENT TEAM PROPOSES A PEDESTRIAN PATH THROUGH THE SITE, TO BOTH DOWNTOWN AS WELL AS TO THE HILL DISTRICT, VIA AN AMENITIZED SEQUENCE OF PLAZAS AND OPEN SPACE: THE WYLIE GREEN CONNECTOR.
A NETWORK OF CONNECTED AND CONTINUOUS OPEN SPACE

- OPEN SPACE AND PARKS ALONG THE SOUTH EDGE OF WYLIE AVE CONNECT INTO A PEDESTRIAN-ONLY AREA BETWEEN LOGAN AND WASHINGTON PLACE

- CONNECTIONS ACROSS WASHINGTON PLACE LINK THE WYLIE CONNECTOR WITH CAP PARK
Parcel Plan: G1 + G4

- **G1**: 1.399 acres
- **G2**: 1.399 acres
- **G3**: .671 acres
- **G4**: .671 acres

Location:
- **LOGAN STREET**
- **CENTRE AVE**
- **WASHINGTON PLACE**

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New grades along Parcel G4 edge will transition to existing Bock F grades. Max 5% slopes will be seeded.
G1/G4 Accessibility & Pathways: Final Proposed

LEGEND
- Building Entry
- ADA Accessibility
- Stairs
- Potential F2 Accessible Connection
G1 Points of Entry: Plaza Level Site Elevations

Note: Plaza Overlook elevation is 835’. Overlook wall height is 8’. Lower level terraced planting slopes up to meet wall and reduce overlook overall wall height.
G1 Elevation: South

Building Height 418’ from Washington Place

“Crown” element defines top of tower

Shield elements feature surface articulation - vertical fins @ 5’ intervals

Reveals in facade define inner "gem", feature a different glazing panel and extend to crown element

Parking garage w/ perforated metal panel facade matching proportion and articulation of shield elements

Retail entrance defined by “carve” in stone facade to differentiate from office lobby. Stone panels to align with metal panels above

Lobby is defined by clear glass and open connection to plaza feature wall and materiality to compliment plaza design

WASHINGTON PLACE
Washington Place Entrance @ 815'

WASHINGTON PLACE ENTRANCE @ 815'

PLAZA

Lobby

PLAZA ENTRANCE @ 815'

LOGAN
Stone panel facade masks parking entry and back-of-house while maintaining articulation of facade based on 5' module of curtainwall.
G1 Elevation: West

Relief in vertical fins every 4 levels layers shield elements, adds intrigue in facade and depth when viewed obliquely (from prominent corridors adjacent to site).

Fritted glass at parking levels obstructs view to cars, typ all facades.

Main entries feature a blade canopies that echo the sleek shield elements of facade.

Curtainwall mullions on 5' center w/ accent fin/cap.

Spandrel glazing to match vision, with frit.

Every 4 levels features a break in vertical fins at floor plate and spandrel glazing-continuous across facade.

Accent fins align with columns, differentiate bays in depth and width and add hierarchy to facade. This breaks the plane of glass on all facade, typ.
Loading entrance sits 4' below plaza grade, allowing for screening from prominent views while maintaining convenient access off of Bedford Ave.

Northeast blade element is shorter due to building massing at garage, this reveal offers access to roof terrace for office tenants.

Major fins (1'-0" deep) break plane of facade @ 30'-0" O.C.
Project View: Southwest
Project View: Pedestrian approach from Washington Place
Project View: Northwest from Bedford
Project View: Pedestrian view from G4 Plaza
G1 Materiality: Skin and Massing Concept

“shield” + wing detail
G1 Materiality: Skin and Massing Concept

FUTURE WORK

curtainwall with mullion “fin” extensions

perforated metal at parking
G1 Materiality: Skin Articulation

- Shield Glass, Vision Type 1A
- Shield Glass, Spandrel Type 1B
- Reveal Glass, Vision Type 2A
- Reveal Glass, Spandrel Type 2B

Mullion Cap 1:
- 4 1/2" fin extension on 9' interval

Mullion Cap 2:
- 12" cap extension on column line

Shield Glass, Frit @ Garage Type 1C

Lobby Glass, Vision Type 2C
Materiality: Vertical Articulation

Facade accent fins (@ column line, typ)
Facade surface articulation
Vertical fins @ 5’ intervals

Extruded fin acts as “cap” to shield element

Fin breaks between every 4-5 levels, typ

Facade accent fins (@ column line, typ)

Accent fins @ 30’-0” OC across facade, typ.

Plane of glass  Plane of fins
G1 Materiality: Skin Articulation
G1 Materiality: Skin and Massing Concept

perforated metal at parking

stone panel + curtainwall facade system
**G1 Materiality: Skin Articulation**

- **Exposed columns define the building edge composition @ Bedord**
- **1’ accent fins on column grid accentuate facade, breaking plane, typ all facades**
- **Curtainwall slips behind columns on ground floor**
- **Small roof terraces overlook plaza and river- separated by green roof and defined by extension of parking metal panel as railing**
- **Retail entry is a carve in the stone base, signifying separate program**
- **5’-0” offset between main building mass and blade element, typ.**
- **Metal and stone panels match curtainwall proportions- uniting the facade through articulation while differentiating materiality**
G1 Materiality: Skin Articulation

Change in metal panel and stone panel pattern creates rhythm of “openings” in facade.

Metal and stone panels match curtainwall proportions—unifying the facade through articulation while differentiating materiality.

Garage is comprised of articulated materials. There are reveals, joints, extrusions and openings that create a composition that aligns with the overall building composition in proportion and rhythm.
Garage Screening: Metal panel treatment

Photo: Representative metal screen material

Photo: Representative metal screen material

Precedent Photo: Garage with metal screen
Garage Screening: Glass facade treatment

Photo: Representative frit treatment

Photo: Garage with frit treatment

Photo: Garage with frit treatment
G1+G4 Open Space

The open space of the G1+G4 parcels is a welcoming connection from CAP Park to Logan Street and ultimately serves as a cohesive link to the greater development and the Hill District. By providing flexible public space that is framed within the natural landscape, the G1+G4 green space creates meaningful connections to the existing community and fosters a vibrant and inclusive hub of activity.

The landscape design draws on the Lower Hill PLDP sustainability strategies (Section 2.3), utilizing the open space for stormwater management and infiltration and Urban Open Space planting and materials palette (Section 7).

Open space sustainability goals include:

- Using permeable paving and planting areas to minimize stormwater impacts
- Enhancing the urban tree canopy to reduce urban heat island effects
- Using a native plant palette to reduce water demands, maintenance and create habitat
- Creating cohesive planting areas of plantings to create habitat /pollinator opportunities

Connectivity & Gathering

A terraced landscape of low walls and plantings extends from Washington Place to the upper level plaza/lawn, traversing 25 feet of grade change. The landscape design utilizes the topographic change to maximize views, while minimizing wall heights and barriers. Walkways extend horizontally across these terraces and connect to the future accessible routes of the F2 open space. Along these pathways, flexible seating areas, intimate gathering spaces, and integrated wood lounge seating create nodes of interest and activity. These planting areas also provide additional opportunities for stormwater management.

A central stairway bisects the terraced planters and is a direct connection from Washington Place to the upper-level plaza and event lawn. The event lawn is the heart of the green space and is framed by kiosks, shade trees and pedestrian pathways. An overlook adjacent to the event lawn creates opportunities for art, performance space and event programming that maximizing the expansive views over CAP Park and downtown.

Adjacent to the office lobby, a shaded grove of trees creates a flexible gathering space on the G1 parcel. The plaza at Logan Street is the terminus of the central stair and provides outdoor dining space for the festival street.

Site Activation and Programming

Spaces of activity and gathering are located throughout the G1+G4 parcels to create a vibrant public realm. Flanked by retail, restaurants, and kiosks the urban open space also becomes a vital economic driver. Additional kiosks can be potentially located along the Wylie Street G4/F2 interface to create a commercial spine of activity that fosters/supports local small business growth.

A hierarchy of programmable open space forms the activity framework for the G1+G4 parcels. See the list at the right and the following page for some potential programming opportunities.
Plantings:
Terraced plantings will consist of native and adapted plants, with a focus on appropriate EPA level III ecoregion materials. Plant palette will be drawn from the PLDP document.

Street trees:
Shade trees selected will be in accordance with the City of Pittsburgh approved street tree list and the PLDP document.

Street trees will be planted in bioretention planters standard for the District.
Site Section: G4 Landscape Terraces
G1+G4 Activation & Programming Opportunities

1. Live music (small gatherings)
2. Night markets
3. Community chess
4. Reading room/lending library
5. Art in the park (art cart)
6. Farmers markets
7. Food trucks (activated edges)
8. Yoga/exercise programming (Event lawn)

LEGEND
- Activated Spaces
- Activated Edges
G1/G4 Perspective: Terrace Nodes of Activity Concept

wood accent ‘lounge’ seatwall
G1/G4 Perspective: Landscape Concepts

- geometric layered landscape
- gathering spaces with moveable seating & permeable paving
G1/G4 Perspective: Terraced Planting Concept

terraced planting & low walls
G1 Perspective: Office Forecourt Concept

integrated steps and sloped accessible walkway
G1/G4 Precedent Imagery: Site Furnishings
(Options shown)

- Flexible seating
- Bistro tables & chairs
- Litter receptacle
- Wood/metal seating option
- Metal seating option
- Wood/cast concrete seating option
- Seatwall-wood/cast inplace concrete
- Sculptural seating/platform
- Sculptural seating
- Omni-directional seating element
G1/G4 Precedent Imagery: Lighting & Paving

- Sculptural platform/seating lighting
- Tree uplighting (select use)
- Illuminated bike racks
- Pedestrian pole light
- Pathway light
- Bench uplighting
- Promenade plank permeable paving option
- Plank unit paving - patterns define pathway/circulation
- Promenade plank unit paving
G1/G4: Aerial View
Lower Hill Redevelopment – G1 and G4 Open Space Implementation

1. G4 UOS (.671 acre) far exceeds required Urban Open Space for entirety of Block G (3.1 acre) Public Urban Open Space requirement defined by PLDP (10% req. = .31 acre)

2. The FLDP for G4 Urban Open Space will be developed through extensive public process to incorporate design standards and a public art plan for the entire Lower Hill development.

3. Take-down of parcel G4 UOS will be concurrent with parcel G1 take-down

4. Parcel G4 UOS completion with temporary easement onto Block F concurrent with G1 (refer to slide 32)
Lower Hill Redevelopment – G1 and G4 Public Art Plan

*Invite All; Create Better; Celebrate Together*

**Objectives**

Art elevates communal spaces by connecting people, celebrating creativity and inviting reflection. The integration of publicly accessible artworks into the Lower Hill redevelopment is one key aspect of the overall plan to create a high-quality mixed-use development based on world-class design, sustainability and commercial vitality. Public Art will be one aspect of the project to attract and inspire the people of the region, city and immediate neighborhoods.

The vision for the Lower Hill Public Art Plan will be realized in phases and is built around incorporating the best urban design principles and community engagement processes to promote an overall public realm activation program. Public art is both an aspect of the Preliminary Land Development Plan / SP-11 District obligations as well as a key component of the Cultural and Community Legacy Initiatives within the Community Collaboration and Implementation Plan (CCIP).

Public art will be integrated into urban open spaces and building public areas. Spaces for performance art will be created as part of the open space design. The art plan seeks to engage local artists.

**Implementation**

The Pittsburgh Office of Public Art, the Arts in the Hill District or an individual consultant will be engaged to facilitate the artist selection processes. Solicitation of artist proposals will follow the design schedules for each project with a call to artists being issued during the Design Development phase. Selection and integration of the art works will occur during the Construction Documentation phase. Selection of artists will be completed by the project developer/owner with guidance from the Advisory Committee. An Advisory Committee of consultants and stakeholders will convene at key points during the design process for input, community engagement and overall guidance.
Stormwater Management
Lower Hill Redevelopment – G1 and G4 Stormwater Approach

**Holistic Stormwater Management**

The PLDP for the Lower Hill development addresses stormwater in the broader context of sustainability in Section 2.3.1 Sustainability Requirements. The context of development of the project area in conformance with the LEED ND guidance sets an initial threshold for stormwater management goals. However, the PLDP also establishes a specific codified requirement of 1.2 inches of rainfall retention to be incorporated into each FLDP application. It is the combination of these two elements that informs the stormwater approach for the G1/G4 parcels. Additionally, the design team has sought to integrate the stormwater management into the project from the onset as opposed to a reactive measure after the design is complete. This approach allows the idea of impervious surface reduction, increased vegetation, stormwater slowing and staging as well as infiltration to inform the design to ensure the project meets the goals.

**Objectives**

Objectives for stormwater management are defined within the LEED ND implementation plan as well as the PLDP guidance:

1. **LEED ND**
   a. Retain the 85th Percentile Storm Event
      i. For Pittsburgh, the 85th percentile event is equal to a 0.74” rainfall event.

2. **PLDP Guidance**
   a. Retain the first 1.2” of rainfall that falls on the impervious areas of any given site. Note this is the equivalent to the 96th percentile storm event.

**Implementation**

The implementation plan for incorporation of the stormwater goals on G1/G4 will include:

1. Maximize pervious spaces within the G4 parcel to include grasses, native ground covers and vegetation. The creative sequencing of strategic hardscape elements with the green space allows for a net reduction of stormwater runoff from the site but also serves to reduce heat island effect and create natural spaces for residents of the Hill District.

2. Integrate stormwater controls into the vertical features of the G4 parcel. While the vertical relief from Washington Boulevard to Logan Street represents a difference of 35 feet, the site approach of incremental terraces linked via a universally accessible route creates the opportunity to integrate stormwater as an active element of this landscape. The series of low walls and contained planters that create the terrace space are ideal for the collection and infiltration of the stormwater from each of the individual terraces. The movement of the water through the planting beds not only serves to add visual interest and irrigation; but also will increase the water quality.

3. The most significant stormwater feature planned for the G1/G4 parcels will be the infiltration bed that is planned for the mid-block location between Washington and Logan within the G4 parcel. This bed will consist of perforated pipes that will be designed to infiltrate the first 1.2” of rainfall from the site as well as control the flows from the site to the receiving sewers along Washington Boulevard.

The combination of these three implementation techniques will more than meet the stated goals for the site as well as provide a blueprint for the remaining development stormwater approach.
Sustainability Approach

Lower Hill Redevelopment – G1 and G4 Sustainability Narrative

The project is located within the LEED for Neighborhood Development (LEED ND) Gold-certified Lower Hill Redevelopment. It will align with the site’s LEED ND strategy and is seeking LEED for Building Design + Construction: Core and Shell v4 (LEED CS) certification. The project registered in February 2021 for LEED CS certification under project 1000141206 - LEED v4 BD+C CS. Based on the current design not including strategies that will be developed further as design progresses, the project is tracking 55 points which would achieve LEED Silver. Sustainability actions will continue to be evaluated to enable achievement of the highest commercially-reasonable level of LEED certification.

The project is a Property Partner of the Pittsburgh 2030 District and will utilize best efforts to meet the goals of the 2030 Challenge. As a 2030 District Partner, the project will contribute to network collaboration, annually report its energy and water usage to Green Building Alliance, and participate in the District’s benchmarking efforts for transportation emissions and indoor air quality.

Graph of LEED Targets
# Pittsburgh 2030 District

## Property Partner Commitment Pledge

**Locally driven, internationally recognized**

The Pittsburgh 2030 District, a strategic initiative of Green Building Alliance (GBA) sets national standards for high performance building by committing properties to the 2030 Challenge goals: 50% reductions in energy and water consumption, as well as transportation emissions by the year 2030, while improving indoor air quality. As the largest 2030 District in the world, the robust network of over 540 properties - representing more than $4.8 billion sq ft - has saved Partners $1.54 million and avoided over 1.2 million metric tons of CO₂ to date.

### Benefits
- Annual building performance reports
- Invitations to exclusive, educational monthly Partner meetings with discussions on market trends, new technology, and financing
- Access to technical assistance on all building projects from GBA staff
- Recognition on published lists of committed partners and maps
- Connections to Pittsburgh 2030 District Resource and Community Partners
- Support with City Benchmarking Ordinance

### Requested Actions
- Support GBA through organizational membership - contact Elisabeth Udyawar (elisabethu@gbapgh.org)
- Make a good faith effort to improve building performance and reach 2030 Challenge Goals
- Report annual water and energy usage to GBA staff via an excel document, or Energy Star Portfolio Manager account
- Contact Paige Colao (paigec@gbapgh.org) if you have any technical assistance needs!

### 2030 Challenge Goals

<table>
<thead>
<tr>
<th>Existing Buildings</th>
<th>New Buildings &amp; Renovations</th>
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<tbody>
<tr>
<td><strong>Water Use</strong></td>
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<tr>
<td>2010</td>
<td>35%</td>
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<tr>
<td>2020</td>
<td>20%</td>
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<tr>
<td><strong>Energy Use</strong></td>
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<tr>
<td>2010</td>
<td>35%</td>
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<tr>
<td>2020</td>
<td>20%</td>
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</table>

## Partner Signature & Committed Buildings

### Partner Signature

By providing my signature below, I am expressing my organization’s commitment to becoming a partner of the Pittsburgh 2030 District. We agree to confidential reporting* of building performance information and lessons learned to Green Building Alliance (GBA) and the City of Pittsburgh.

<table>
<thead>
<tr>
<th>Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>Ralph Rossi</td>
<td>SVP Commercial Operations</td>
</tr>
<tr>
<td>Company/Organization</td>
<td>Date</td>
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<td>BPG Real Estate Services</td>
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### Main Contact Information

<table>
<thead>
<tr>
<th>Primary Contact Name</th>
<th>Title</th>
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<tbody>
<tr>
<td>Ralph Rossi</td>
<td>SVP Commercial Operations</td>
</tr>
<tr>
<td>Email</td>
<td>Phone</td>
</tr>
<tr>
<td><a href="mailto:rossi@bpg360.com">rossi@bpg360.com</a></td>
<td>302-691-4065</td>
</tr>
</tbody>
</table>

*Confidentially: Any individual energy/water use information, transportation, etc. data will be released independent of aggregated District totals without the express permission of the Property Partner.

### Building 1

1. **If submitting more than two buildings, please send as an excel file to Paige Colao (paigec@gbapgh.org)**

<table>
<thead>
<tr>
<th>Building Name</th>
<th>Gross square feet</th>
<th>Rentable square feet</th>
<th>Year built</th>
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### Building 2

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<th>Rentable square feet</th>
<th>Year built</th>
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</thead>
<tbody>
<tr>
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<td></td>
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</tr>
</tbody>
</table>
NOTES:
- 1 LANE CLOSURE ON BOTH WASHINGTON AND BEDFORD WILL BE REQUIRED (see page 3 and 4 for additional clarifications)
- SIDEWALKS CLOSURES WILL BE REQUIRED ALONG LOGAN, WASHINGTON AND BEDFORD
Construction Implementation Plan

Closures

Lane closure and sidewalk closure on Washington and Bedford

Sidewalk Closed Cross Here
Lower Hill Redevelopment – G1 and G4 Narrative

Introduction
The major components of the FNB Tower include but are not limited to temporary earth retention, caissons, concrete foundations, concrete slab on grade, concrete slab on deck, structural steel, cold form stud framing, drywall, curtainwall, metal panels, roofing, casework, paint, flooring, plumbing, fire protection, HVAC Systems, electrical systems, fire alarm systems, security systems, elevators and other miscellaneous required items. The Project is expected to commence in the field Summer 2021 and complete in 2024. PJD anticipates that over 30 Subcontractors will perform work on site in addition to approximately 100 other vendors, fabricators and suppliers that will be involved throughout the duration of the Project.

The FNB Tower construction will require hundreds of workers from the local Unions to construct the building. The Project will certainly result in an economic boost to the City of Pittsburgh and the neighborhoods adjacent to the Project both during construction and after the building is complete and tenants move in. Standard working hours for the 1st phase of the Project will be from 7:00AM – 3:30PM. As the building progresses, a 2nd shift will be required (standard working hours of 3:30PM – Midnight) due to limitations on tower crane and other hoisting means. We also anticipate the requirement for night shift operations related to utility tie-ins in public roadways.

Transportation Routing
The construction of the FNB Tower will require (1) tower crane. The crane will be most likely be located on the Washington Place side of the building footprint. The delivery, erection, operation and removal of any crane used on the Project will be coordinated and scheduled to minimize the impact to the surrounding areas, businesses and neighborhoods.

Please see the following diagrams showing construction gates and delivery locations.

All deliveries will be directed to these gates and the items will include, but are not limited to, dumpster delivery, dumpster removal, caisson materials, excavated spoil removal, reinforcing steel deliveries, concrete deliveries, structural steel deliveries, masonry deliveries, glass deliveries, cold form stud deliveries, drywall deliveries, flooring deliveries, electrical component deliveries, plumbing deliveries and other types of materials and equipment deliveries. While an exact amount of deliveries cannot be determined on a Project of this size, it is reasonable to assume there will be over 4,000 different deliveries. All deliveries will be scheduled and managed to ensure the safety of pedestrians, vehicular traffic and local businesses.

Street Closures & Obstructions
Please see the following diagrams showing potential street and road closures. Formal street and road closure details will follow the further develop of the building design.

Debris/Dumpster Maintenance
PJ Dick will locate, manage and maintain all trash and debris dumpsters required for the FNB Tower. The dumpsters will be located within the Project boundary and just outside of the footprint of the new building. The dumpsters will be located in close proximity to the construction gates to allow the dumpsters to be loaded with trash and to provide access for the trucks to drop and remove the dumpsters. The anticipated quantity of dumpsters for this Project is 300 dumpsters that are 30 yards in size. Please note that every dumpster that is delivered to and removed from the site will be directed and controlled by a certified flag person. Each dumpster that is removed from the site will also be covered with debris netting to prevent any trash from leaving the dumpster and falling onto the streets.
Worker Parking
The FNB Tower cannot support work crew parking on the direct project site. The only vehicles that will be permitted on site will be for material deliveries, dumpster deliveries, dumpster removals, surveying crew vehicles and equipment maintenance vehicles. As shown on the attached preliminary logistics plan, we anticipate craft parking being available in Lot C. PJD’s experience is that many workers on construction projects in the downtown area will carpool with fellow workers to avoid fuels costs and parking expenses. This approach also minimizes the environmental impact to businesses in the surrounding area.

Site Maintenance
Please see the attached diagrams which show the general proposed locations of the 6'-0" chainlink worksite temporary fencing and sidewalk/street closures. All deliveries to the site will be scheduled in advance and all visitors will be directed with signage to check-in at the jobsite office prior to entering the site. The proposed jobsite office location will be the lower portion of Lot C. All workers and visitors will be required to wear all required PPE including hardhats, safety glasses, reflective clothing and proper shoes or boots. All workers and visitors will also comply with all CDC and City of Pittsburgh requirements for COVID-19. FNB Tower will be a drug free and alcohol-free jobsite.

All subcontractors are required to clean up their work areas and the jobsite on a daily basis. PJD will not allow or permit any trash to accumulate on the site or to migrate to the adjacent areas or neighborhoods.

When the Project will be exposed to severe weather conditions including high winds, PJ Dick and all subcontractors will escalate cleanup efforts. This will ensure that all materials stored on site are properly stored, secured and protected.

PJ Dick firmly believes that a clean jobsite has a positive impact on the safety performance of the job, the quality of a project, the production on the Project and the relationships with surrounding areas, neighborhoods and residents.

The entire Project team will make every effort to minimize any negative impact to the local streets, surrounding areas, residents and neighborhoods during the construction of the FNB Tower.
Lower Hill Redevelopment – G1 and G4 Parking & Traffic Plan

Executive Summary
An overview of the project description, principal findings resulting from the analysis, and recommended mitigation strategies is presented in this summary.

Site Location and Study Area
The proposed Block G development is the Lower Hill neighborhood of the City of Pittsburgh. The Block G site is bounded by Bedford Avenue, Logan Street, Washington Place, and the adjacent Block F, with one site access driveway to both the on-site parking garage and the loading docks be located on Bedford Avenue. The site is currently occupied a surface parking lot. The proposed development includes 22,591 GSF of retail space, 471,890 GSF of office space, and a 112-space parking garage with a maximum of 112 spaces.

The study area includes the following intersections, as shown in Figure S-1:
- Bedford Avenue and Washington Place/Bigelow Boulevard (signalized);
- Bedford Avenue and Site Driveway/Loading Driveway (unsignalized);
- Bedford Avenue and Logan Street/I-579 Ramps (signalized);
- Bedford Avenue and Fullerton Street (unsignalized);
- Bedford Avenue and Crawford Street (signalized);
- Wylie Avenue and Crawford Street (unsignalized);
- Wylie Avenue and Fullerton Street (unsignalized);
- Wylie Avenue and Logan Street (unsignalized);
- Centre Avenue and Washington Place (signalized);
- Centre Avenue and Logan Street (signalized);
- Centre Avenue and Fullerton Street/Garage Driveway (signalized); and
- Centre Avenue and Crawford Street (signalized).

Development Description
The proposed Block G development is anticipated to include the following development components:
- 22,591 GSF retail space;
- 471,890 GSF office space;
- Parking garage with a maximum of 112 parking spaces; and
- A minimum of 39 bicycle parking spaces.

Access to the garage will be provided via one stop-controlled right in/right out site driveway on Bedford Avenue. The loading docks will also be accessed via this driveway. Details of the proposed development and its access are presented in Figure S-2.
Parking & Traffic Plan

Lower Hill Redevelopment – G1 and G4 Parking & Traffic Plan

Parking Analysis
This development is located within the SP-11 Zoning District, for which specialized parking analysis consistent with the Master Plan Transportation Study is required. The latest version of the Master Plan document is titled “Pittsburgh Lower Hill Transportation Study Update” prepared by Trans Associates Engineering Consultants, Inc. and dated January 19, 2021. This document will be referred to herein as the Master Plan study.

The parking requirements envisioned and calculated in the Master Plan study were reviewed and updated based on the GSF of the development as it has now been determined. Using this calculation method, a total of 192 automobile parking spaces are required for the Block G development. The on-site parking garage provides 112 parking spaces, which is 80 spaces less than the parking requirement for Block G. Based on an agreement with the major tenant of the office space, the Owner has agreed to provide 300 additional parking spaces (beyond those in the on-site parking garage) for use by the tenant. These 300 spaces will be in the existing surface lots on the Lower Hill site. This parking total of (112 + 300 =) 412 parking spaces exceeds the parking requirement for the Block G development.

A total of 39 bicycle spaces are required. This has been calculated based on 1 bicycle space per every 10,000 SFGLA for the office space (38 bicycle spaces) and 1 bicycle space per 6,001 - 20,000 SFGLA for the retail space (1 bicycle space), for a total of 39 bicycle spaces. A minimum of 39 bicycle spaces are provided on the site, with both secured bicycle spaces in the garage and public bicycle spaces outside.

As required by DOMI, a parking comparison with the Lower Hill Master Plan parking calculations has been completed and is presented in Table 4 of the report. As shown in the Table, a total of 751 non-residential parking spaces was established as required for the Lower Hill Master Plan development. With 192 parking spaces determined as required for Block G, that leaves 559 non-residential parking spaces required for the remaining components of the Master Plan.

Proposed Parking Supply
The site plan provides a maximum of 112 parking spaces on the site and 300 parking spaces to be provided in the adjacent parking lots on the Lower Hill site, and a minimum of 39 bicycle spaces.

Loading Requirements
The loading space requirement per Section 914.10.A of the City of Pittsburgh Zoning Code for the development is for five (5) off-street loading spaces. The proposed development is anticipated to provide three (3) loading spaces. Therefore, a request for an Administrator Exception for reduction of loading spaces from five (5) to three (3) will be completed and submitted to the Zoning Administrator in a separate document.

Access for delivery vehicles/garbage trucks will be via one curb cut on Bedford Avenue.

Trip Generation
Vehicular trip generation for the proposed Block G development was projected based upon the trip generation methodology developed as part of the Master Plan Transportation Study and the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. Using this methodology, the proposed development is anticipated to generate a total of 199 vehicle trips during the AM peak hour (169 trips entering and 30 trips exiting) and 224 vehicle trips during the PM peak hour (43 trips entering and 181 trips exiting).
Traffic Analysis
2023 Build Conditions (Full Occupancy Year)
Traffic analyses were performed using methodologies published in the Highway Capacity Manual 2010, by the Transportation Research Board using Synchro, Version 10 traffic analysis and simulation software. The traffic analysis of the study intersections under 2023 build conditions utilized optimized traffic signal timings, the impacts of BRT 90% complete plan roadway configurations on Fifth Avenue and Forbes Avenue upon the study roadways, and existing roadway configurations on all study roadways except Bedford Avenue, for which a program of improvements was developed and is detailed later in this chapter. The capacity analyses performed resulted in determination of overall intersection levels of service D or above for all study intersections except the intersection of Bedford Avenue/Logan Street/I-579 ramps, which is projected to function at LOS F during the AM peak hour, whereas it functions under 2021 existing conditions and projected 2023 no build conditions at LOS E. The site driveway intersection on Bedford Avenue is projected to operate at an acceptable level of service with a stop control on the site driveway's exit lane.

Queuing Analysis
For dense urban conditions, queuing analyses provide a far more accurate representation of traffic flow than level of service designations. The 95th percentile queue lengths for the study intersections under existing, 2023 no build, and 2023 build conditions were evaluated. Analyses were performed using methodologies published in the Highway Capacity Manual 2010, by the Transportation Research Board using Synchro, Version 10 traffic analysis and simulation software.
Under 2023 build conditions, peak hour 95th percentile queue lengths were calculated, resulting in no obstruction of intersections, compared to the 2023 no-build (without development) conditions. Queues exceeding available storage area are projected on:
- The eastbound Bigelow Square approach to Washington Place, which occurs during the AM peak period, both with and without the development; and
- The eastbound Bedford Avenue approach to Logan Street/I-579 HOV ramp during the AM peak period, both with and without the development.

Recommendations
To provide the best possible levels of service and traffic flow for the study intersections, the following mitigation measures for the driveway, roadways, and traffic control are recommended, as shown in Figure S-3:
- Bedford Avenue and Proposed Site Driveway
  - Construct a driveway on Bedford Avenue with one (1) ingress lane and one (1) egress lane providing access to both the parking garage and the loading docks. The proposed site driveway, which will accommodate rights in and rights out only, will be designed in such a manner as to meet the sight distance requirements established by PennDOT and the City of Pittsburgh.
  - Install a “STOP” sign for the exiting driveway approach to Bedford Avenue.
- All Signalized Intersections
  - Optimize traffic signal timings and optimize signal offset at the Washington Place/Bedford Avenue intersection.
  - Washington Place just south of Bedford Avenue
  - Create a 66 foot drop off area on the east (site) side of the street.

Bicycle Room access
Provide access through a marked path to the bicycle room.
Lower Hill Redevelopment – G1 and G4 Parking & Traffic Plan

Transportation Demand Management (TDM) Actions
The Owner is currently evaluating a comprehensive suite of TDM initiatives to reduce the amount of single-occupancy vehicle traffic to the Block G development. The Owner is reviewing best practices, analyzing alternatives, and developing a comprehensive TDM strategy. The specific TDM initiatives selected for pilot programs and/or permanent implementation will be determined prior to occupancy of the Block G development.

Potential initiatives include:
- Controlled access bike room with a workbench and a few tools/air pump.
- Outdoor public bike racks.
- Request installation of an additional Healthy Ride bike stations nearby.
- Establish a person at the building (a TDM coordinator) who can be the resource person for tenants regarding public transit service, bikeshare, bike room, carpooling incentives.
- Support the local residential community if they petition the City for new or expanded Residential Permit Parking areas.
- Provide an informational kiosk in the building lobby, which would provide real time information on public transit and locations of available Healthy Ride bikes.
- Offer Uber/Lyft discounts.
- Encourage tenants to recommend ride-matching services to employees, such as the Southwestern Pennsylvania Commission (SPC) rideshare matching program.
- Provide priority parking for carpools and vanpools.
- Provide follow-up on TDM strategies to DOMI as required.
Parking & Traffic Plan

Typical Plan
Parking & Traffic Plan
Site & Access