

# PENNLEY PARK SOUTH DEVELOPMENT - BLOCK A

FINAL LAND DEVELOPMENT PLAN  
PITTSBURGH, PENNSYLVANIA



NOVEMBER 26<sup>TH</sup>, 2018  
REVISED JANUARY 28<sup>TH</sup>, 2019  
REVISED FEBRUARY 12<sup>TH</sup>, 2019

# PROJECT TEAM



**OWNER:**  
**LG REALTY ADVISORS**  
535 SMITHFIELD STREET  
SUITE 900  
PITTSBURGH, PA 15222



**CIVIL ENGINEER:**  
**THE GATEWAY ENGINEERS, INC.**  
400 HOLIDAY DR  
SUITE 300  
PITTSBURGH, PA 15220



**ARCHITECT:**  
**MV+A**  
1200 G STREET, NW  
SUITE 250  
WASHINGTON, DC 20005



**TRAFFIC CONSULTANT:**  
**DAVID E WOOSTER AND ASSOCIATES, INC**  
2 EAST CRAFTON AVENUE  
PITTSBURGH, PA 15205



**LAND USE COUNSEL:**  
**GOLDBERG, KAMIN & GARVIN**  
1806 FRICK BUILDING  
437 GRANT STREET  
PITTSBURGH, PA 15219



**LANDSCAPE ARCHITECT:**  
**PASHEK + MTR**  
619 EAST OHIO STREET  
PITTSBURGH, PA 15212

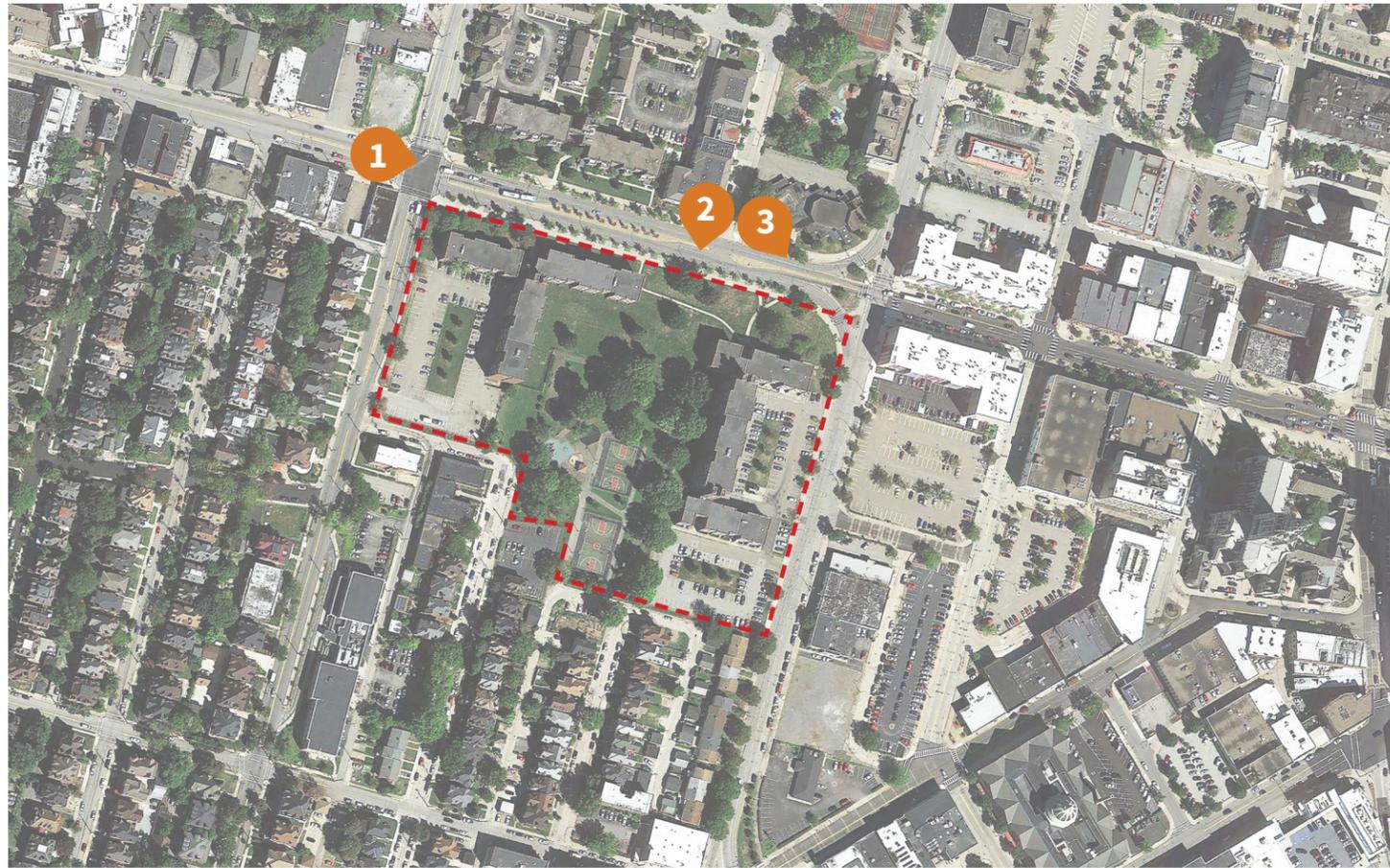
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## 1. LOCATION PLAN



## 2. PHOTOS AND SURROUNDING CONTEXT



PENN AVENUE LOOKING EAST



NORTH ST CLAIR STREET LOOKING SOUTH



NORTH ST CLAIR STREET LOOKING EAST



SOUTH EUCLID AVE LOOKING SOUTH



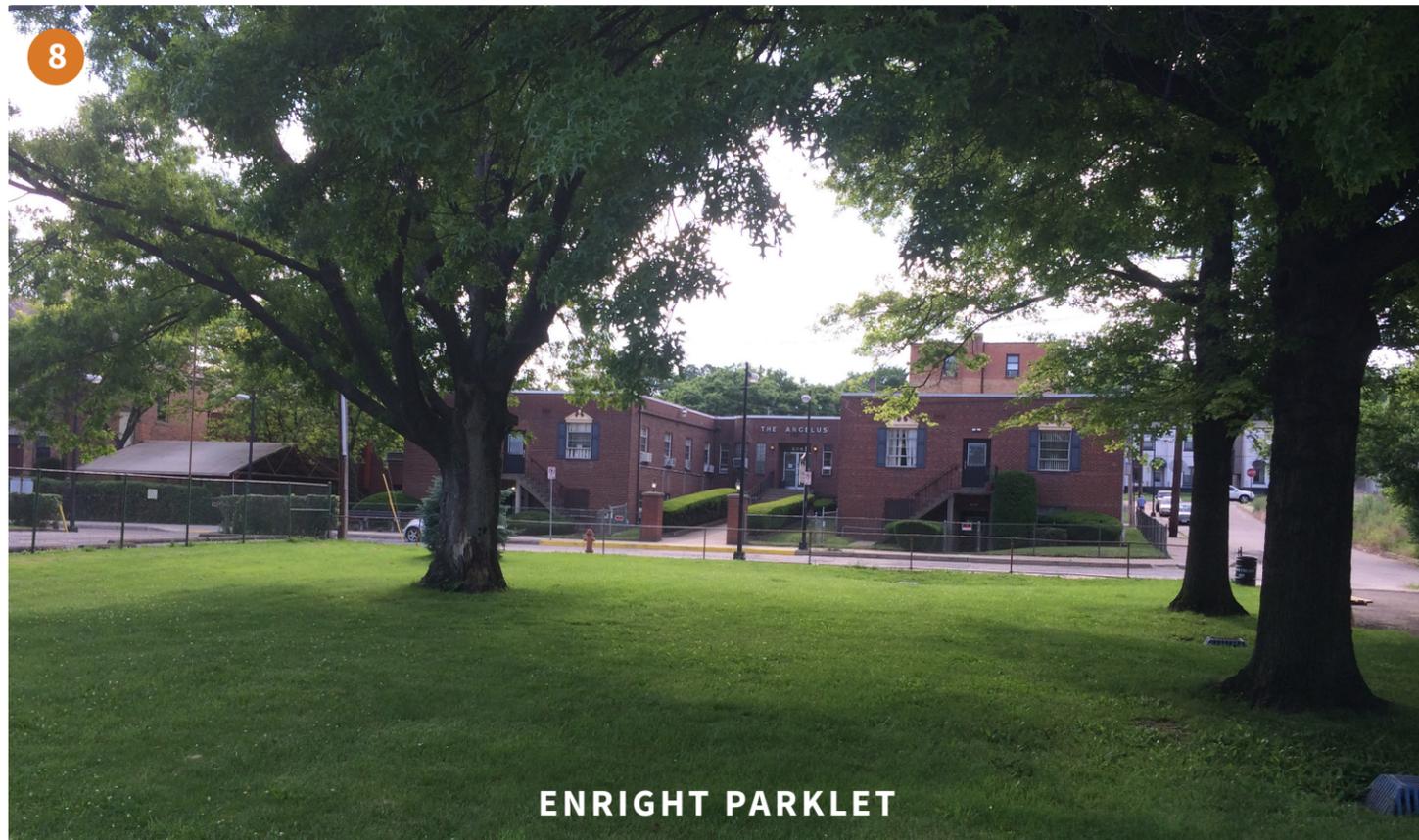
SOUTH EUCLID AVE LOOKING NORTHWEST



SOUTH EUCLID AVE LOOKING SOUTHWEST



ENRIGHT PARKLET



ENRIGHT PARKLET



- ENRIGHT PARKLET



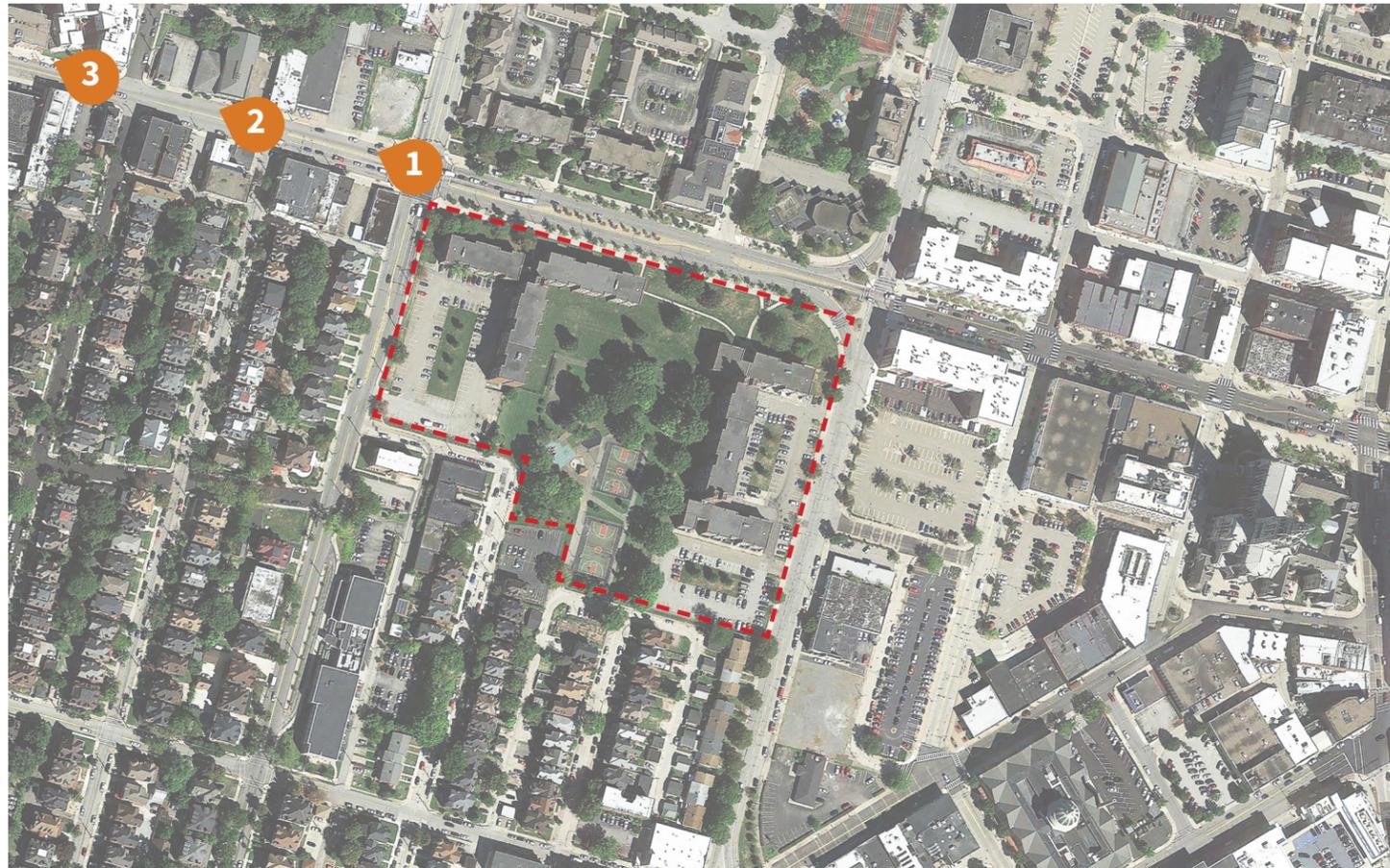
TOPAZ STREET LOOKING EAST



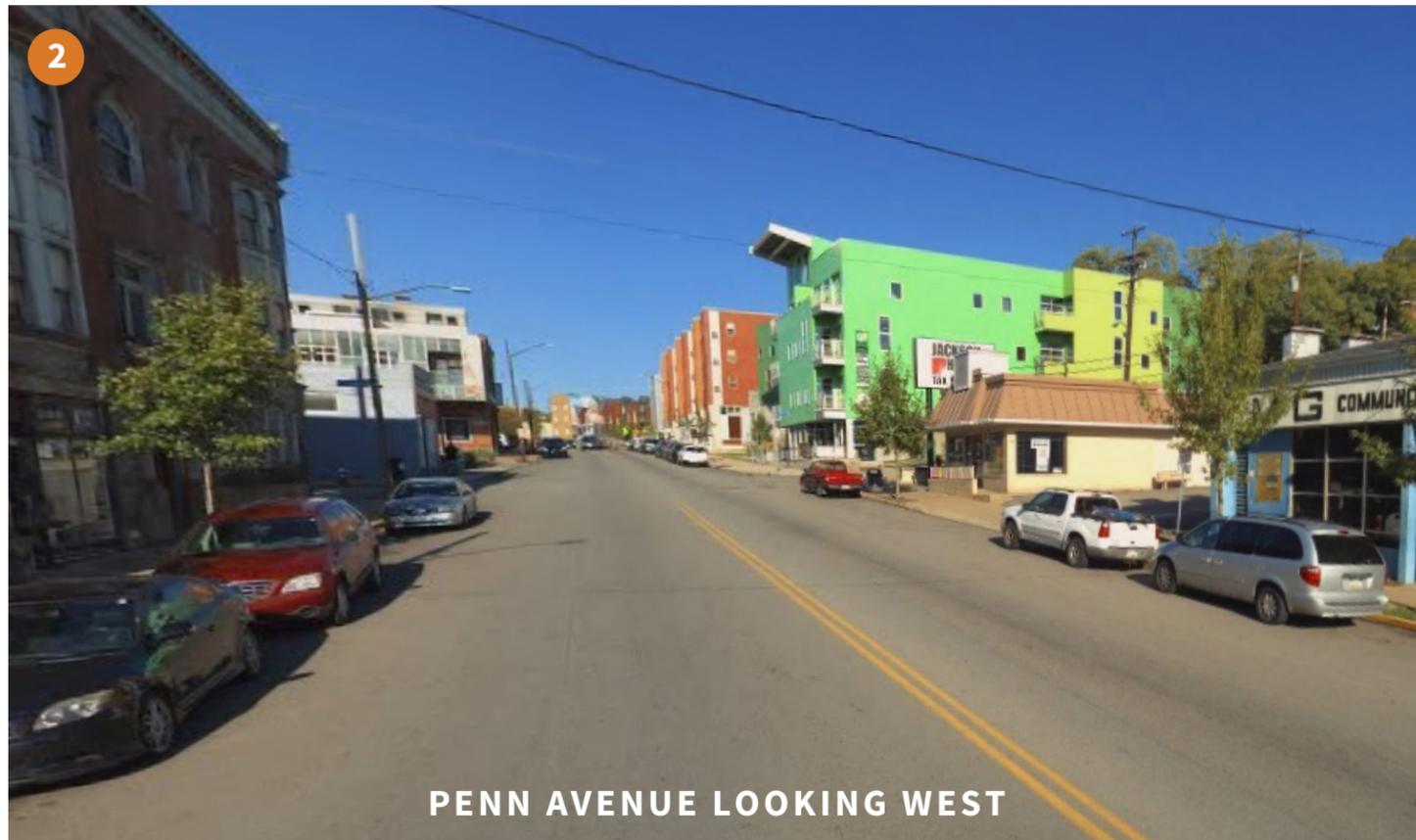
SOUTH ST. CLAIR LOOKING NORTH



SOUTH NEGLEY AVE. LOOKING NORTH



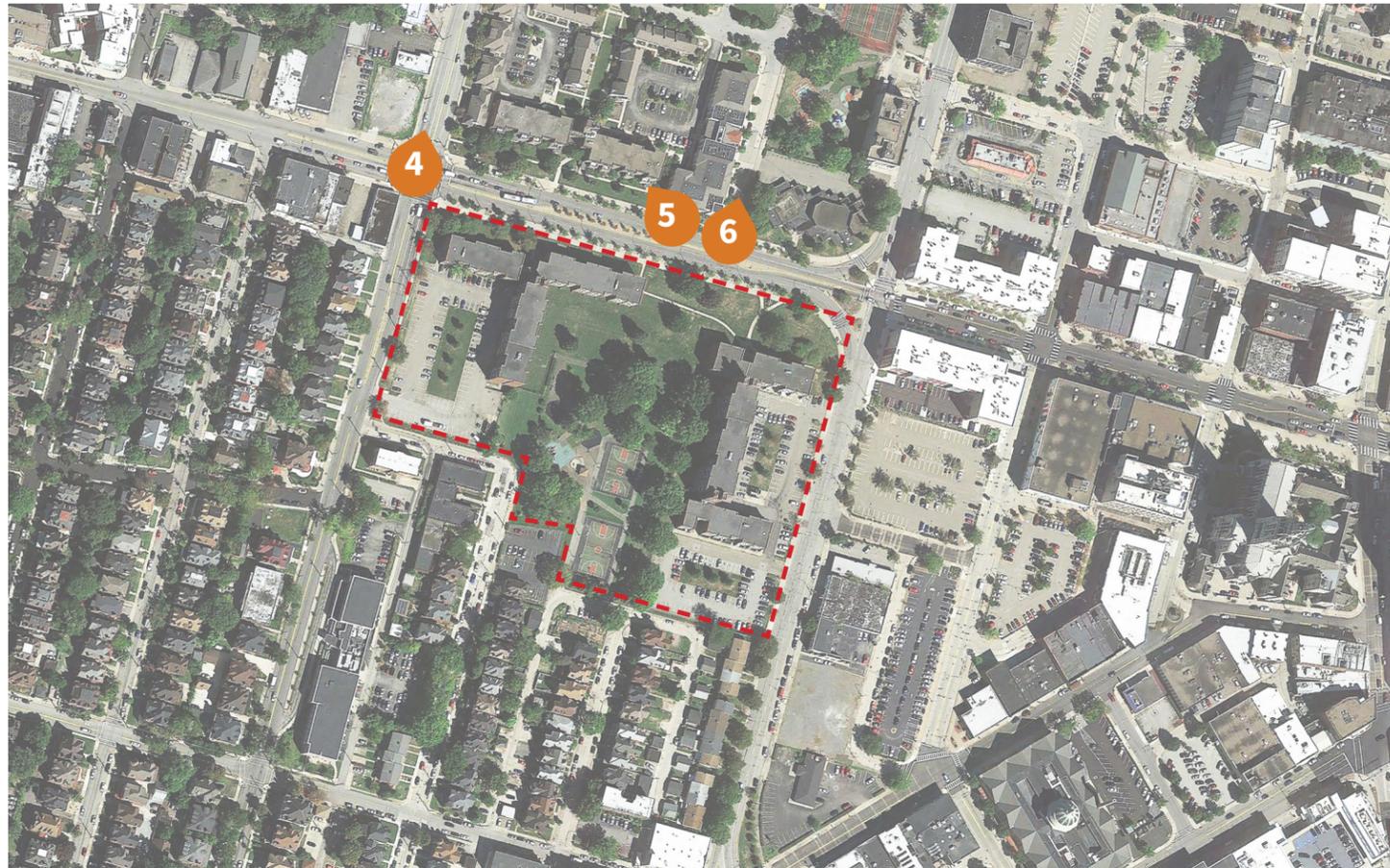
PENN AVENUE LOOKING WEST



PENN AVENUE LOOKING WEST



PENN AVENUE LOOKING WEST



SOUTH NEGLEY AVE LOOKING NORTH



PENN AVENUE LOOKING WEST



NORTH ST CLAIR STREET LOOKING NORTH



PENN AVENUE LOOKING EAST



PENN AVENUE LOOKING EAST



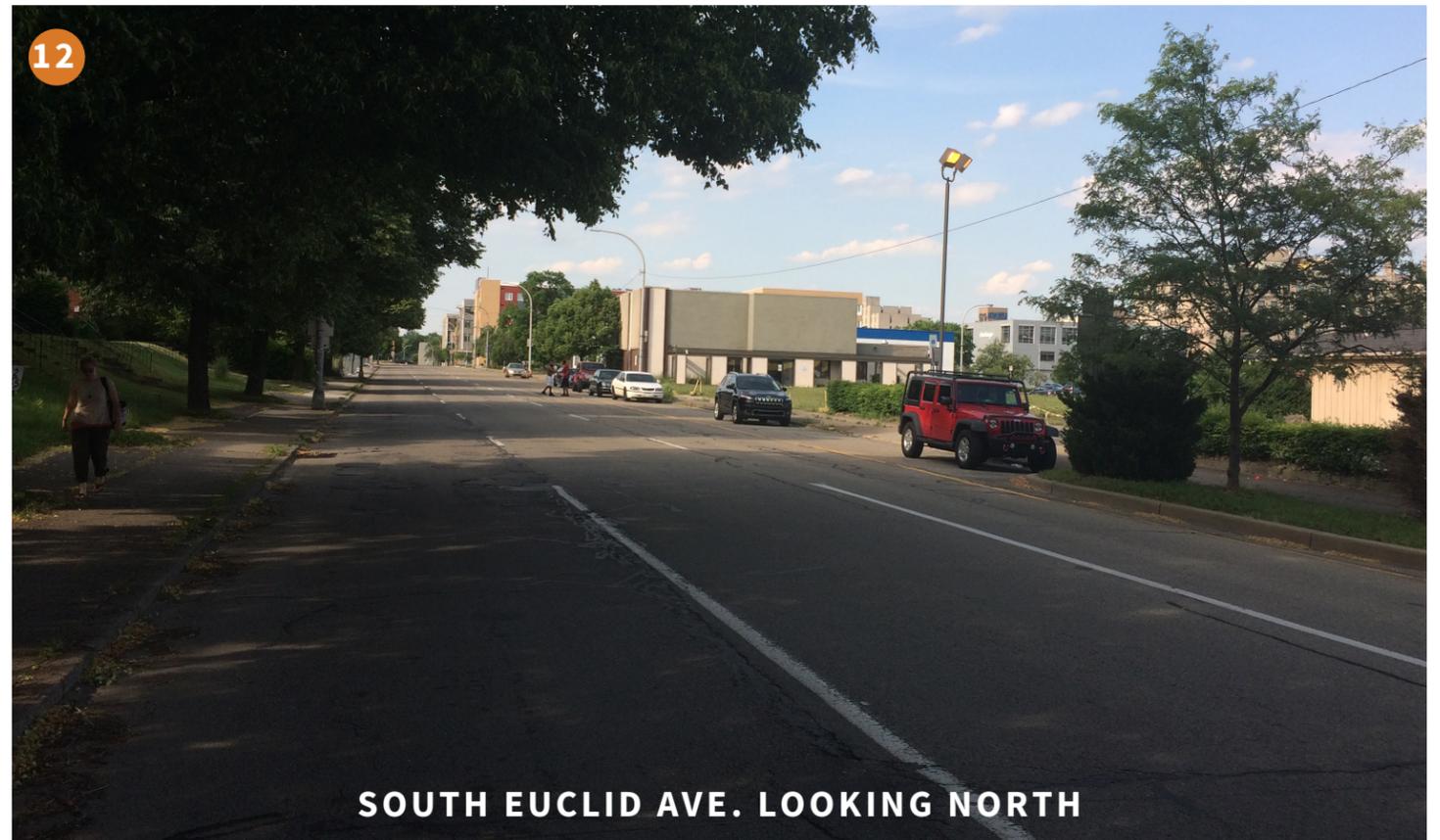
PENN AVENUE LOOKING EAST



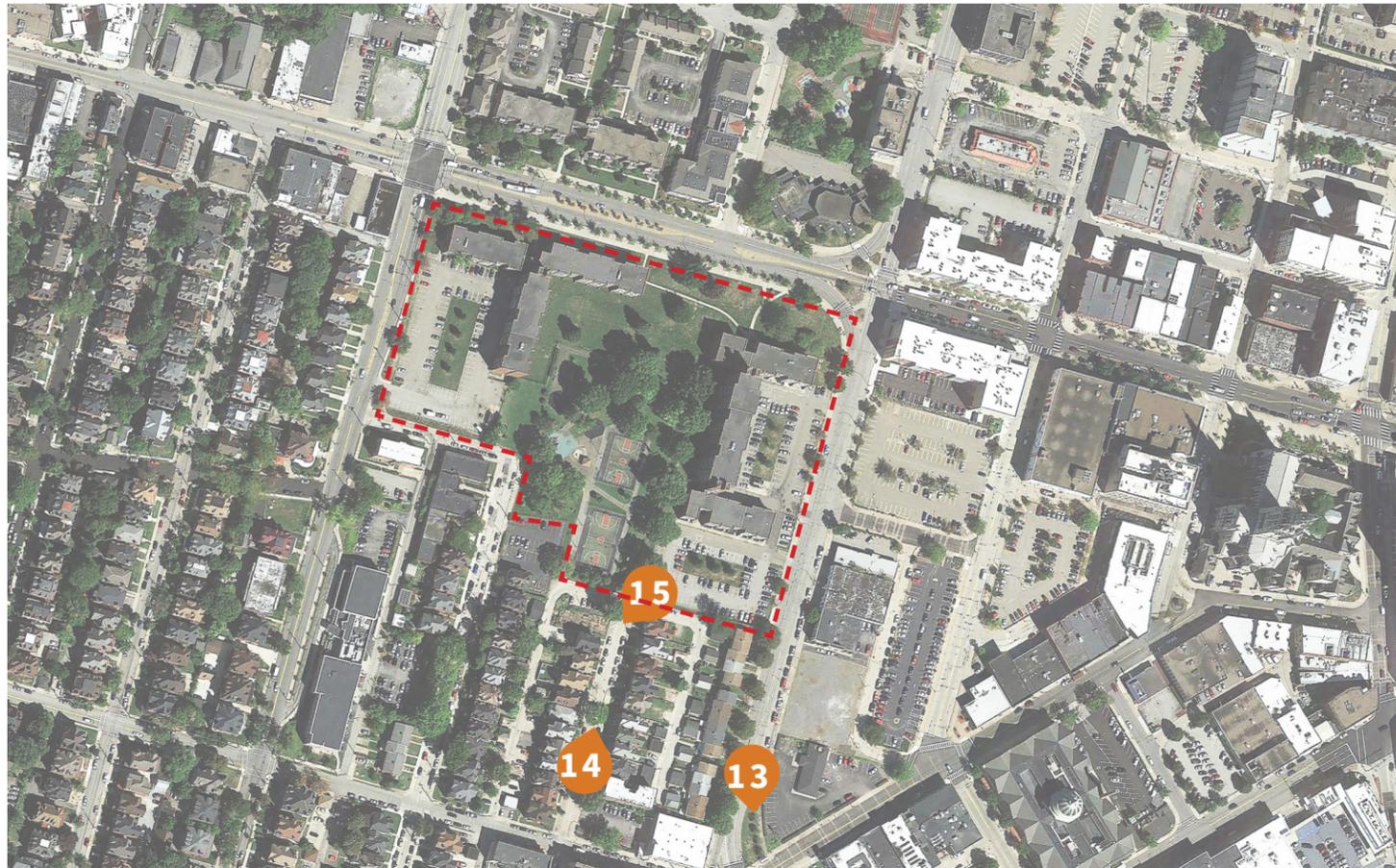
SOUTH EUCLID AVE. LOOKING SOUTH



SOUTH EUCLID AVE. LOOKING NORTH



SOUTH EUCLID AVE. LOOKING NORTH



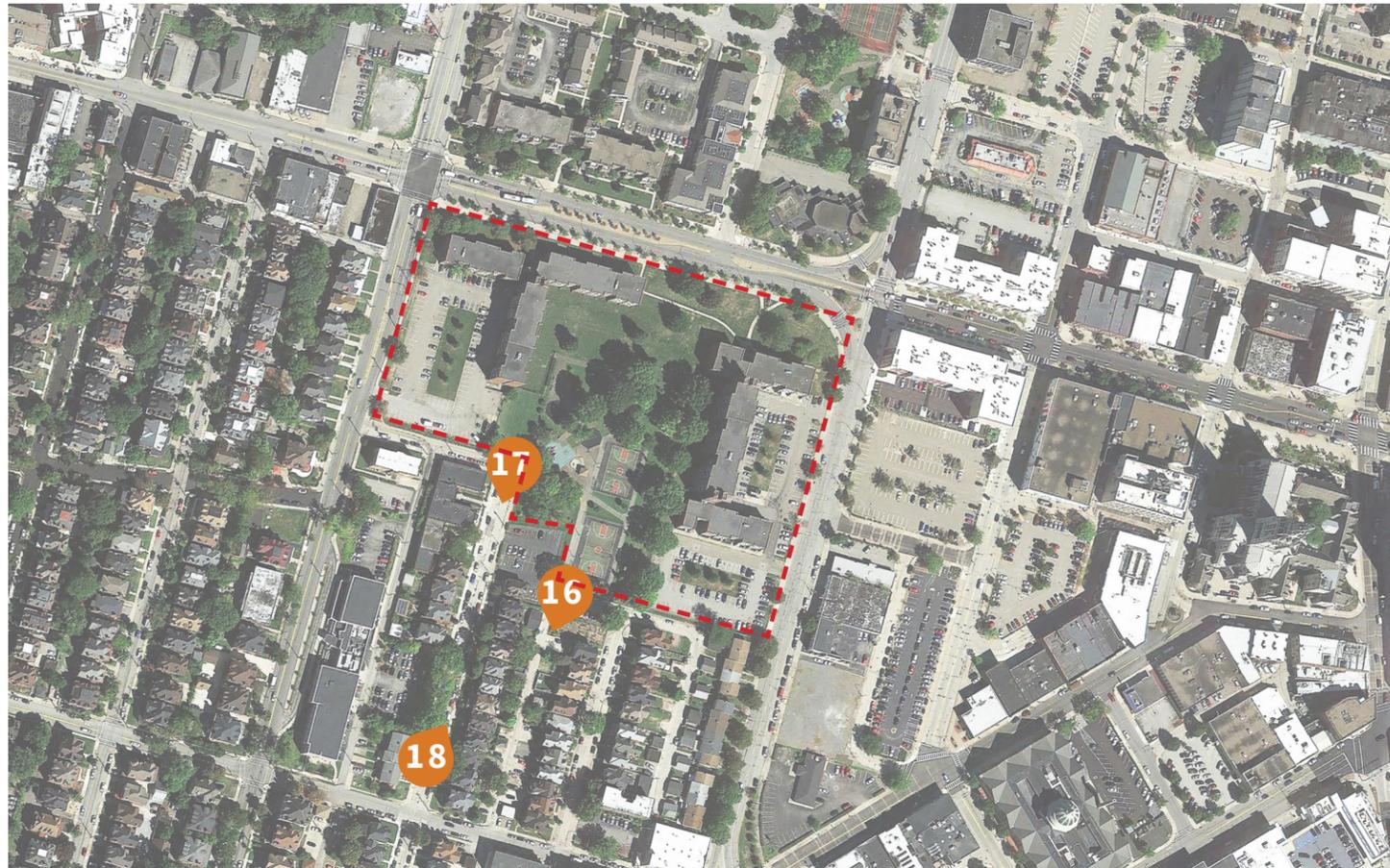
SOUTH EUCLID AVE. @ FRIENDSHIP AVE.



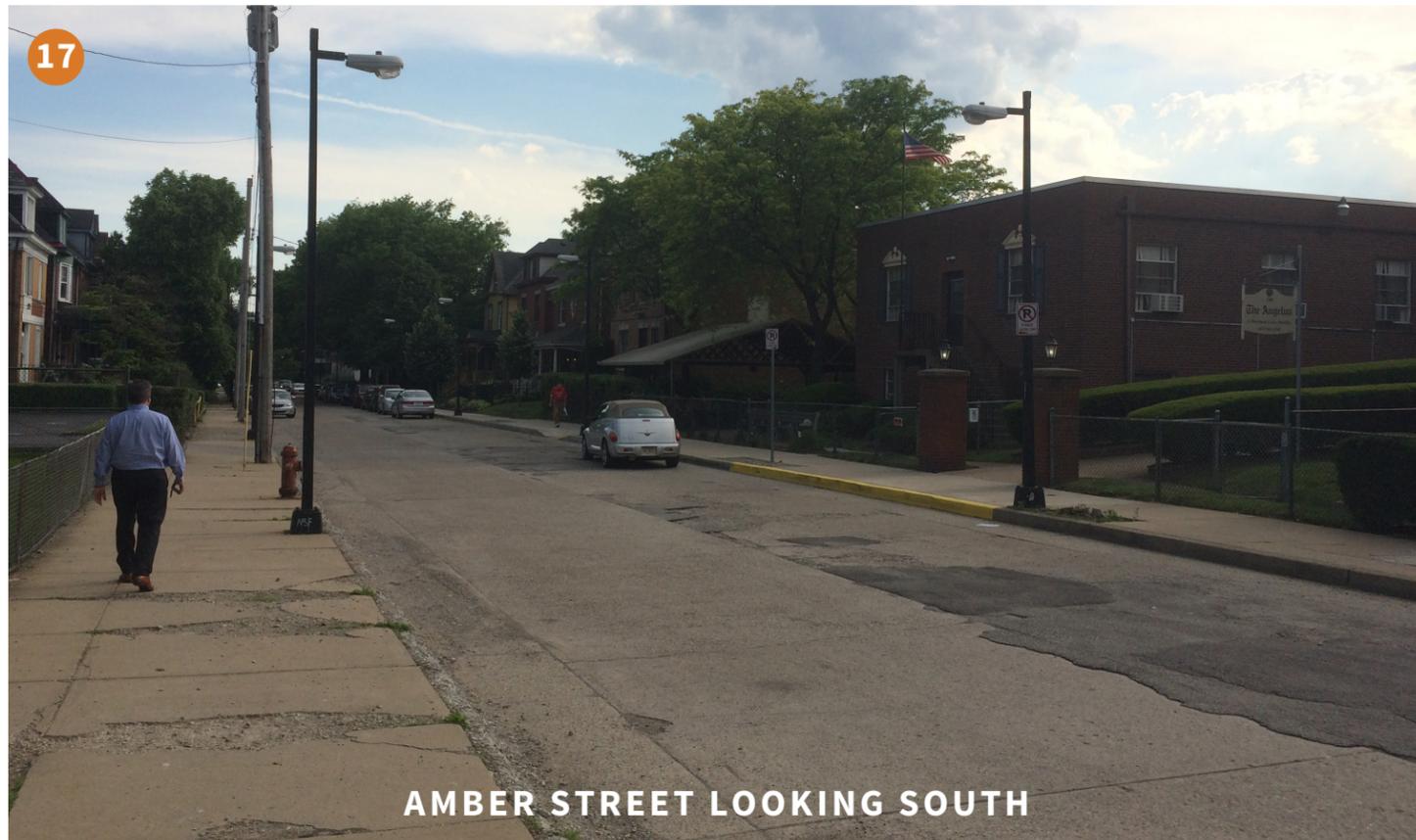
SOUTH ST CLAIR STREET LOOKING NORTH



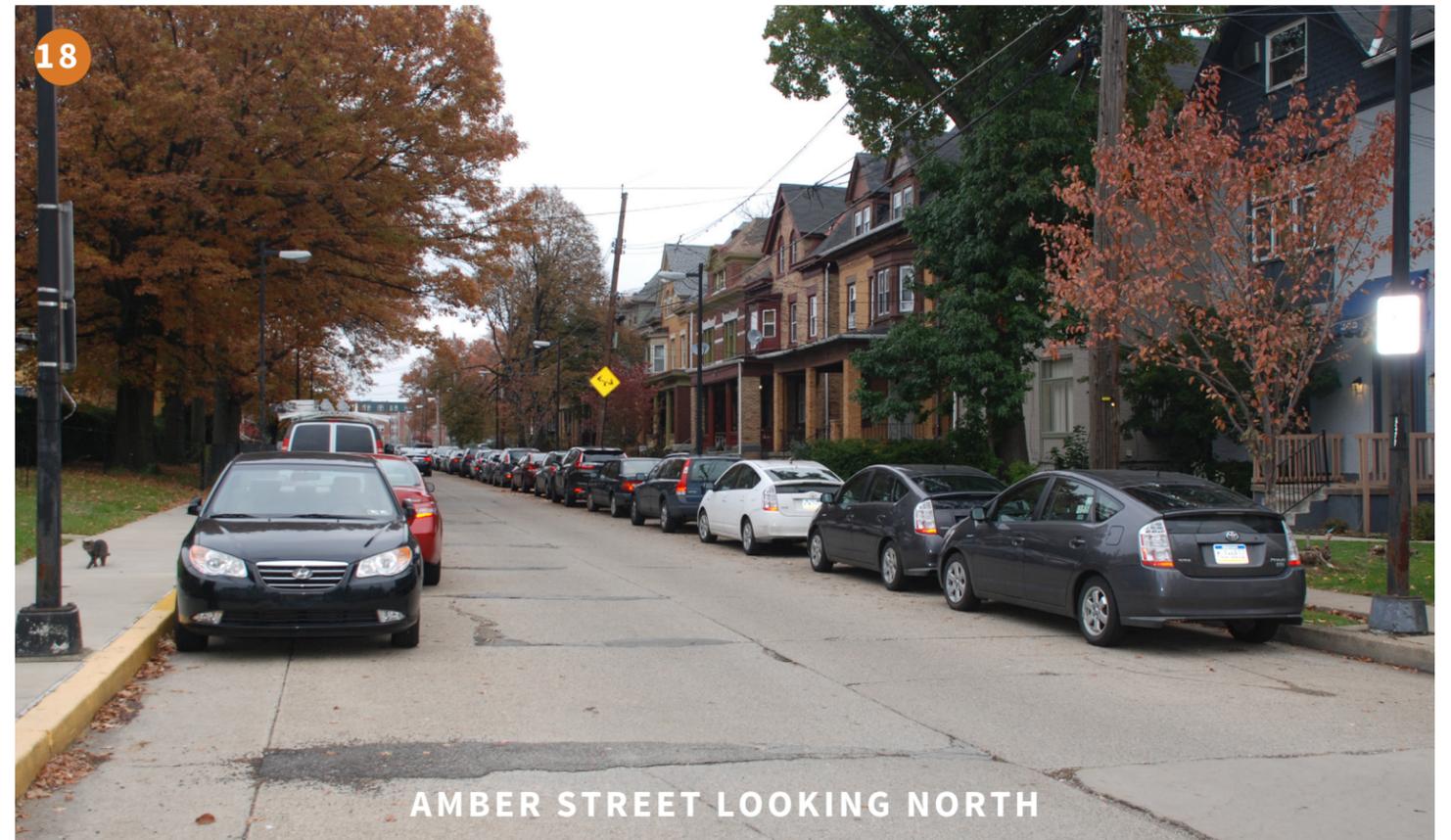
ENRIGHT COMMUNITY GARDEN



STAMAR WAY LOOKING NORTH



AMBER STREET LOOKING SOUTH



AMBER STREET LOOKING NORTH



RAVOUX WAY LOOKING NORTH



SOUTH NEGLEY AVE. LOOKING NORTH



SOUTH NEGLEY AVE. LOOKING NORTH

### 3. PUBLIC REALM DESIGN

# EAST LIBERTY BUSINESS DISTRICT - EXISTING CONDITIONS

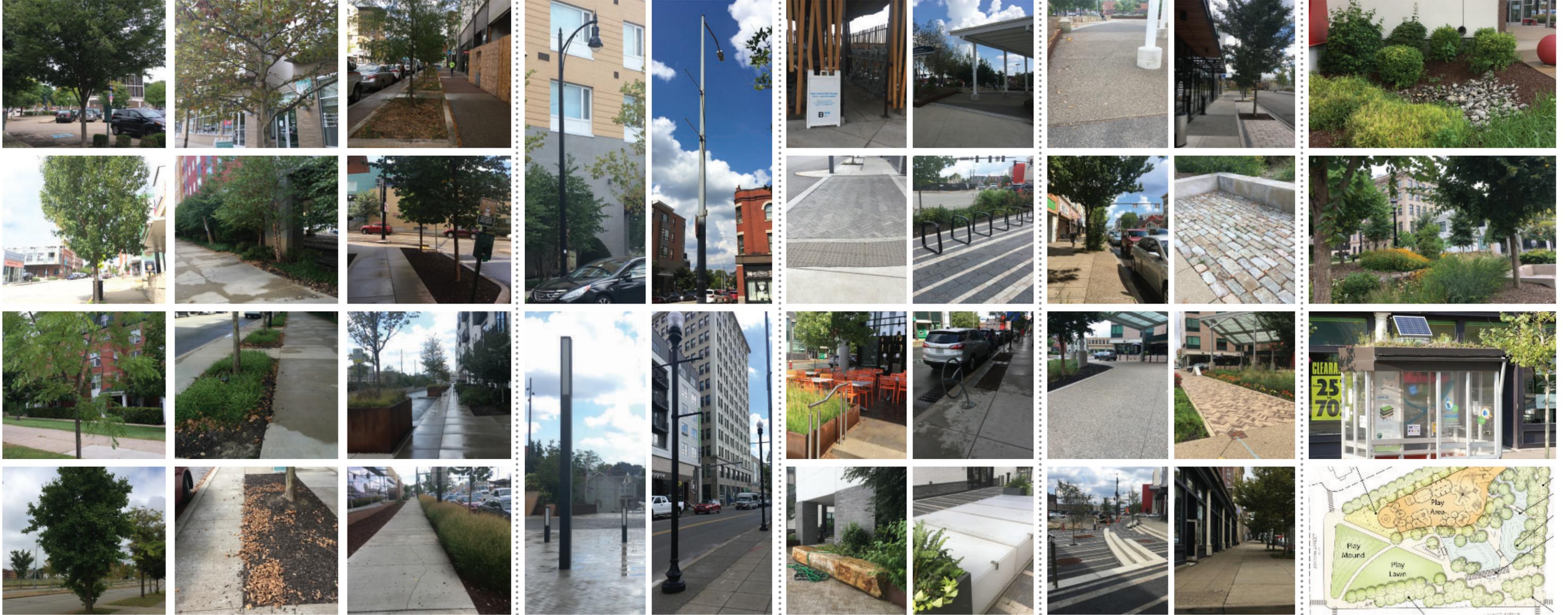
Street Tree Species		Tree Pit / Container Plantings	
Chinese Elm	River Birch	Mulch	
Zelkova	Red Maple	Liriopse	Hydrangea
Sycamore	Norway Maple	Inland Sea Oats	Red Twig Dogwood
Kentucky Coffee Tree	Paperbark Maple	Japanese Blood Grass	Boxwood
Sawtooth Oak	Little Leaf Linden	Coneflower	Fothergilla
Swamp White Oak	Ginkgo	Oak Leaf	
St. Gregory Hedge Maple	Cherry		
Honeylocust			
		Tree Pit Sizes	
		16' x 5'	12' x 6'
		13' x 4'	10' x 3'
		Continuous	Raised

- Lighting**
- LED Cobra-head Fixture
  - City Standard Teardrop Fixture
  - City Standard Acorn Fixture
  - Designer Lighting Features (Public Realm on Private Property)

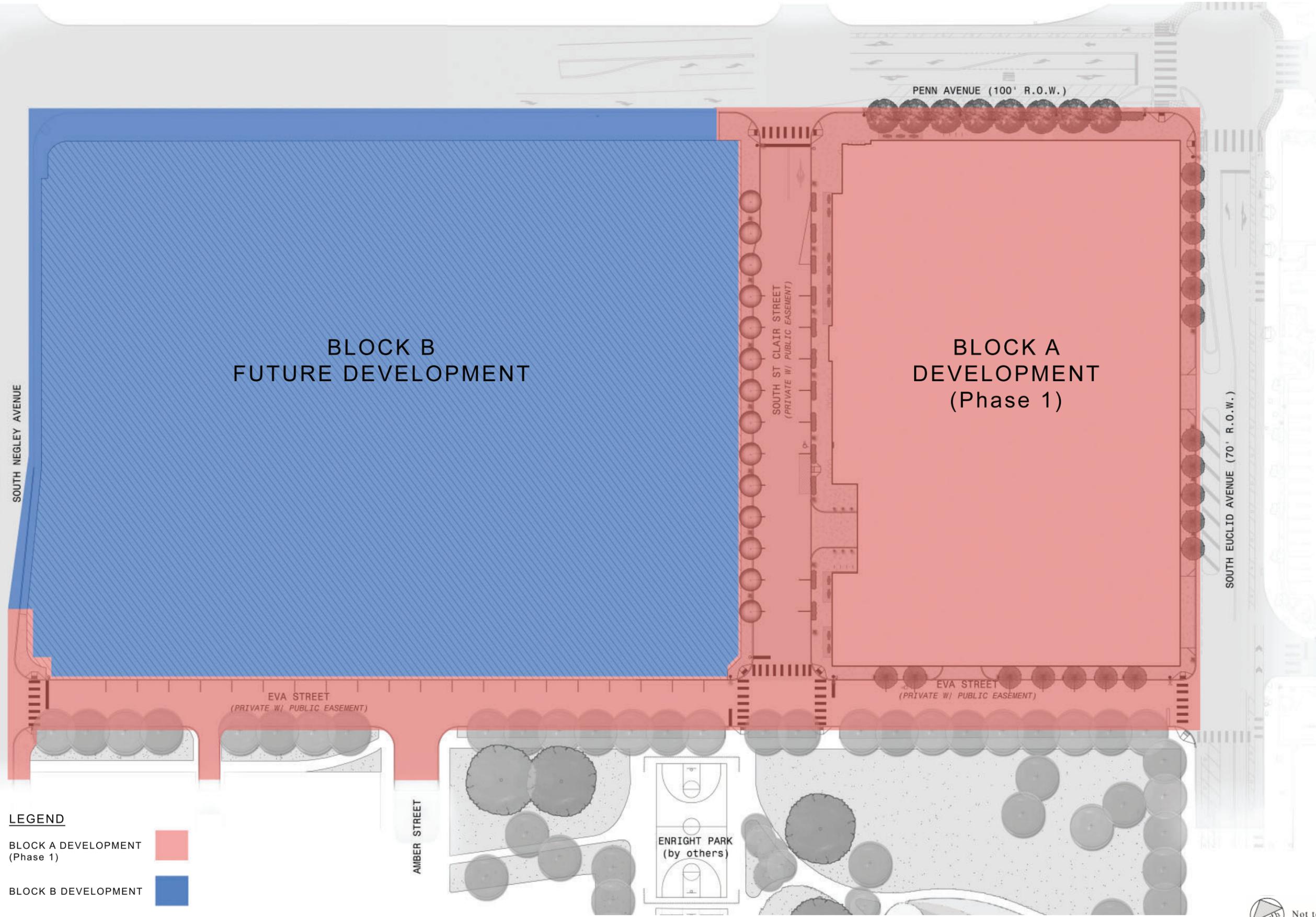
- Pedestrian Facilities**
- City Standard Bicycle Rack
  - Designer Bicycle Rack (Public Realm on Private Property)
  - Bicycle Garage
  - Outdoor Seating
  - Bus Stop Shelters
  - Exposed Aggregate Crosswalks
  - Brick Crosswalks (Public Realm on Private Property)

- Paving Treatments**
- Standard Concrete
  - Exposed Aggregate Concrete (Gray)
  - Exposed Aggregate Concrete (Brown)
  - Permeable Paver (Pale Gray)
  - Decorative Pavers (Public Realm on Private Property)
  - Cobblestone
  - Brick (Tan/Brown)

- Green Infrastructure**
- East Liberty Presbyterian Church Rain Gardens
  - Target Rain Gardens
  - Liberty Green Park (Future)
  - Bus Stop Green Roof (Penn Avenue at Whitfield Street)



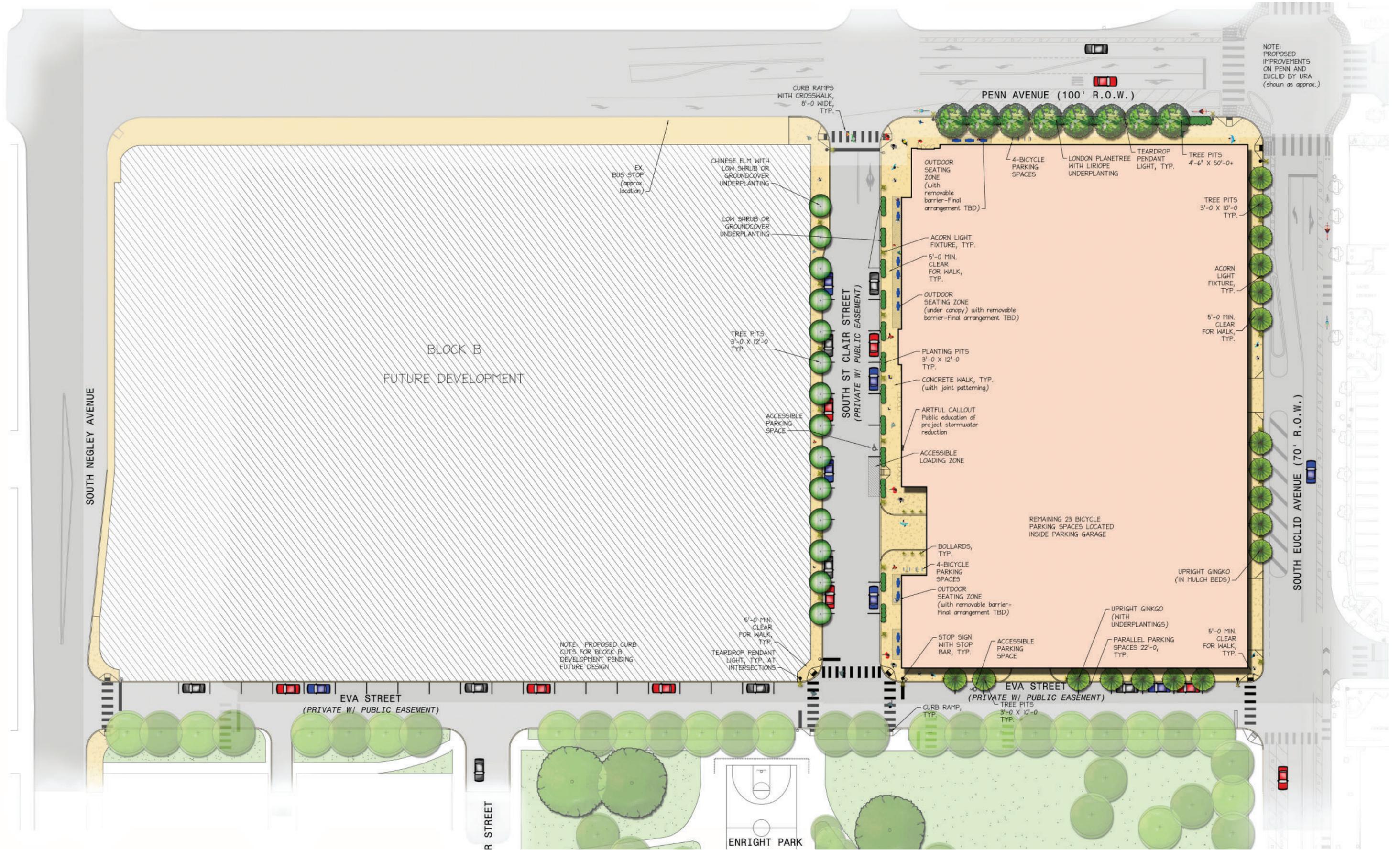
**SITE DEVELOPMENT - PHASING PLAN**



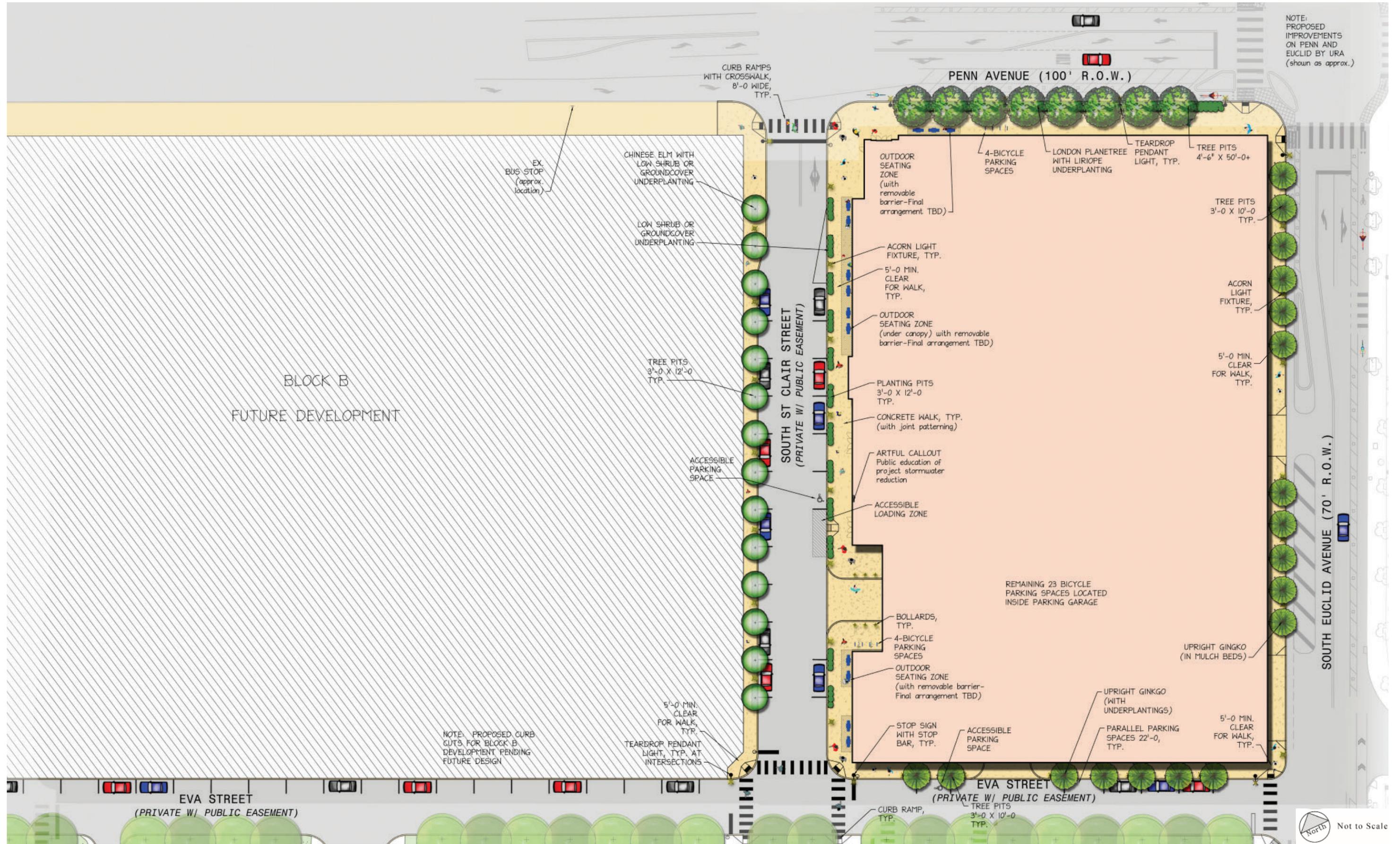
**LEGEND**  
BLOCK A DEVELOPMENT (Phase 1)  
BLOCK B DEVELOPMENT

North  
Not to Scale

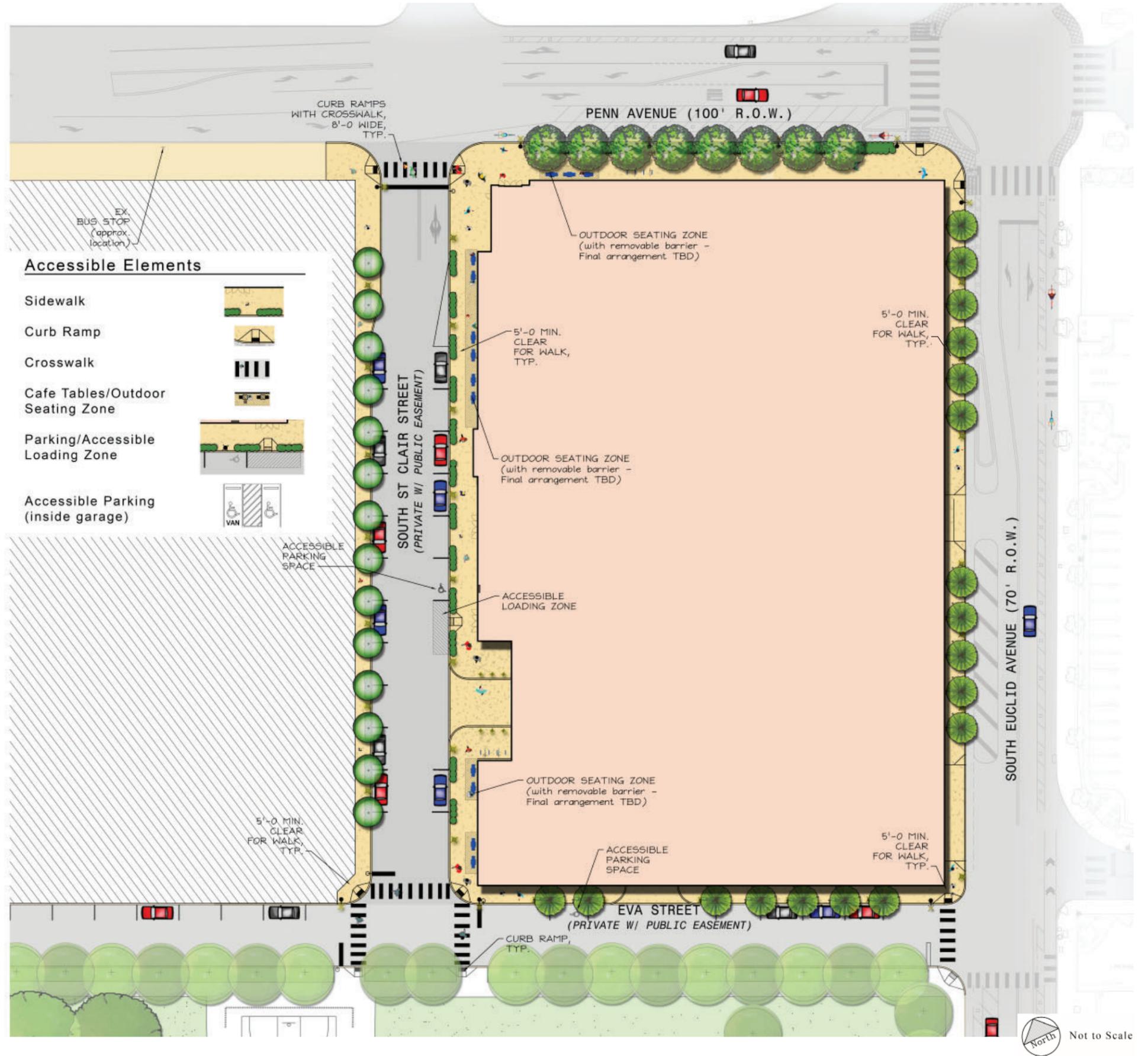
**PUBLIC REALM BLOCK A - OVERALL SITE PLAN**



# PUBLIC REALM BLOCK A - SITE PLAN ENLARGEMENT



# SITE ACCESSIBILITY PLAN



# SOUTH ST. CLAIR STREET - PROPOSED PUBLIC REALM



### Tree Pits (north side)

- 3' x 12'
- Chinese Elms with low shrub/groundcover underplanting
- 22'-0" on-center



### Lighting

- City standard acorn fixture with flower basket



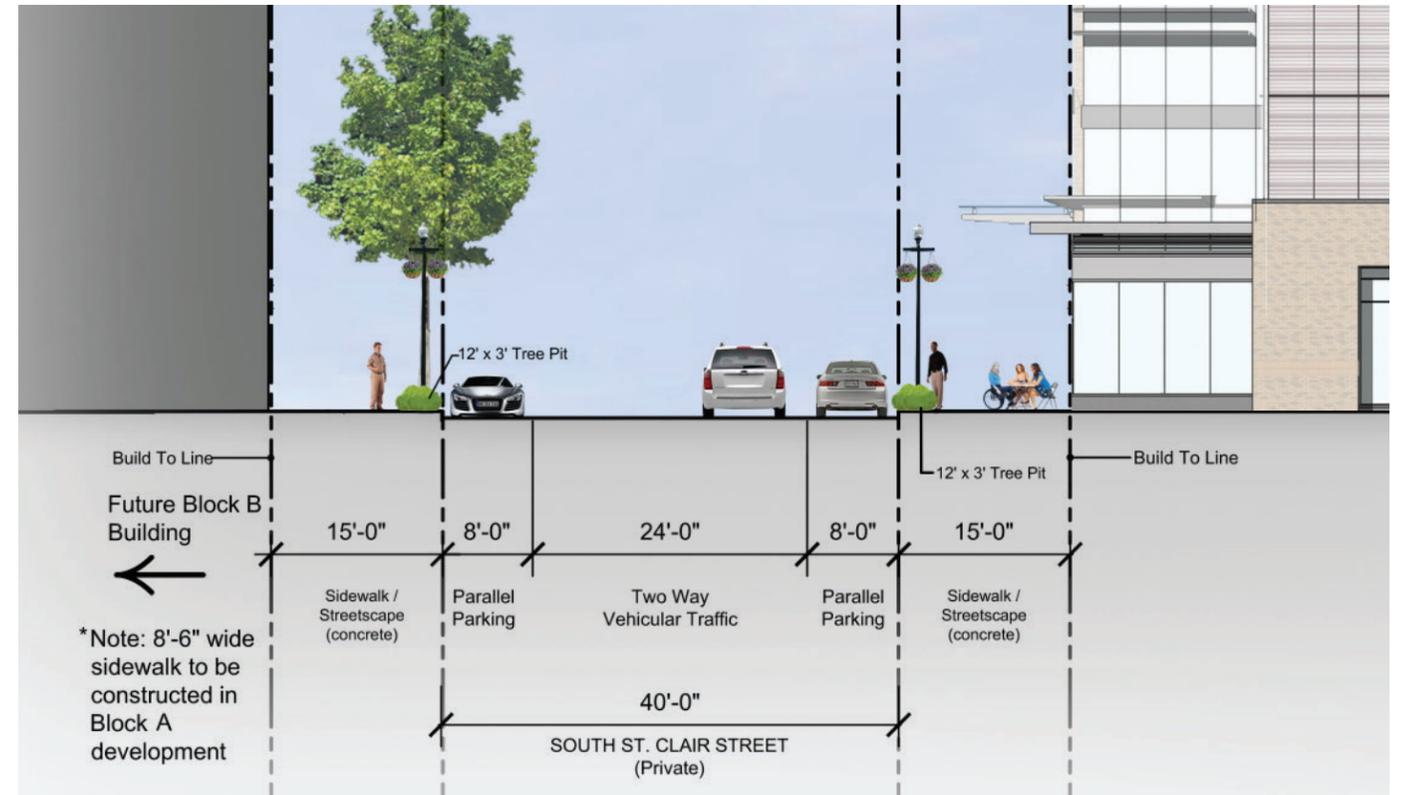
### Pedestrian Facilities

- Bike racks
- Areas for private outdoor seating

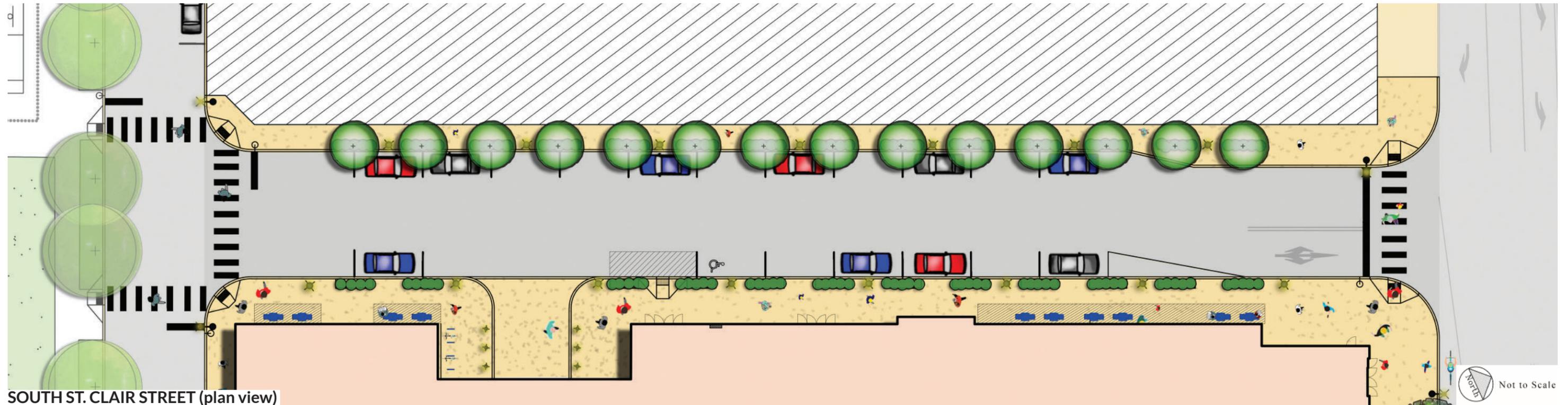


### Green Infrastructure

- Underground infiltration tank system
- Artful callout/public education of project stormwater reduction



SOUTH ST. CLAIR STREET (typical midblock section) - Dimensions are approximate



SOUTH ST. CLAIR STREET (plan view)

# PENN AVENUE - PUBLIC REALM

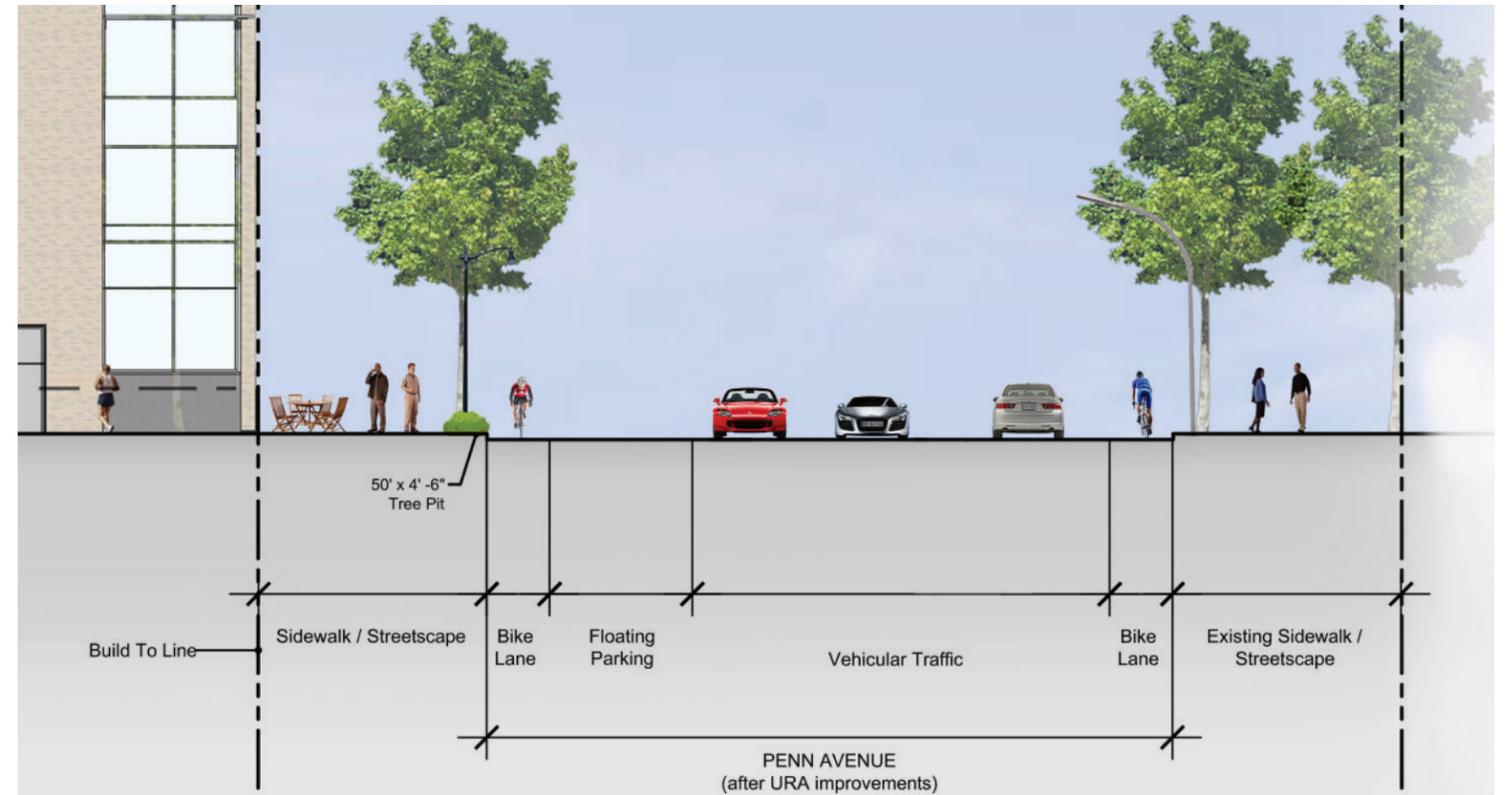


**Sidewalk + Paving**  
 • Broom-finish concrete

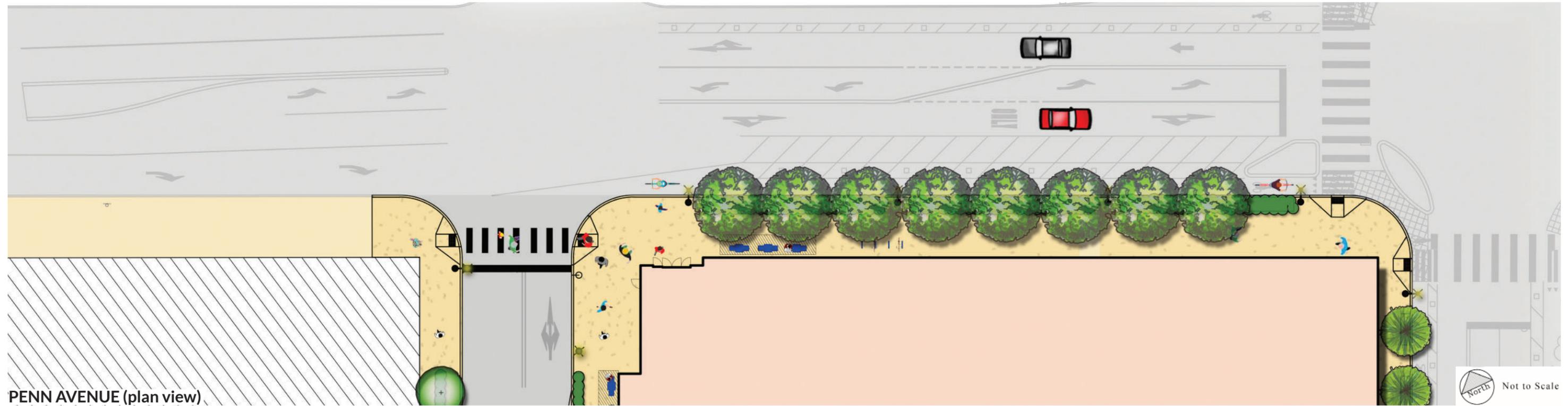
**Pedestrian Facilities**  
 • Bike racks  
 • Areas for private outdoor seating

- Tree Pits**
- 4'-6" x 50'
  - London Planetrees with Liriope underplantings
  - 22' O.C. (closer tree spacing mimics existing street tree spacing along Penn Ave.)

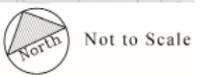
- Lighting**
- City standard teardrop pendant fixture



**PENN AVENUE (typical midblock section) - Dimensions are approximate**



**PENN AVENUE (plan view)**



# EVA STREET - PROPOSED PUBLIC REALM



## Tree Pits

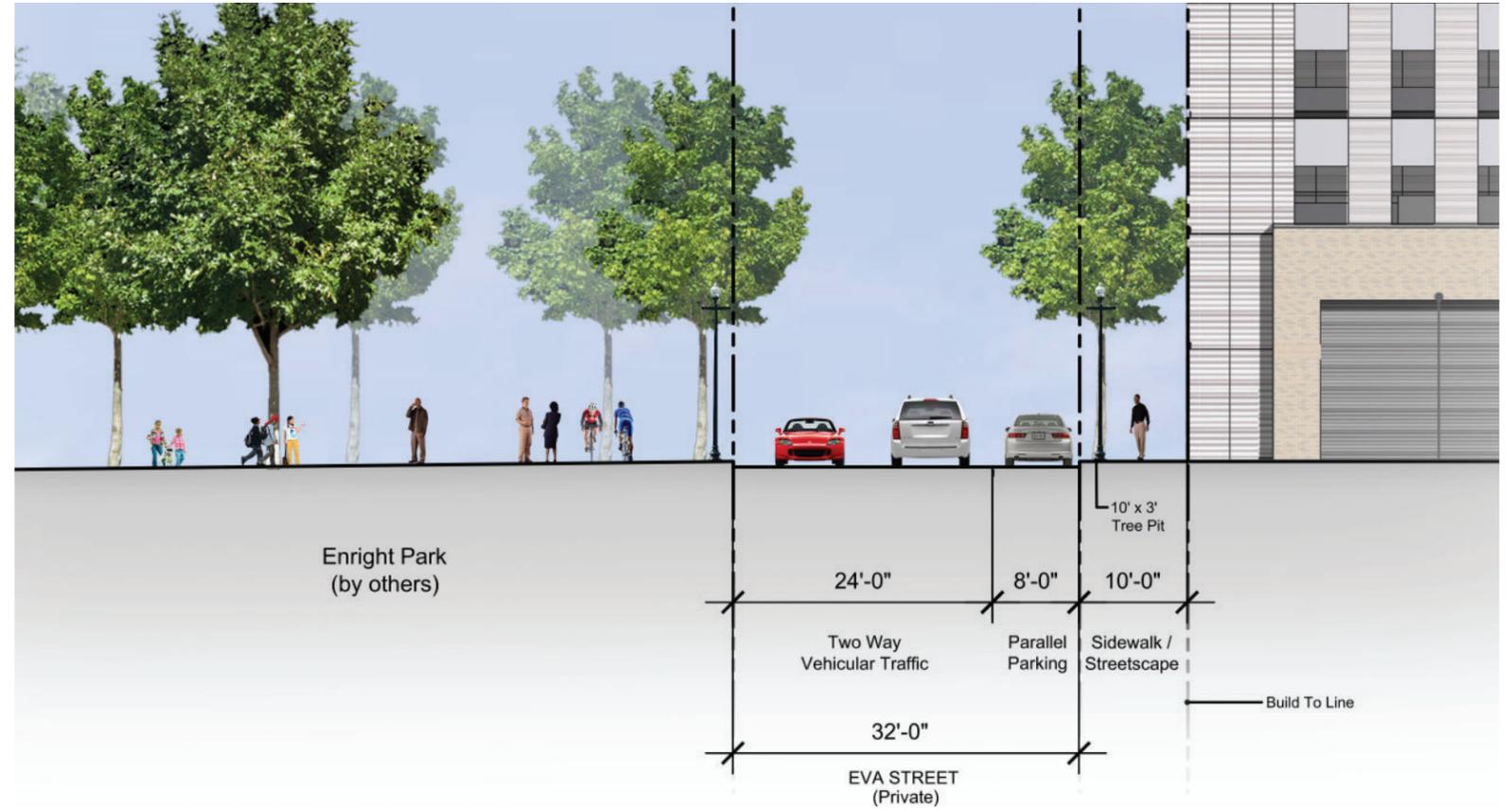
- 3' x 10'
- Upright Ginkgos with underplantings
- 22'-0" on-center

## Lighting

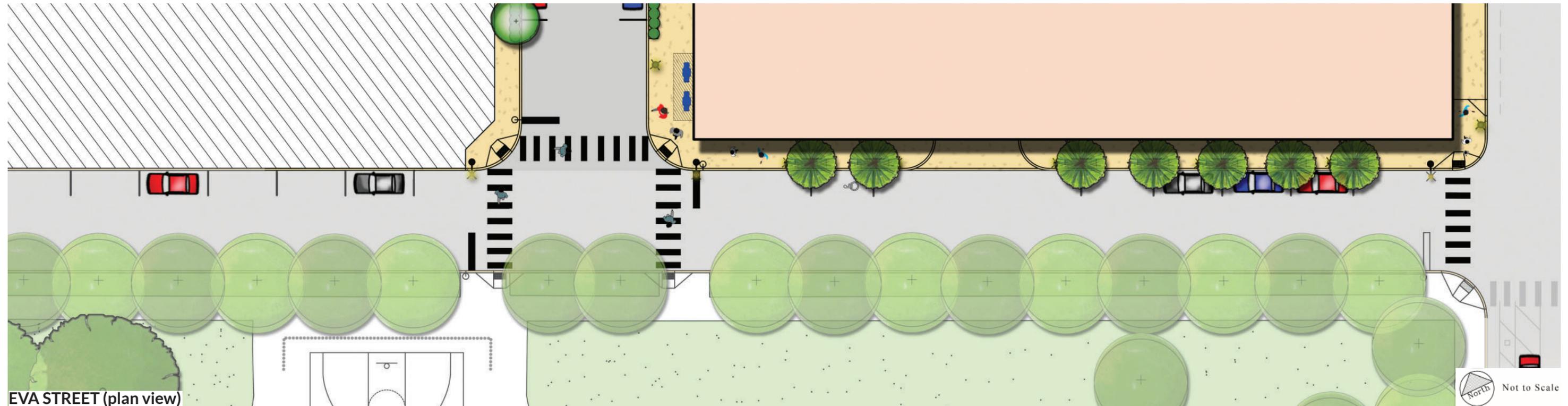
- City standard acorn fixture

## Sidewalk + Paving

- Broom-finish concrete

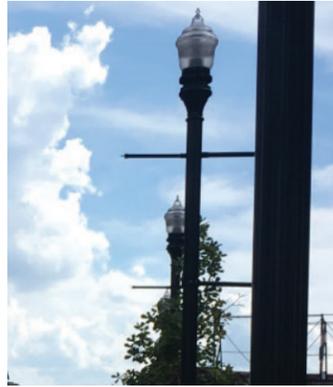


EVA STREET (typical midblock section) - Dimensions are approximate



EVA STREET (plan view)

## SOUTH EUCLID AVENUE - PROPOSED PUBLIC REALM



### Tree Pits

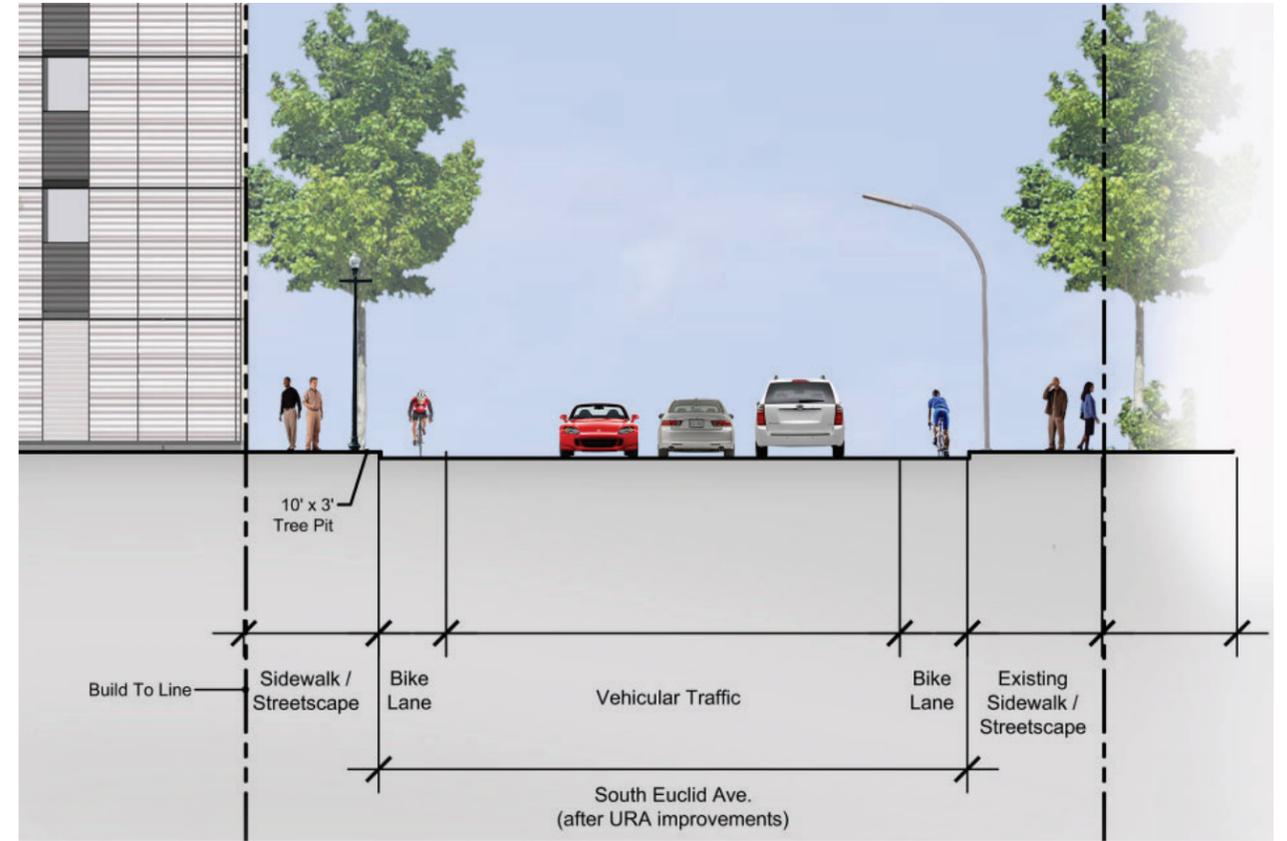
- 3' x 10'
- Upright Ginkgos in mulch beds
- 20'-0" on-center

### Lighting

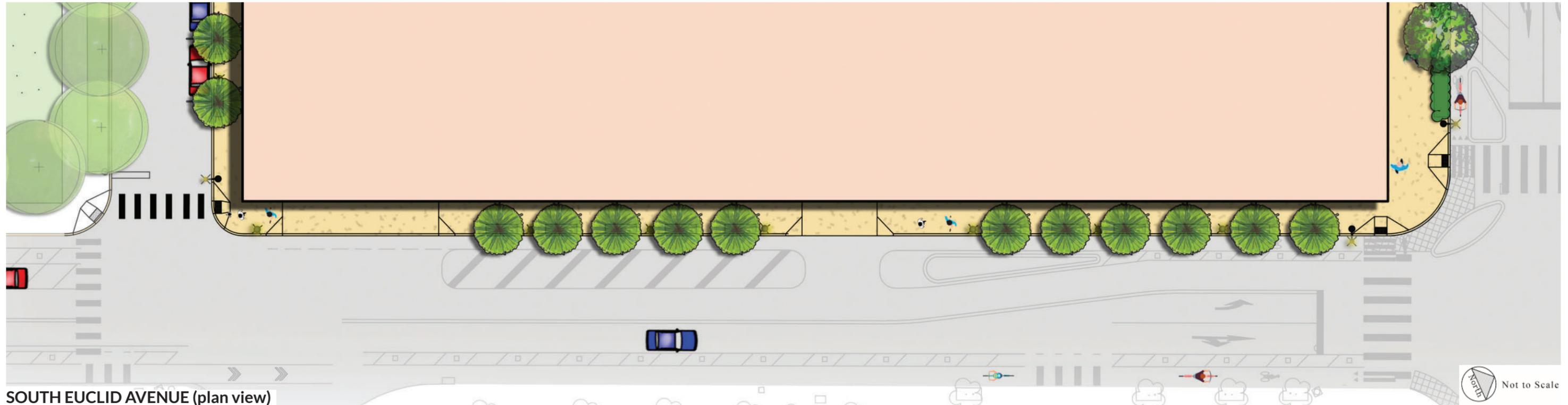
- City standard acorn fixture

### Sidewalk + Paving

- 11' wide
- Broom-finish concrete

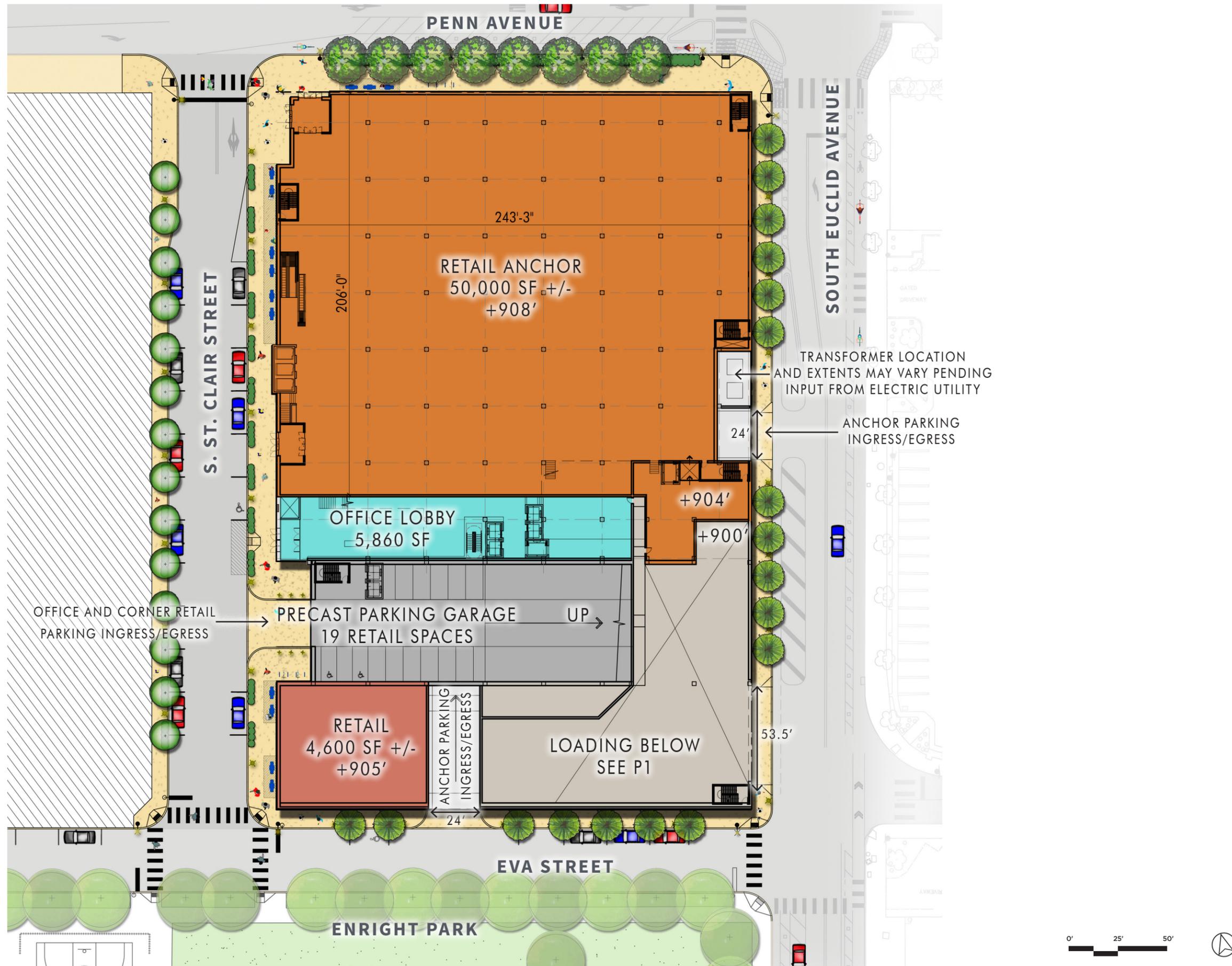


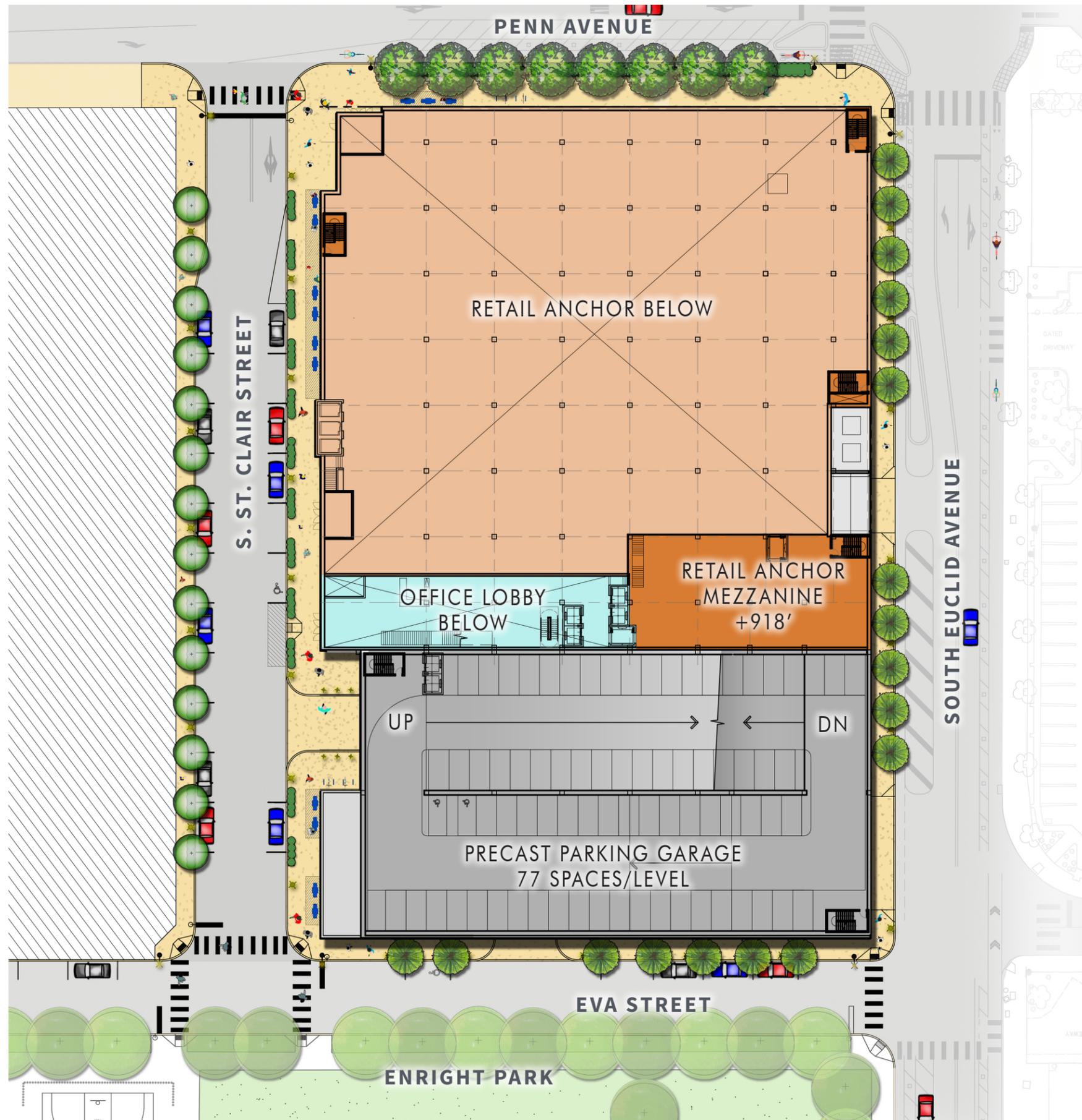
SOUTH EUCLID AVENUE (typical midblock section) - Dimensions are approximate

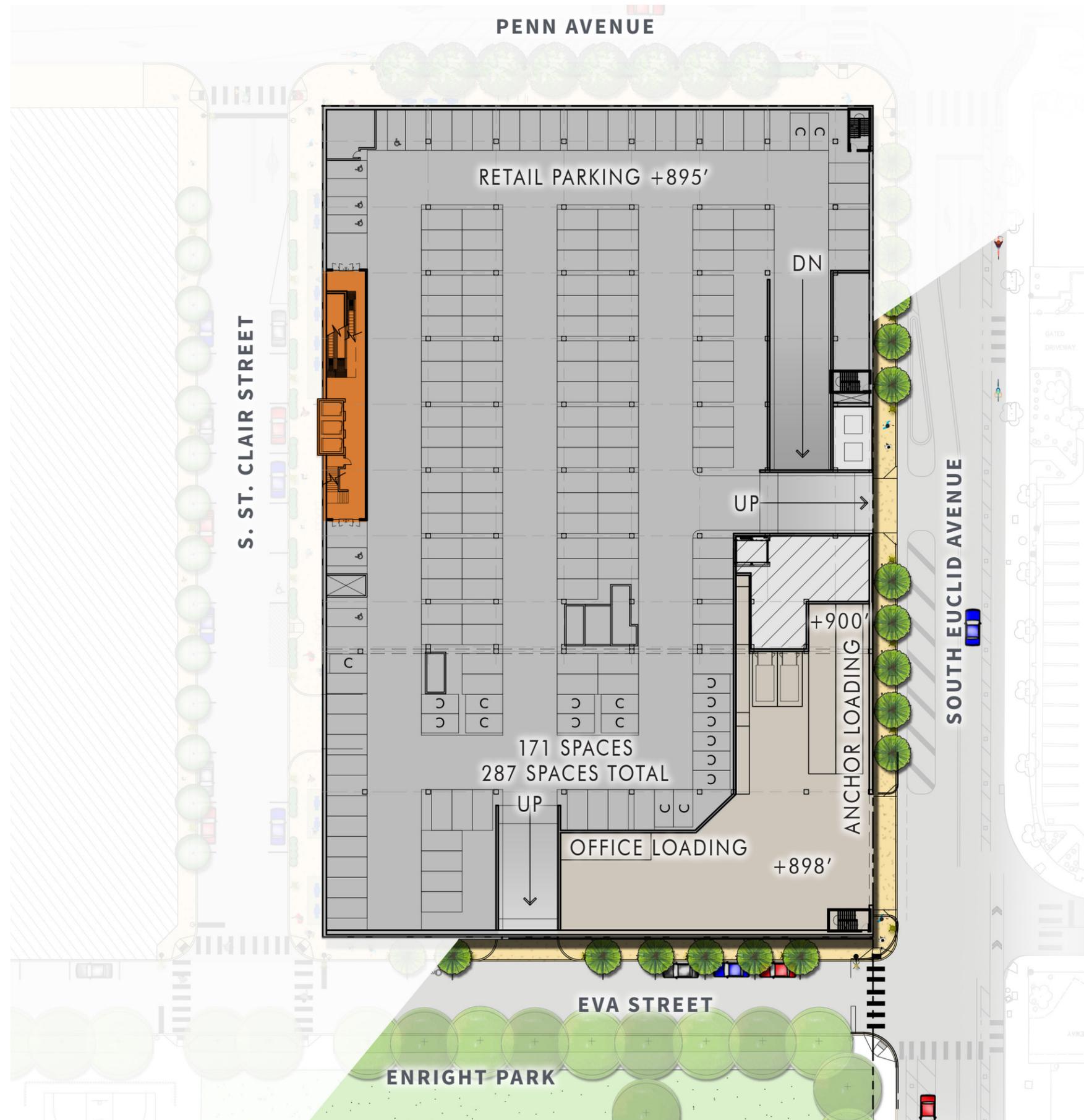


SOUTH EUCLID AVENUE (plan view)

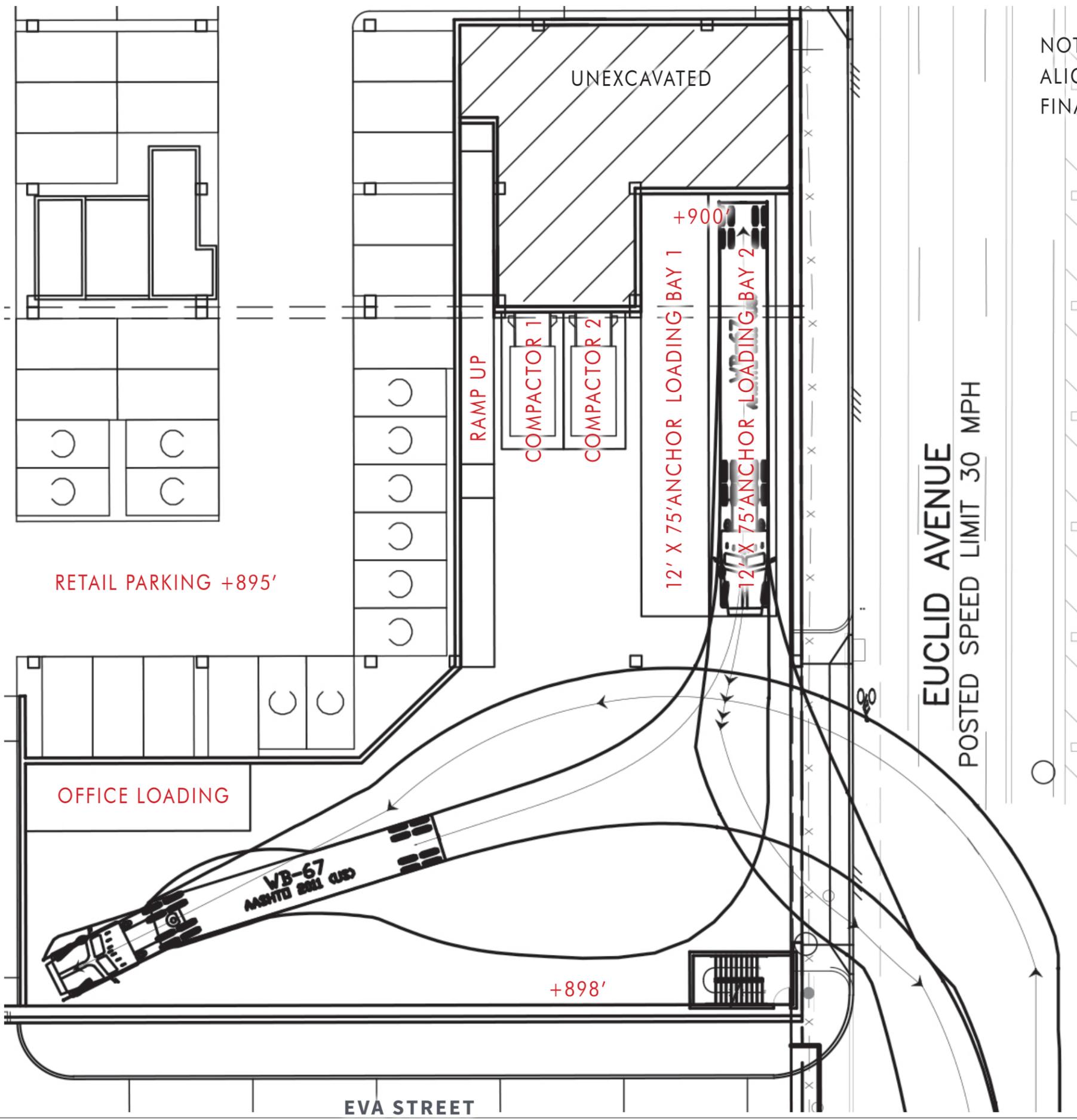
## 4. PLANS, SECTIONS, ELEVATIONS



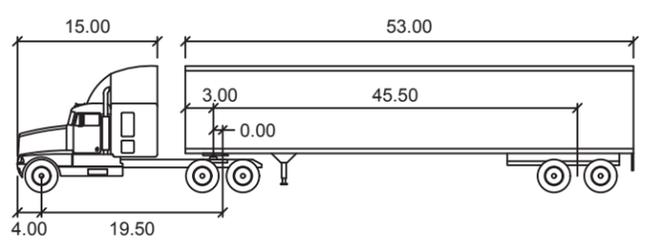




NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



VEHICLE TEMPLATE

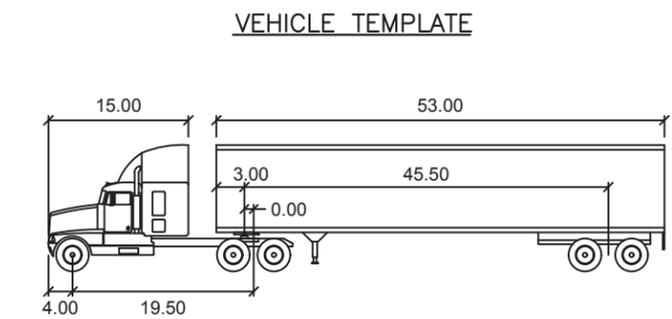


WB-67

feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

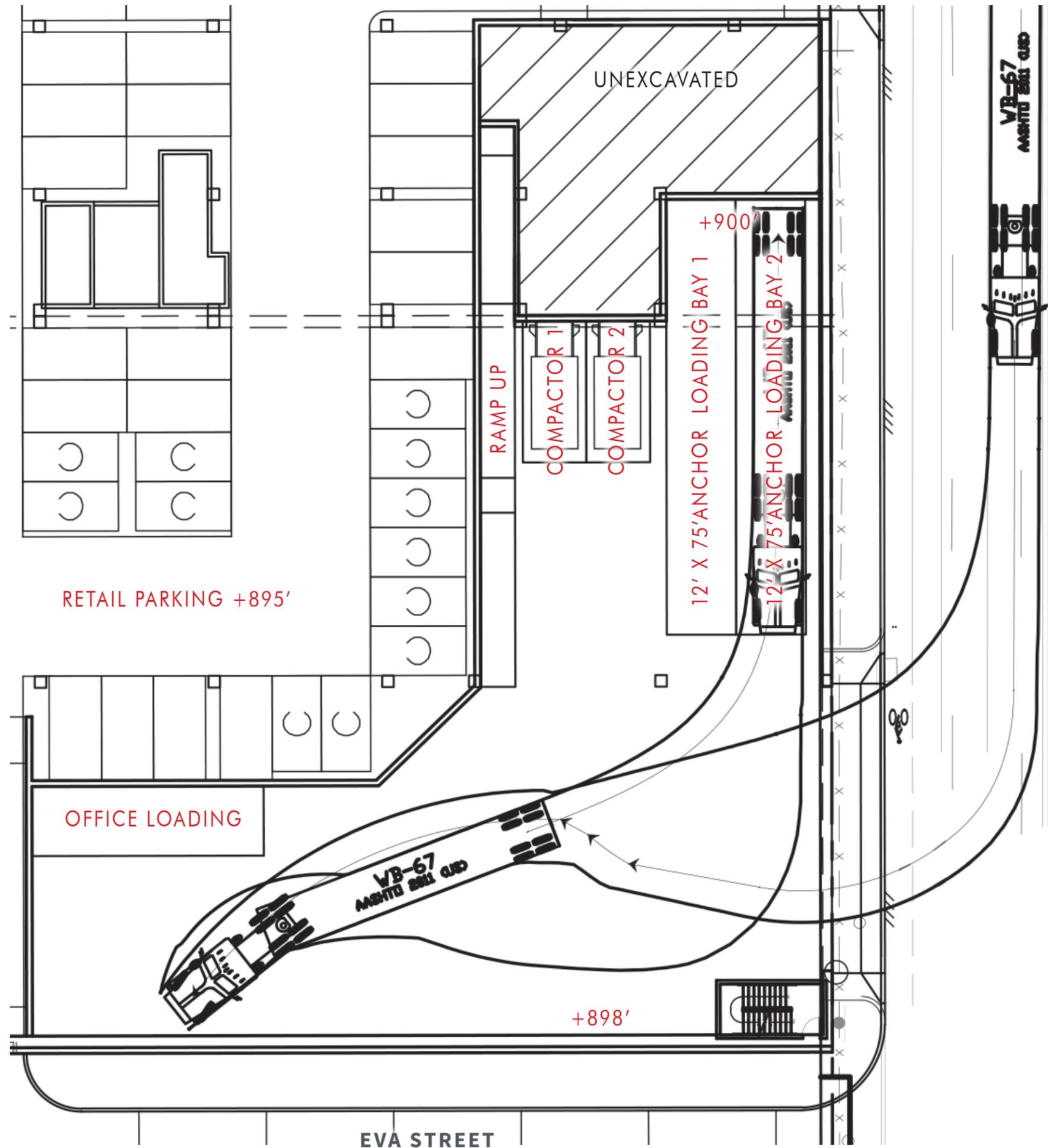




WB-67

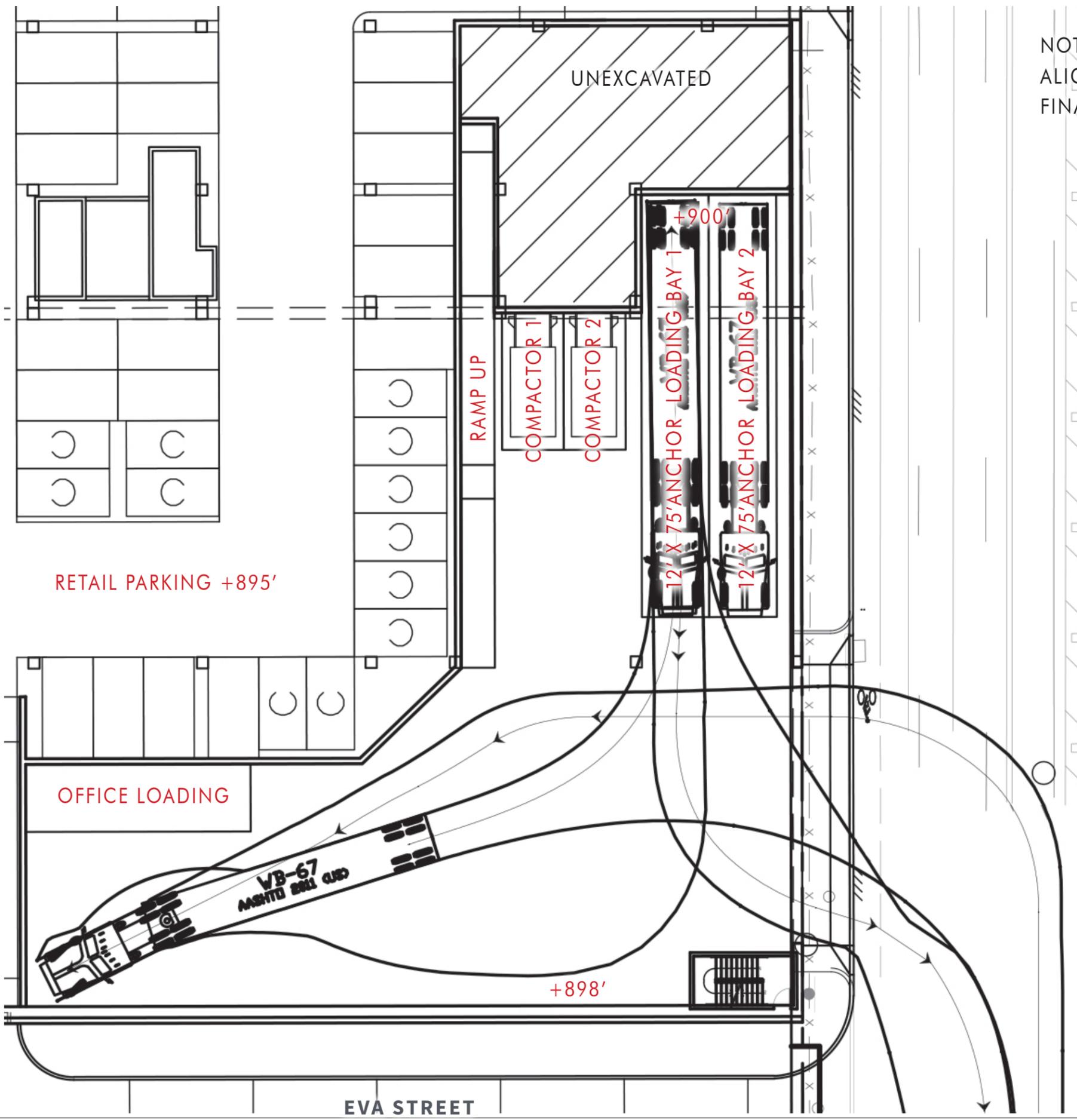
feet

Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

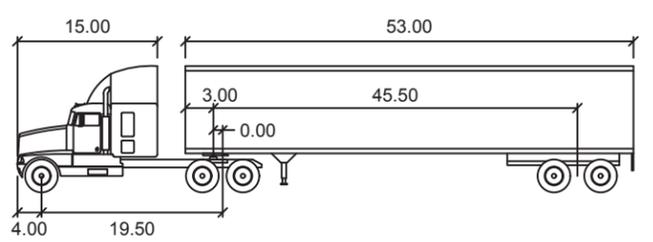


NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.

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VEHICLE TEMPLATE

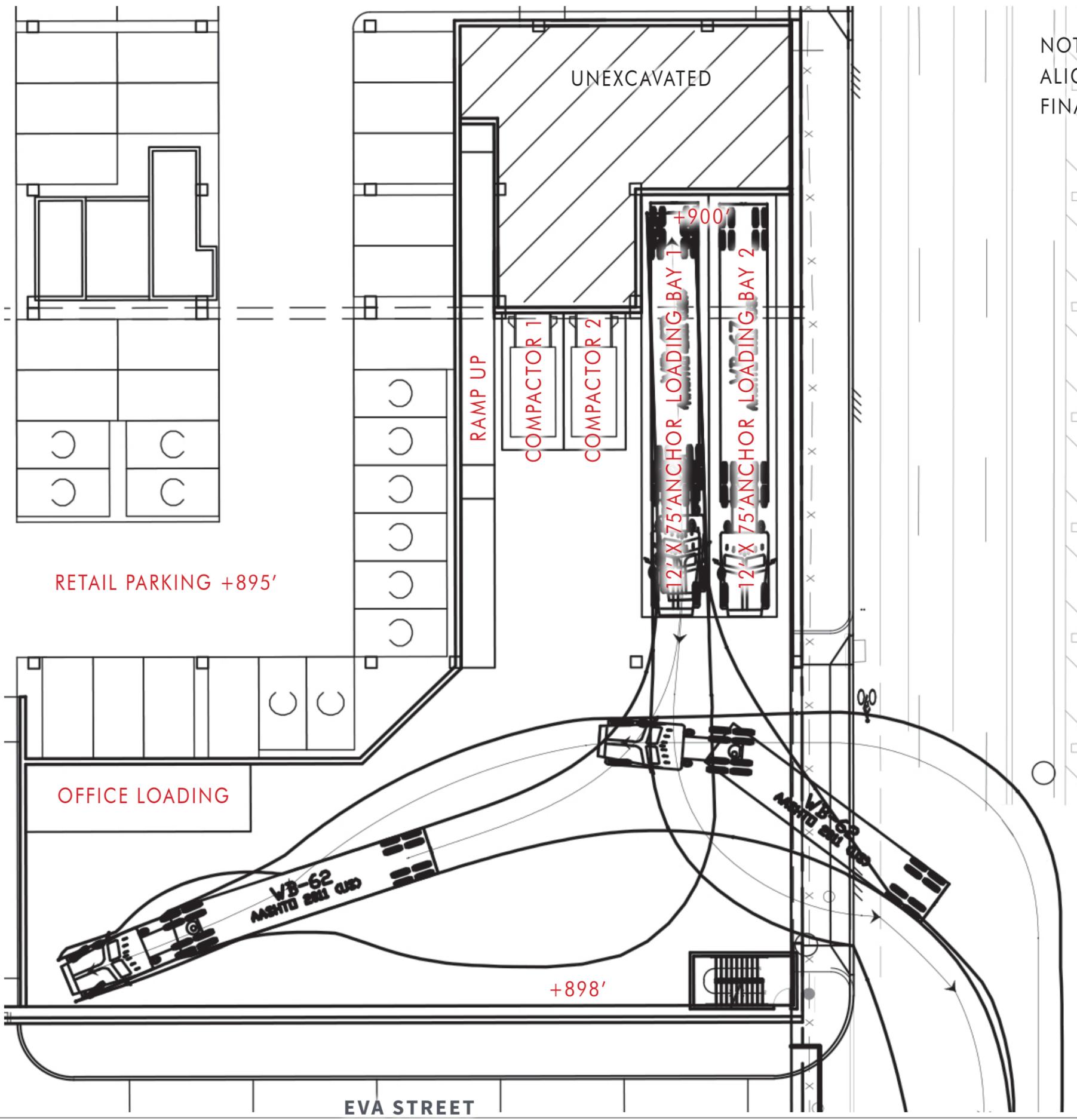


WB-67

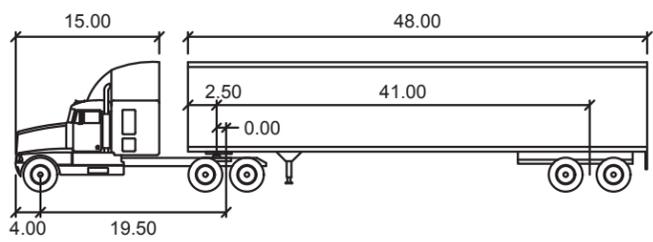
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		



NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.

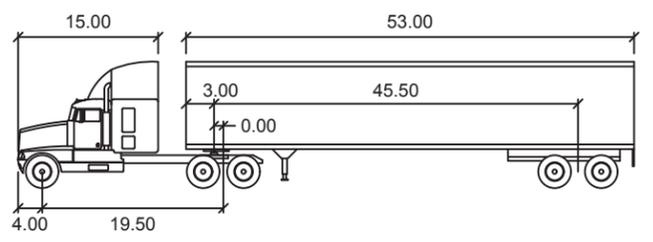


VEHICLE TEMPLATE



WB-62

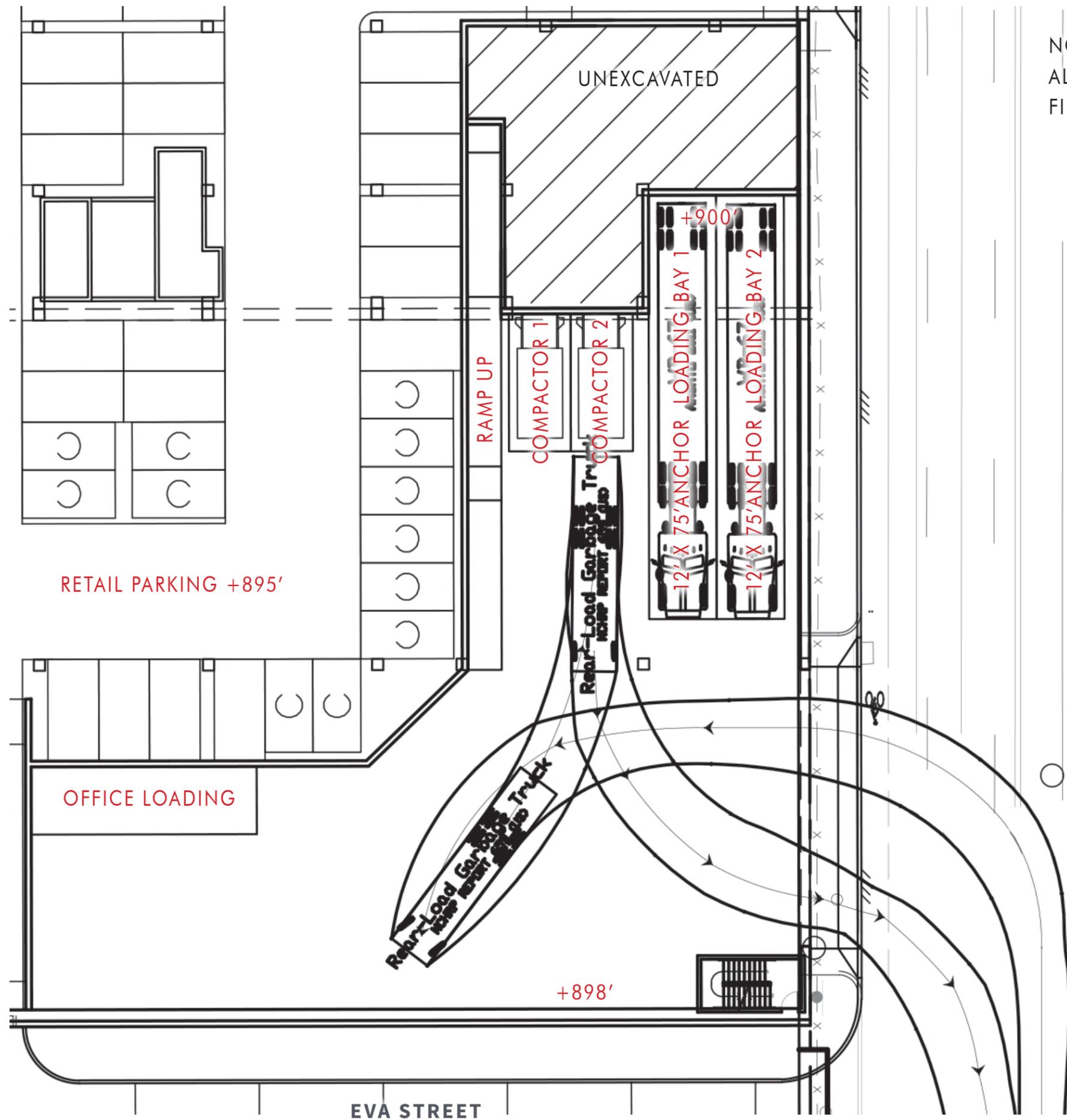
	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



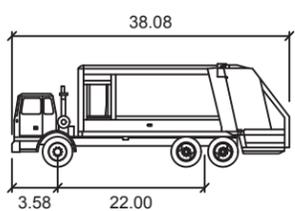
WB-67

	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 28.4
Tractor Track	: 8.00	Articulating Angle	: 75.0
Trailer Track	: 8.50		

NOTE: EUCLID AVENUE ALIGNMENT IN PROGRESS; FINAL CONFIGURATION T.B.D.



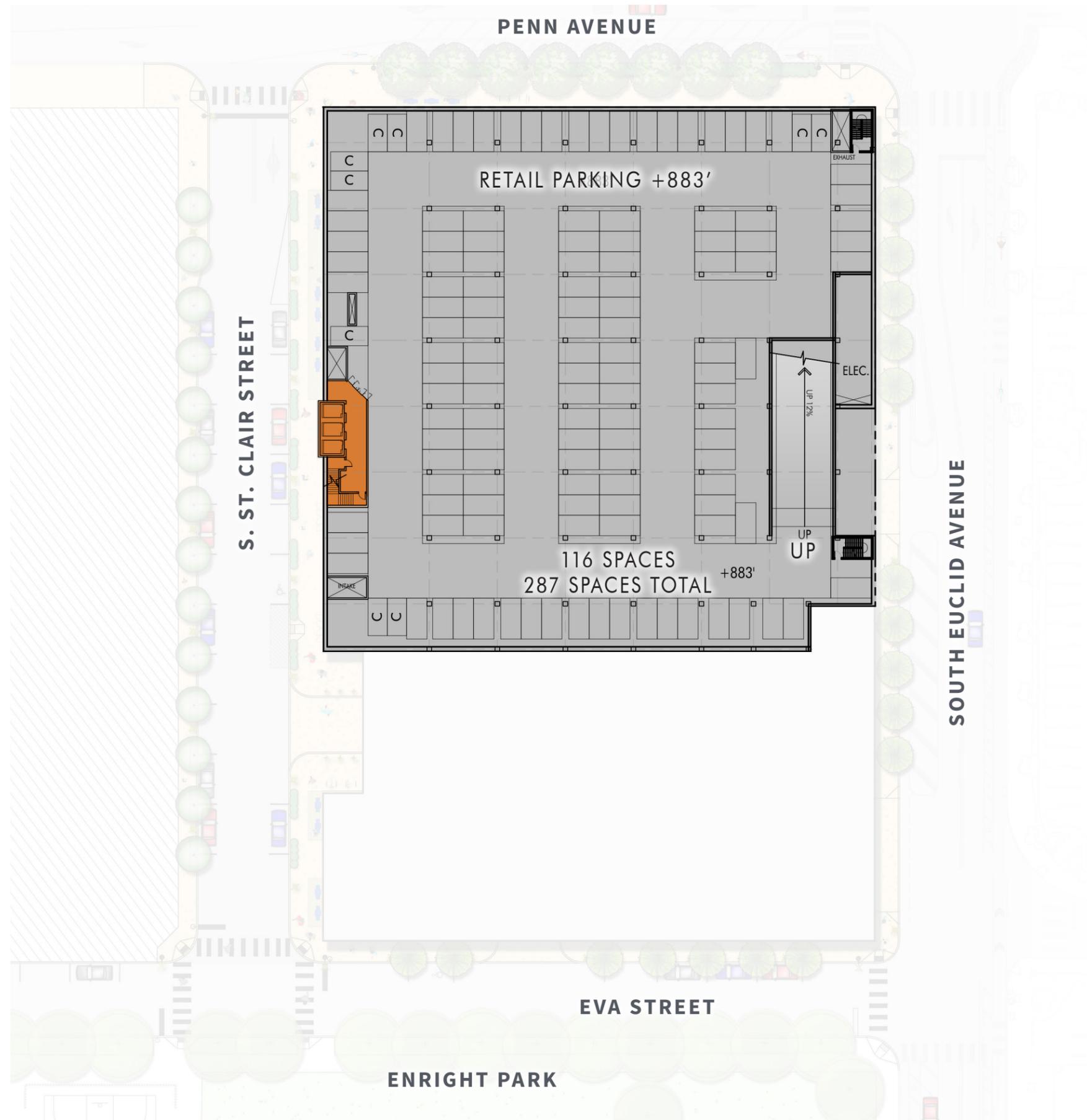
VEHICLE TEMPLATE

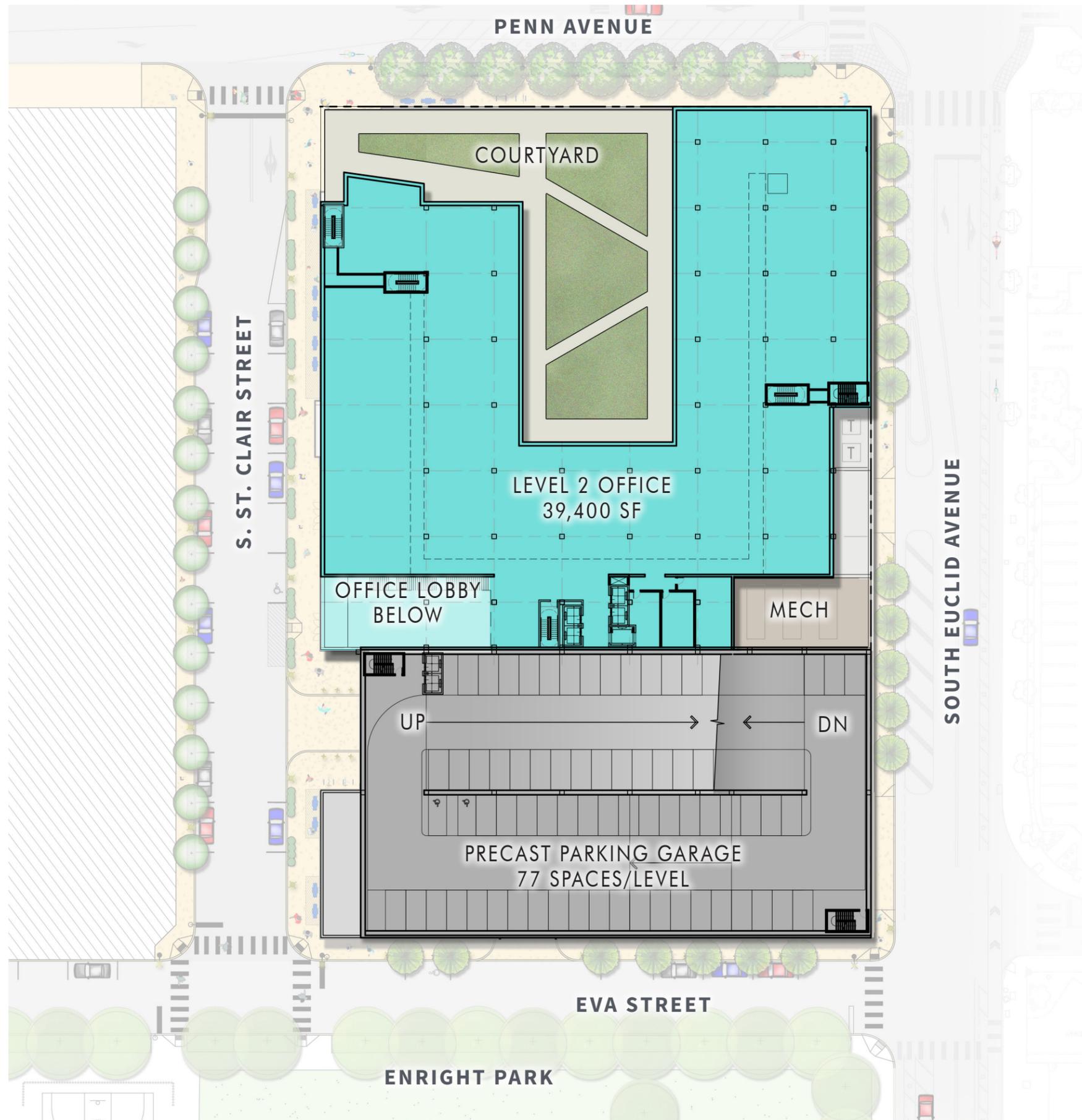


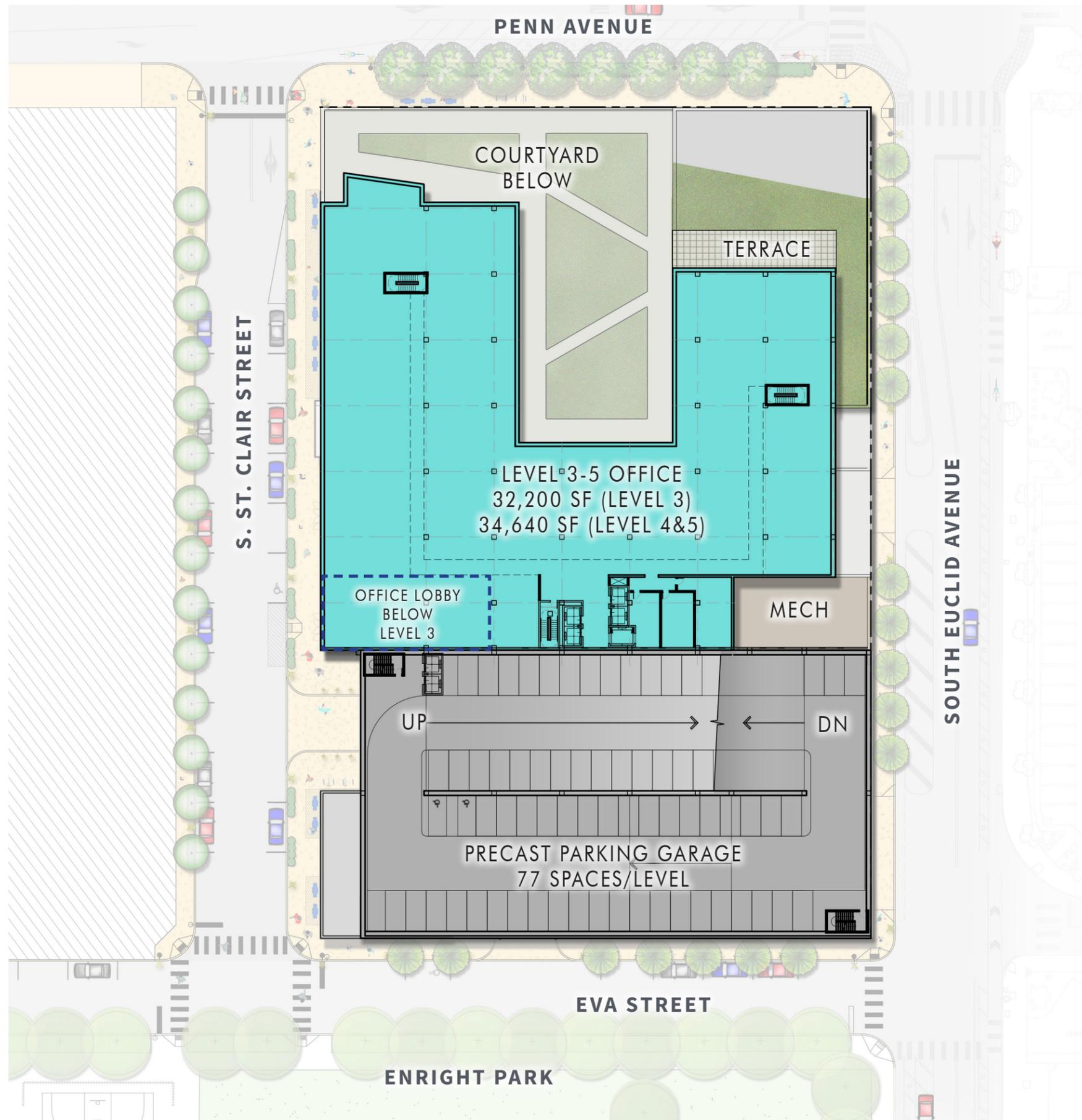
Rear-Load Garbage Truck

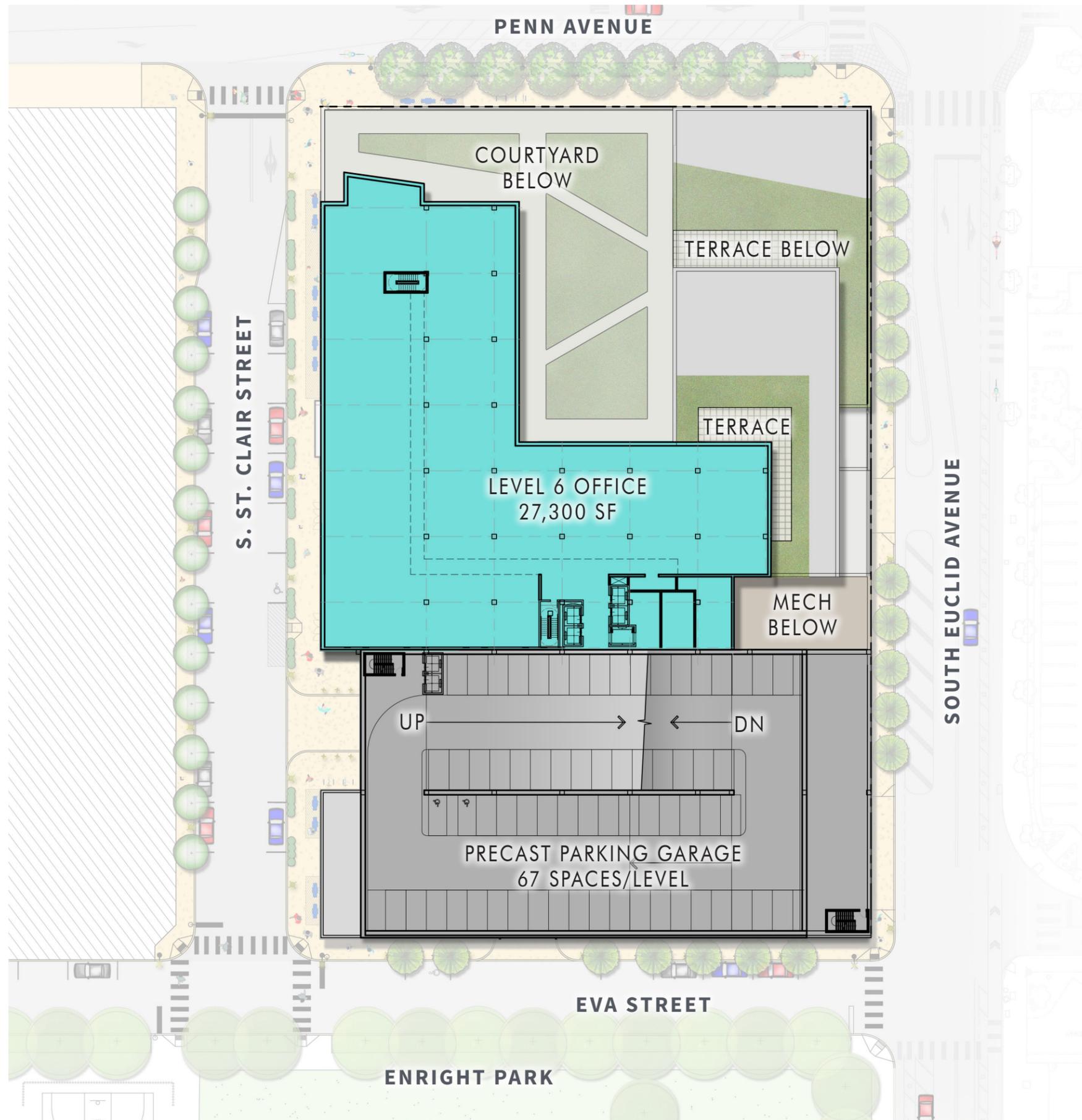
	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 27.4

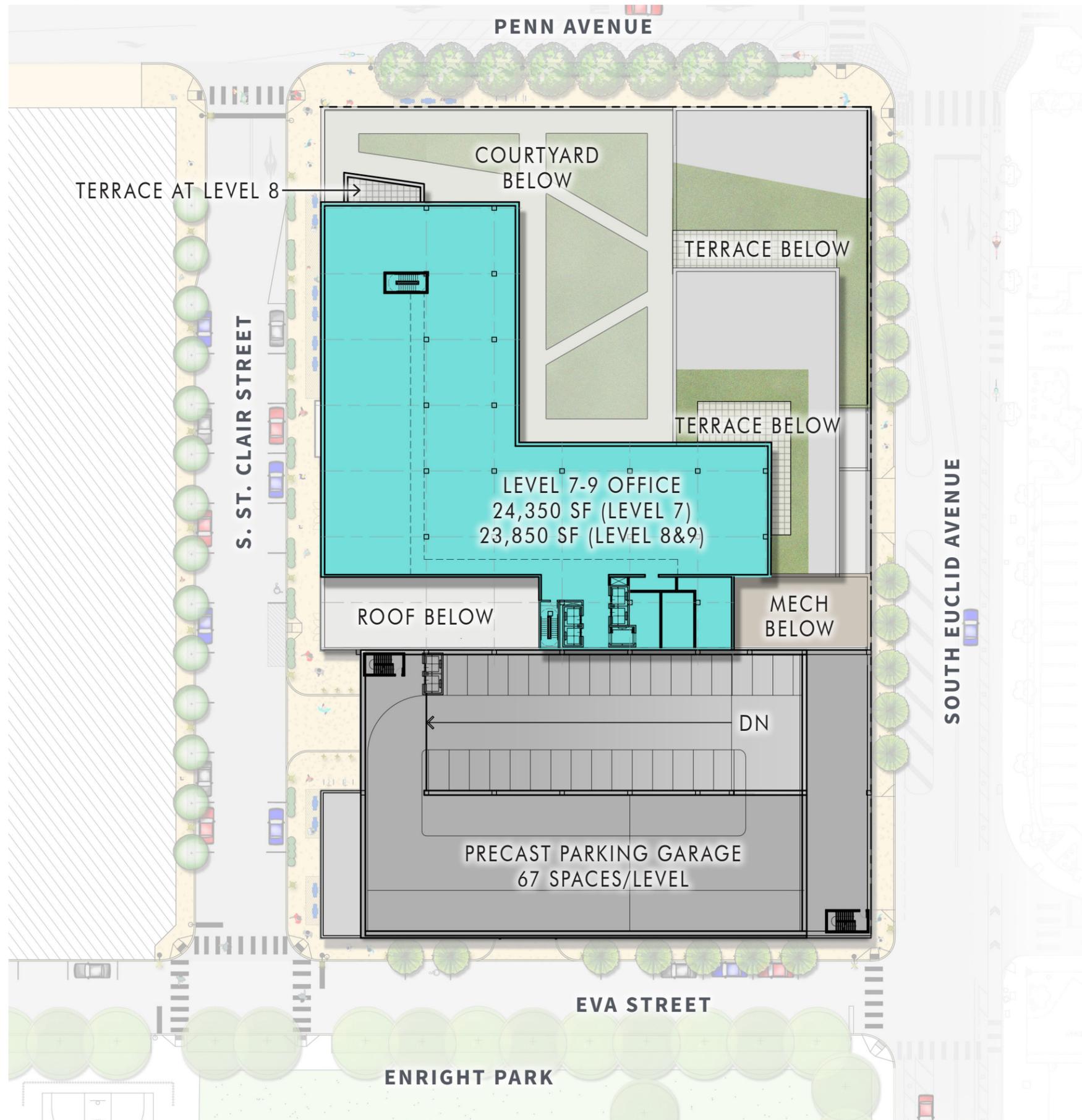


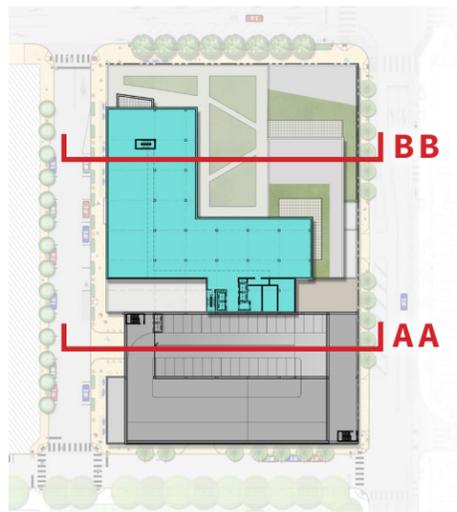




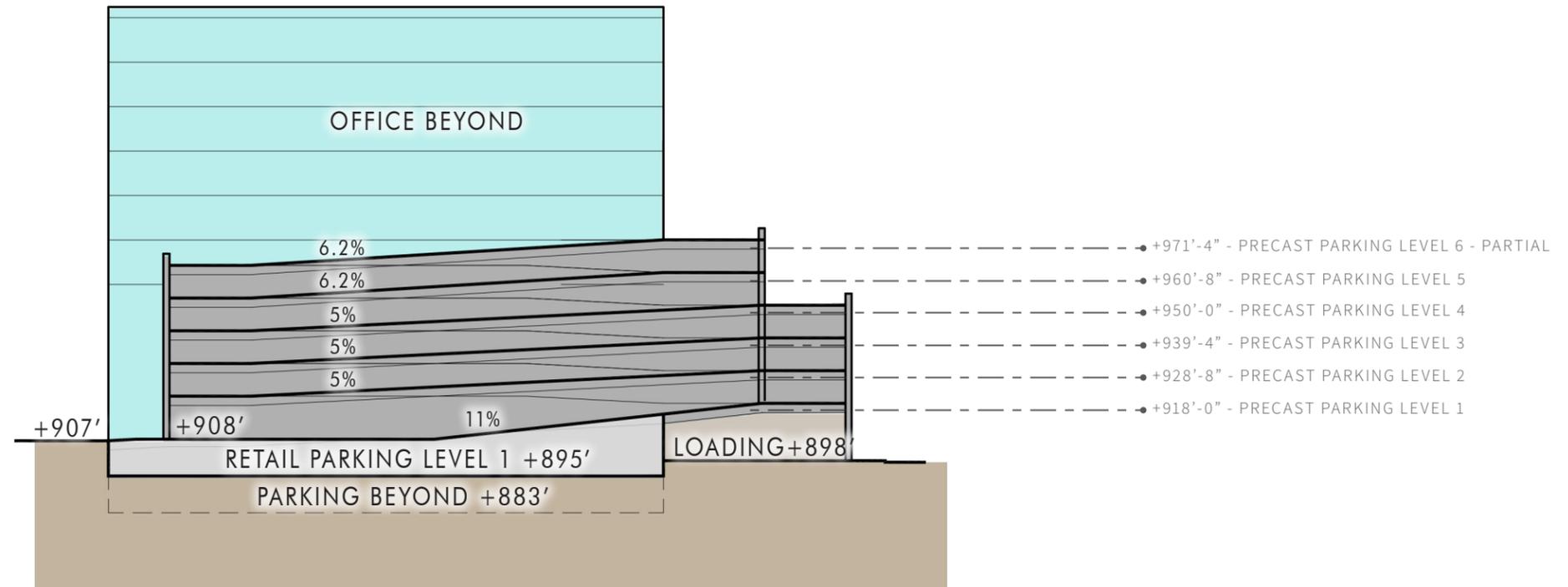




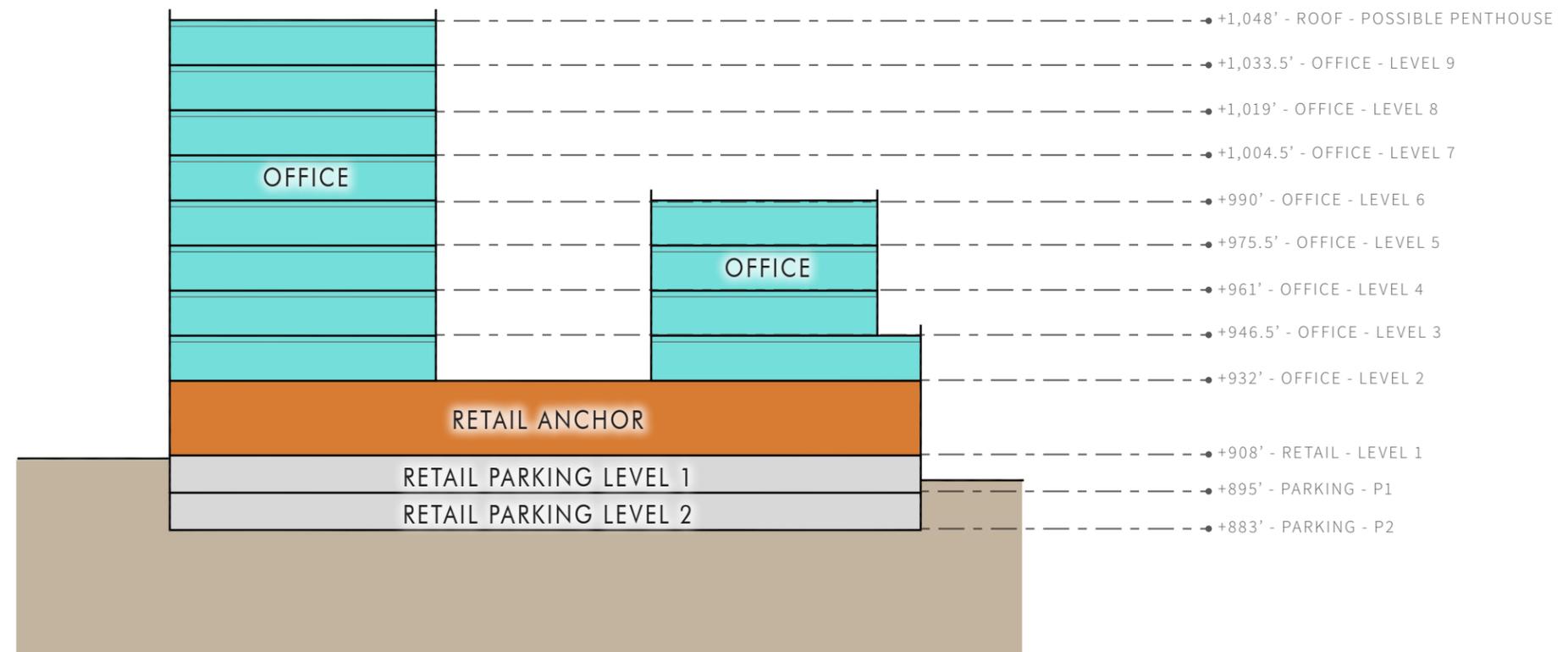




**KEY PLAN**

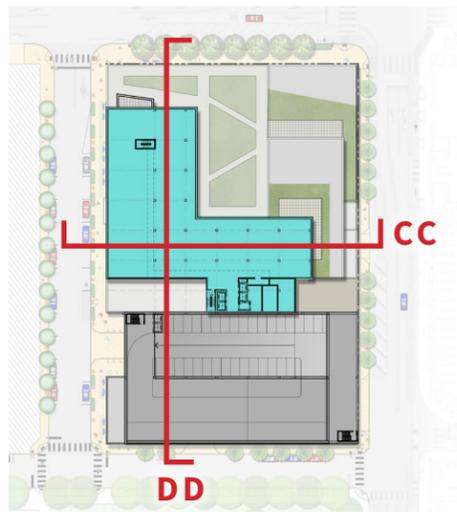


**SITE SECTION AA**

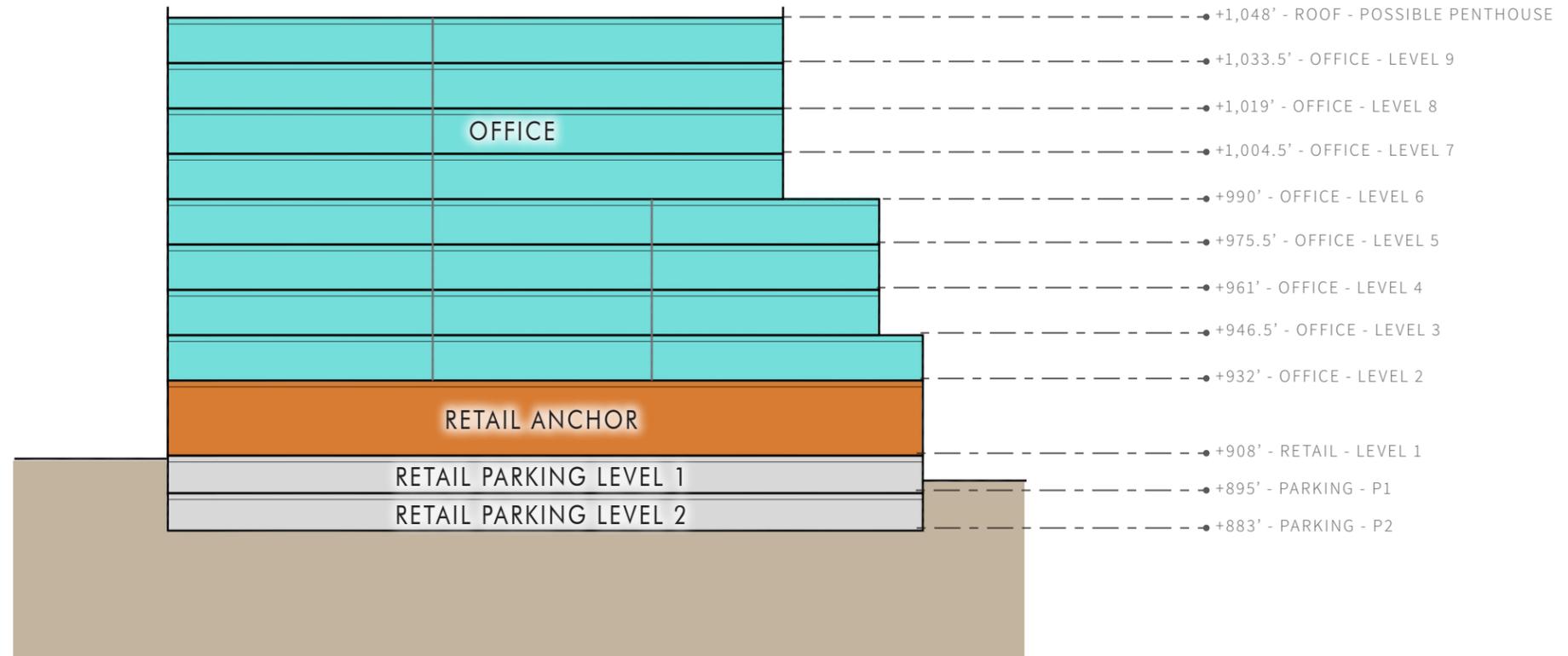


**SITE SECTION BB**

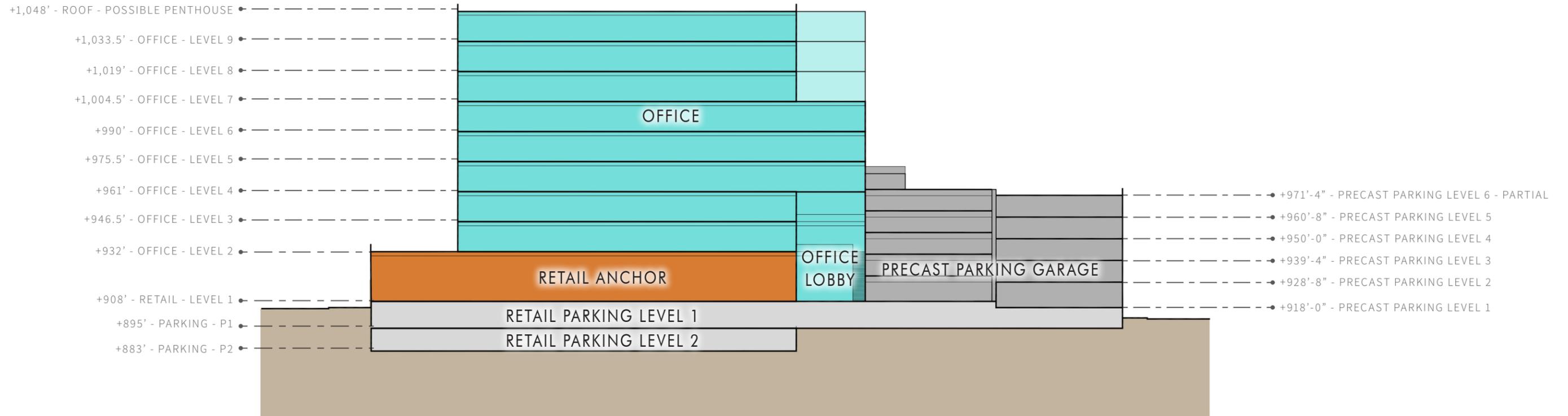




**KEY PLAN**



**SITE SECTION CC**



**SITE SECTION DD**

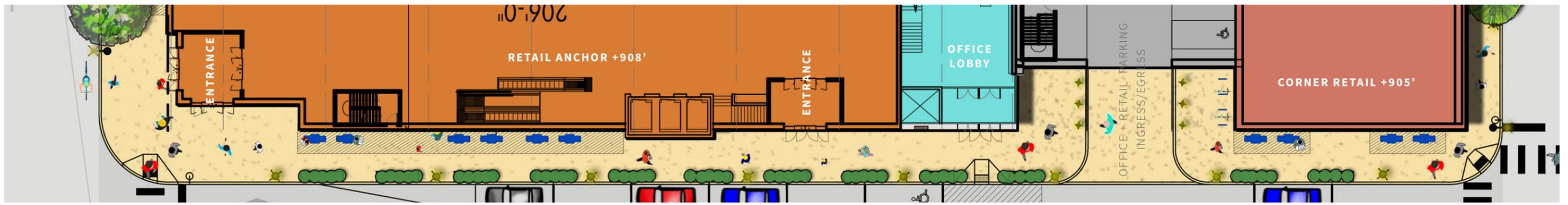
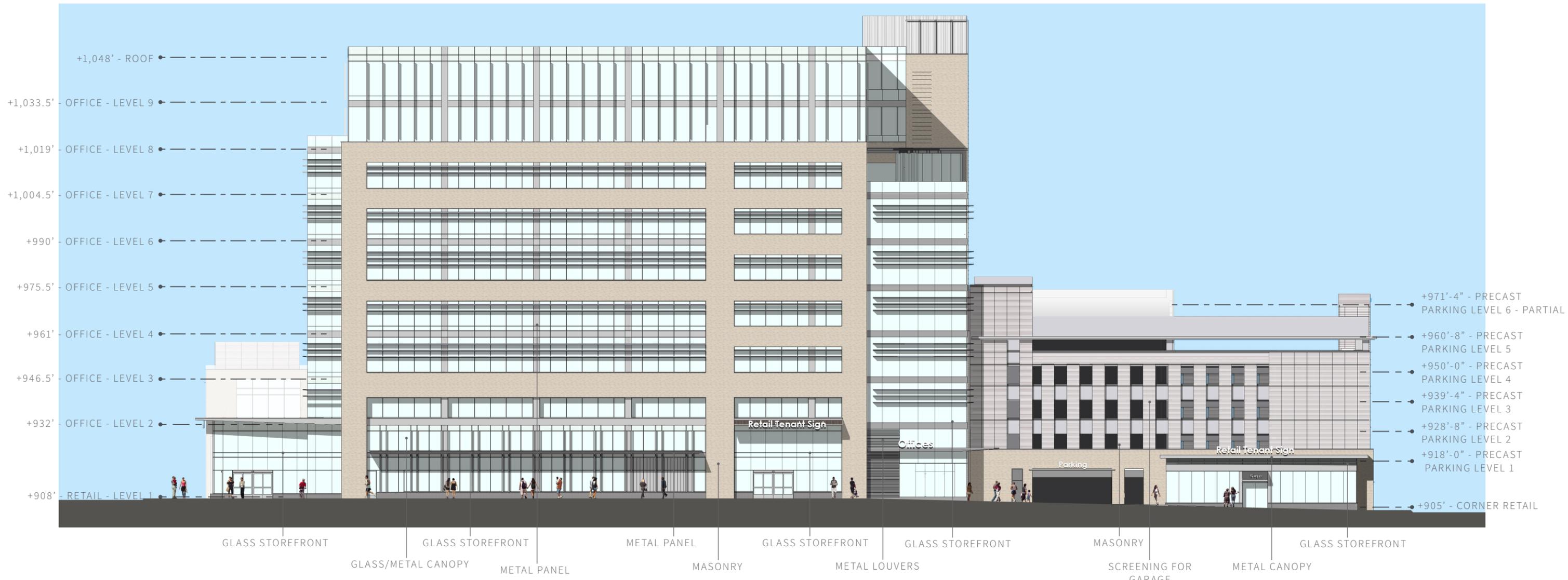




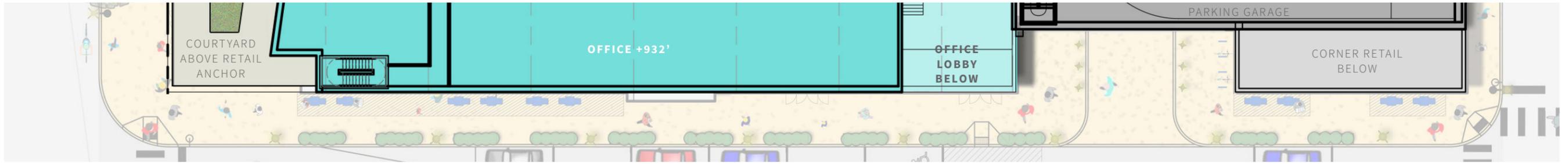
LEVEL 1 PARTIAL PLAN



LEVEL 2 PARTIAL PLAN

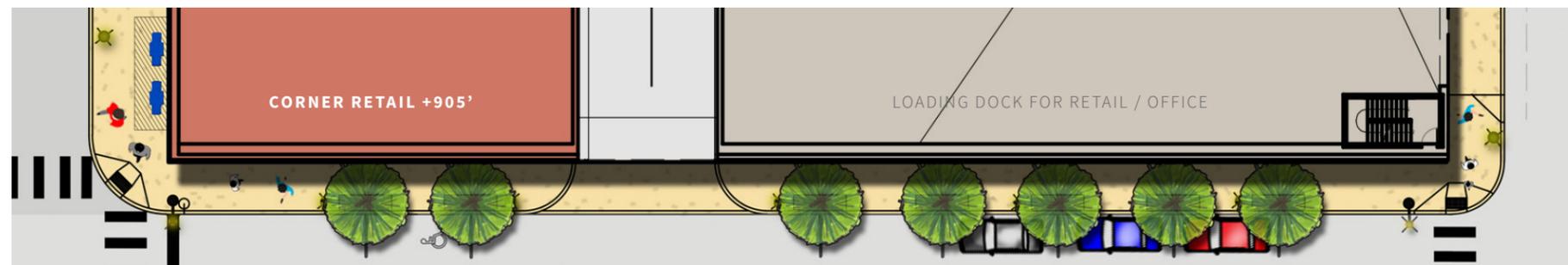
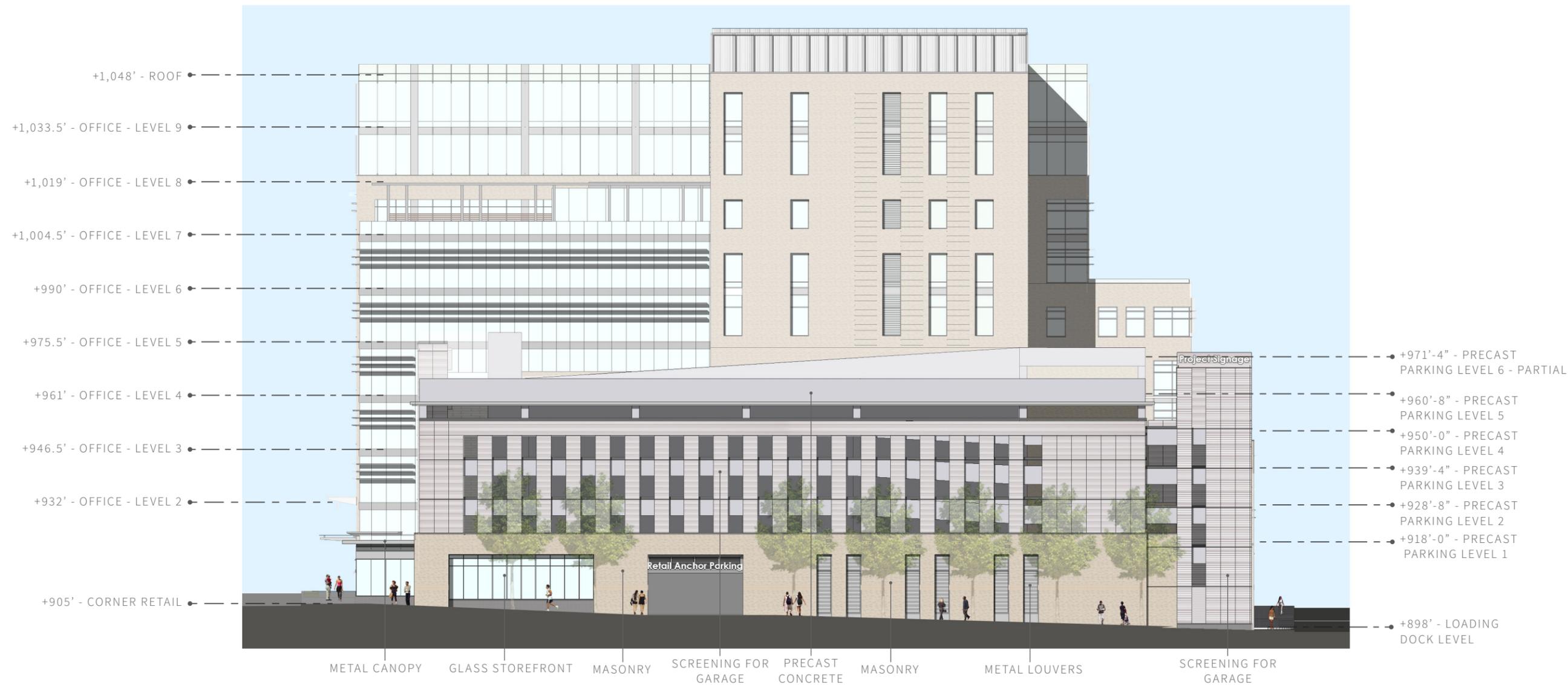


LEVEL 1 PARTIAL PLAN

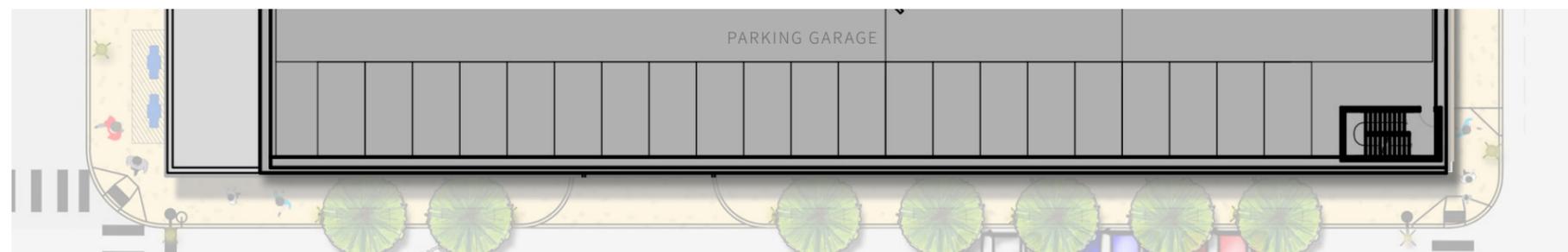


LEVEL 2 PARTIAL PLAN





LEVEL 1 PARTIAL PLAN



LEVEL 2 PARTIAL PLAN





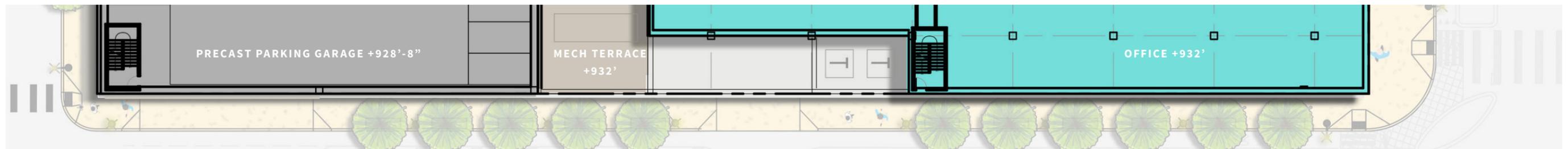
+1,048' - ROOF  
 +1,033.5' - OFFICE - LEVEL 9  
 +1,019' - OFFICE - LEVEL 8  
 +1,004.5' - OFFICE - LEVEL 7  
 +990' - OFFICE - LEVEL 6  
 +975.5' - OFFICE - LEVEL 5  
 +961' - OFFICE - LEVEL 4  
 +946.5' - OFFICE - LEVEL 3  
 +932' - OFFICE - LEVEL 2  
 +908' - RETAIL - LEVEL 1

ROLL UP DOOR    SCREENING FOR GARAGE    MASONRY    METAL LOUVERS    PRECAST CONCRETE    MASONRY    METAL LOUVERS    METAL CANOPY    METAL PANEL    GLAZING    MASONRY    FROSTED GLASS FOR CLERESTORY    GLAZING    METAL DOOR

ELEVATION - EUCLID AVE



LEVEL 1 PARTIAL PLAN



LEVEL 2 PARTIAL PLAN



PROJECT DATA		
<b>RETAIL</b>	ANCHOR	50,000 SF +/-
	CORNER	4,600 SF
	<b>TOTAL</b>	<b>54,600 SF</b>
<b>OFFICE</b>	LEVEL 1 - LOBBY	5,860 SF
	LEVEL 2	39,400 SF
	LEVEL 3	32,200 SF
	LEVEL 4, 5	34,640 SF EACH
	LEVEL 6	27,300 SF
	LEVEL 7	24,350 SF
	LEVEL 8, 9	23,850 SF EACH
	<b>TOTAL</b>	<b>246,090 SF</b>
<b>RETAIL PARKING</b>		287* SPACES (2 LEVELS)
<b>OFFICE PARKING (PRECAST GARAGE)</b>		385** SPACES*** (6 LEVELS)
<b>BIKE PARKING</b>		31 SPACES (62 BIKES)
* includes 7 ADA accessible spaces ** includes 8 ADA accessible spaces *** includes parking for corner retail		

## 5. PRELIMINARY PROJECT VIEWS/RENDERINGS











## 6. SUPPLEMENTARY MATERIALS

## SUSTAINABILITY

The Applicant has designed this development with a true focus on Sustainability. The following list is illustrative of the Applicant's Sustainability efforts:

### 1. LOCATION AND TRANSPORTATION SUSTAINABILITY.

A. The Development is proximately located to major public transit lines, which increases the ability of employees and visitors to utilize mass transportation to commute to and from the Development.

B. The Development is located next to areas with dense residential population and diverse uses, which will encourage pedestrian and bicycle utilization.

C. The Development will have bicycle facilities to encourage visitors and employees to bike to work. In addition, the Development will have access to bicycle lanes.

D. The Development has been designed to facilitate ride share drop offs and loading to encourage more efficient utilization and to reduce parking impacts.

E. The Development has been redesigned to place the retail parking underneath the retail use, which reduces the parking footprint.

F. The Development will have a Transportation Coordinator as part of the Project, who will inform the employees of alternative transportation methods, and will help to coordinate ride share, public transportation use, and alternative means of commuting.

### 2. SUSTAINABLE SITES.

A. The Development will have an extensive storm water management system which will reduce the flows of EXISTING storm water by more than 66%. This will significantly reduce the impact on the existing sewer shed within the greater East Liberty Area. The Applicant also believes that it will receive significant innovation points for its storm water work.

B. The Development will use various techniques including, but not limited to, materials and selective use of plantings for heat island reduction. On the street level, the Development is utilizing landscaping and larger tree pits to accomplish these goals. Within the structure, the Development will utilize plantings and roof materials for the terraces to reduce the heat island effect.

C. The Construction of the Development will occur with a Construction Activity Pollution Prevention Plan.

D. The Development will implement outdoor water use reduction strategies.

E. The Development will implement indoor water use reduction strategies such as fixture optimization and reduced water level usage.

F. The Development will implement efficient cooling towers.

G. The Development will have water metering throughout so as to monitor and optimize use.

### 3. ENERGY UTILIZATION.

A. The Development will have energy efficient glass.

B. The Development will have energy efficient HVAC systems and operating systems.

C. The Development will implement energy level metering throughout which will be monitored on a demand basis. All energy usage will be optimized.

D. Any refrigerant utilized will be managed pursuant to a refrigerant management system.

### 4. MATERIALS AND RESOURCE UTILIZATION.

A. The Development will implement a recycling and waste management program.

B. During construction, the Development will engage in construction and demolition waste management planning to minimize waste generated from the Development.

C. The Development will be planned implementing building-life cycle impact reduction strategies.

D. Materials, whenever possible, will be sourced locally.

E. The Development will utilize environmental product disclosures and declarations whenever possible.

### 5. INDOOR ENVIRONMENTAL QUALITY.

A. The Development will establish minimum indoor air quality standards.

B. The Development will have a tobacco smoke control and policy.

C. The Development will utilize low emitting materials and curb the use of vocs.

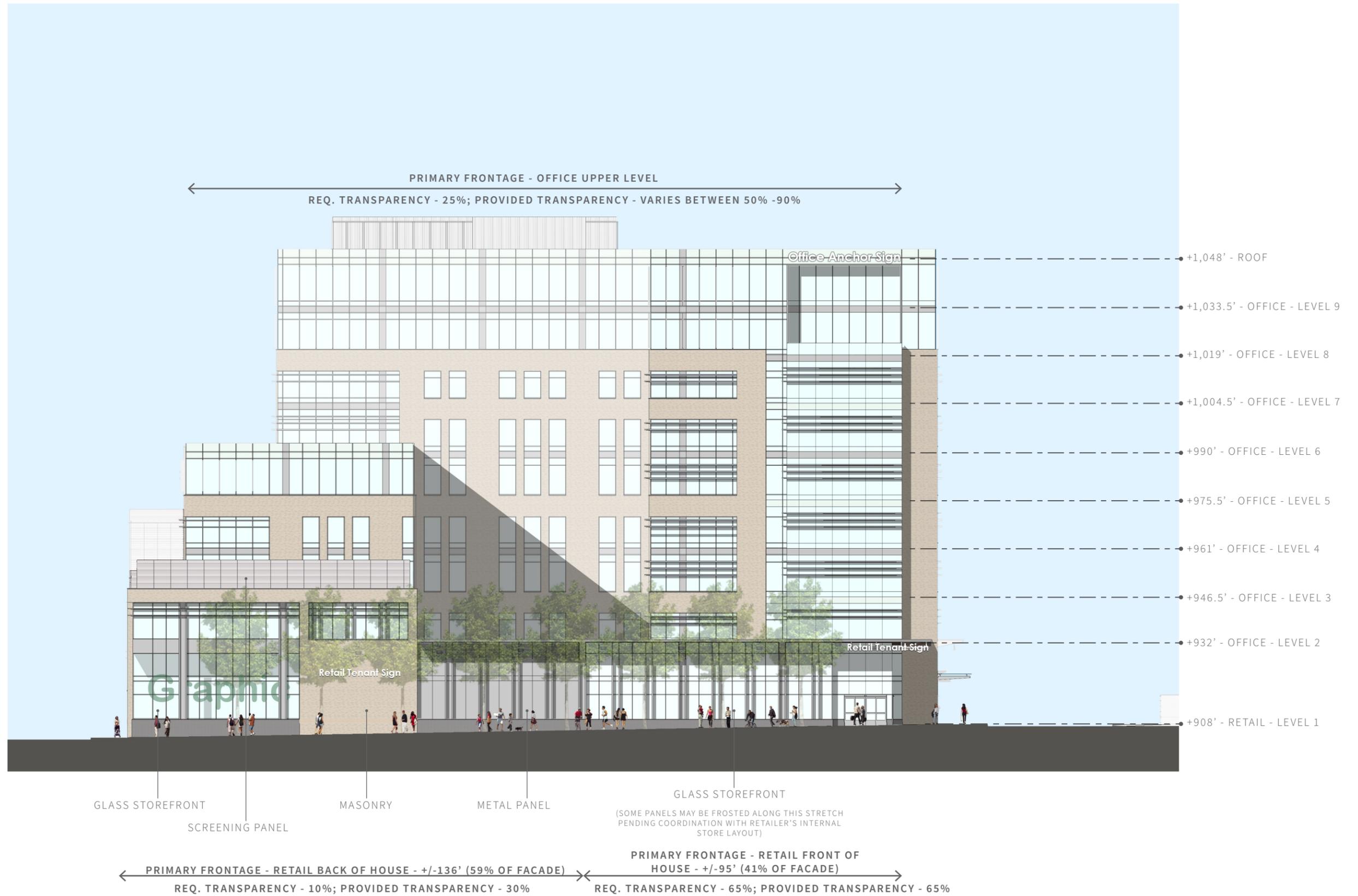
D. The Development will employ a construction indoor air quality management plan.

E. All interior lighting will be energy efficient and be appropriately monitored.

F. The Development's interior has been designed to enhance daylight and natural light infiltration.

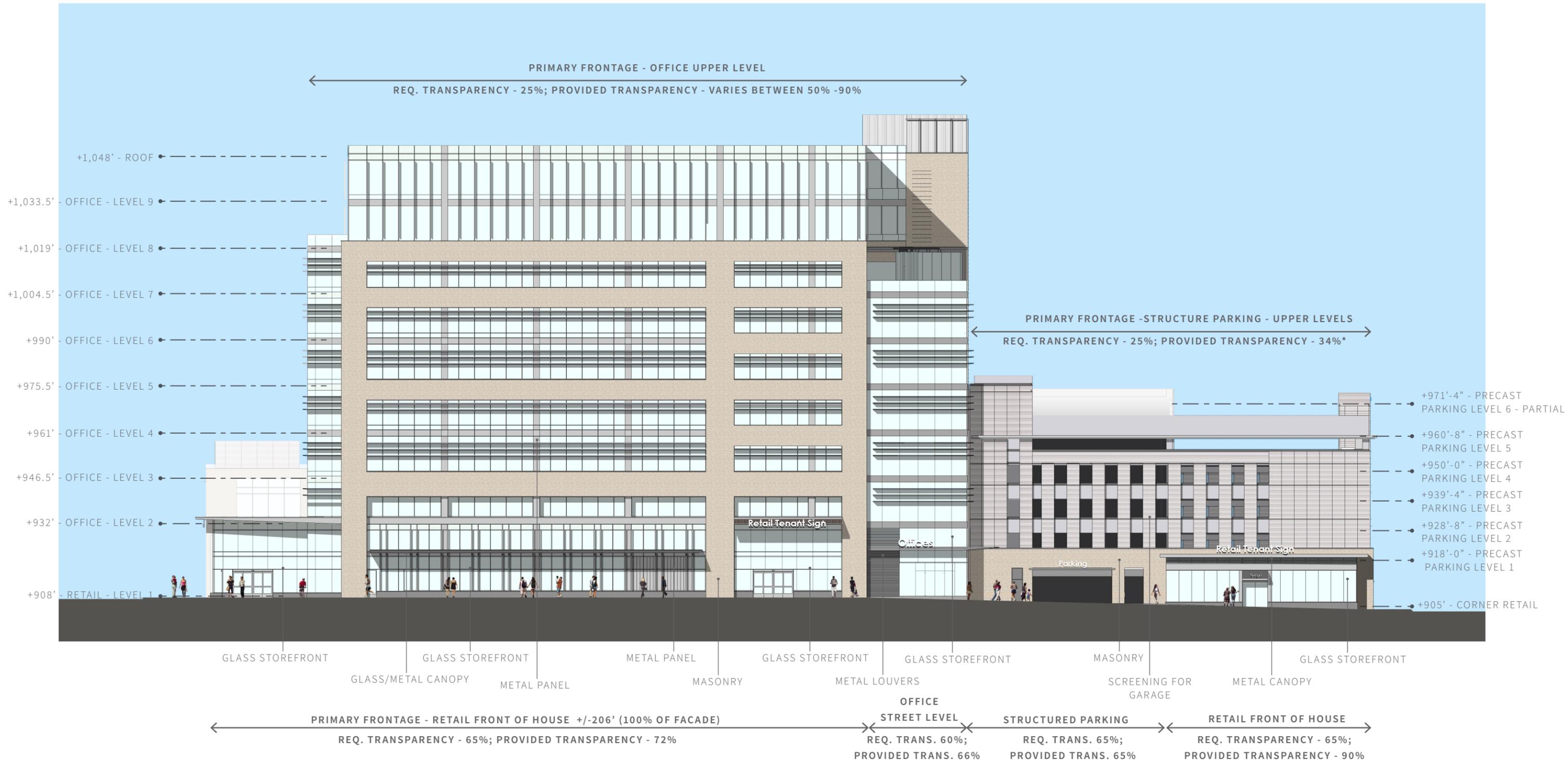
G. The Development's interior will be designed to promote acoustic quality within the spaces.





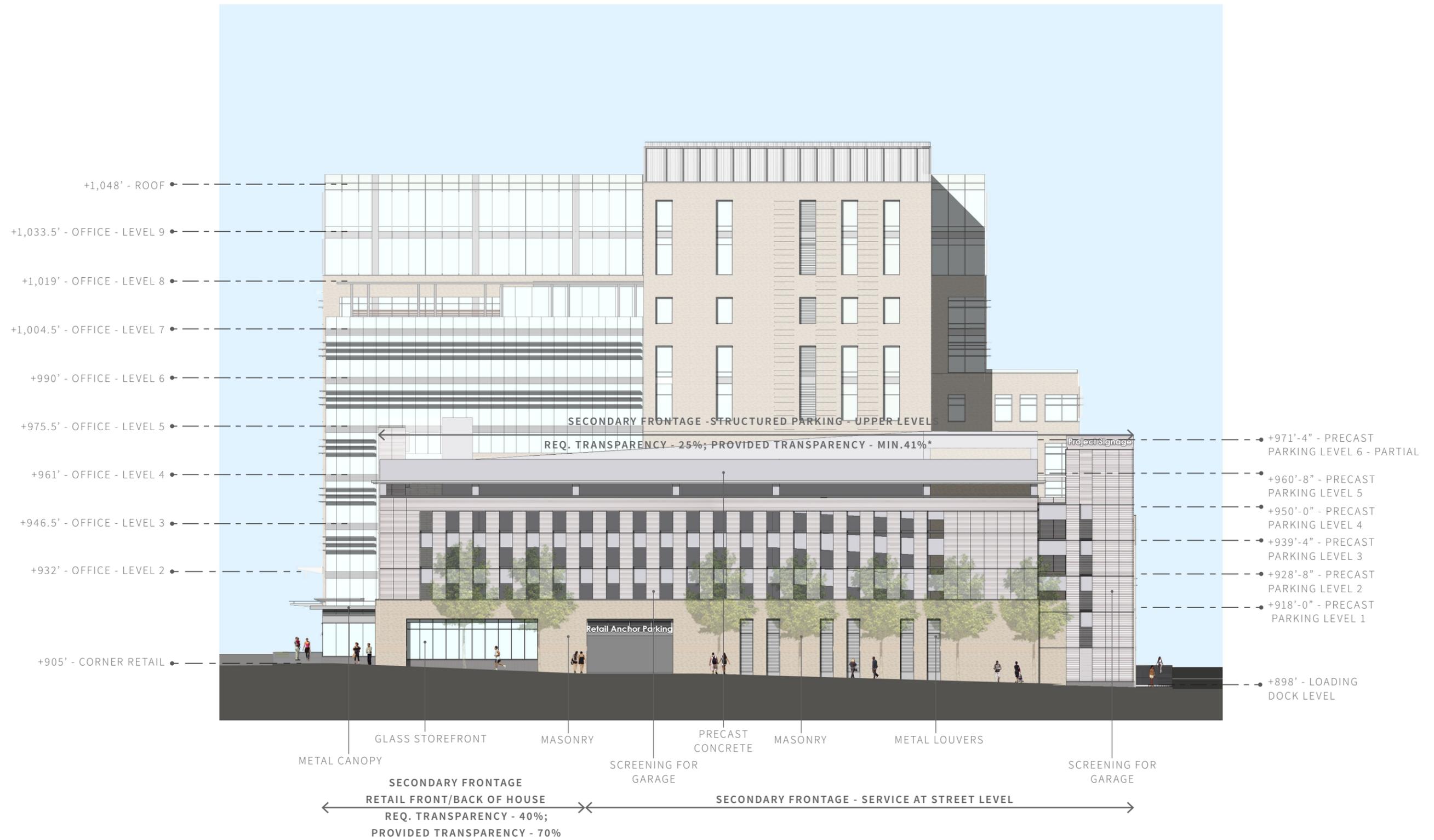
NOTE: PER PLDP, TRANSPARENCY ALONG PRIMARY FRONTAGE IS CALCULATED BETWEEN 3' AND 8' FROM THE RETAIL FLOOR. PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.

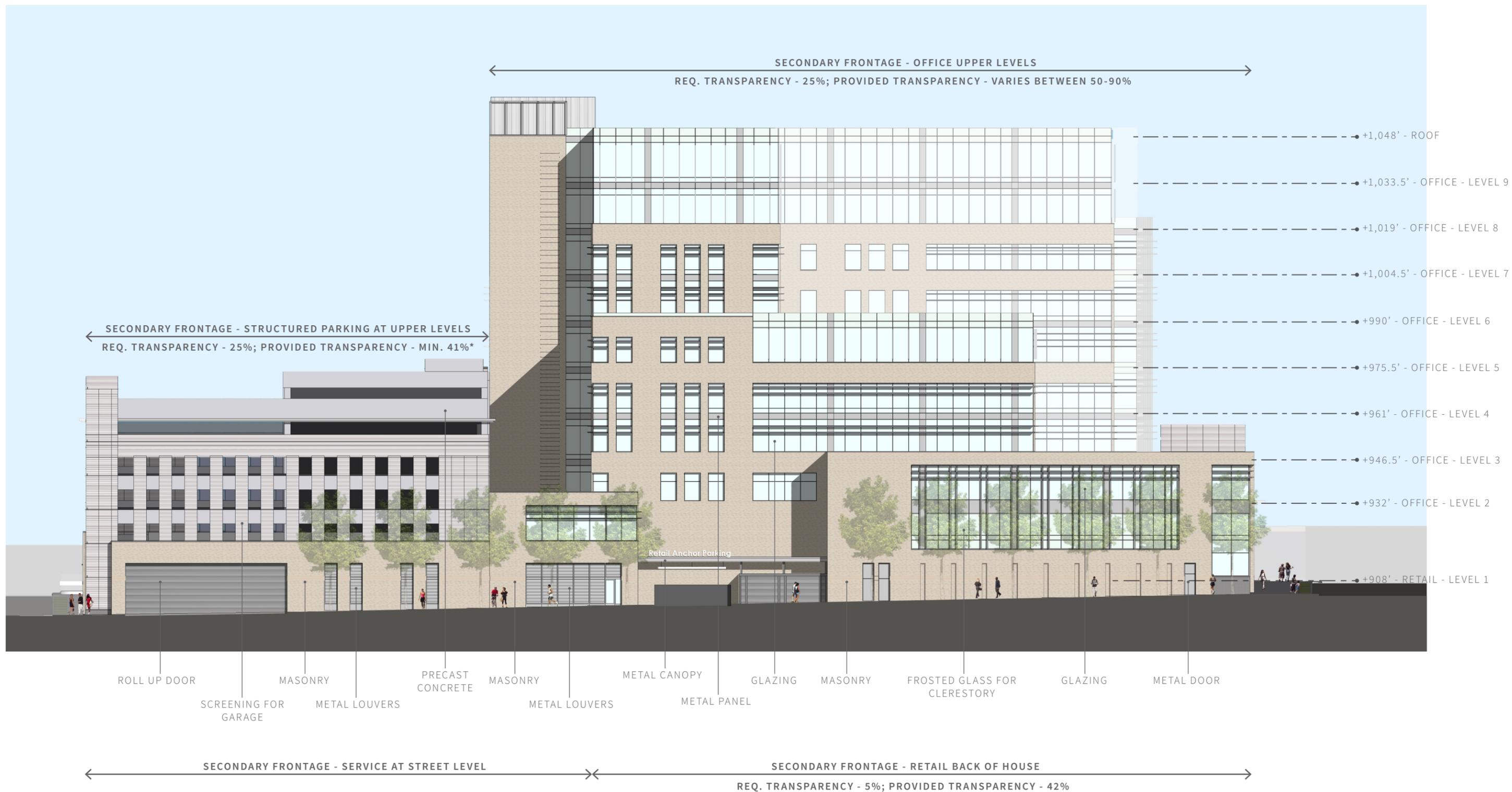




NOTE: \* CALCULATIONS DO NOT TAKE INTO ACCOUNT THE TRANSPARENT NATURE OF THE GARAGE SCREENING  
 PER PLDP, TRANSPARENCY ALONG PRIMARY FRONTAGE IS CALCULATED BETWEEN 3' AND 8' FROM THE RETAIL FLOOR. PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.

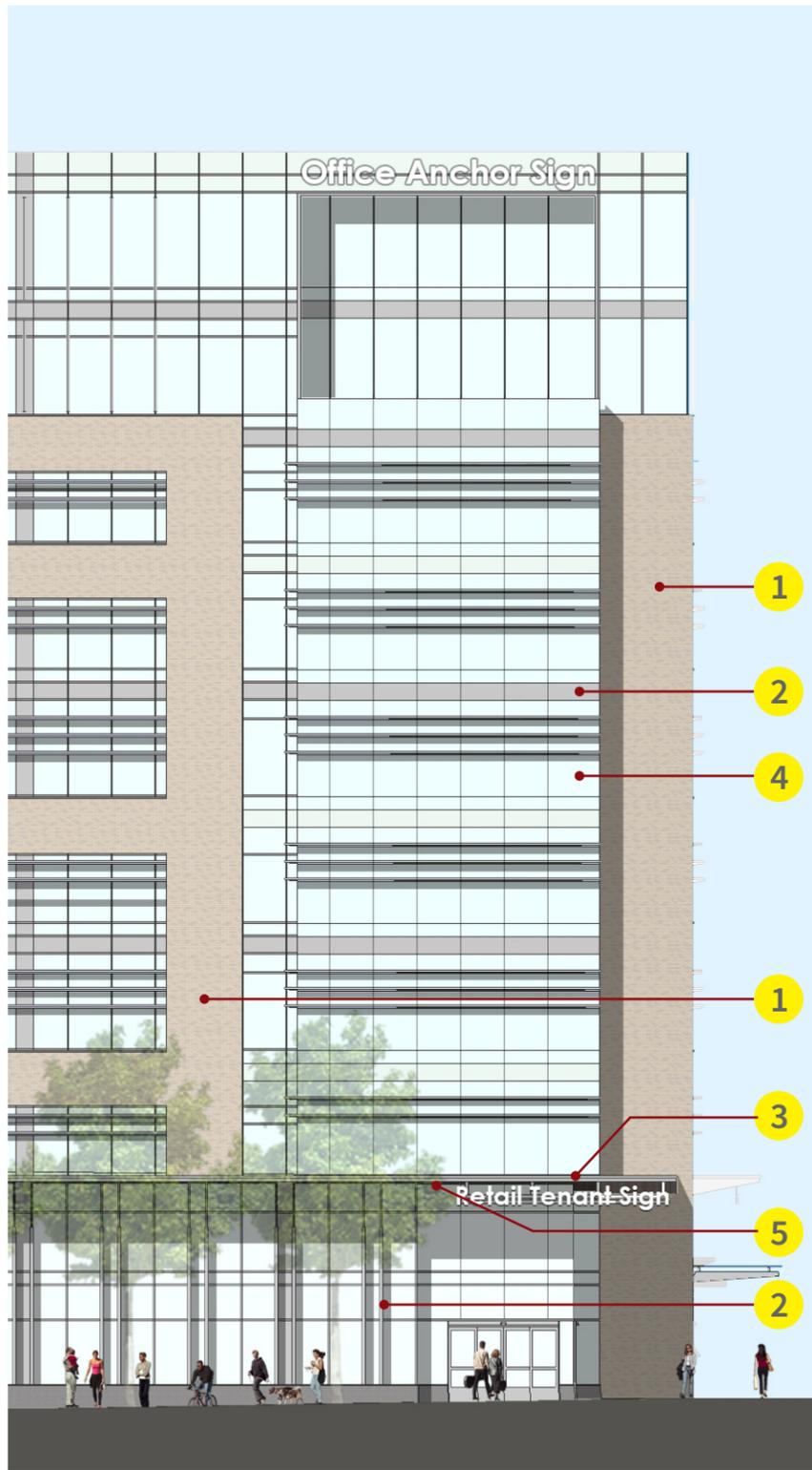






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PROVIDED TRANSPARENCY PERCENTAGES MAY CHANGE DUE TO LEASING/TENANT REQUIREMENTS.





PARTIAL OFFICE ELEVATION ALONG PENN AVENUE



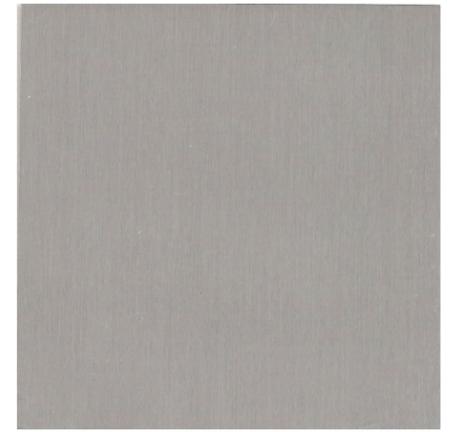
BRICK MASONRY 1



PARTIAL GARAGE ELEVATION ALONG S. ST. CLAIR



METAL COLOR 2  
Aluminum Windows and Doors,  
Balconies, Railings, and Misc.  
Metals



METAL PANEL 3



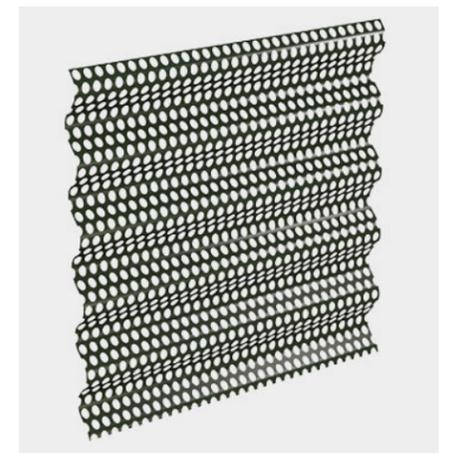
LOW-E CLEAR GLAZING 4



WOOD SOFFIT 5



ROLL-UP GARAGE DOOR 6



PERFORATED METAL SCREEN 7

NOTE: Material selection is preliminary and subject to change due to availability and other related factors.













EXAMPLE OF METAL PANEL SCREENING FOR MECHANICAL EQUIPMENT



EXAMPLE OF UNINTERRUPTED PEDESTRIAN WALKWAY AT A CURB CUT LEADING TO A GARAGE ENTRANCE



EXAMPLE OF METAL PANEL SCREENING FOR GARAGE



EXAMPLE OF METAL ROLL-UP DOOR FOR LOADING AND GARAGE ENTRANCES

October 26, 2018

Jim Voelzke, FAIA, LEED AP  
MV+A Architects  
1200 G Street, NW  
Washington DC 20005

**Contextual Design Advisory Panel**

Eric Booth

Nina Chase Anne Chen  
Greg LaForest  
Eric Osth  
John Robinson  
Page Thomas  
Kate Tunney

**Re: CDAP Summary for Pennley Park South**

Dear Mr. Voelzke:

Thank you for bringing the Pennley Park South to the Contextual Design Advisory Panel on October 16, 2018.

CDAP members had the following comments for Pennley Park South:

- Continue to refine the corner massing at S Euclid and Penn Avenues. The Panel noted that this is an important corner and neighborhood gateway for the overall development. In particular, explore means to further break down the massing or to further articulate this corner.

**MV+A Response:** The corner massing is a subset of the overall building massing and is sized similar to the existing buildings at this intersection. The massing is further articulated by large openings in the masonry patterned with a composition of opaque metal panels, transparent glass and projecting sun shading devices. Breaking down the massing further will have the adverse impact of obliterating the corner presence established by the current design.

- The Panel discussed the garage and loading screening precedents included in the presentation and recommended that the project utilize a high quality material, especially at the corner of Eva Street and S Euclid Avenue.

**MV+A Response:** Acknowledged

- Find ways to further activate Penn Avenue. The Panel appreciated the storefront design on Penn Avenue, but urged more activity and interaction on Penn Avenue.

**MV+A Response:** The steeply descending grade along Penn Avenue and the fixed higher retail grade make it challenging to activate the sidewalk with direct connection to the retail. However, we believe, visual activation is an appropriate solution for such a scenario. We have maximized direct visual interaction along much of the store where the difference in grade is minimal. For areas where the store is too high for such an interaction, provision has been made for branding opportunities to embellish the façade and provide a connection with the viewer on the street.

- Continue to refine the relationship between the project's different volumes. While the Panel appreciated the project's detailing and proportions, they commented that it had an institutional feeling. The Panel suggested looking for ways to give the volumes subtly differentiated identities to break down the visual scale of the building.

**MV+A Response:** Several factors - site context, neighboring building heights, incline plane restrictions, internal programming, etc have resulted in a massing that consists of volumes of differing height. This automatically helps break down the visual scale of the building. We strongly feel that these volumes are helped by having an overarching design principle tying it all together with subtle design differentiation becoming evident as a result of the mixed use programming of the project.

- Consider how the project meets the sky. The Panel observed that the glass crowns read as an extrusion of the floor plan. The Panel understood that the glass crown element is necessary to mitigate the buildings' massing, but thought that they could be further refined.

**MV+A Response:** Acknowledged. We will continue to detail the design - the type of glass, selection of curtain wall, accoutrements, etc. to make sure the two story glass volumes act as a fitting crown for the building.

Please also let me know if you have any question about this summary.

Continue to work with staff and forward an updated drawing set addressing these design comments. Continue to work with staff and forward an updated drawing set addressing these design comments in preparation for a future Planning Commission hearing date.

Sincerely,

William Gregory  
Planner 2 (Design Review)