



Bakery District Connector:

**A Mixed-Use Development To Reconnect Communities
& Extend Bakery Square's Innovation District**

Proposed SP-9 Zoning Amendment

June 30, 2023 - Draft

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1.

Introduction



Bakery Square By The Numbers

4,000
on site jobs

At the height of the Nabisco Bakery,
400 people were employed.

240
local students

participated in Bakery
Square's Community
Public Art Program.

\$2M committed to the community
to advance for-sale affordable
housing and workforce development.

\$4M in taxes generated by the development to
benefit city service. At the height of the
Nabisco Factory, less than \$100,000 in
annual tax revenue benefited City services.

Introduction

Walnut Capital's proposed Bakery District Connector is situated at the intersection of five Pittsburgh neighborhoods. This proposed mixed-use development will unlock millions in equitable public infrastructure improvements at one of the largest underdeveloped properties under common ownership. Walnut Capital broke ground at what is now known as Bakery Square at the height of the Great Recession, transforming the vacant Nabisco Bakery. Today the development comprises 20 acres and is at maximum capacity.

To extend Bakery's momentum, attract more employers and innovation talent to Pittsburgh, and bridge currently disparate connections over the MLK Busway, Walnut Capital acquired the adjacent 14 acres, known as the Eastside Village shopping plaza. The proposed amendment will extend the Special District, called SP-9, with the creation of three additional subdistricts. Currently zoned as Highway-Commercial, the rezoning of this site will provide a vibrant place for new housing, retail, and office uses, as well as high quality public space. The future development will also significantly increase the tax base and create high quality, good paying, sustainable jobs. In addition, since the site is located in a TRID district, the development will unlock millions of dollars in public infrastructure improvements to seamlessly and safely connect people from neighborhoods like East Liberty and Larimer to jobs, grocery stores and quality of life destinations, like Mellon Park.

In advance of this amendment, Walnut Capital has been engaging with community groups for nearly two years. With full participation from neighborhood stakeholders, the developers are committed to pledging millions of dollars in on site and off-site affordable housing. Namely, the developer is committed to helping fund and raise funds for a historic effort to drive Black affordable and mixed-income home ownership near the site through the building and/or rehabilitation of 100 homes. In addition, Walnut Capital has advanced a strategic partnership with utility and institutional partners to seek historic Inflation Reduction Act funds that could lead to the nation's first net zero development.

Transformational affordable home ownership initiatives, multi-million dollar investments to connect the site's street grid with Larimer and East Liberty, and a historic net zero development district is only possible with a flexible framework for development, including the opportunity for smart density.



Bakery Square's conservatory features community public art as part of Walnut Capital's "Grow With Walnut" charitable initiative. Bakery Square's 2021 \$20M 'refresh' tripled public community space.



2.

Background & Existing Conditions

SP-9 District History

In 2007 Walnut Capital purchased the site and spearheaded redevelopment to transform the old Nabisco bakery and surrounding land into a mixed-use complex consisting of 223,000 square feet of office space, 165,000 square feet of retail space and a 120-room hotel. After a historic renovation, Bakery Square opened its doors. In 2013 Walnut Capital purchased the Reizenstein school property from Pittsburgh Public Schools and SP-9 was created with two sub districts that encompassed the original Bakery Square and the additional site area which was planned for a mix of residential and office space. As Bakery Square approaches almost 15 years since its first tenants opened their doors, it represents one of the great success stories of modern day Pittsburgh.

Prior to the redevelopment, the site generated \$84,000 in annual tax revenue and, before it became vacant, the old Nabisco Factory employed about 400. In 2022, Bakery Square's annual tax revenues benefitting taxing bodies exceeded \$4 million. From maintenance technicians to software engineers and restaurant workers, today there are over 4,000 employees working at the development. Tenants like Google have issued \$3M in local nonprofit grants and taught computer science to over 24,000 local K-12 students.



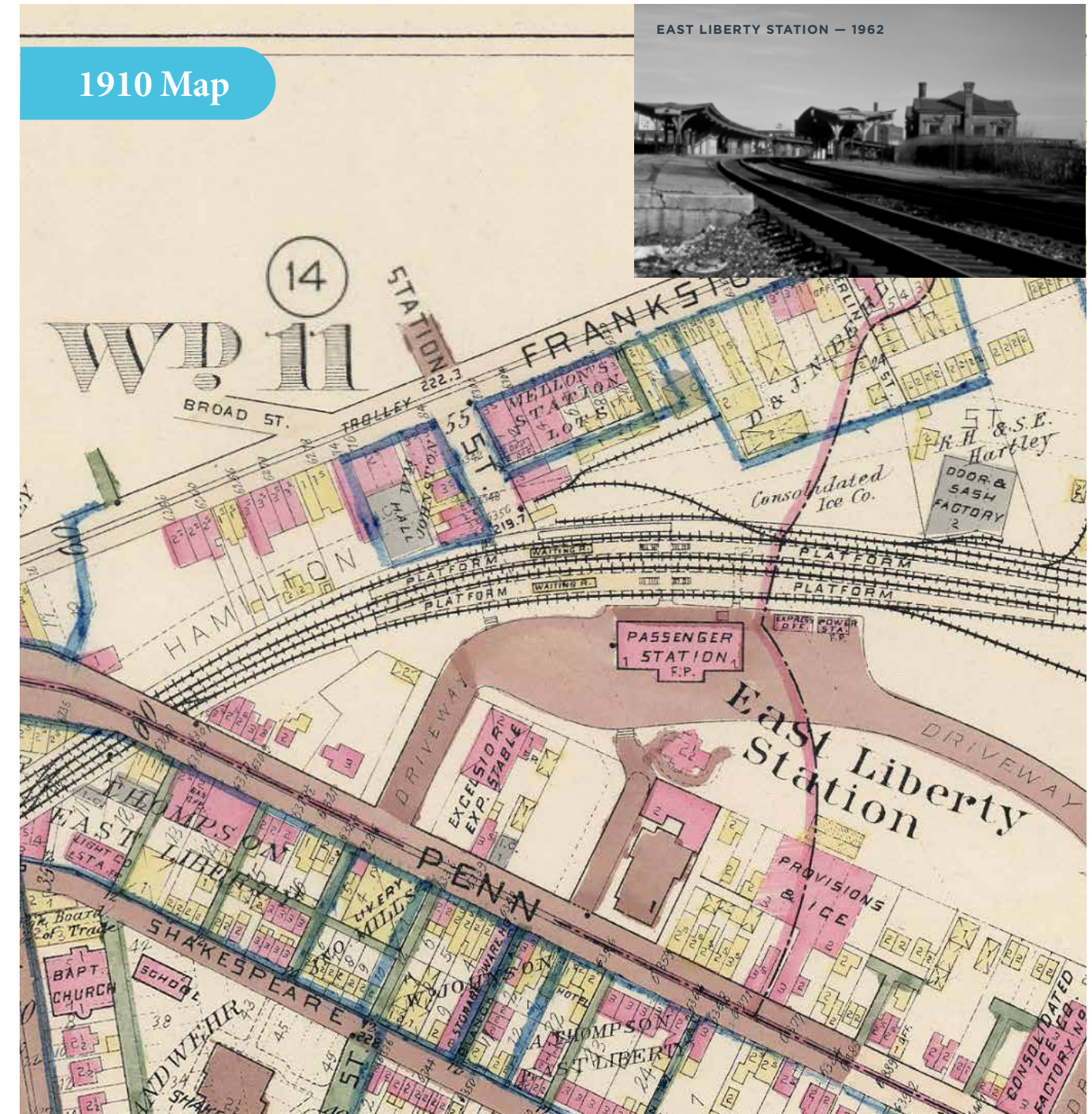
SP District Existing Conditions

Since its creation in 2013, the SP-9 district has allowed sustainable development that has created a new commercial district, employment center, and green neighborhood in the East End. Innovation has been the cornerstone of this district, both in its tenants and in its construction. The existing district has been fully realized and is ready to expand and build the next chapter of innovative development.

The proposed SP-9 Extension site is the only segment of Highway Commercial (HC) zoning within city limits that is between the two rivers. Having a very large tract of an automobile focused zoning district at the nexus of vibrant urban neighborhoods is antithetical to the goals and direction of the surrounding neighborhoods. The 14 acres of property are largely made up of surface parking lots, a suburban style strip mall, and a free-standing fast food restaurant. The northern sidewalk along the almost ¼ mile stretch of Penn Avenue between the busway and Bakery Square is uninviting, having very few street trees and lined mostly with parking lots. The existing buildings face the parking lots, and have utilitarian backs lining the Busway and East Liberty Boulevard.

Site History

The SP-9 Extension sites have for nearly 150 years been part of the East End's business centers. Historically the location of "East Liberty Station" which provided passenger access to the Pennsylvania Railroad, the sites transitioned over time from a mix of uses that included hotels, churches, homes, and light industry that required rail adjacency, to an area dominated by the industrial operations that surrounded the Nabisco factory. Ultimately the station and most of the uses were replaced with more modern retail facilities, many of which are still present today. None of the buildings on the Extension site are deemed historic, but the site areas themselves are primed to recapture their place as part of the center of the East End of Pittsburgh.





3.

The Vision

Amplify Community Engagement

Walnut's efforts to create a flourishing center of culture and connectivity for all Pittsburghers is shown in their support of several community-inspired initiatives, including their 'Grow with Walnut' charitable program. From for-sale affordable housing, to workforce development, community public art and the funding of public school scholarship programs - Walnut Capital works with community groups to ensure all neighbors have multiple ways to connect with the development's positive impacts. The Bakery District Connector development will amplify these efforts, including building on:

- **Safer connections:** Last fall, Walnut, Mayor Gainey and community leaders broke ground on a new, multimodal, 'living road' that will improve multimodal connectivity between Bakery Square, Larimer and Homewood.
- **More union labor:** 100% union labor on all construction sites; Walnut employees receive prevailing wages and complete benefits' package.
- **Greater sustainability:** Nabisco building is the first privately owned Platinum LEED building. Development includes the first "living street" to combat stormwater management.



Community Benefits Agreement

At Mayor Gainey's office's direction, Walnut Capital began meeting with community groups very early on, in August of 2021. Together, four community groups held conversations around how best to leverage the development's economic investments to uplift the area's Black communities. Collaboration was reached on a bold for-sale affordable and mixed-income home ownership investment. Larimer, which is 85 percent minority, has a home ownership rate that is 15% less than the region's overall rate and a 13% unemployment rate. Over 700 homes are unoccupied or in need of demolition. A complete community benefits agreement (CBA) will be executed following larger-scale community meetings and the affordable home ownership initiative, called Build 100, is expected to be a part of the CBA.

In addition, through the site's redevelopment, nearly \$50 million in dollars for equitable public infrastructure improvements will be generated through it being located in a TRID district. Community groups, including Larimer Consensus Group, The Village Collaborative, and East Liberty Development Incorporation have reached agreement on the top 10 public infrastructure and social impact projects to be funded. The vision and implementation embodied in the SP-9 District Extension makes these projects a reality.



Walnut Capital, Mayor Gainey and community members celebrated the start of construction for the first major infrastructure project that will safely connect Larimer and Homewood residents to East End jobs and quality of life amenities. The \$4.5 million tree-and-garden-lined multimodal road, known as the Larimer-Homewood connector, will transform an abandoned railroad that once served as an infrastructure barrier between Black and White communities.

People and Place Projects

Neighborhood stakeholders and Walnut Capital have spent a number of months working together to identify and human development projects, termed “People Projects,” and physical development projects, termed “Place Projects.” The vision and implementation embodied in the SP-9 District Extension makes these projects a reality.

Place Projects

- 1 Penn Ave. Right of Way Improvements (Euclid Avenue to Centre Avenue)
- 2 Penn Ave. Right of Way Improvements (Shady Avenue to 5th Avenue)
- 3 Penn/Shady Busway Cap Plaza
- 4 East Liberty Blvd. Stormwater Infrastructure
- 5 Broad Street/East Liberty Blvd Right of Way Improvements
- 6 Bakery Square Connector Development Public Infrastructure
- 7 East Liberty Boulevard Underpass
- 8 Hamilton Pedestrian Bridge
- 9 Mayflower/Auburn Street Infrastructure
- 10 Onsite and Offsite Affordable Housing
- 11 Larimer Park System- Zone B: The Woods



Stakeholders officially open The UPMC Health Plan Neighborhood Center, located at the future Bakery District Connector site, thanks to a partnership with Walnut Capital, who gifted the space. The Center gives residents free virtual health care services, a food pantry, workforce development programs, and social services.

People Projects

- **Education**
 - Early Learning
 - Support for Math and Literacy
- **Improved Health Outcomes**
 - Mental Health
 - Preventative Care
 - Access to Insurance
- **Workforce**
 - Training Programs
 - Family Sustaining Wages
 - MWDBE Programming
- **Housing**
 - Resources for Homeowners

Build 100 – Affordable Home Ownership that Rebuilds Communities

Build 100 is a bold initiative that will leverage private investment in order to create a new model for “affordable living” that transforms communities. Walnut will commit a portion of on-site residences to be rental affordable, but focus community investments toward near-site affordable homeownership opportunities. The goal is to dedicate funding and resources to build or renovate 100 “for sale” housing units in the Larimer and East Liberty neighborhoods. The units will include affordable market rate homes that can be purchased by people within the community of varying income levels.

Called “Build 100”, the effort recognizes that, on average, only 33% of minorities in the region own their home. Research suggests that home ownership in neighborhoods decreases mortality among residents. It further suggests that stable homeownership has mental health benefits, financial benefits, reduces the chances of chronic illness like asthma, obesity, and heart conditions, and improves the health and educational outcomes of children.

To make this effort a reality, Walnut will seed fund \$6M and pay \$50,000 annually for a consultant to help with the formation of Build 100, including its technical components and fundraising. The goal is to raise \$25M to facilitate the development, construction, and sale of affordable and market rate homes. Recognizing the need to help existing homeowners, up to ten percent of the Build 100 Funds may be utilized for grants to existing homeowners to perform code compliance, safety upgrades, and other renovation work.

Walnut Capital has agreed to work with community leaders to facilitate the creation of the “Build 100 Fund” to provide financial support to support the development, construction, and sale of affordable homes to qualified individuals.

Build 100 Administration

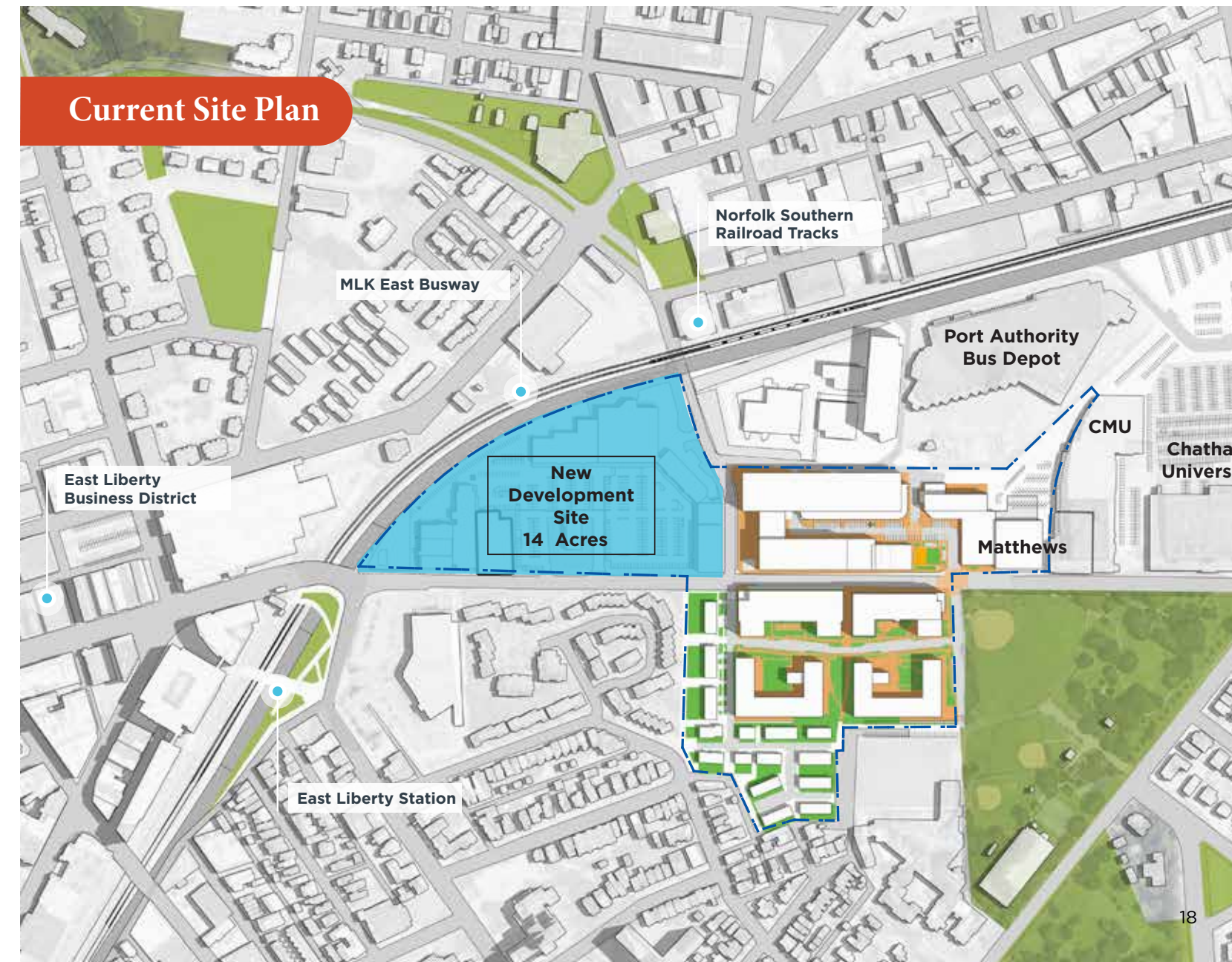
The Fund will be administered by an agreed upon non-profit foundation or community development financial institution, to be selected with input by the community partners and Walnut. The Community Partners shall each appoint an individual who will serve on an outside advisory board to this nonprofit corporation along with a representative from the District 9 Council Office and an appointee from the City or Urban Redevelopment Authority.

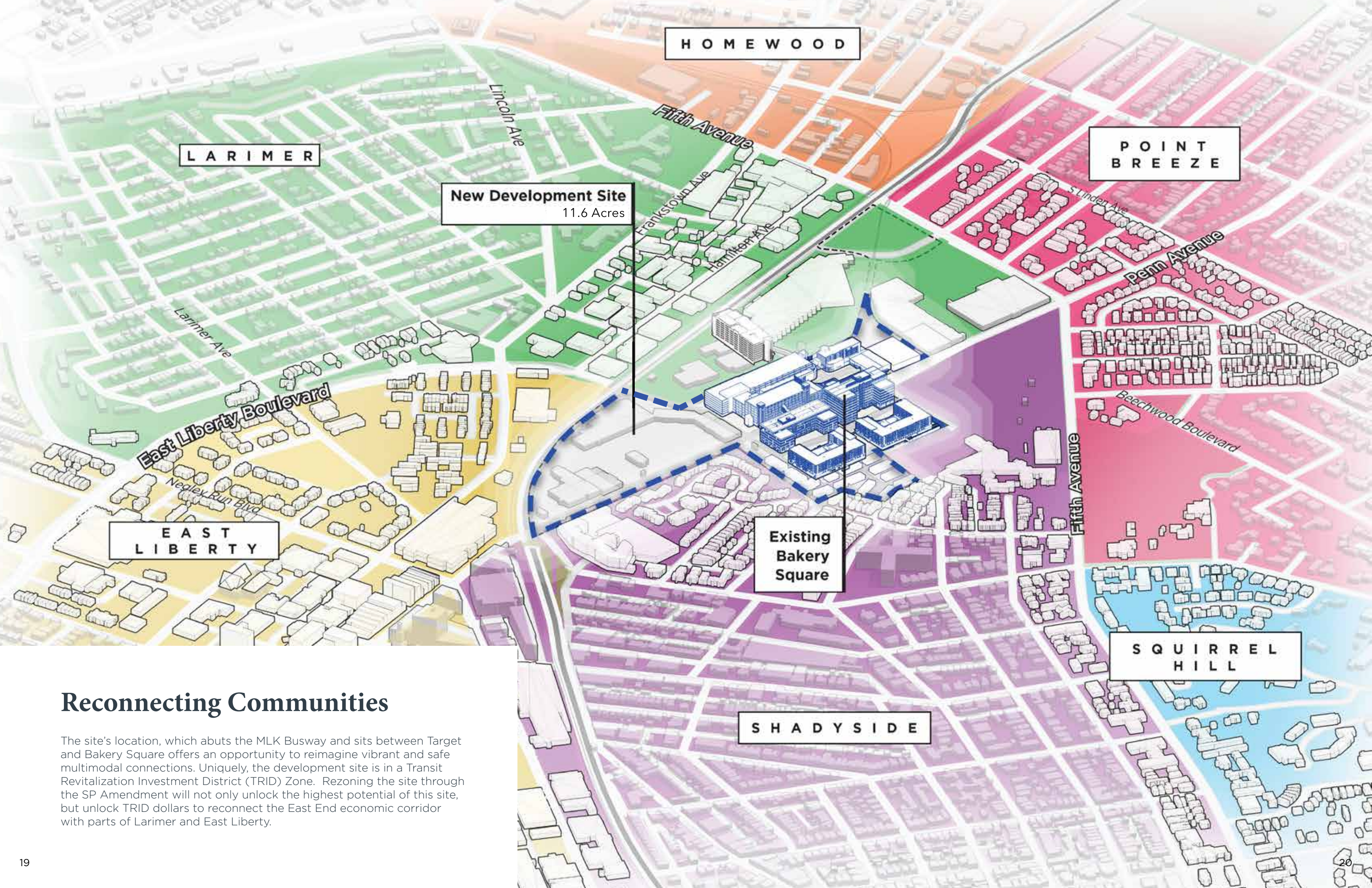
The CBA Advisory Board shall monitor compliance with the CBA, resolve disputes, update the community on project progress and compliance with the CBA, and recommend any needed modifications to the CBA. The Community Partners have the right to seek grants from the Build 100 Fund, which shall administer the Build 100 Fund, for the development and/or rehabilitation of the homes. The Parties agree to mutually cooperate with each other, to meet on a monthly basis, and to provide technical assistance to the others in order to facilitate the work necessary to achieve the goal of fundraising and development.

Reconnecting Communities

A flexible framework for development is essential to support the goals and objectives of the Bakery Connector District Vision Plan. Development in the new economy needs to be agile and able to flex dynamically with future needs. The short life spans of modern technology means that the most assured predictions of future needs we can make is that change and adjustments to plans will be certain.

This development has been approached as a framework that allows for this flexibility while putting in place critical infrastructure as a foundation for successfully stitching together the District neighborhoods. This framework builds upon existing networks, and fills in critical missing links to allow the District neighborhoods to function together collectively in ways that can be exponentially greater





H O M E W O O D

L A R I M E R

P O I N T
B R E E Z E

New Development Site
11.6 Acres

E A S T
L I B E R T Y

**Existing
Bakery
Square**

S Q U I R R E L
H I L L

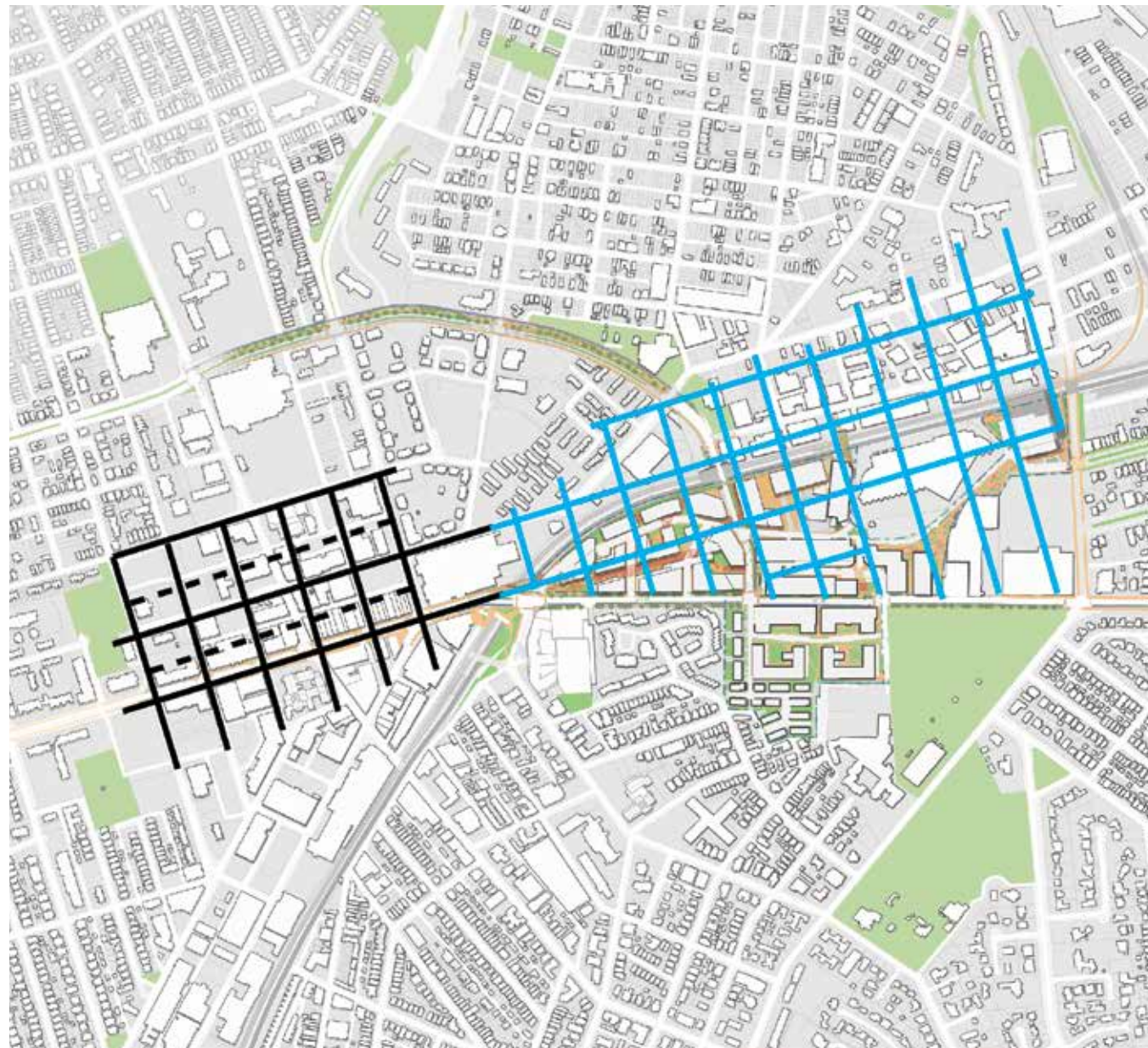
S H A D Y S I D E

Reconnecting Communities

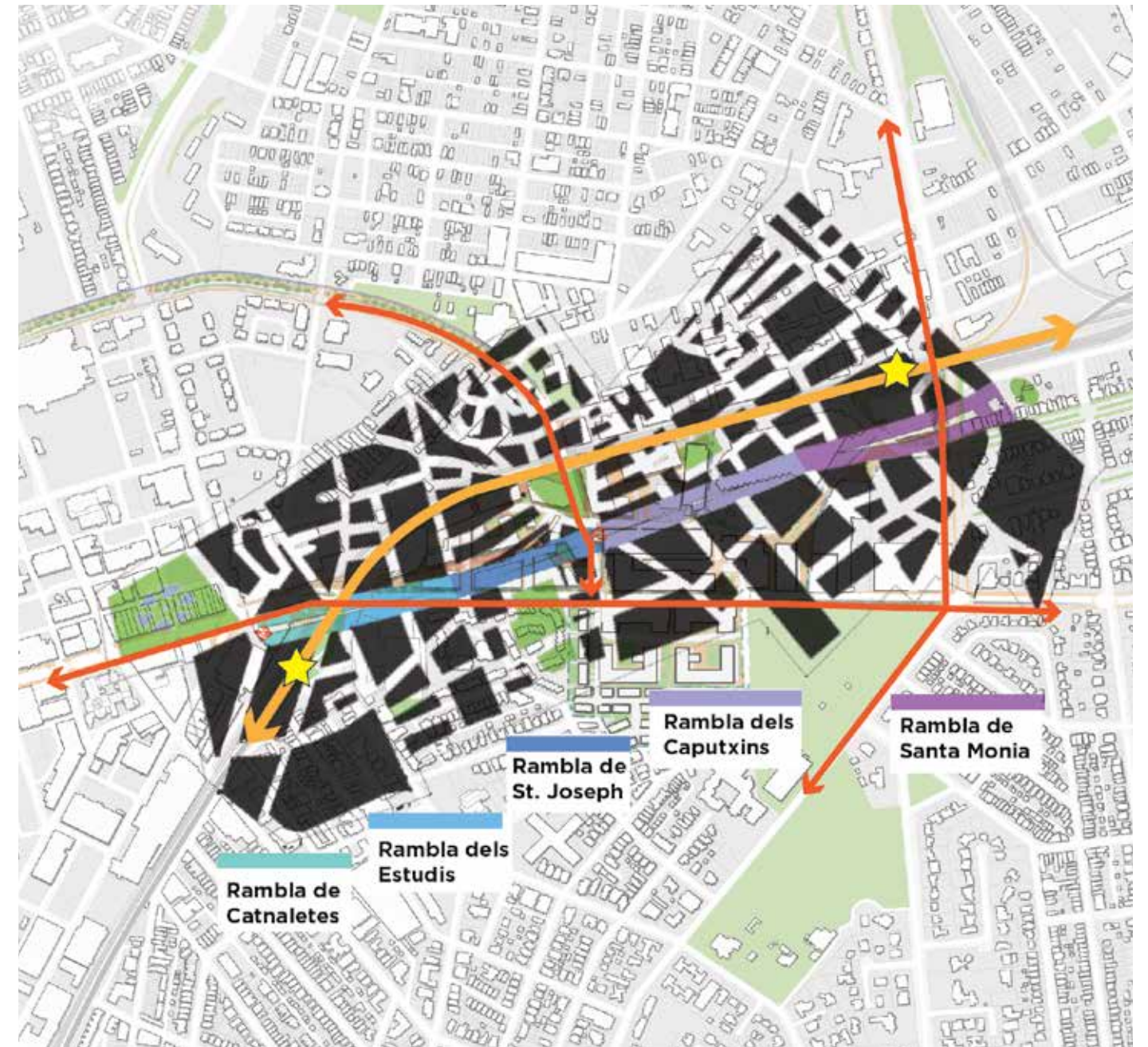
The site's location, which abuts the MLK Busway and sits between Target and Bakery Square offers an opportunity to reimagine vibrant and safe multimodal connections. Uniquely, the development site is in a Transit Revitalization Investment District (TRID) Zone. Rezoning the site through the SP Amendment will not only unlock the highest potential of this site, but unlock TRID dollars to reconnect the East End economic corridor with parts of Larimer and East Liberty.

Extending the Grid for Maximum Connectivity and Permeability

Once the home of East Liberty train station, this site and the adjacent Bakery Square site have long been a hole in the dense block structure of the adjacent neighborhoods. The construction of the Martin Luther King Jr. East Busway in the 1980's further disrupted the already limited connections across this site and buried others under dark underpasses. To achieve our goals of increasing site permeability and connectivity, we looked to the pattern and scale of the fabric around Penn Avenue in East Liberty. We established a new grid that allows this site to seamlessly blend with the established rhythm of streets and blocks. The scale of these blocks is large enough for modern building types, but will require that the buildings are public on all sides. To accommodate this we are exploring a site-wide underground level for service and parking. This allows for potential points of public engagement on all sides of the first floors, and limits the volume of traffic through the site, keeping it pedestrian focused.



The center spine of the new grid is in alignment with the East Liberty section of Penn Avenue creating a direct view corridor between East Liberty and the heart of the site. This alignment also links to the proposed new entrance to the Nabisco Building. These linkages are the basis of an exciting network of public spaces that tie together the energy of East Liberty and the vibrancy of Bakery Square. We see many similarities between this network and the ¾ mile long Las Ramblas in Barcelona. The iconic public space in Barcelona is made up of 5 distinct segments, each having their own function and scale, but together create one of the most successful spaces in the world. Much like Las Ramblas, our network is made up of spaces of varying size and purpose.





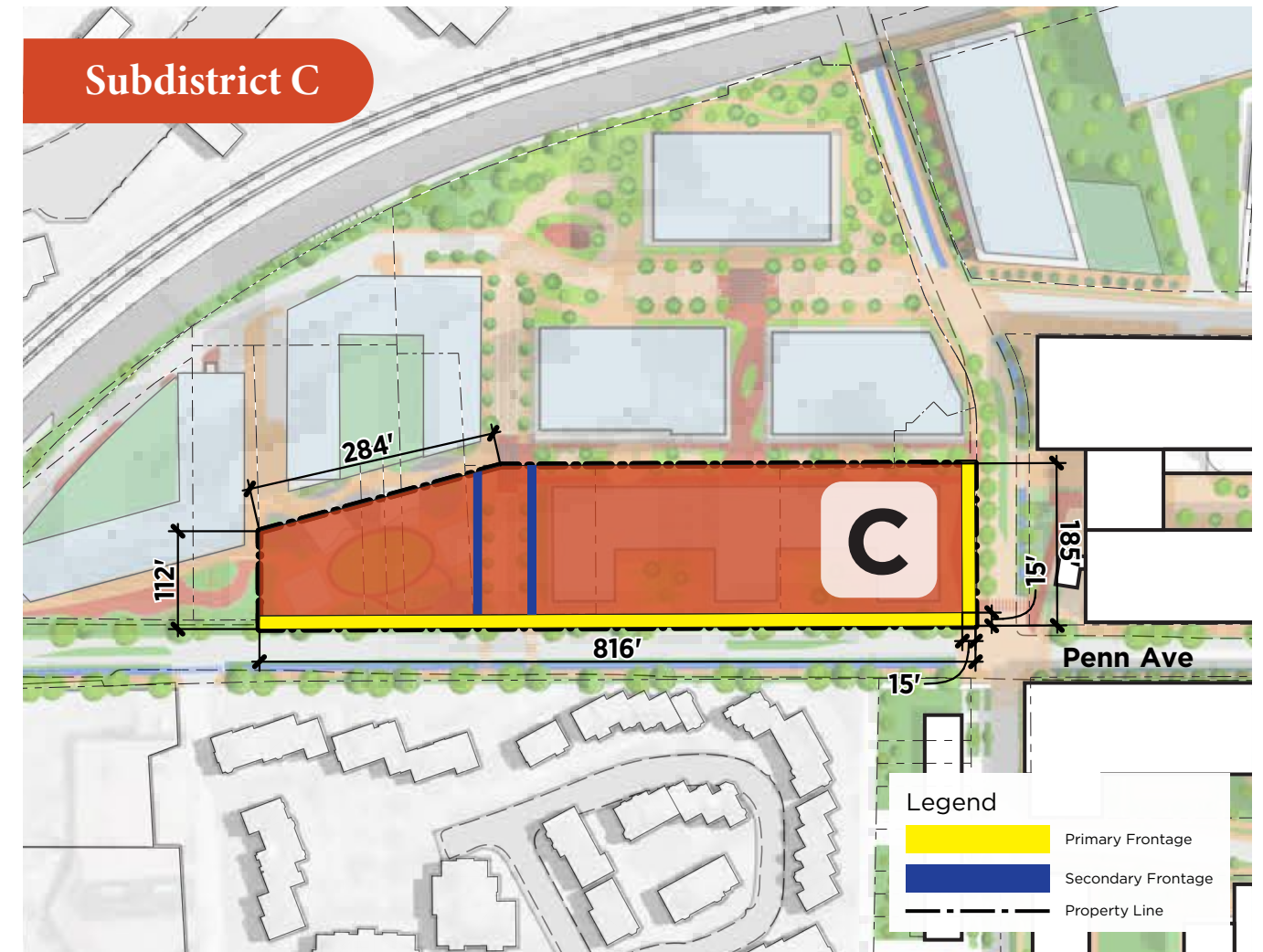
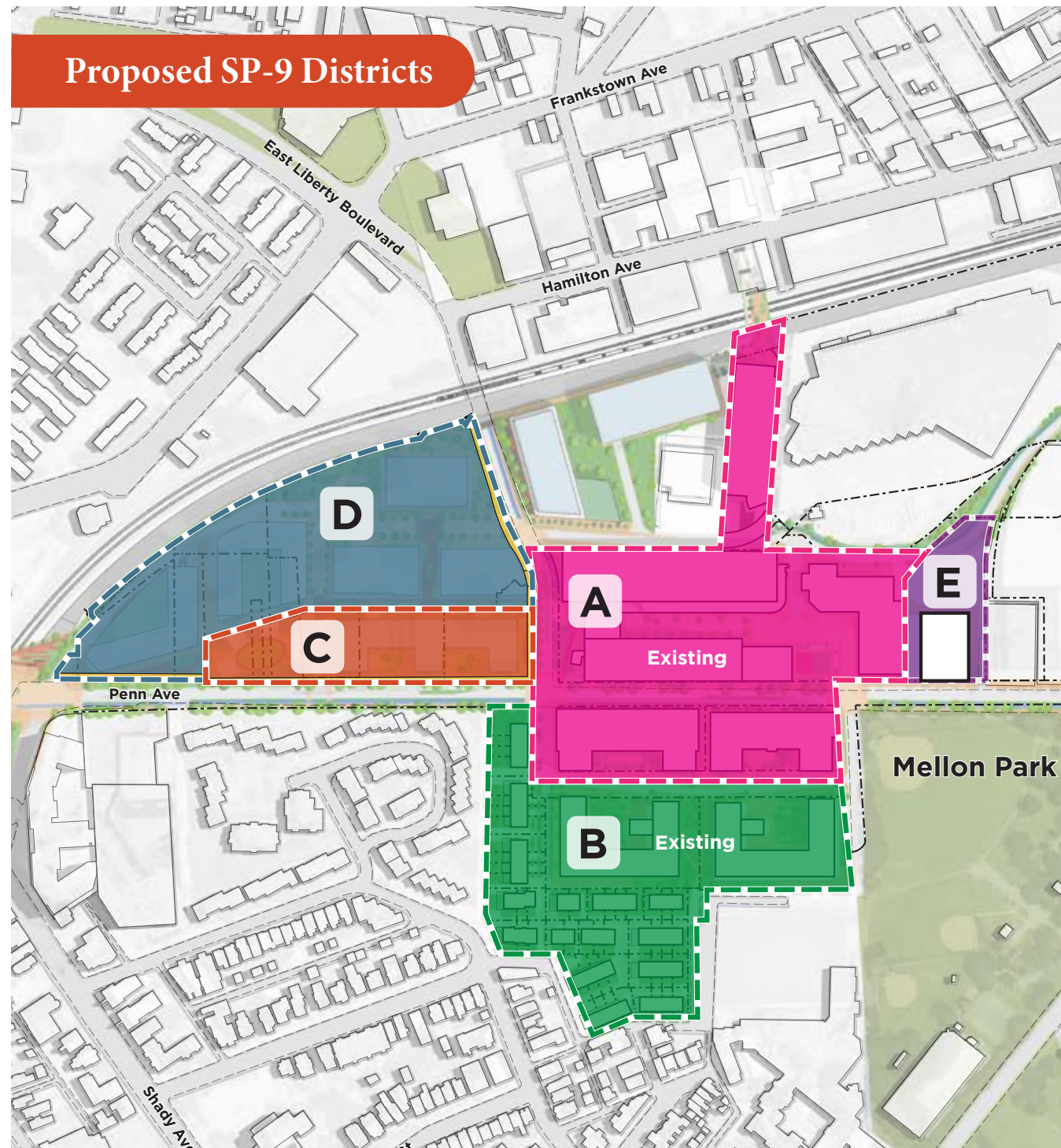
4.

District Extension

District Extension

The update to the SP-9 District will include the introduction of three (3) new Subdistricts: C, D & E, which will build upon the existing Subdistricts A & B. The sub districts have been planned to provide high quality street and public realm experiences shaped by development that supports the continued growth of Bakery Square as an extension and connector of the surrounding neighborhoods.

Subdistricts A & B encapsulate the existing SP-9 district, and include the multiple phases of development to date that make up the existing Bakery Square.



Allowable Uses:

A mix of commercial, retail, and residential uses, as further identified in the proposed zoning text.

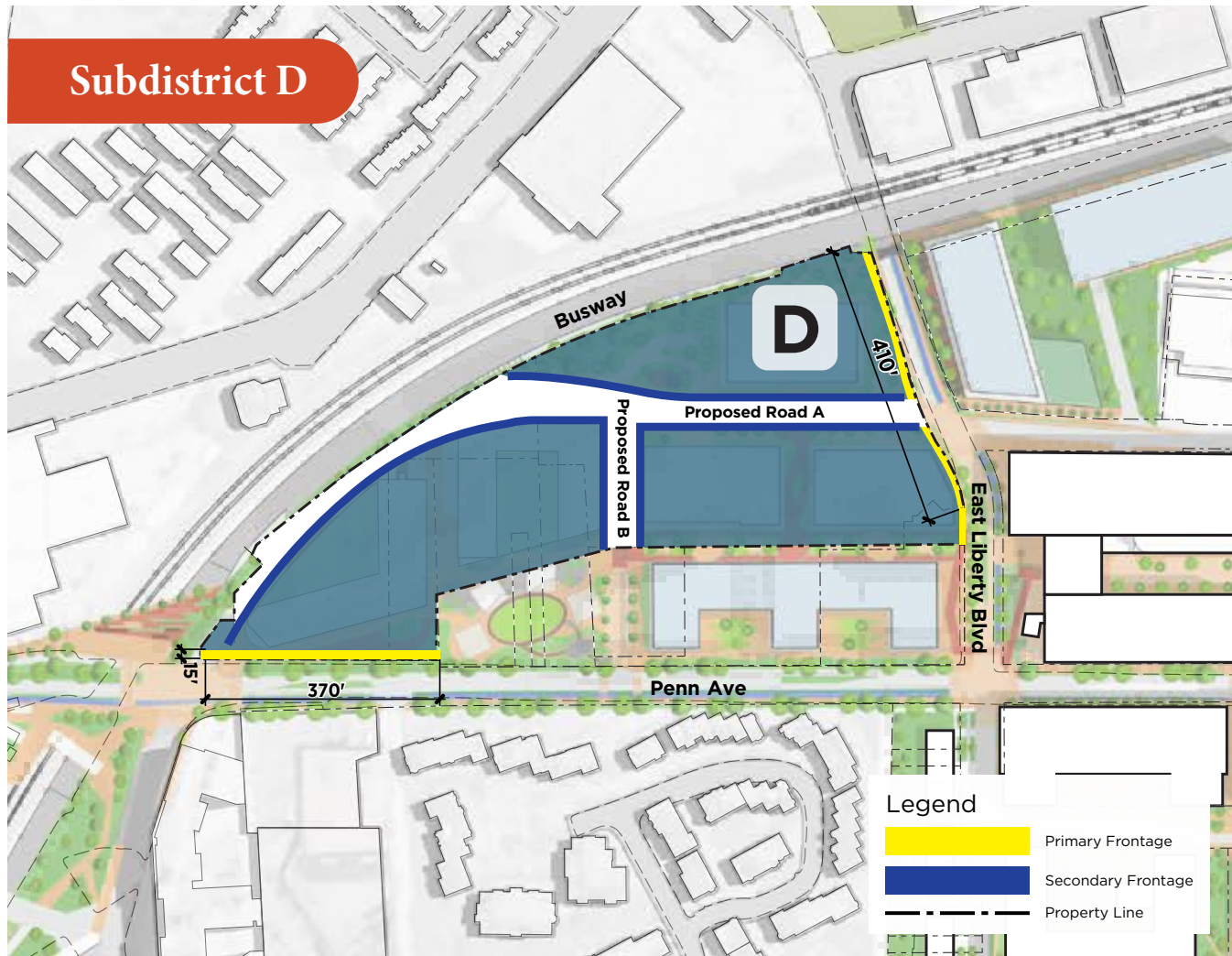
Envelope Limitations:

Maximum Height: Maximum Height is defined by a series of setbacks. At 45' tall, the building must set back 10' and an additional 10' when the height reaches 85'. The maximum height within the zone will be capped at 150'.

A build-to-line is defined along Penn Avenue and East Liberty Boulevard. There is a 15' setback from the property line along these frontages to accommodate pedestrian and bicycle access along major street frontages.

Frontage:

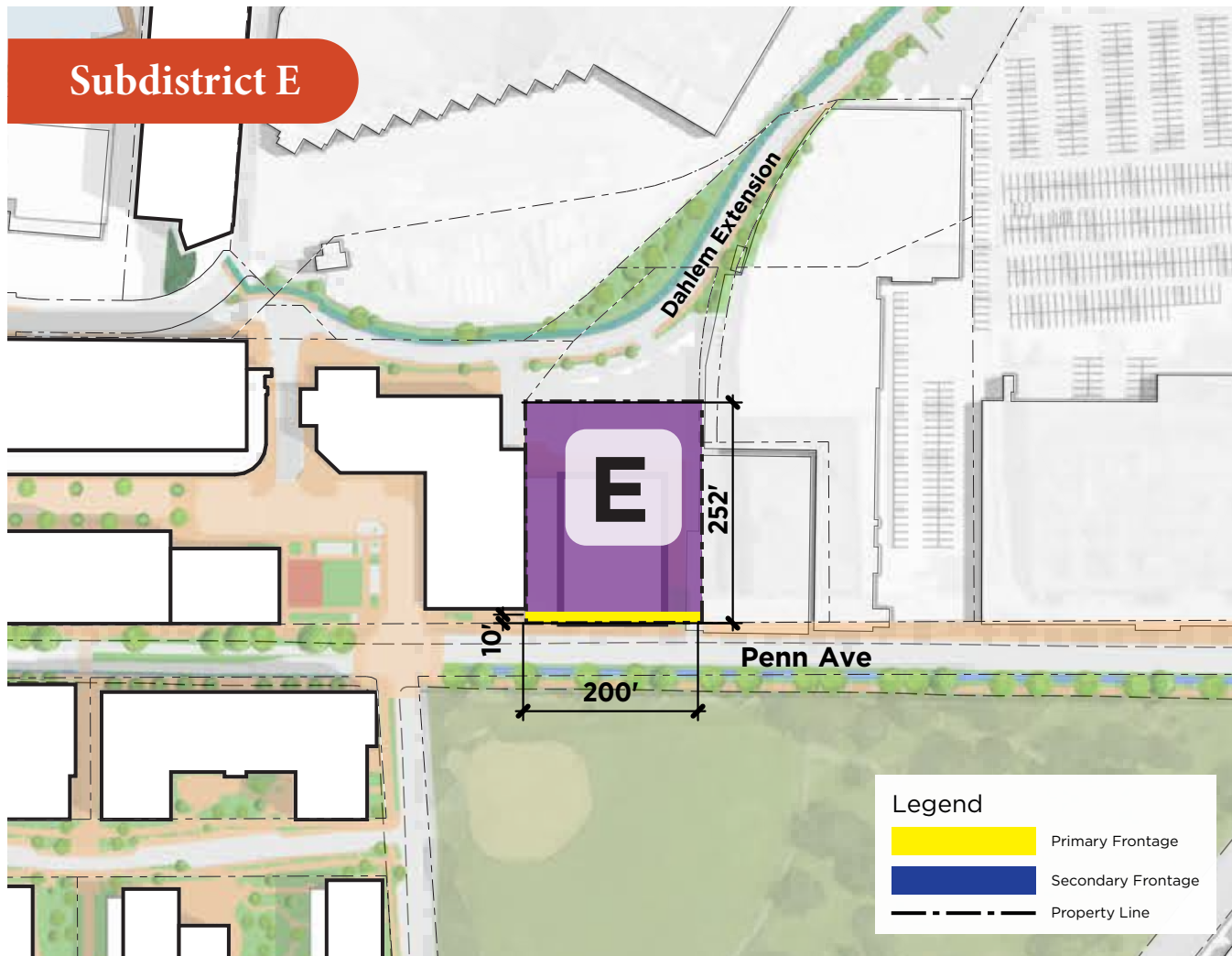
Subdistrict C includes PRIMARY ACTIVE FRONTAGES on Penn Avenue and East Liberty Boulevard. It includes SECONDARY FRONTAGES on internal development streets yet to be named.



Allowable Uses:
A mix of commercial, retail, and residential uses, as further identified in the proposed zoning text.

Envelope Limitations:
Maximum Height: The maximum height within the zone will be capped at 285'.
A build-to-line is defined along Penn Avenue and East Liberty Boulevard. There is a 15' setback from the property line along these frontages to accommodate pedestrian and bicycle access along major street frontages.

Frontage:
Subdistrict D includes PRIMARY ACTIVE FRONTAGES on Penn Avenue and East Liberty Boulevard. It includes SECONDARY FRONTAGES on internal development streets yet to be named.



Allowable Uses:
A mix of commercial, retail, and residential uses, as further identified in the proposed zoning text.

Envelope Limitations:
Maximum Height: The maximum height within the zone will be capped at 135'.
The build-to-line in this zone will be to the property line at the Penn Avenue R.O.W.

Frontage:
Subdistrict E includes PRIMARY ACTIVE FRONTAGES on Penn Avenue Boulevard. It includes SECONDARY FRONTAGES on Dahlem Place.

Conceptual Plan



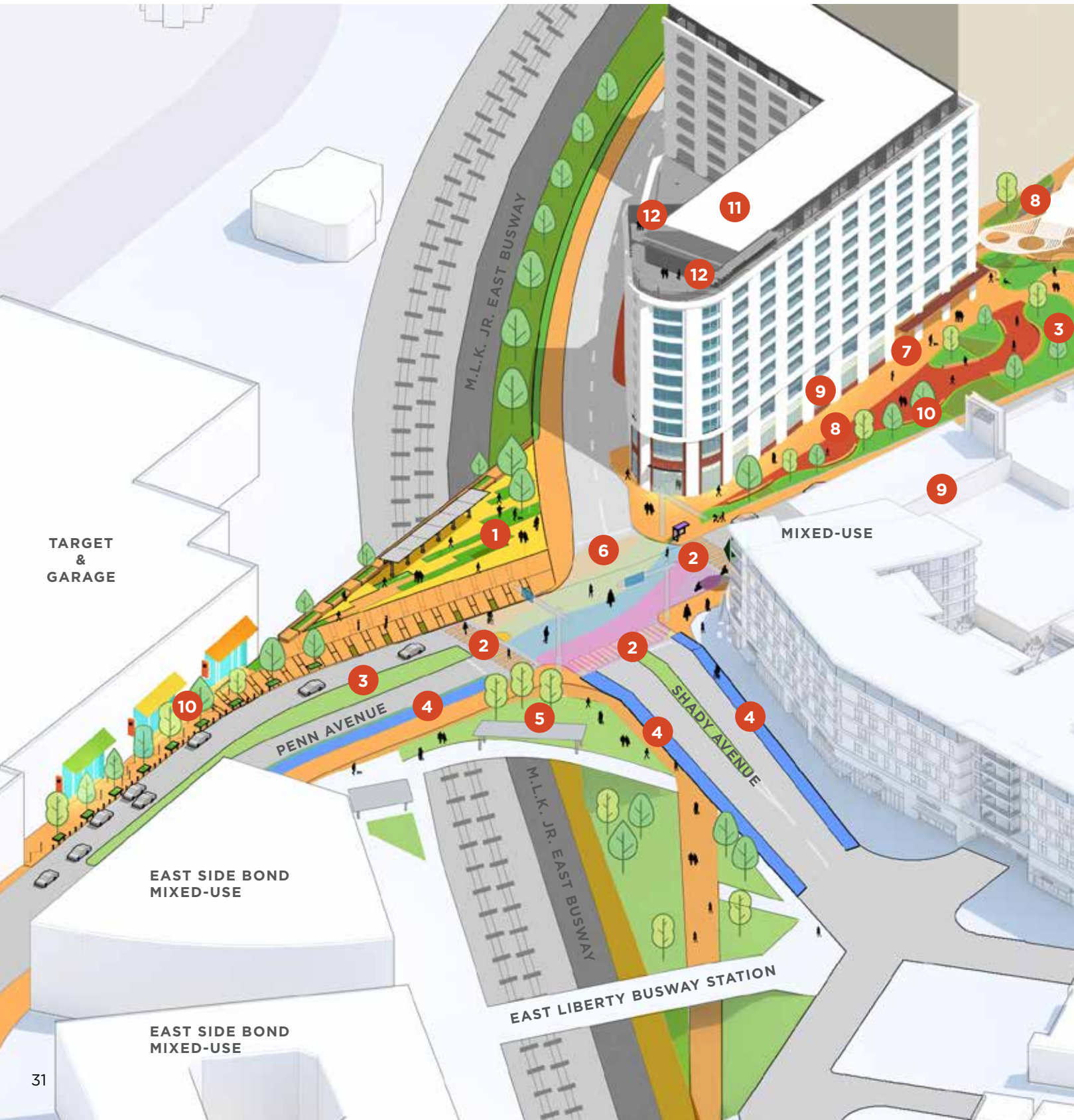
Legend

- | | | |
|---|---|---------------------------------------|
| 1 Existing transit station | 9 Pedestrian portal to the existing SP-9 retail core | 17 Bakery Living - residential |
| 2 Proposed East Liberty Busway Overpass | 10 Nabisco Factory | 18 Townhomes |
| 3 Proposed pedestrian center spine of development with trees and plantings | 11 Bakery Square and parking garage | 19 Residential open space |
| 4 Proposed public plaza and retail buildings | 12 The Conservatory | 20 Public open space |
| 5 Proposed Residential open space | 13 Bakery Courtyard open space | 21 Sally's Path - public plaza |
| 6 New/Revised intersection | 14 Retail and hotel block | 22 Dahlam Garage |
| 7 Proposed road A | 15 Bakery 2.0 office building | |
| 8 Proposed road B | 16 Bakery 3.0 office building | |

East Liberty Busway Overpass at Penn Avenue & Shady Avenue

Depending on which direction you are traveling, our site begins or ends at the busway. This is an important opportunity to improve pedestrian connections and activity at this new gateway. The proposed plaza over the busway on the north side of Penn Avenue will improve pedestrian connectivity across the void of the busway.

This point is also the proposed transition for Penn Avenue, with the reduction in lanes being achieved by a new planted median that also accommodates some stormwater retention. This improves pedestrian safety at Penn and Shady Avenues by reducing the number of lanes continuing through as well as providing a pedestrian island for those that need more time to cross the wide street section. Additionally, careful coordination of the path of bicycles where new protected bike lanes meet the old bike lanes will improve all modes of traffic flow.



HEALTH

- 2 Improved pedestrian safety at intersection
- 4 Protected bike lane on Penn, open on Shady
- 6 Pedestrian priority zone extending across street
- 8 Pedestrian center spine of development with trees and plantings
- 9 Proposed grocery site new location with residential above, sustainable building
- 10 Improved pedestrian environment along Penn
- 12 Roof deck with plantings

SUSTAINABILITY

- 3 Green infrastructure to retain stormwater
- 4 Protected bike lane on Penn, open on Shady
- 9 Proposed grocery site new location with residential above, sustainable building
- 11 Possible solar array
- 12 Roof deck with plantings

CONNECTIVITY

- 1 Plaza over busway
- 2 Improved pedestrian safety at intersection
- 4 Protected bike lane on Penn, open on Shady
- 5 Existing plaza over busway
- 6 Pedestrian priority zone extending across street
- 7 Pedestrian connection through/under building
- 8 Pedestrian center spine of development with trees and plantings

NEIGHBORHOOD ACTIVATION

- 1 Plaza over busway
- 5 Existing plaza over busway
- 6 Pedestrian priority zone extending across street
- 7 Pedestrian connection through/under building
- 8 Pedestrian center spine of development with trees and plantings
- 10 Improved pedestrian environment along Penn



Penn Avenue Improvements, New Road and Public Plaza

The linear space at the heart of the new development is integral to our connectivity goals. Not only does it provide physical and visual organization, it is a conduit for the creative energy of the site occupants, a place for them to intermingle and share ideas. We envision the character of the space changing as it progresses along the site, always public, but flexing in openness, activity levels, and scale.

Penn Avenue is scaled appropriately for the neighborhood and has large pedestrian zones and bike paths that are protected from the traffic by rainwater infiltration plantings. Where turning lanes are not needed, the space is converted to additional planting and stormwater collection zones.



HEALTH

- 1 Pedestrian center spine of development with trees and plantings
- 2 New cross street with parking and bumpouts for pedestrian safety
- 3 Generous pedestrian zones with storm water management plantings and trees
- 9 Improved pedestrian safety at intersection
- 10 Pedestrian priority zone extending across street

SUSTAINABILITY

- 3 Generous pedestrian zones with storm water management plantings and trees
- 4 Stormwater management medians at turning lanes, pedestrian island
- 5 New bike lanes protected with stormwater management planting zone
- 7 New mixed use building
- 11 Possible solar array

CONNECTIVITY

- 1 Pedestrian center spine of development with trees and plantings
- 2 New cross street with parking and bumpouts for pedestrian safety
- 3 Generous pedestrian zones with storm water management plantings and trees
- 5 New bike lanes protected with stormwater management planting zone
- 6 Reduced width of Penn Ave to allow room for protected bike lanes
- 9 Improved pedestrian safety at intersection
- 10 Pedestrian priority zone extending across street

NEIGHBORHOOD ACTIVATION

- 1 Pedestrian center spine of development with trees and plantings
- 3 Generous pedestrian zones with storm water management plantings and trees
- 7 New mixed use building
- 10 Pedestrian priority zone extending across street



Portal through Nabisco at Penn Avenue and East Liberty Boulevard

The construction of this important connection is underway. Cutting an opening through the Nabisco Building to extend the lobby and front door to East Liberty Boulevard is about more than connections and visibility. It will provide a direct connection between both sections of the Bakery Square campus.



HEALTH

- 4 Pedestrian priority zone extending across street
- 7 Stormwater management medians at turning lanes, pedestrian island

SUSTAINABILITY

- 6 Generous pedestrian zones with stormwater management plantings
- 7 Stormwater management medians at turning lanes, pedestrian island
- 8 New protected bike lanes stormwater management
- 12 New mixed use building

CONNECTIVITY

- 1 Portal through Nabisco Building to new development (under construction)
- 2 New entrance into Nabisco Building and entry plaza
- 4 Pedestrian priority zone extending across street
- 6 Generous pedestrian zones with stormwater management plantings
- 7 Stormwater management medians at turning lanes, pedestrian island
- 8 New protected bike lanes stormwater management
- 9 Existing protected bike lanes
- 11 Pedestrian connection through/under building

NEIGHBORHOOD ACTIVATION

- 1 Portal through Nabisco Building to new development (under construction)
- 2 New entrance into Nabisco Building and entry plaza
- 5 Open colonnade accentuates key corner
- 11 Pedestrian connection through/under building
- 12 New mixed use building

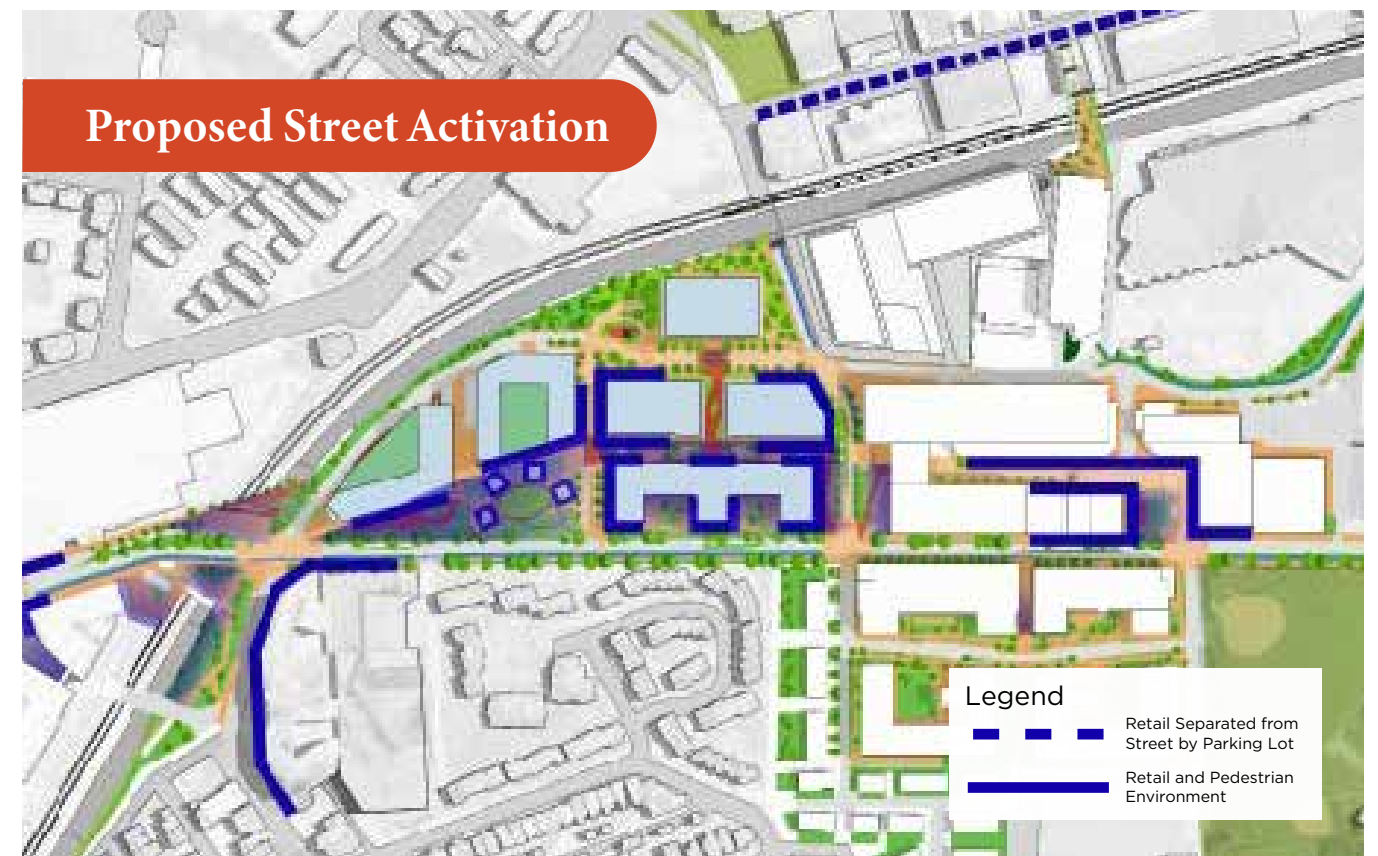
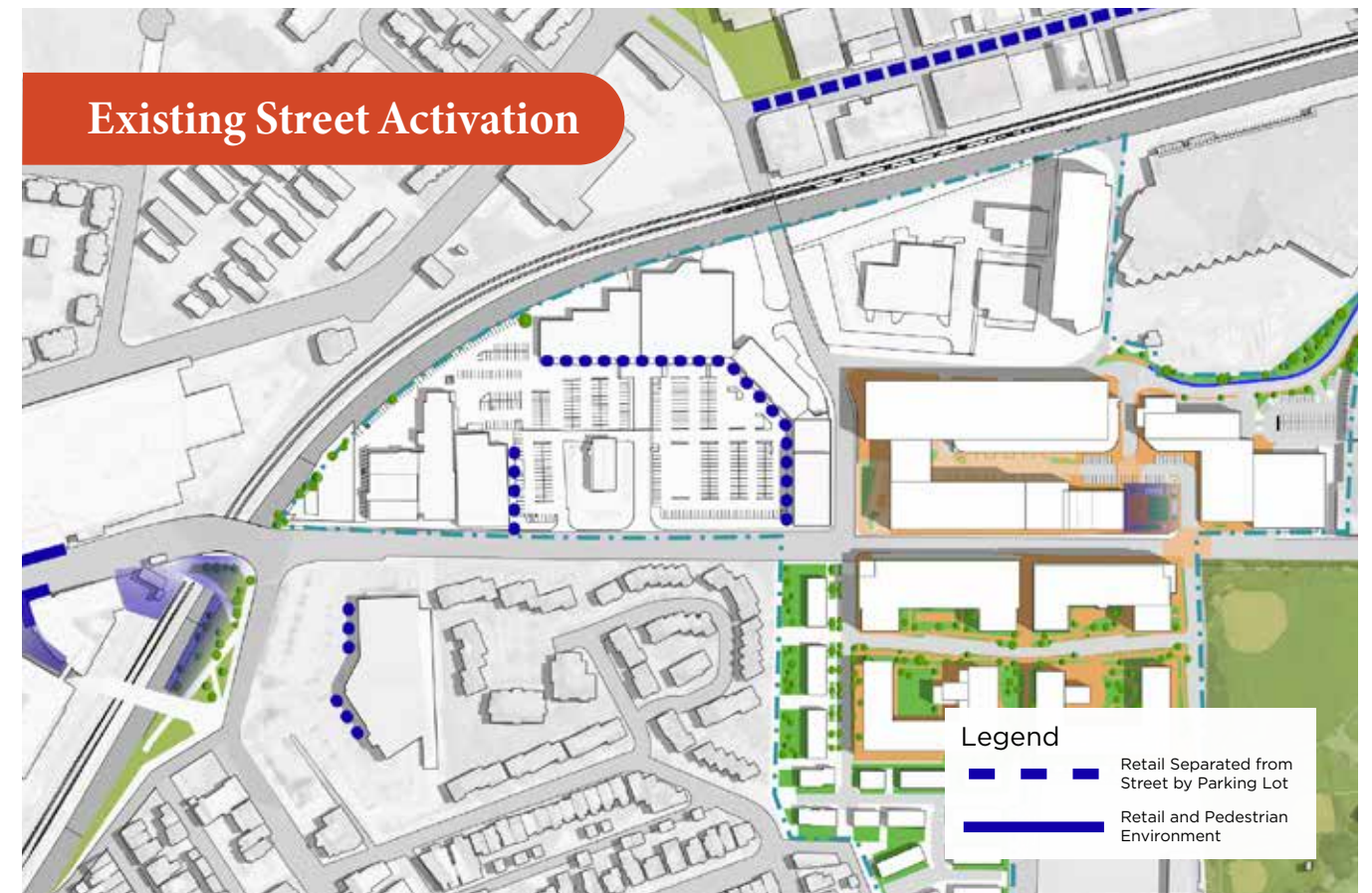


Circulation

We will develop sufficient parking resources to meet the planned demand from office, residential, hotel, and retail uses throughout the consolidated 30 acre campus.

We will explore our parking demand through the following principles:

- Prioritize prominent spaces within and around garages for bike parking and bike shares, and high-amenity transit shelters.
- Prioritize spaces for E/V charging, carpooling, and carshare spaces will be placed in prominent locations.
- Design adjacent streets to include flexible curbside spaces for growing on-demand transportation and pick up/drop off areas.
- Prioritize pedestrian safety in design decisions, both for those walking by garage driveways, and those walking in garages.
- Implement Mobility Hubs nearby, so people might park once and use publicly available trams, scooters, and bike shares to move around the district.
- Install technology for real-time parking data, dynamic parking, and long-term analysis of supply and demand.
- Install wayfinding, branding, and placemaking around each garage.



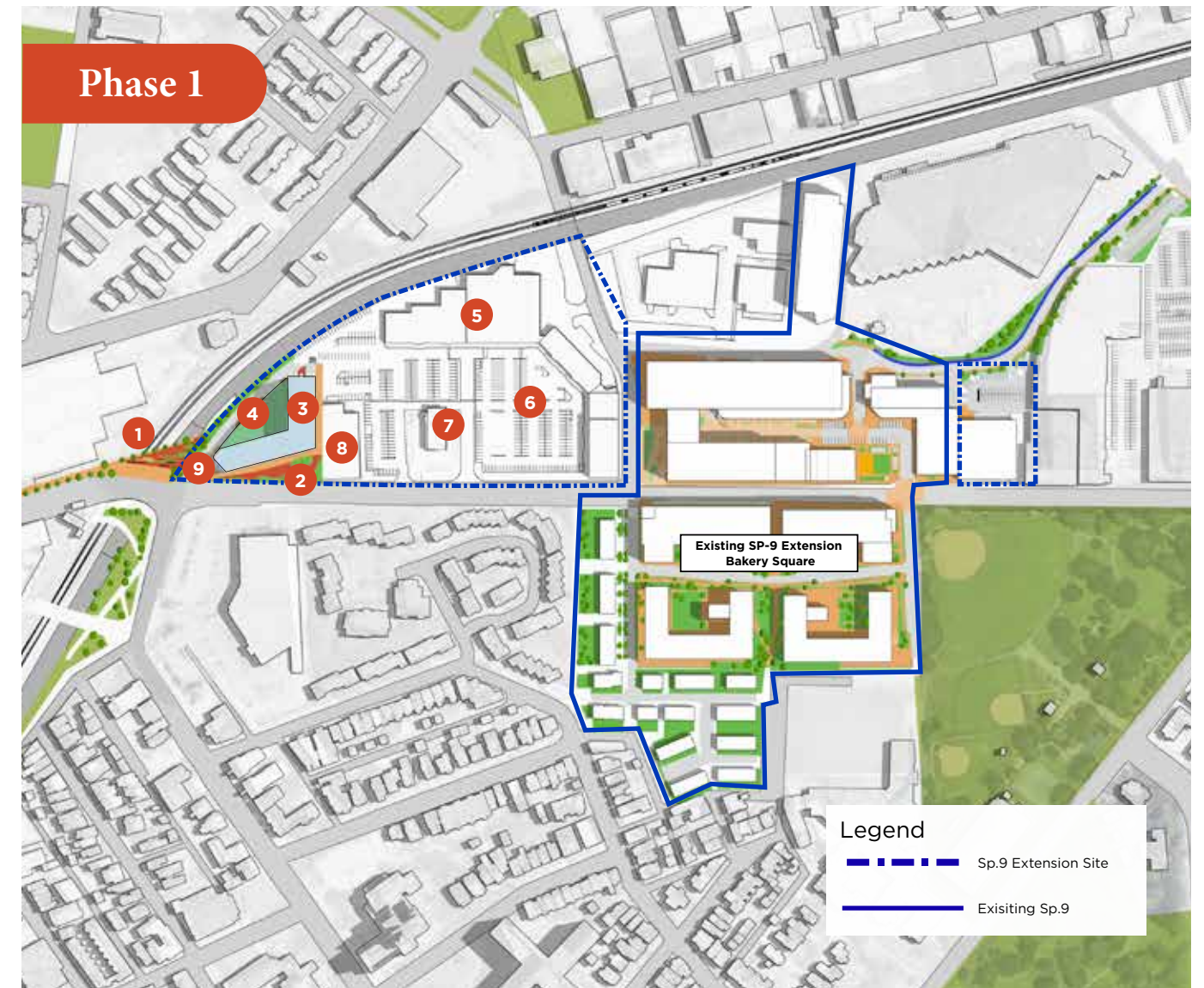
Conceptual Phasing



Since it was created, SP-9 has established a sound precedent for new development in the East End. Strong street edges along Penn Avenue and East Liberty Boulevard, an interconnected network of public and private open spaces, a variety of use typologies, and a focus on pedestrian and bike safety have all been united under the umbrella of creating a sustainable and long-lasting neighborhood. The bulk of the adjacent site that is proposed for extension of the district is currently a suburban style strip mall that is out of character for the area and contributes to a marked disconnect between the vibrant, urban nodes of the East Liberty Business District and Bakery Square.

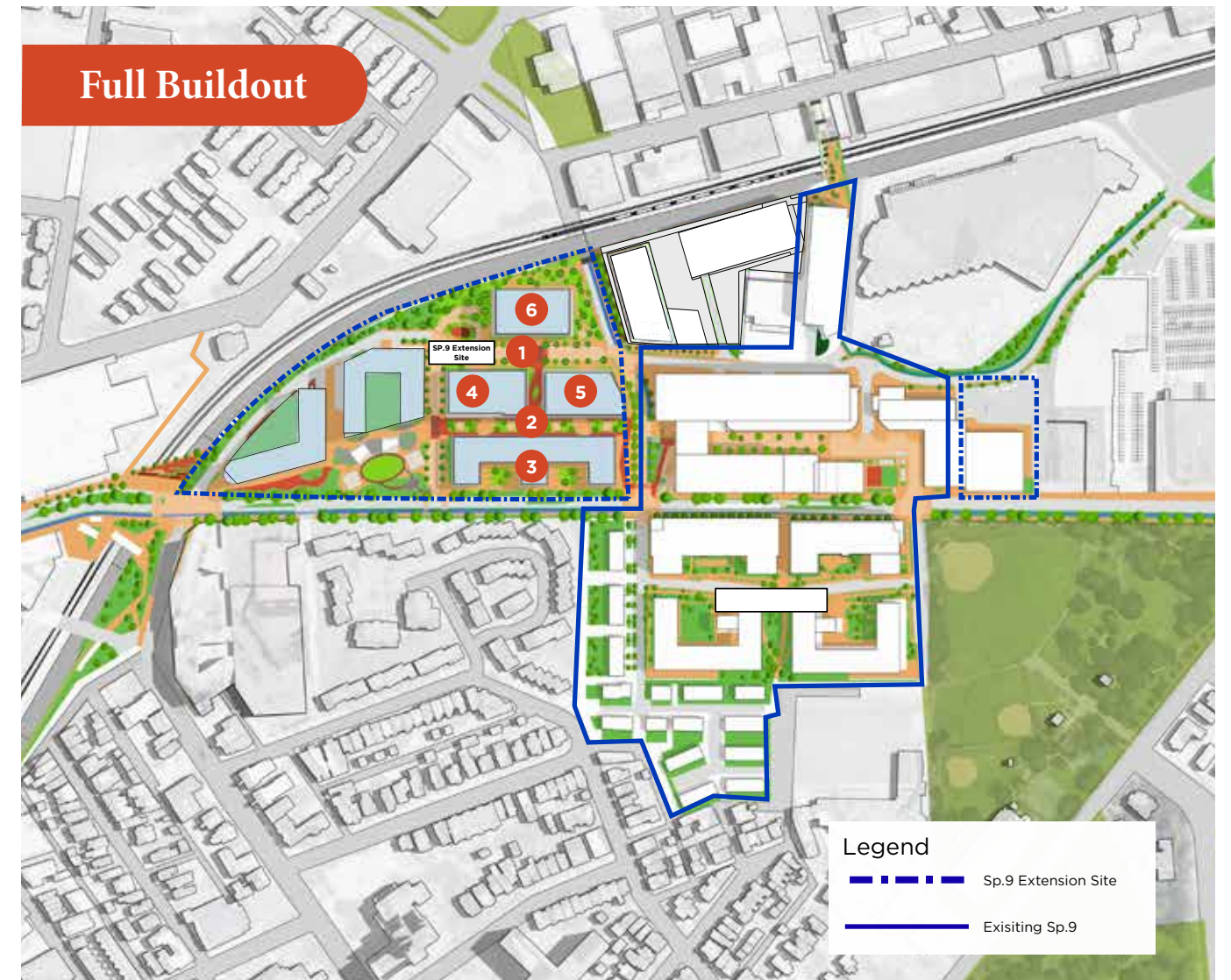
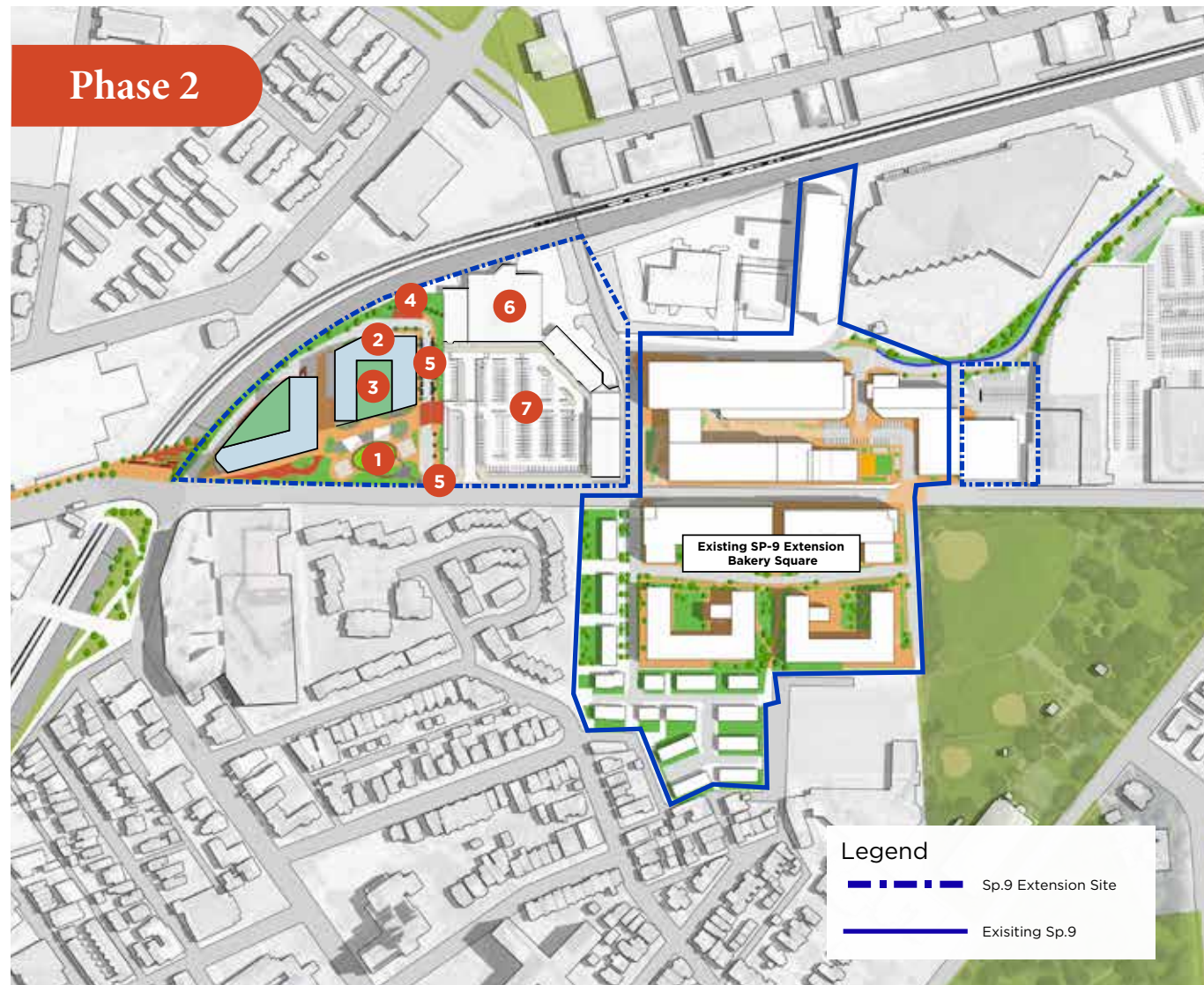
- 1 Existing grocery store
- 2 Existing outparcel restaurant
- 3 Existing shopping center
- 4 Existing surface parking
- 5 Existing office building

Currently the phasing is expected to happen in multiple phases. The following pages show an illustrative plan for phasing, which will be adjusted as market conditions dictate.



The first phase of development in the SP-9 extension will occur at the western-most part of the site. Vacant buildings on the site have already been demolished and is pivotal to cultivating the connection between the two nodes. The first phase will focus on creating a strong and inviting pedestrian connection across the busway and establishing the pedestrian spine that will ultimately be the spine of the entire SP-9 District. Additionally, the first leg of Proposed Road A, that will provide east-west circulation and eventually connect to Dahlem Place, will be built and connected to the street grid through a revision to the Shady/Penn intersection. Starting construction here also allows the existing uses of the site (which includes a grocery store) to remain functional during construction.

- 1 Proposed East Liberty Busway Overpass
- 2 Proposed street-level public plaza and pedestrian spine
- 3 Proposed Building 1 massing above podium
- 4 Proposed raised courtyard on podium
- 5 Existing shopping center
- 6 Existing surface parking
- 7 Existing outparcel restaurant
- 8 Existing grocery store
- 9 Proposed Road A and reconfigured intersection



Phase 2 requires the first portions of demolition of the existing retail on the site. The building that currently houses the grocery store, the outparcel restaurant, and a section of the strip shopping center will be demolished. Proposed Road A will be extended and Proposed Road B (the north south road) will be built, connecting the internal circulation streets to Penn Avenue via a new intersection mid-block. Another podium building will bring more density, additional retail storefronts and will front on a large public plaza with retail outparcels.

- 1 Proposed street-level public plaza and pedestrian spine with retail outparcels
- 2 Proposed Building 2 massing above podium
- 3 Proposed raised courtyard on podium
- 4 Proposed Road A extension
- 5 Proposed Road B and new intersection
- 6 Existing shopping center (after partial demolition)
- 7 Existing surface parking accessed from Proposed Road B

Final phases of the development complete the pedestrian spine, aligning it with the Bakery Square Portal (a passageway through the Nabisco Building) that is currently under construction. Retail is planned along the pedestrian spine, and fronting on Penn Avenue and East Liberty Boulevard. Proposed Road A will be connected to Dahlem Place, completing a secondary road network to aid with traffic and site circulation. Four additional buildings are planned between Proposed Road B and East Liberty Boulevard.

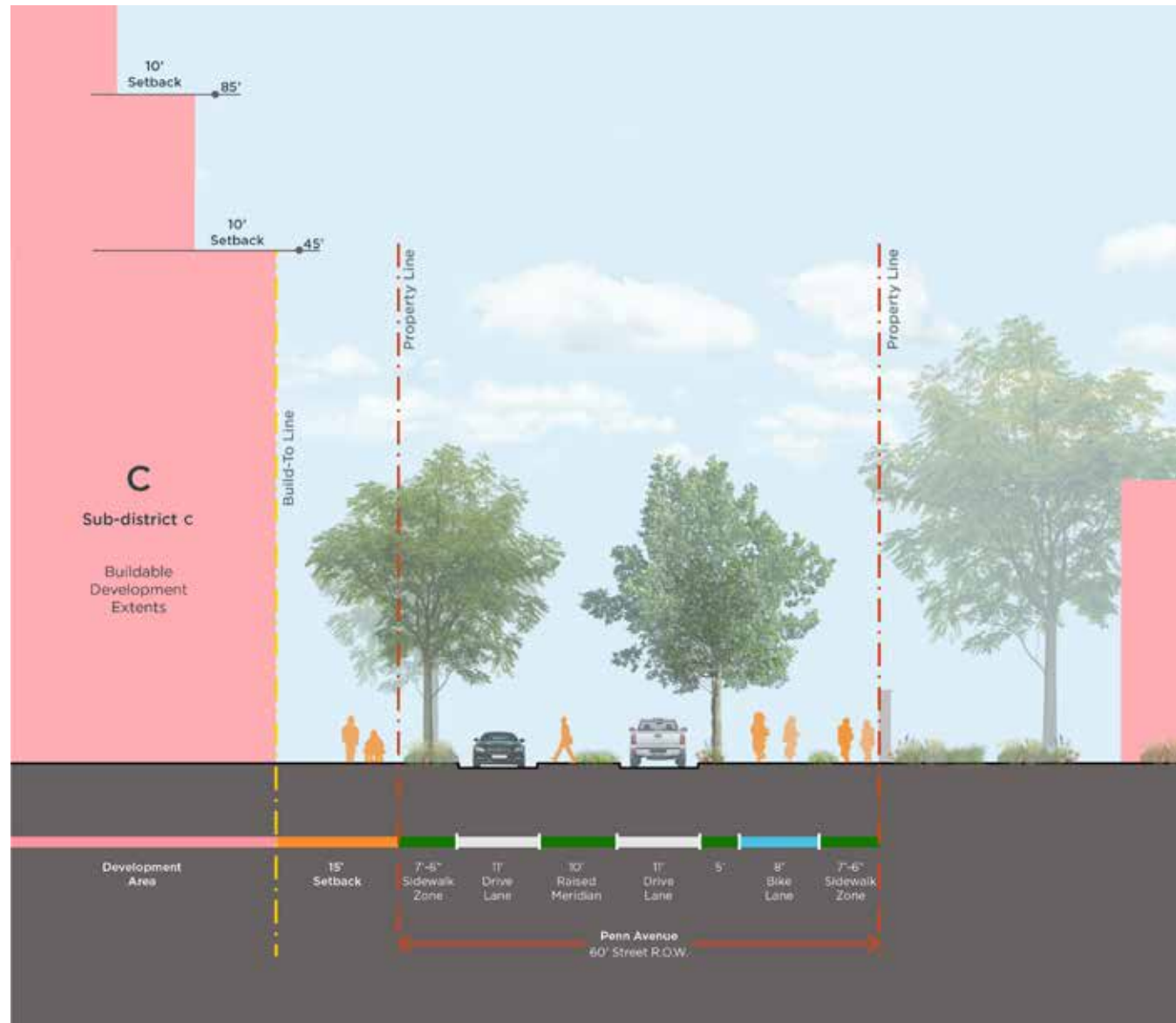
- 1 Proposed Road A extension and revised intersection
- 2 Proposed pedestrian spine
- 3 Proposed Building 3
- 4 Proposed Building 4
- 5 Proposed Building 5
- 6 Proposed Building 6



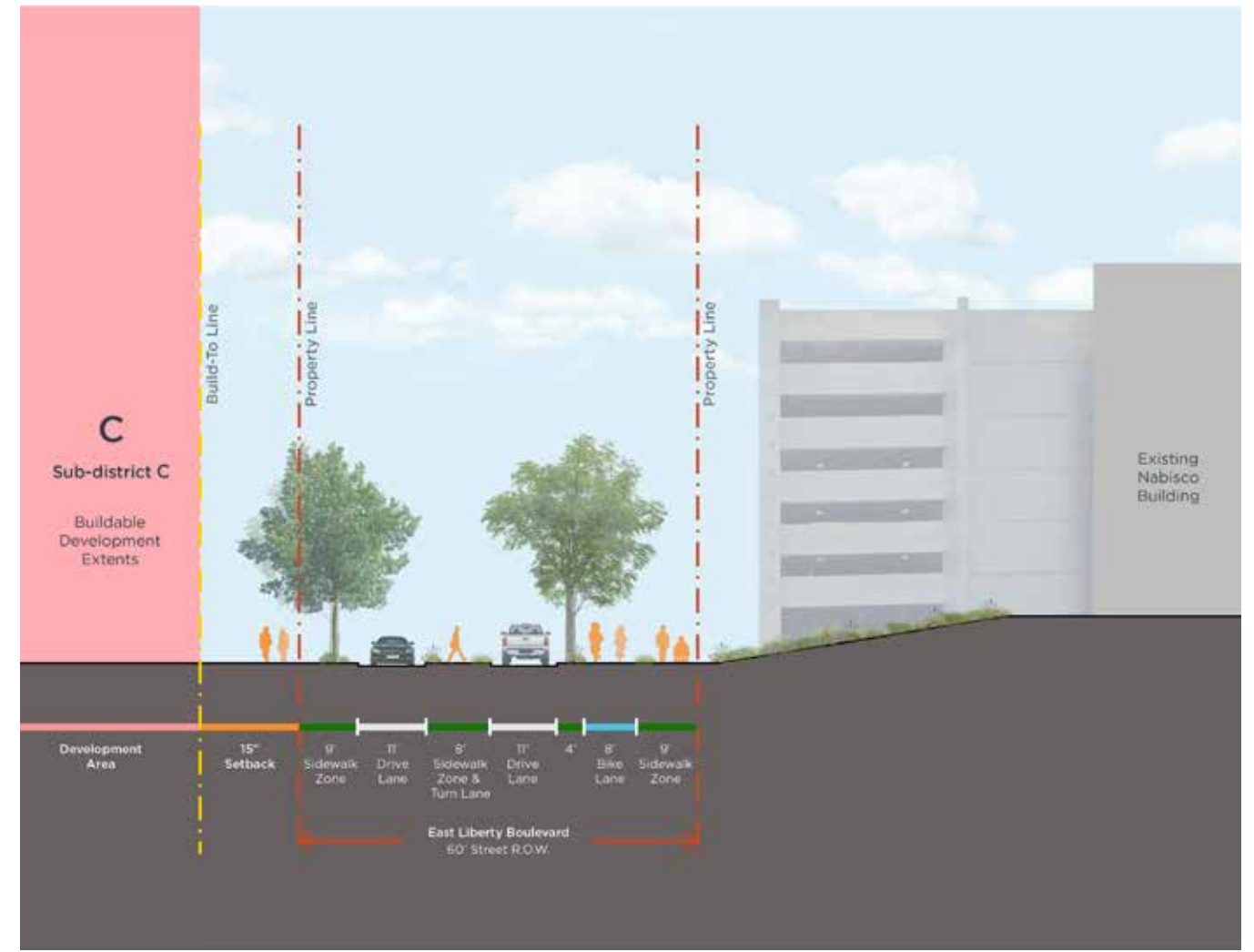
5.

Site Sections

Proposed Penn Avenue Section



Proposed East Liberty Boulevard Section - North



Proposed Internal Road A - West Section



Proposed Internal Road B, Proposed Road A North SIM.







6.

Design Guidelines



Design Guidelines

Bakery Square is a walkable, urban place that blends tradition and contemporary design. The following section broadly outlines building and landscape design guidelines that set forth principles and examples of the aesthetic design aspirations.

Building Massing

New buildings should maintain a consistent street wall along the Build-to-Lines indicated in the subdistrict plans. Recesses within the street wall of the building should be used strategically and in association with building entries or particular retail or entertainment venues and other proposed open spaces. All efforts should be made to emphasize the three-dimensionality of the facade and the building: elements that create shadow and depth in the facade such as, recessed window reveals and openings, cornices, columns & pilasters, recesses and projections should be used. Tenants of **sustainable design** should be explored for all aspects of the building design. Building massing should encourage natural light in interior spaces with appropriate solar controls. Narrow buildings with appropriate orientation will encourage solar gain, natural light and energy efficiency. Electrification is being explored throughout the site and should be implemented wherever feasible.

As an industrial building of the early 20th century, the existing Nabisco factory provides a useful model for future architectural interventions. It has a predominantly masonry facade of brick and stone that reflects the large bay concrete and steel structure of the building. The large metal and glass windows and storefronts that infill the bay space between the structure admits ample daylight. It is a straightforward utilitarian building that uses a restrained palette and robust massing of the corners, along with strategic ornament and detailing to create a strong urban presence. New buildings should maintain this approach.

Primary and Secondary Frontage Facades

- The street level facade shall, at minimum, be transparent between the height of three feet and eight feet above the walkway grade for no less than sixty percent of the horizontal length of the Primary Frontage facade.
- Exterior walls should vary in depth and dimension in order to break down the mass and enhance the human scale and articulation of buildings.
- Maximize passive daylighting strategies with large window openings.
- Main entrances should be designed to be **accessible** and not require special accommodations.
- Use human-scaled elements (balconies, windows, entries, awnings, etc.) to articulate the facade.
- Use landscaping and architectural detail at ground level to integrate the building and site and connect pedestrians to the interior.
- All commercial buildings should provide a prominent and highly visible street level doorway or entrance on all Primary and Secondary Frontage facades. Main entrances to buildings should be emphasized using larger doors and framing devices such as deep overhangs, recesses, roof forms or arches.
- Use multiple building entrances to address programmatic needs – i.e. service entrances, pedestrian entrances, etc.

Site Circulation

- Use internal circulation of buildings as connective elements for neighborhood pedestrian connections, where appropriate, so that it does not compromise building security and enhances connectivity.
- Commercial activities shall be accessed directly from the frontage facades. Additional entries may be from interior pathways.
- Entries to service yards, docks and other service areas of buildings should be treated in an architecturally sympathetic manner to the rest of the building.
- Servicing of commercial and mixed-use buildings should be internal to the building with no exterior loading docks, trash storage or waste facilities visible from streets or public spaces.
- Organize vehicular entrances and exits so that they do not conflict with or impede pedestrian connections.

Site Design Standards

The open space character of the district will be defined by pedestrian friendly streets, with public paths, public gardens, and open spaces. Collectively these spaces will be defined as Urban Open Space.

This system of interconnected spaces will extend across the district and connect to the surrounding neighborhood. The pedestrian and bicycle connections shall be designed to be open, welcoming and **universally accessible** to the community without constraints of permanent closure. Landscapes and hardscapes shall be designed to be water efficient, make use of storm water management techniques as an attractive feature where feasible, and utilize **sustainable** materials and practices.



Landscaping

Plant large shade trees to establish neighborhood forests, groves and allees. Use large trees to spatially define places. Frame circulation paths with planting. Plant materials should consist of primarily Pennsylvania native-adapted plants. Invasive species should not be used.

- Unacceptable plant materials include:
- Norway Maple - *Acer platanoides*
- Sycamore Maple - *Acer pseudoplatanus*
- Princess Tree - *Paulonia tomentosa*
- Tree of Heaven - *Ailantus altissima*
- Bradford Pear - *Pyrus calleryana*
- Mimosa - *Albizia julibrissin*
- Paper Mulberry - *Broussonetia papyrifera*
- Sawtooth Oak - *Quercus acutissima*
- White Mulberry - *Morus alba*
- Japanese Spirea - *Spirea japonica*
- Burning Bush - *Euonymus alatus*
- Butterfly Bush - *Buddleja* spp.
- Japanese Barberry - *Berberis thunbergia*
- Autumn Olive - *Eleagnus umbellata*
- Honeysuckle - *Lonicera* spp.

Hardscape and site furnishings materials should harmonize with the building materials and should be durable, timeless, and sustainable:

- Brick: earthtones ranging from tan to red, depending on context. Stone or cast stone.
- Naturally durable woods.
- Metals: natural or earth tones with high performance finishes.

The following materials should be avoided or limited to visually isolated service area:

- Treated lumber
- Segmented retaining walls, such as versa-lok.





7.

Proposed Zoning
Text and Statement
of Compliance

Ordinance amending the Pittsburgh Code, Title Nine, Zoning, Article IV, Chapter 909.01.P, "SP-9 Bakery Square", amending the certain provisions of Chapter 909.01.P and by the addition of a new Sections 909.1.P(c)-(f).

The Council of the City of Pittsburgh hereby enacts as follows:

Section 1. Amend Article IV, Chapter 909, "Planned Development Districts", Section 909.1, "SP, Specially Planned District", by adding new Sections 909.1.P(c)-(e), which shall contain the following:

909.01.P SP-9 Bakery Square

909.01.P.1 Development Subdistricts

The following special provisions apply to all of the following development subdistricts, according to the definitions found in Sec. 909.01.B, and except as noted. The Bakery Square SP-9 District consists of the former Reizenstein School site, the Bakery Square site, the parcel located to the northeast of the Bakery Square site and generally bounded by Dahlem Place and the Martin Luther King, Jr. East Busway, and the property located to the northwest of the Bakery Square site and generally bounded by Penn Avenue, East Liberty Boulevard, and the Martin Luther King, Jr. East Busway.

(a) Development Subdistrict A

(1) Use

In Subdistrict A, identified as all property located north of Penn Avenue and that portion of the property located south of Penn Avenue that is bounded on the north by Penn Avenue for a distance of 700 feet from the intersection of East Liberty Boulevard to the intersection of Putnam Street, then by Putnam Street on the east, then by a line running parallel to Penn Avenue a distance of 170 feet from Penn Avenue and then by a line running parallel to the westerly property line a distance of 170 feet from the westerly property line projected toward Penn Avenue, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section.

- (i) Office
- (ii) Medical Office/Clinic
- (iii) Multi-Unit Residential
- (iv) Public Assembly
- (v) Conference Center
- (vi) Bank or Financial Institution
- (vii) Child Care
- (viii) College or University Campus
- (ix) Community Center
- (x) Cultural Service (Limited)
- (xi) Educational Classroom Space
- (xii) Hotel/Motel
- (xiii) Research and Development Services for development and service uses, including but not limited to advanced methodologies and processes in

biotechnology, modern biological technology, computer hardware and software, artificial intelligence and accessory and support facilities related to these uses but not including medical and animal testing

(xiv) Library

(xv) Manufacturing and Assembly, with the following standards:

- a. The design of these items results from the research and development activities of the institutions, organizations and companies located on the site
- b. The assembly and manufacturing uses are such that no explosive materials or processes are involved; and
- c. The uses produce no smoke, odor, vibration, noise, heat, dust, glaring light or other hazard or noxious or objectionable attribute from outside any building.

(xvi) Commercial Parking

(xvii) Parking Structure

(xviii) Recreation and Entertainment, Indoor

(xix) Restaurant

(xx) Retail Sales and Services

(xxi) Elementary or Secondary School

(xxii) Transit Facility

(xxiii) Utility (Limited)

(xxiv) Vocational School

(xxv) Access rights-of-way, roadway, and trackage, including shelter and comfort stations incident to the use thereof

(xxvi) Park and Open Space and outdoor recreational uses

(xxvii) Accessory Uses and Accessory Structures pursuant to Chapter 912

(2) Site Development Standards

(i) Maximum Height

The height of all structures hereafter erected or enlarged shall not exceed six (6) stories or eighty-five (85) feet.

(ii) Floor Area Ratio

The maximum Floor Area Ratio shall be 4:1 for each zoning lot.

(iii) Urban Open Space

At least ten (10) percent of the land within Subdistrict A shall be improved as Urban Open Space.

(iv) Build-To Line

The Build-To Line along the southerly portion of Penn Avenue is 15 feet. A minimum of sixty (60) percent of the building frontage or façade abutting a street must be located within the Build-To Line, except where the applicant can demonstrate that it would be impractical to meet the Built-To Line requirements to accommodate required Urban Open Space on the site.

(v) Traffic and Parking Demand Analysis

Traffic and Parking Demand Analysis shall be required in a format specified by the Zoning Administrator for all development in Subdistrict A. The Zoning Administrator shall review the submitted analysis, including all sources of data, to establish appropriate traffic and parking mitigation measures. The costs for constructing and implementing all required mitigation measures shall be the responsibility of the Applicant. Shared parking is encouraged, and parking requirements may be met in the form of shared parking among parcels located within the district.

(vi) Parking

There shall be no above-ground parking structure along the Penn Avenue frontage and there shall be no surface parking or above-ground parking structure on that portion of Subdistrict A located to the south of Penn Avenue.

(vii) Signs

All signs shall comply with the requirements applicable to signage in the LNC, UNC, CP and AP Districts as set forth Section 919.03.M.5. Furthermore, all signage should be directed toward Penn Avenue and away from the adjacent residential districts.

(b) Development Subdistrict B

(1) Use

In Subdistrict B, bounded by the southerly boundary of Subdistrict A on the north, then by Putnam Street on the east, then by the southerly property line and then by the westerly property line, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section.

- (i) Single -Unit Detached Residential
- (ii) Single-Unit Attached Residential
- (iii) Two-Unit Residential
- (iv) Three-Unit Residential
- (v) Multi-Unit Residential
- (vi) Home Occupation
- (vii) Library and Cultural Services, including museum, gallery and similar exhibition uses
- (viii) Religious Assembly

(ix) Community Center

(x) Recreation

(xi) Childcare

(xii) Access rights-of-way, roadway, and trackage, including shelter and comfort stations incident to the use thereof

(xiii) Park and Open Space and outdoor recreational uses

(xiv) Accessory Uses and Accessory Structures

(2) Site Development Standards

(i) Maximum Height

The height of all structures shall not exceed three (3) stories or thirty-five (35) feet, except that structures located in the higher density portion of Subdistrict B bounded by the public street located to the south of Subdistrict A, then by Putnam Street to the east, then by a line running parallel to the public street a distance of 250 from the public street and then by a line running parallel to the westerly property line and located approximately 115 feet from the westerly property line projected toward Penn Avenue, shall not exceed five (5) stories or sixty-five (65) feet.

(ii) Maximum Unit Density

The average lot area per unit shall not be less than 750 sq.ft.

(iii) Minimum Setback

The minimum setback is ten (10) feet along the westerly boundary of Subdistrict B and extending along Rennig Street and Social Way.

(viii) Urban Open Space

At least ten (10) percent of the land with Subdistrict B shall be improved as Urban Open Space.

(iv) Traffic and Parking Demand Analysis

Traffic and Parking Demand Analysis shall be required in a format specified by the Zoning Administrator for all development in Subdistrict B. The Zoning Administrator shall review the submitted analysis, including all sources of data, to establish appropriate traffic and parking mitigation measures. The costs for constructing and implementing all required mitigation measures shall be the responsibility of the Applicant. Shared parking is encouraged, and parking requirements may be met in the form of shared parking among parcels located within the district.

(v) Parking

There shall be no surface parking or above-ground parking structure along the Penn Avenue frontage. Surface parking lots shall be limited to a maximum of ten (10) parking spaces and shall meet the following standards: (a) a minimum of thirty (30) square feet of landscaping shall be provided for each parking space; (b) the landscaping area shall include at least one (1) tree for every three (3) parking spaces;

(c) landscaped areas shall be located on the perimeter of the parking spaces to screen the area from public view; and (d) storm water best management practices shall be implemented.

(vi) Signs

All signs shall comply with the requirements applicable to signage in residential districts.

(c) Development Subdistrict C

(1) Use

In Subdistrict C, identified as a portion of the property located north of Penn Avenue beginning at the intersection of Penn Avenue and East Liberty Boulevard then by a line running north along the easterly property line a distance of 185 feet, then by a line running west that is bounded on the north by Subdistrict D for a distance of 541 feet from East Liberty Boulevard, then by the line running southwesterly a distance of 284 feet, then by a line running south a distance of 112 feet to Penn Avenue, then by a line running east along Penn Avenue a distance of 815 feet to the point of beginning, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section.

- (i) Multi-unit Residential
- (ii) Bank or Financial Institution (Limited and General)
- (iii) Child Care (Limited and General)
- (iv) College or University Campus
- (v) Commercial Parking (Limited and General)
- (vi) Cultural Service (Limited and General)
- (vii) Educational Classroom Space (Limited and General)
- (viii) Grocery Store (Limited, General)
- (ix) Hotel/Motel (Limited, General)
- (x) Laboratory/Research Services (Limited and General)
- (xi) Manufacturing and Assembly, with the following standards:
 - a. The design of these items results from the research and development activities of the institutions, organizations and companies located on the site
 - b. The assembly and manufacturing uses are such that no explosive materials or processes are involved; and
 - c. The uses produce no smoke, odor, vibration, noise, heat, dust, glaring light or other hazard or noxious or objectionable attribute from outside any building.
- (xii) Medical Office/Clinic (Limited and General)
- (xiii) Office (Limited and General)

- (xiv) Park and Open Space and outdoor recreational uses
- (xv) Parking Structure (Limited and General)
- (xvi) Public Assembly (Limited and General)
- (xvii) Recreation and Entertainment, Indoor
- (xviii) Research and Development Services for development and service uses, including but not limited to advanced methodologies and processes in biotechnology, modern biological technology, computer hardware and software, artificial intelligence and accessory and support facilities related to these uses but not including medical and animal testing
- (xix) Restaurant, Fast-Food (Limited and General)
- (xx) Restaurant (Limited and General)
- (xxi) Retail Sales and Services (Limited and General)
- (xxii) Retail Sales and Residential Convenience
- (xxiii) Sidewalk café
- (xxiv) Transit Facility
- (xxv) Utility (Limited and General)
- (xxvi) Vocational School
- (xxvii) Access rights-of-way, roadway, and trackage, including shelter and comfort stations incident to the use thereof
- (xxviii) Accessory Uses and Accessory Structures pursuant to Chapter 912

(2) Site Development Standards

(i) Maximum Height

The height of all structures hereafter erected or enlarged shall not exceed a maximum height of one hundred fifty (150) feet.

(ii) Required Stepbacks

Buildings located with Subdistrict C shall be subject to stepback requirements set forth in this Section. The term "stepback" refers to a technique whereby the floorplate of the building is reduced from the street at certain heights of a building to improve the pedestrian experience, enable sunlight penetration to the ground plane (streets and public spaces), and creating interesting and functional rooftops at various building levels.

Structures in excess of forty-five (45) feet in height shall meet the following stepback standards:

- (a) A minimum stepback of ten (10) feet at a height of forty-five (45) feet.
- (b) An additional stepback of ten (10) feet at a height of eighty-five (85) feet.

(iii) Maximum Lot Coverage 100%

(iv) Urban Open Space

At least ten (10) percent of the land within Subdistrict C shall be improved as Urban Open Space. During phased developments, the Urban Open Space requirements may be established by an applicant providing dedicated Urban Open Space within any other Subdistrict within the SP-9 district.

(v) Build-To Line

The Build-To Line along Penn Avenue and East Liberty Boulevard right of way is 15 feet. Where the primary building frontage abuts Penn Avenue or East Liberty Boulevard, a minimum of sixty (60) percent of the primary building frontage must be located within the Build-To Line, except where the applicant can demonstrate that it would be impractical to meet the Built-To Line requirements to accommodate required Urban Open Space on the site.

(vi) Traffic and Parking Demand Analysis

Traffic and Parking Demand Analysis shall be required in a format specified by the Zoning Administrator for all development in Subdistrict C. The Zoning Administrator shall review the submitted analysis, including all sources of data, to establish appropriate traffic and parking mitigation measures. The costs for constructing and implementing all required mitigation measures shall be the responsibility of the Applicant. Shared parking is encouraged, and parking requirements may be met in the form of shared parking amongst parcels located within the district.

(vii) Parking

There shall be no above-ground parking structure directly adjacent to Penn Avenue.

(viii) Signs

All signs shall comply with the requirements applicable to signage in the LNC, UNC, CP and AP Districts as set forth Section 919.03.M.5.

(d) Development Subdistrict D

(1) Use

In Subdistrict D, identified as a portion of the property located north of Penn Avenue that is bounded generally on the north by the M.L.K. Jr. East Busway, on the east by East Liberty Boulevard, and on the south by Subdistrict C, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section:

(i) All uses permitted within Subdistrict C.

(2) Site Development Standards

(i) Maximum Height

The height of all structures hereafter erected or enlarged shall not exceed a maximum height of two hundred eighty-five (285) feet.

(ii) Maximum Lot Coverage 100%

(iii) Urban Open Space

At least ten (10) percent of the improved land within Subdistrict C shall be improved as Urban Open Space. During phased developments, the Urban Open Space requirements may be established by an applicant providing dedicated Urban Open Space within any other Subdistrict within the SP-9 district.

(iv) Build-To Line

The Build-To Line along Penn Avenue and East Liberty Boulevard right of way is 15 feet. Where the primary building frontage abuts Penn Avenue or East Liberty Boulevard, a minimum of sixty (60) percent of the primary building frontage must be located within the Build-To Line, except where the applicant can demonstrate that it would be impractical to meet the Built-To Line requirements to accommodate required Urban Open Space on the site.

(v) Traffic and Parking Demand Analysis

Traffic and Parking Demand Analysis shall be required in a format specified by the Zoning Administrator for all development in Subdistrict D. The Zoning Administrator shall review the submitted analysis, including all sources of data, to establish appropriate traffic and parking mitigation measures. The costs for constructing and implementing all required mitigation measures shall be the responsibility of the Applicant. Shared parking is encouraged, and parking requirements may be met in the form of shared parking amongst parcels located within the district.

(vi) Parking

There shall be no above-ground parking structure directly adjacent to Penn Avenue, unless the structure is: (a) screened either architecturally or with landscaping, such that vehicles are not visible along the façade adjacent to Penn Avenue, and (b) shall be designed with articulated facades consistent with surrounding buildings situated within the District. Surface parking shall be permitted subject to screening with fences and/or landscaping to minimize visibility of the parking area if situated adjacent to Penn Avenue.

(vii) Signs

All signs shall comply with the requirements applicable to signage in the LNC, UNC, CP and AP Districts as set forth Section 919.03.M.5.

(e) Development Subdistrict E

(1) Use

In Subdistrict E, identified as a portion of the property located north of Penn Avenue beginning at the intersection of Penn Avenue and Subdistrict A, then by a line running north for a distance of 252 feet from Penn Avenue, then by the property line running east a distance of 200 feet, then by a line running south a distance of 252 feet, then by a line running west along Penn Avenue a distance of 200 feet to the point of beginning, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section:

(i) All such uses permitted within Subdistrict C.

(2) Site Development Standards

(i) Maximum Height

The height of all structures hereafter erected or enlarged shall not exceed a maximum height of one hundred thirty-five (135) feet.

(ii) Maximum Lot Coverage 100%

(iii) Urban Open Space

At least ten (10) percent of the improved land within Subdistrict C shall be improved as Urban Open Space. During phased developments, the Urban Open Space requirements may be established by an applicant providing dedicated Urban Open Space within any other Subdistrict within the SP-9 district.

(iv) Build-To Line

The Build-To Line along Penn Avenue right of way is 15 feet. Where the primary building frontage abuts Penn Avenue, a minimum of sixty (60) percent of the primary building frontage must be located within the Build-To Line, except where the applicant can demonstrate that it would be impractical to meet the Built-To Line requirements to accommodate required Urban Open Space on the site.

(v) Traffic and Parking Demand Analysis

Traffic and Parking Demand Analysis shall be required in a format specified by the Zoning Administrator for all development in Subdistrict E. The Zoning Administrator shall review the submitted analysis, including all sources of data, to establish appropriate traffic and parking mitigation measures. The costs for constructing and implementing all required mitigation measures shall be the responsibility of the Applicant. Shared parking is encouraged, and parking requirements may be met in the form of shared parking amongst parcels located within the district.

(vi) Parking

There shall be no above-ground parking structure directly adjacent to Penn Avenue unless the structure is: (a) screened either architecturally or with landscaping, such that vehicles are not visible along the façade adjacent to Penn Avenue, and (b) shall be designed with articulated facades consistent with surrounding buildings situated within the District. Surface parking shall be permitted subject to screening with fences and/or landscaping to minimize visibility of the parking area if situated adjacent to Penn Avenue.

(vii) Signs

All signs shall comply with the requirements applicable to signage in the LNC, UNC, CP and AP Districts as set forth Section 919.03.M.5.(f)

(f) Regulations Applicable to entire SP-9 District:

(i) Unified stormwater controls, systems, and management plans that service more than one parcel or across more than one Subdistrict are authorized within the SP-9 District in order to meet the applicable stormwater requirements.

(ii) Parking structures and parking lots shall be permitted as an accessory use in all

Subdistricts. Parking lots and parking structures may be made available to multiple users, multiple parcels, and/or to the general public in addition to serving specific uses within the District. The development and use of underground parking garages shall be permitted within the District, which may be constructed across more than one parcel or across more than one Subdistrict within the District, but need not service each parcel upon which the garage or lot is constructed.

(iii) Wall mounted signs are permitted within Subdistricts C, D, and E, provided that:

a. The total face area shall not exceed two (2) square feet of sign face area for each lineal foot of building wall width to a maximum of eighty (80) square feet and shall be mounted no higher than eighty (80) feet above grade except where expressly permitted.

b. For buildings with multi-commercial tenants, one (1) additional tenant business or identification sign shall be permitted per tenant identifying the name of the tenant or business, the total face area of which shall not exceed two (2) square feet of sign face area for each lineal foot of tenant frontage to a maximum of eighty (80) square feet per sign on each wall or façade and shall be mounted no higher than the second floor above grade.

c. Tenant signs are to be located within the façade area of the tenant. Maximum letter height on all wall signs below forty (40) feet above grade shall be four (4) feet.

d. Only the name of the building or business shall be mounted higher than forty (40) feet above grade and may face in all directions but shall not be roof mounted nor project above the roof peak or parapet wall, shall not exceed in face area eighty (80) square feet or two (2) percent of exposed façade area whichever is larger, shall be limited to four (4) per building, shall include no motion or animation, shall not exceed a luminance of two thousand five hundred (2,500) nits during daylight hours between sunrise and sunset, shall not exceed a luminance of two hundred fifty (250) nits at all other times, shall permit electronic illumination with no motion or animation. All applications shall include certification that the sign will comply with luminance level standards at the time of application and must certify again that the sign is operating in compliance with the standards prior to issuance of an occupancy permit.

(iv) Streets and ways located within the SP-9 district may be dedicated as a public street or way. Any private streets and ways shall provide for an easement for public access. Private streets with two directions of travel shall maintain a minimum cartway of twenty-four (24) feet and a private way with one direction of travel shall maintain a minimum cartway of ten (10) feet.

(v) All contiguous parcels in any Subdistrict may be combined or subdivided as required to facilitate building development.

(vi) Individual buildings that house two or more permitted uses are encouraged in the SP-9 District.

(vii) As the heights of all of development within this District are controlled by this Chapter, the Code's FAR requirements are not applicable.

(viii) Any space designated as "Urban Open Space" shall comply with the standards set forth in Section 909.01.D.3(C) of the Code. In addition, where the sidewalk is extended onto private property, this portion of the site may be counted to meet the Urban Open Space requirements.

(ix) Public infrastructure improvements within the District shall utilize green infrastructure techniques such as greenways, rain gardens, bioswales, and/or other best management practices (BMPs).

Section 2. Repealer. All ordinances and parts of ordinances, inconsistent with the terms of this ordinance are hereby repealed; provided, however, that such repeals shall be only to the extent of such inconsistency and in all other aspects, this ordinance shall be cumulative of the other ordinance regulating and governing the subject matter covered by this ordinance.

Section 3. Savings Clause. If any section or provision or parts hereof in this ordinance shall be adjudged invalid or unconstitutional, such invalidity or unconstitutionality shall not affect the validity of the ordinance as a whole or any other section or provision or part thereof.

Section 4. Effective Date. This ordinance shall be in full force and effect from and after its passage.

This PLDP meets all of these requirements

(a) The proposed PLDP creates an efficient, functional and attractive urban area which incorporates a high level of amenities;

One of the main focuses of the PLDP is to provide practical and efficient public amenities as a means of linking together the surrounding five communities where they converge together at this site. Through this PLDP, the proposed amenities are enhanced by facilitating increased urban density, promoting walkability within the District and to neighborhoods beyond, supporting transit options, embracing the arts, and catalyzing and sustaining economic development. The enhanced open space and streetscape will provide for a welcoming and unique character along the Penn Avenue corridor and adjacent neighborhoods. This vision will build on a series of vibrant communities and neighborhoods for all to enjoy and prosper.

(b) That the proposed district protects and preserves the natural environment;

The District plan strives to build dense, sustainably minded buildings to permit the most effective use of the adjacent East Liberty Transit Station. Public Open space, which is limited in the surrounding area, is significantly enhanced in the plan by requiring minimum open space within the development which will be coordinated with infrastructure improvements to existing facilities to expand connectivity. As part of the PLDP's sustainability goals, the District seeks to provide stormwater infiltration onsite to the greatest extent achievable, while providing appropriate protections and remediation of historic contamination that remains present onsite. The portion of the District identified as Subdistricts C, D, and E currently are comprised of areas maintaining very little pervious surface, landscaping, or green space, each of which will be increased through the adoption of this PLDP.

(c) The proposed district creates a favorable environmental, social and economic impact on the City;

The District plan is flexible, dynamic and adaptable to market and tenant requirements and external conditions. Site development and District investments are phase-able and operational through a variety of economic futures. We will build upon the legacy of Pittsburgh and Bakery Square to create an authentic, recognizable and transformative place that attracts people to the development, the District and to Pittsburgh.

(d) The establishment, maintenance, location and operation of the proposed district will not be detrimental to or endanger the public health, safety, morals, comfort or general welfare;

We prioritize the inclusion of diverse perspectives and backgrounds in order to create an equitable development for all Pittsburghers. Through discussion with key community stakeholders, this plan spurred the creation of a joint community group called KEEL+ which brings together multiple surrounding neighborhood groups to speak and act with one voice. This is bringing a new clarity to the wants and needs of the community and allows us to align our plan to best address and collaborate with their goals. We embrace the perspectives, values and voices of our residents, our adjacent neighborhoods and larger community stakeholders. Through this process, the plan's directives ensure that the use and enjoyment of neighboring properties will be enhanced while protecting the public health, safety, morals, comfort, or general welfare of the community.

(e) The proposed district is not injurious to the use and enjoyment of other property in the immediate vicinity for the purposes permitted, nor substantially diminish or impair property values within adjacent zoning districts;

The portions of the property situated within Subdistricts C, D, and E, which are incorporated into the existing SP-9 District through this PLDP, are currently comprised of a strip mall, fast food restaurant, grocery store, and huge expanse of parking lot. The existing operational impacts of the site will be mitigated through appropriate land use controls, updated traffic configurations and improvements, and enhanced access to the site via public transportation, pedestrian, and bicycle access.

The development of this property will increase the value of the surrounding property areas by removing a section of blight and redevelopment of an oddly configured highway commercial retail center.

(f) That the establishment of the proposed district shall not impede the normal and orderly development and improvement of property for uses permitted in the adjacent districts;

This plan does not limit or impede development in adjacent districts and is anticipated to help to make surrounding properties more attractive for development and/or investment. The parcels that are adjacent to the District are either currently fully developed or in the process of redevelopment and revitalization, including the Meridian development which is currently under construction. Since the creation of and development within the original SP-9 District, there has been significant investment in the neighborhood thereby enhancing the orderly development and improvement of the area.

(g) That adequate utilities, access road, drainage and other necessary facilities have been or shall be provided;

New utilities will be added as the development grows, which are accessible from main utility lines within immediately adjacent public right-of-way. Studies are currently being conducted to ensure that appropriate planning efforts are in place with the utilities as each phase is completed. Traffic and access have been studied within the context of the entire district and the surrounding neighborhoods by taking into consideration existing traffic demands and those that would be anticipated based upon future development of the District. In addition, the PLDP proposed significant upgrades to existing infrastructure not only within the District but includes improvements to existing streets and sidewalks to address traffic demands, pedestrian and bicyclist safety, and to address stormwater needs.

(h) That adequate measures have been or shall be taken to provide ingress and egress designated so as to minimize traffic congestion in the public streets;

This plan completes a secondary traffic path running parallel to Penn Avenue to help ease the traffic burden on sections of Penn Avenue and its intersection with 5th Avenue. The intersections at Shady, Penn, and East Liberty Boulevard are being studied along with each phase of design to ensure that they can appropriately accommodate future needs. The PLDP proposes mechanisms and guidelines to establish a safe, equitable and comfortable circulation network that balances transportation modes, promotes accessibility and prioritizes people.

(i) That the proposed development complies with plans and policy documents adopted from time to time by the City.

This plan complies with existing City of Pittsburgh policies and plans. The PLDP further incorporates certain goals and directives from the East Liberty Community Plan, as prepared by East Liberty Development, Inc., and Larimer Consensus Group's community design standards.



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