

Oakland-Wide Community Meeting

Minutes: August 31, 2021

Carnegie Mellon University: 2022 Institutional Master Plan Midpoint Update

Presenting: Bob Reppe, Senior Director of Planning and Design and Jen Beck, Project Manager

CMU is in the midst of its institutional master plan development. Bob Reppe introduced the project and outlined the structure of the evening's presentation, focusing on the university's development sites, mobility planning, infrastructure and sustainability, and community outreach plan. These topics each touch on the fundamental principles informing the project: design, experience, mobility, context, and opportunity.

Development sites. The project area is organized around the three main campus divisions – the historic core, the north campus, and the Craig Street area. Development sites include some carried forward from the last institutional master plan and some new to this plan.

Within the historic core, the design considerations are primarily conservative of the original beaux-arts design concept. They include the potential re-design of Donner Hall, the build-out of Margaret Morrison, and the potential redevelopment of Warner Hall. Altogether there are nine potential development sites in this area.

Within the north campus area, the intent is increasing density, and buildings are being considered that are a little taller. The design considerations here are more contemporary and reflective of campus flux. Projects include new construction in what remains of the old Morewood Gardens parking lot next to the Tepper Quad and the re-design of the Greek housing north of Forbes off Morewood to provide updated residences to the Greek organizations and complimentary student housing. The university's priority is to increase the number of beds on campus to guarantee on-campus housing for all undergrads for all four years. Altogether there are six projects in this area.

In the South Craig area, there is a focus on improving the character of the street as a university asset; projects include the Shirley apartment building renovation, Mellon Institute loading area improvements, and two significant new buildings on Forbes (both north and south) – both of which were carried forward from the last IMP.

Mobility. The university's goal is to prioritize people over vehicles. In descending priority, mobility options should include walking, biking, using public transit, high-occupancy vehicles, and, lastly, single-occupancy vehicles. The plan contains no net new parking. Many planned public realm improvements are mobility-driven and include several that are within the university's sole control (e.g., a cross-campus cycle track) and some that will involve partnering with the city and PennDOT (e.g., correcting misalignment of Morewood, adding bike lanes on Morewood, and rebuilding the Forbes RR bridge).

The university's parking management plan envisions a 5% increase in people working from home. The plan is to integrate with the planned BRT, expand the bike network, and collaborate with partner institutions to manage shuttles. Pedestrian network improvements include adding buffers and vegetation.

Sustainability infrastructure.

Jen Beck, Project Manager, presented. The focus is on minimizing energy use, greenhouse gas emissions, water, and resources use, improving stormwater management and waste management, and improving

open space and pedestrian circulation. Green buildings are an essential component of the university's sustainability plan, and everything built in the last ten years has been LEED certified.

The sustainability focus also comprises neighborhood enhancement strategies. The goals of these strategies are to minimize the university's impacts on its neighbors, to make connections to share the university with the community, to enhance South Craig as CMU's college street, to ensure the university's amenities are available to all, and to continue to have a positive economic impact on the region.

Community outreach.

This presentation will be made available through planned town halls, including:

September 9 at 12:00

September 9 at 4:30

September 13 at 6:30

<https://www.cmu.edu/cdfd/master-plan/index.html>

cmu2022imp@andrew.cmu.edu

OPDC will coordinate with Department of City Planning and Carnegie Mellon regarding the scheduling of a Development Activities Meeting (DAM) for this project, likely in October, prior to the IMP presentation to City Planning Commission for hearing and action.

Q: Biking and walking trail in Panther Hollow: to be kept open?

A: We retained a 10' easement for a future trail; any future building would preserve it. Ultimately, hoping the city will help us connect the trail at the south end to Junction Hollow Trail and thence to the river via Hazelwood Green.

Q: Any plans between Forbes and Neville?

A: Graphic arts site and across between museum and railroad, north and south of Forbes projects

Q: What recreation facilities can the community use?

A: Campus, track, campus spaces are open for people to walk through and use; connections (bike, pedestrian) are open to the public

Q: Is the train from Hazelwood to CMU still on the books?

A: I don't know; following the lead of the lead developers at Hazelwood Green in building out projects there, we are not driving connections through the hollow; it's a DOMI and DCP initiative. We do not have plans regarding a connection through the hollow.

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PWSA: Stormwater management

Presenting: Beth Dutton, Senior Project Manager for Stormwater

Stormwater is the primary pollutant in urban areas. PWSA's goal is to reduce sewage and pollution entering rivers, ensure fewer homes with flooded basements, and help build a more livable city with green infrastructure for environmental + community improvements.

Our region experienced a 71% increase in precipitation – especially heavy rain – between 1958 and 2012, and the problem is only worsening. Pittsburgh currently averages 38" of rain/year, but more severe storms dump a lot of water quickly; our sewage system can't handle the volume. Stormwater combines with sanitary sewage and dumps into rivers or backs into people's basements.

PWSA is building an innovative stormwater system to keep stormwater out of sanitary sewers. Green infrastructure (e.g., Centre/Herron) is designed to capture excess runoff and beautify the neighborhood.

Significant investments in infrastructure require PWSA to change the way it bills for stormwater management. Current billing is for drinking water consumption – determines both drinking water and wastewater rates. This doesn't consider stormwater impact (for example, a parking lot uses no drinking water but contributes enormously to runoff problems). In 2022 (pending PUC approval), PWSA will bill every parcel with impervious areas a stormwater management fee. Property owners will pay proportional to the amount of impervious surface on their property. The average amount on a residential parcel is 1,015 sf. Tiered billing rate for residential customers based on number of ERUs (equivalent residential units): 0.5, 1, 2. ERU will bill Non-residential customers.

PWSA's master planning process will be complete in June 2022. PWSA invites public engagement.

www.pgh20.com/stormwater-master-plan-faq

To report basement backups and flooding, please call PWSA at 412-255-2423. Please direct questions or comments on the stormwater plan to Beth Dutton at bdutton@pgh20.com.

Q: Projects planned for Oakland? Stormwater Management Improvement Project on Ophelia/Lawn?

A: Currently under design, moving forward, will get back with an update on the schedule, when it'll be ready to come to the community.

Q: Have an update on the Lawn/Ophelia project; it says it's planned for 2022, earlier PWSA reps came to an Oakcliffe meeting, and it was supposed to be this year. Why is it being delayed again?

A: There's coordination to be done with the city that's taken longer than anticipated.

Q: Which city department?

A: Not positive; I will get back to you with that information

Q: When we get it, have the plans changed from what we were last shown in February? Plans had changed for the worse from the previous iteration.

A: I don't think there have been significant changes

Comment: Significant to PWSA and significant to us can be different.

Q: Does PWSA provide incentives to property owners to incentivize improvements?

A: Yes, incentives both for residential and commercial properties. E.g., rain gardens, disconnected downspouts can receive a discount on the fee.

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UPMC PUH Bed Tower

Presenting: John Krolicki, Vice President Facilities & Support Services; Mike Schesler, Project Manager; Kurt Spiering, Vice President, HGA; Bryan Cannon, Design Principal, HGA

The PUH bed tower will feature 636 private beds, replacing semi-private beds in the existing hospital. The project also includes a 450-car parking garage that is part of the overall building, accommodating the majority of the inpatient demand. This project represents a master plan refinement. UPMC is resuming community engagement to prepare for presentation before Planning Commission in March 2022. UPMC aims for building completion by fall 2026 and hopes to come back to another design activities meeting this fall to get into more details.

The project is under 900,000 sf, less than 300' above Fifth Ave, not exceeding setbacks or height or parking. The building has evolved from the maximum footprint represented in the IMP – present design is a more elegant appendage of the campus, more public realm, and greenspace. The new tower is taking its place in a collection of dramatic and iconic towers in the immediate vicinity, picking up on limestone pillar designs of other buildings nearby and beautiful urban buildings set in a park-like landscape. Looking for a dramatic design with a dynamic surface. Glass will change appearance with the sun's position. The base of the building will align with the entrance to Presbyterian up the hill. The tower will be 288' high from the street: a big building, but not out of scale. The cantilever at Fifth/DeSoto is intended to open up the street-level experience of the building edge. The 3-story lobby disguises three stories of parking hidden behind the hillside (and the parking garage also three levels below grade).

Midblock outpatient entry on DeSoto lightens traffic burden on Fifth Ave: the project will not be backing traffic up into Fifth Avenue at any time under any situation. An urban public plaza is planned at Fifth/DeSoto. The entry garden behind the bus station will include a water feature. The entrance to the parking garage is above the Fifth Avenue level. The building shape appears highly designed and architectural, but the floor plan is also highly rational.

Q: How does an all-glass tower relate to all surrounding buildings, especially the limestone you mentioned earlier?

A: Primary programmatic driver of skin selection is how it serves the patients inside – it is important to provide views and natural light, which benefit recovery. A building this size made of glass can be chameleon-like and reflect the colors and textures of the surrounding buildings. It takes on the lightest visual weight; a limestone building would be heavy and darker. We're looking for a simple, elegant expression with minimal impact by virtue of clarity and cleanliness. The masonry face of the building 30' tall is an explicit and recognizable visual connection to surrounding buildings of similar height.

The project includes community benefits specific to Oakland. UPMC is the largest non-governmental employer in Pennsylvania. UPMC gives \$599m to medical research, makes lots of different charitable contributions, as well as community health commitments. UPMC spends about \$121m providing healthcare to the uninsured every year. UPMC's activities have a significant economic impact on the region. UPMC has been very active in COVID vaccination distribution, partnered with different groups in the area to make vaccines available. They are still hosting vaccine clinics around the region. Support for

affordable housing includes the Second Avenue Commons downtown; Presbyterian SeniorCare received a parcel from UPMC for its proposed LGBTQ+ senior housing project. UPMC supports the Oakland Community Land Trust (CLT) and was a guarantor for the Oakland Affordable Living project. UPMC also hosts an annual charity golf event to benefit People's Oakland and CHS. UPMC supports the Argyle Studio in collaboration with OBID. The project has provided an easement for PAAC for the BRT bus station, and UPMC provides maintenance for that station. Community opportunities – lots of jobs are available.

This project is transformational. They are not adding any new beds, making them all private. A destination for people from around the region; looking forward to providing 100% private rooms and state-of-the-art care, which the region needs. Gratitude to the community, the city, local businesses for care and support for healthcare workers during the COVID pandemic.

The project is expected to have a four-year construction period. Will require multi-lane closures along with DeSoto; every intention to keep bus stop on Fifth open. Required pedestrian detour to the south end of Fifth between Atwood and DeSoto. Virtual tour of construction site available.

Q: Are you planning to go to the city's design advisory panel, and if so, can we get a report at the next meeting of input they provided.

A: Not scheduled, can provide a report.

Q: Ground level rendering on DeSoto Street of what the street will look and feel like from a pedestrian's perspective? Views from further away, what the viewed landscape will be like from multiple places, further away than just from the site. E.g., one can see the Cathedral of Learning from many different places – what will this building look like from different vantage points in Oakland? Do you need to go to ZBA in March, or just the Planning Commission?

A: Planning Commission, no variances being sought. Part of IMP. The BRT will be in front of our project in 2023.

Q: It would be great to have a presentation for the community viz. schedule for sidewalk closures, etc.

Q: Helicopter detour will require copters coming from south to swing over what part of the city to come around from north?

A: Current understanding is they only need to enter the path from the very end. Higher elevations along any other path? Clarification would be helpful.

OPDC will schedule an official DAM for this project.