

October 6, 2017

To: Oakland Gateway Ventures

Robert Dauer, Jr.  
Bill Kane  
Bill Bannow  
Aldrick LaPlace

From: Ray Gastil, City Planning Director

cc: Kevin Acklin, Karina Ricks, Corey Layman

Thank you for meeting today with representatives of the City of Pittsburgh Department of City Planning and Department of Mobility and Infrastructure to discuss your proposal. The comments on mobility and transportation reflect Director Ricks' position, while the comments on land use reflect Director Gastil's perspective.

We appreciate the opportunity to discuss the project in depth.

As noted at the meeting, there are major concerns regarding the proposed project.

We recognize that connecting this area of Oakland and the city is a critical goal. We also recognize that improving Bates Street, and the Bates Street and 2<sup>nd</sup> Avenue intersection and Parkway and Bates interchange, are city objectives.

Your proposal includes a substantial widening of Bates Street, however this added capacity will not result in a benefit to the larger community and in many ways threatens to degrade the walkability, safety and attractiveness of this urban community. The proposed multimodal facility is predominantly a 3,000+ space parking facility. Any capacity added to Bates Street will be entirely consumed by vehicles accessing and egressing from this facility as well as the additional nearly 1,000 parking spaces proposed in conjunction with the mixed use buildings of the Gateway itself. Furthermore, neither the Parkway nor 2<sup>nd</sup> Avenue have adequate surplus space on them to carry this additional concentration of vehicles. Your proposal does not increase capacity on either of these facilities nor is capacity expansion likely viable on these corridors given their constrained conditions.

The intersection reconfigurations proposed at Bates and Boulevard of the Allies and Halckett and the Boulevard include major widenings of these intersections making them less walkable, more hostile to pedestrians and potentially more dangerous to non-motorized modes of travel.

While the project makes note of potential improvements to pedestrian and bike access, it does not align with the City's emphasis on pedestrian travel, transit enhancements, transportation demand management, and parking management throughout the City.

Regarding the proposed development at the northwest and northeast corners of Bates and Boulevard of the Allies, we recognize that it is a City objective for development to better serve the neighborhood, Oakland, and the city.

However, the approximately 500,000 sf of development, including Office, Residential, Hotel, and Retail, as well as the approximately 1,000 parking spaces to serve it, are over-scaled and overly impactful for the two sites.

In addition, there is not a compelling argument for the de-mapping of the street or reconfiguration of the park.

In summary, further discussion of this project would require your consideration of a) a new approach to resolving the challenges of Bates Street and 2<sup>nd</sup> Avenue and the Parkway, b) a significantly smaller or alternative use proposal for the site currently identified as a parking facility, and c) a revised proposal for the Bates and 2<sup>nd</sup> Development to be significantly more in scale to existing zoning, the neighborhood character, and the existing street grid.

Again, thank you for presenting the proposal and discussing it with us today.