

WHAT ARE OUR TEAM'S VALUES?

The Fifth & Dinwiddie Development team is excited about Uptown and is eager to deliver a project that its residents can be proud of. Our values have deep foundations in the concepts of equity, opportunity, and dignity. We want to provide much more than a basic mixed-use, mixed-income development—doing that requires investing in people as much as it does bricks and mortar. Our development program includes a strong workforce and minority business development program, which is meant to give community members a path to prosperity that is close to home.

While we hope to have a big impact on peoples’ opportunities to live, learn, and work in Uptown, the place we intend to build at Fifth and Dinwiddie should have a small impact on the environment by being energy efficient, managing stormwater effectively, and using materials that will contribute to the health and well-being of occupants and nearby residents.

WHAT ARE OUR TEAM'S GOALS FOR THE PROJECT?

Overarching Goals:

- An large outdoor living room with a strong sense of place and expression of culture
- Reestablishes the importance of the site as the heart of Uptown and the Hill with the framing of the historic Fifth Avenue School and an activated gateway that celebrates entry into the Hill District.
- Creates a new node on the BRT system, making the BRT more effective
- Is both a destination and a point of origin; around the clock activity
- An attractive mix of uses for different types of tenants and provides an anchor for future development in the corridor
- Improves Fifth Avenue’s pedestrian experience with spaces to move through and spaces to linger, with integrated bike infrastructure and public transit facilities, and where cars are artfully accommodated

West Site Goals: New Construction

- Residential Space Goals:
 - Create a mix of market rate and workforce housing, providing options for people in the neighborhood as well as new residents

- Possible partners: health care institution or other large anchoring employer
- Retail Space Goals:
 - Create a space for community serving enterprise that is convenient and appealing to people to live or work on the site, as well as those who pass through. High frequency of visits.
 - Possible partners: restaurant with grab-and-go food, prefer local entrepreneur
- Commercial Space Goals:
 - Create market-rate flexible office space for community oriented businesses such as shared office space / coworking, a gym, and/or medical offices.
 - Possible partners: coworking enterprise, commercial businesses, medical institution
- Community Commercial Space Goals
 - Create affordable commercial spaces that could be used by community members for general use, education/training programming, daycare, nonprofit supportive services, and/or access to technology
 - Possible partners: a regional enterprise or institution, co-op

East Site Goals: Adaptive Reuse

- Commercial Space Goals:
 - With a new entry and services on Dinwiddie, the historic Mugele building can be used by a single tenant or multiple tenants as a light industrial flex space, ideal for fabrication, training and instruction.
 - The ground level new addition can be used as entry to the historic structure or for a related use such as a daycare center that provides an essential service for residents and workers.
 - Depending on partner needs and proforma development, the East Site could be built with significantly more square footage, with additional stories on top of the existing building and connected to adjacent sites.
 - Possible partners: Builders’ Guild of Western Pennsylvania, clean energy enterprise and workforce development, educational institution, nonprofit service providers



PROJECT DESCRIPTION

Our team's proposed development at Fifth and Dinwiddie includes, as both a matter of our principles and of the EID plan's goals, construction of a new mixed-use complex on portion of the site west of Dinwiddie Street (hereafter "Western Site"), and an adaptive reuse of the Mugele (DPW) Building ("Eastern Site"). Framing the Fifth-Dinwiddie intersection on both sides will be approximately 12,500 square feet of new plaza space that incorporates transit access, small retail space, accessible paths, native plantings, public art, bicycle parking, and programmable space for the community's use. The entirety of the project is meant to be open, transparent, context-sensitive, and built of high-quality materials.

Western Site Overview

The new construction on the western portion of the site will incorporate two new structures joined by a three-story skybridge. The main massing of the complex faces Fifth Avenue and the new public plaza and contains a 9-story mixed-use structure featuring approximately 20,000 square feet of commercial space (inclusive of approximately 3,000 square feet of affordable community flex space, and a 1-story retail space located below the upper level of the plaza), and 167 for-rent residential units. The building's maximum height (measured from Fifth Avenue) will be approximately 120 feet.

Eastern Site Overview

The eastern portion of the site will feature an adaptive reuse of the Mugele (DPW) Building, converting its ample interior for use as commercial/institutional partner flexible space. The team also proposes to add 2 stories to the roof of the existing building, to be set back from the Fifth Avenue frontage. Also, a side addition allows for vertical circulation and a new entrance facing Dinwiddie Street and the plaza. As with the Western Site, a small 1-story retail space faces Fifth Avenue and has a green roof.

Mobility and Site Access

Active transportation and transit are the primary mobility focus of this development. While personal vehicles will be accommodated on-site, residents, employees, and visitors alike should feel comfortable and welcomed in accessing the development by the mode of their choice—whether by walking, bicycling, transit, ride-hail, shared-use vehicle, or personal vehicle (ideally, in that order). Working within the City of Pittsburgh's emerging Transportation Demand Management (TDM) goals, we will create a project that is proactive in the ways it handles person trips. Simply accommodating all modes is not enough to reduce congestion and pollution in Uptown—we propose to actively encourage non-SOV (single-occupant vehicle) trips to the site using various methods discussed below.



Pedestrians and Accessibility

Pedestrian entrances to all areas within the development will be on the active and visible frontages of the buildings—placed so that they activate the space they inhabit and serve the street or plaza as much as they serve the building itself. Walking is the primary mode of transport in Uptown and

should have the most dignified and functional treatment. Clear wayfinding signage will help people navigate not only the site itself, but to areas nearby such as the eastbound BRT station on Forbes Avenue, the Hill District, and local institutions.

Accessibility is of primary importance. Uptown has a great wealth of service providers for people with disabilities, and it a major destination for people seeking treatment and engaging in social activities. Our development will embrace its neighbors by thinking beyond simply applying ADA standards to the overall site design. Accessibility should be a forethought, not an afterthought when investing in a community. The experience for people with mobility, sensory, and/or cognitive disabilities must be a high quality one that provides universal access. Best practice materials and methods will be employed for access within buildings and throughout public spaces. The residential units will all be visitable, and we intend to exceed UFAS (Uniform Federal Accessibility Standards) requirement for units accessible to individuals with mobility and sensory impairments. The public space will incorporate clear pathways with tactile cues that are intuitive, leading people with sensory challenges to important points such as the transit stations, crosswalks, and building entrances.



Bicyclist Access

People using bicycles will visit this site and neighborhood in greater numbers following the addition of safe, low-stress bicycle infrastructure as part of the reconstruction of Fifth and Forbes. Our development will embrace this in the way it welcomes people and their bikes by providing a safe path of entry from the planned Fifth Avenue

bike lane at both the Miltenberger Street and Dinwiddie Street crossings. Clear signage will direct longer-term visitors and tenants to an interior area with secure bicycle parking. Short-term visitors to the retail space(s) on-site will also have access to conveniently located outdoor bicycle parking. Residents will have access to a dedicated, secured bicycle storage area that is conveniently located to the building's circulation core, and commercial tenants will have access to changing/shower facilities to encourage bike commuting. Finally, for short and/or occasional trips, we intend to work with Healthy Ride to secure an on-site bikeshare station, with available memberships for the development's tenants.



Transit Access

The importance of the proposed Bus Rapid Transit station and its integration into the development site cannot be overstated. The new station area will be integrated with the proposed plaza open space in terms of overall pedestrian flow and design. A new contextually designed transit shelter will be incorporated into the plaza, and will have accommodation for all proposed BRT improvements, including ConnectCard machine(s), real-time arrival screens, seating, lighting, and BRT branding (to be provided by Port Authority). The developer intends to sponsor and maintain the station structure and surrounding area, with any necessary agreements with the Port Authority and City of Pittsburgh to be implemented.

As part of ongoing discussions with the City and Port Authority on improved transit access for Hill District residents, the development will also accommodate a transit shelter for a proposed re-routing of the 83 bus as it moves northward along Dinwiddie Street. The station for this route should have the same features as the BRT shelter and will be an integral part of the public space on the eastern portion of the site. The development team strongly advocates for this Port Authority re-routing to ensure equitable transit access for the Hill and is prepared to commit resources to making the station associated with it an integral part of the public space on-site.



Vehicular Access

All parking for the development will be contained within a new Mobility Hub (as prescribed by the Uptown Public Realm zoning district) within the new construction (western) site that will have multiple pedestrian and bicycle entrances that are easily accessed from both the external public spaces as well as the interior of the building—vehicular access will be via Our Way. Within the Mobility Hub will be secure bicycle parking spaces (exact number to be determined) and approximately 128 vehicle parking spaces. As per the Uptown Public Realm zoning district, the Mobility Hub will feature, at a minimum, the following amenities: connection to the district energy system, secured bike storage, and electric vehicle charging for 10% of spaces. The parking area will largely be internal to the structure, but in the few places where it has an externally facing façade, it will be screened in an architecturally sensitive way. The parking area is also designed so that it can, if conditions dictate in the future, be converted to other uses with minimal investment/disruption.

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Building and Site Design

As the central node for Uptown, the highly visible Fifth and Dinwiddie site demands high quality materials. With the historic Fifth Avenue High School across the street, a certain degree of reverence to this handsome structure should be shown, while allowing for a contemporary expression of design to add to the fabric of the neighborhood without competing with what's already there.

As shown in the schematic drawings in Section 3, the new structures of the western development site are meant to respond to contextual materials and patterns that can be found in other parts of Uptown, while setting a new context for urban density that fulfills community desires set forth in the EcolInnovation District plan. The main massing of the West Site development along Fifth Avenue and the public plaza rises with a strong base for the commercial frontage, a stepped back mass of residential units, and a further stepped back section of smaller residential units with soaring panoramic views.

The rear structure on the West Site contains all the development's structured parking, which is partially below grade at Our Way, and below the grade of Colwell Street. The structure consists of two main levels, with a ramp containing additional spaces connecting them. This structure is largely convertible to alternate uses in the future as the ramp can be de-constructed, allowing for two flat levels with a minimum of 12 feet of vertical clearance. Atop the parking podium sits a five-story residential structure. The front and rear buildings will be connected via a transparent sky bridge at the upper levels—the main elevator tower will also be located adjacent to the sky bridge element.

Open Space

The public spaces on both the eastern and western sites will consist largely of permeable pavers that feed stormwater into an underground water detention system. The western plaza is made up of two levels connected by a stairway and publicly accessible (24/7) elevator, as well as the nearby sidewalk on Dinwiddie Street. The lower level provides convenient access to the street, retail entrances, transit, bike parking, and residential entrance. It will also contain a small retail out-building, suitable for a coffee shop or similar use. The furnishings will be designed to be both beautiful and functional—an important element will be the seating, which will be curved to allow for people to face one another while sitting, encouraging discussion and better enabling sign language communication. The upper plaza will be at the level of Our Way and will connect to the mezzanine level of the adjacent building. Bike parking will be located on each level.

The eastern public space will incorporate pavers, benches, and a landscaped area near to Fifth Avenue. Slightly further north of the intersection, along the Dinwiddie Street face of the Mugele Building, play space can be incorporated, likely with an interactive water feature. This will be slightly elevated from the Fifth Avenue space, and will be shielded somewhat from Dinwiddie Street, to create a safer-feeling space for children to play. Finally, a transit shelter for the proposed re-routed 83-bus will be incorporated into the plaza edge, providing convenient and welcoming access for all open space functions, as well as the nearby area.

