

3 CROSSINGS PHASE 2 MASTER DEVELOPMENT PLAN



Amended December 6, 2024



3 Crossings Phase 2 Master Development Plan

was born from the implementation of the Riverfront, RIV, Zoning regulations. The RIV sets new restrictions on both building height (60' max) and riverfront setbacks (125') that can be alleviated through the use of Bonus Points awarded for the adoption of certain operational standards.

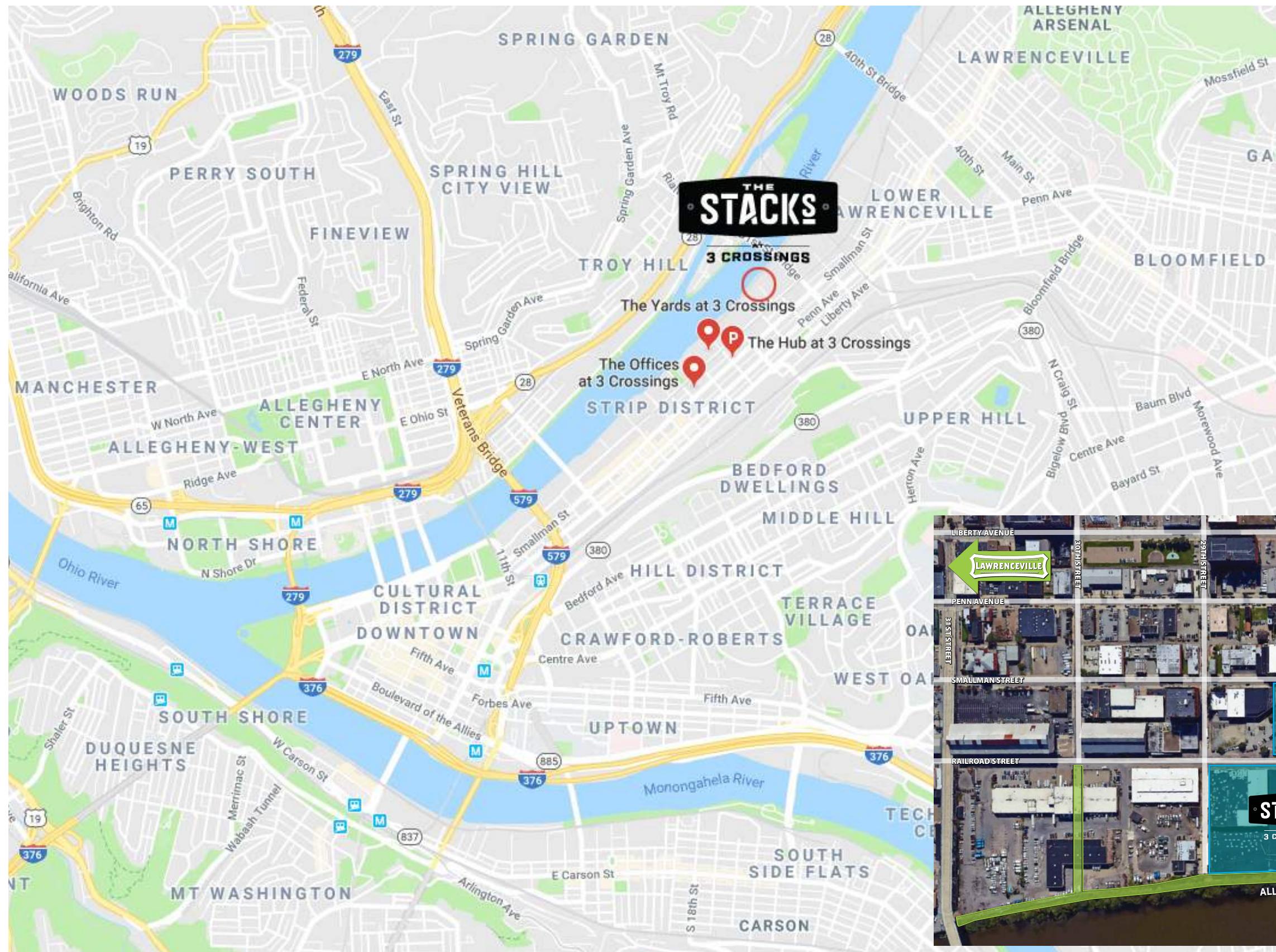
The Planning Commission acknowledged the special needs and high point requirements for multi-building phased developments and allowed for the sharing of bonus points for development with an adopted Master Development Plan. This plan is the creation of a framework for tracking, awarding, and sharing Development Bonus Points throughout **3 Crossings Phase 2**.

3 Crossings Phase 2 Master Development Plan is also an illustrative document that intends to inform the City of Pittsburgh, community stakeholders, and prospective tenants of necessary components of the total build-out of the site.

This includes:

- Possible building uses
- Footprints and massings
- Parking facility locations
- Site access
- Infrastructure improvements including the locations of streets and sidewalks
- An explanation of basic design concepts
- An analysis of traffic and parking impacts on the surrounding neighborhood.

3 Crossings Phase 2 Master Development Plan is intended to be as dynamic as the development itself and offer flexibility for an intentional mix of innovative building designs and uses in a framework of a document that gives a standard level of predictability when evaluating impacts on infrastructure.



CONTEXT

THE SITE

3 Crossings Phase 2 development site is an 11 acre collection of parcels located in the Strip District just over 1.5 miles from Downtown Pittsburgh that is approximately bounded by 27th Street, Smallman Street, 29th Street and the southern shore of Allegheny River.



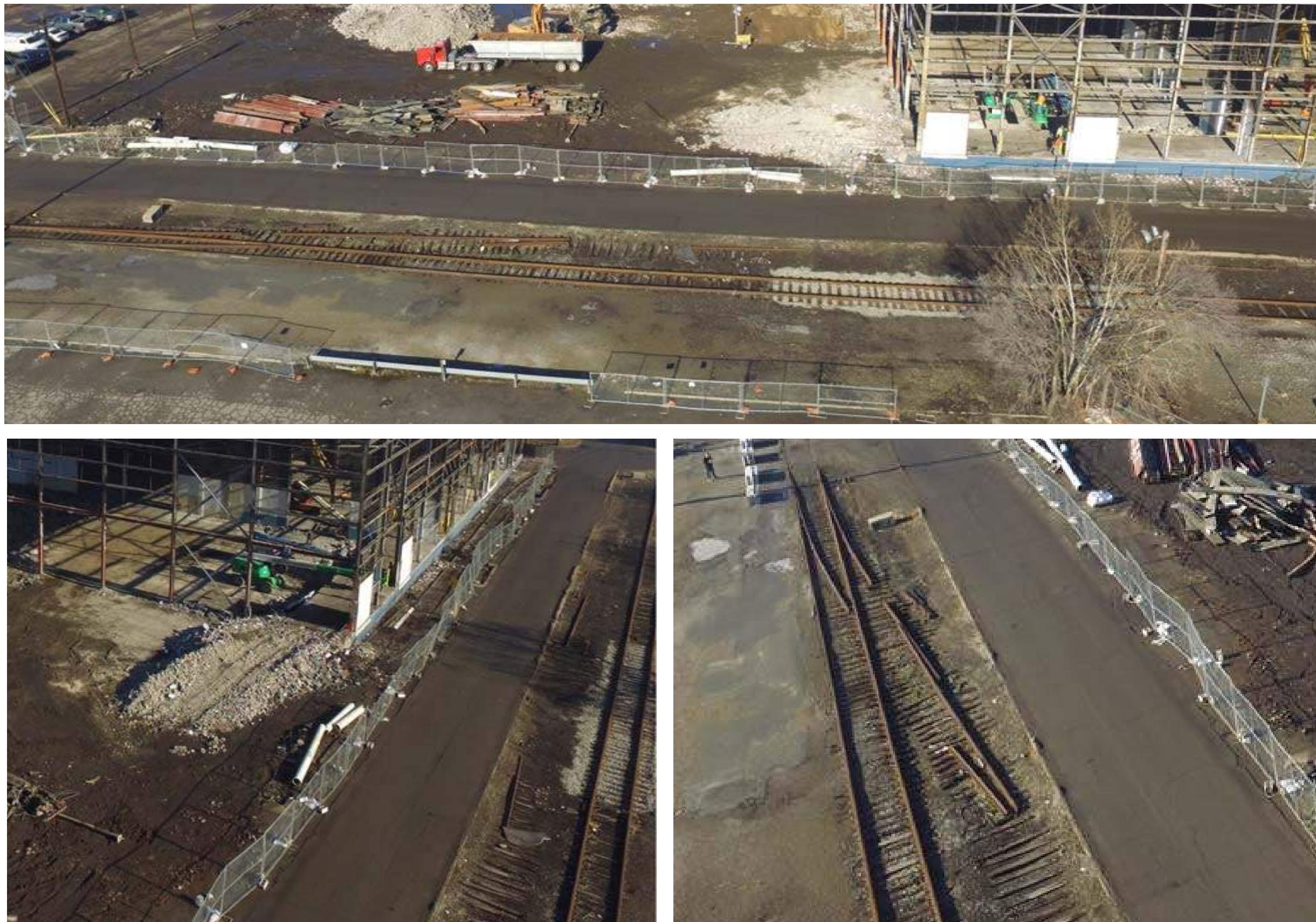


CONTEXT

3 Crossings Phase 2 occupies the site with a long history of industrial uses that included railway switchyards, a steel mill foundry, a box factory, trucking terminal, warehouses, and surface parking lots.

While it is the primary natural feature in the area, the Allegheny River has largely been inaccessible from most areas of the Strip District. The river and its banks served long-abandoned industrial and transportation uses that prohibited public access for development of recreational uses.

Full development of those uses is still challenged by remnants of former industry, including non-active railroad right-of-ways along the riverfront, but opportunities for more public and active riverfronts exists as **3 Crossings Phase 2** is constructed.



STREETS

The pre-development street conditions are major impediments to mobility for all modes other than passenger vehicles, and offer no options for accessing the waterfront.

SIDEWALKS

There are no sidewalks for pedestrian protection on Railroad or 29th Streets, and what sidewalks do exist on 28th Street are broken and ground to mostly gravel. There are also no options for parallel mobility to the river within the site.

3 Crossings Phase 2 will construct lighted city standard sidewalks where none currently exist, will rebuild deteriorated sidewalks, and create opportunities for continuous mobility as per the RIV Performance Standards.

SITE CONTEXT



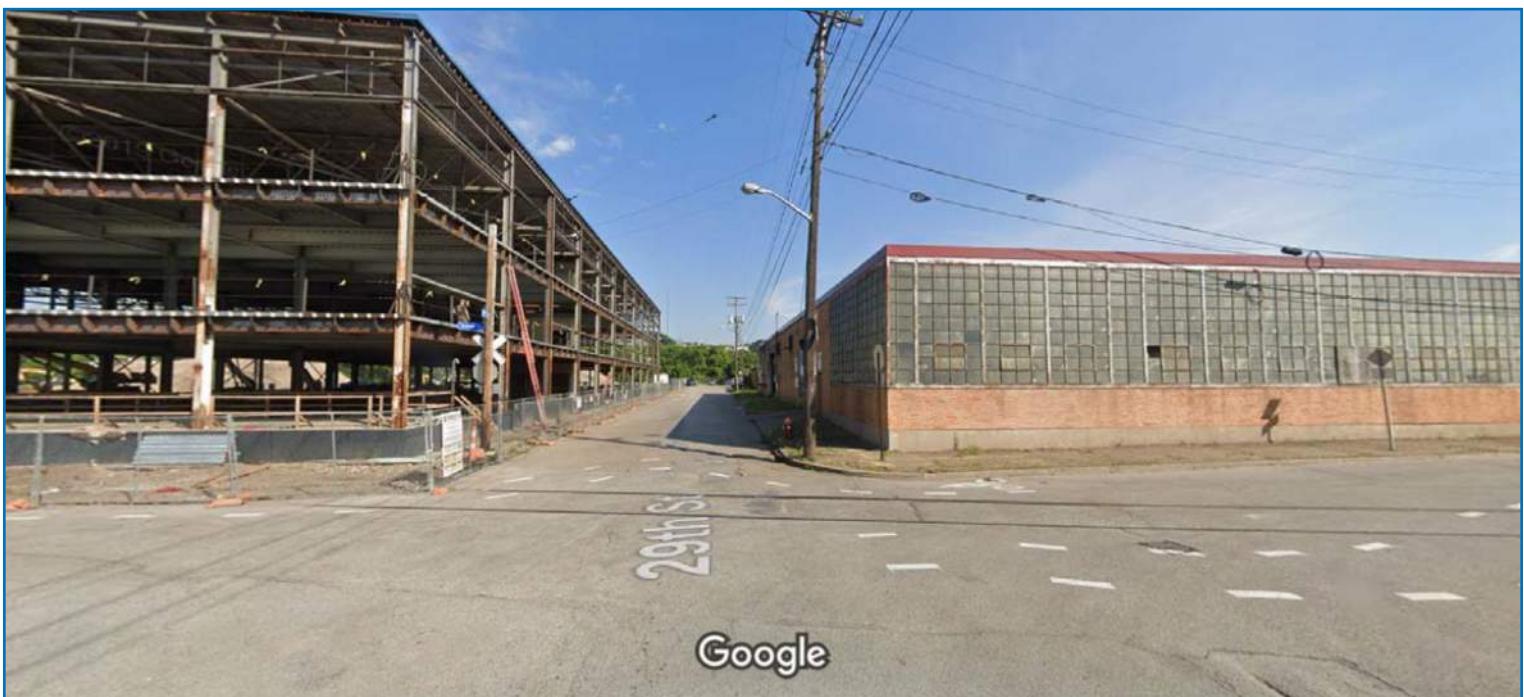
28TH STREET NORTH



28TH STREET SOUTH



29TH STREET



29TH AND RAILROAD NORTH

SITE CONTEXT



RAILROAD STREET EAST



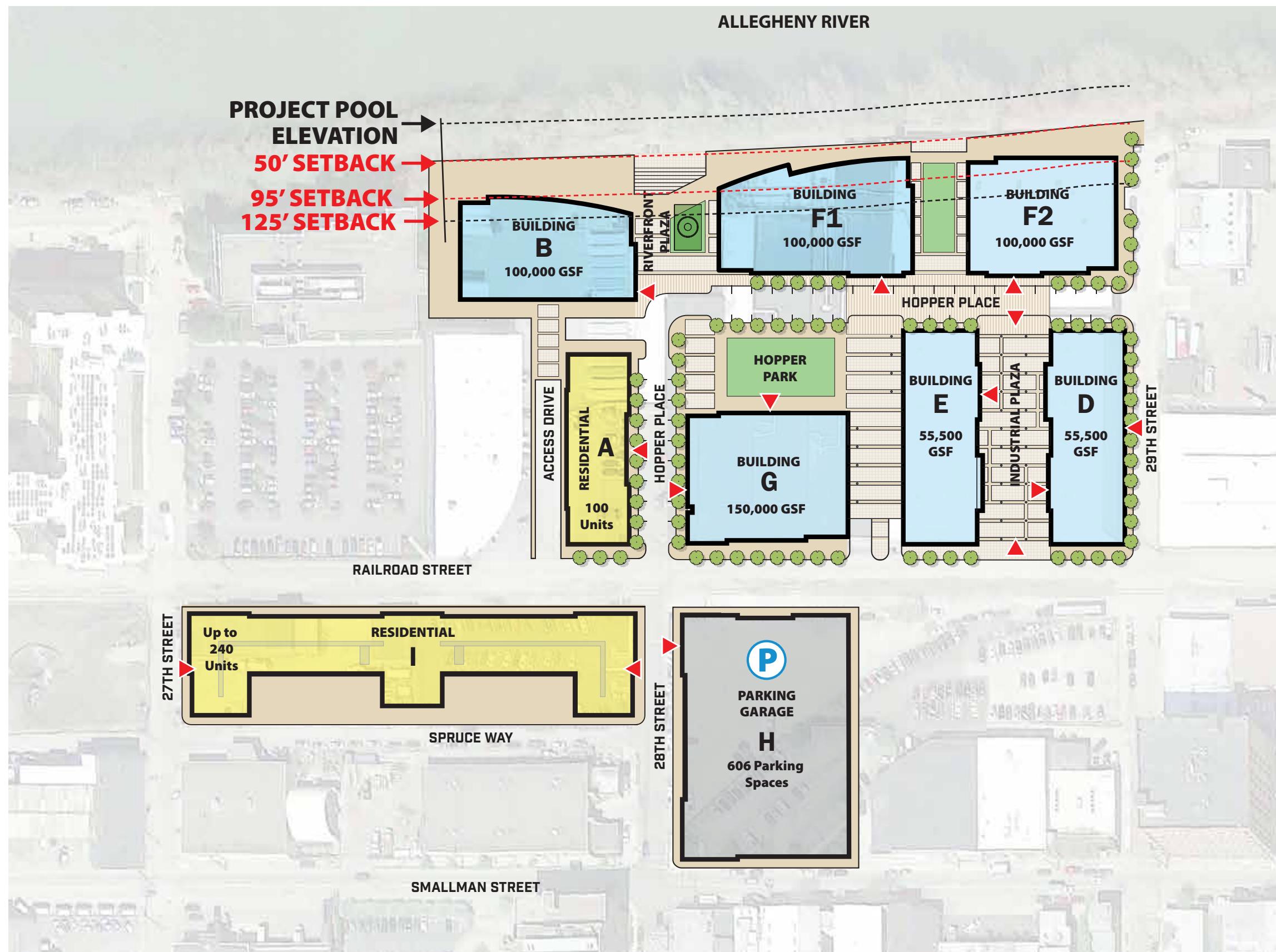
RAILROAD AND 28TH STREET SOUTH



CURRENT CONDITIONS LOOKING WEST



28TH AND SMALLMAN STREETS EAST

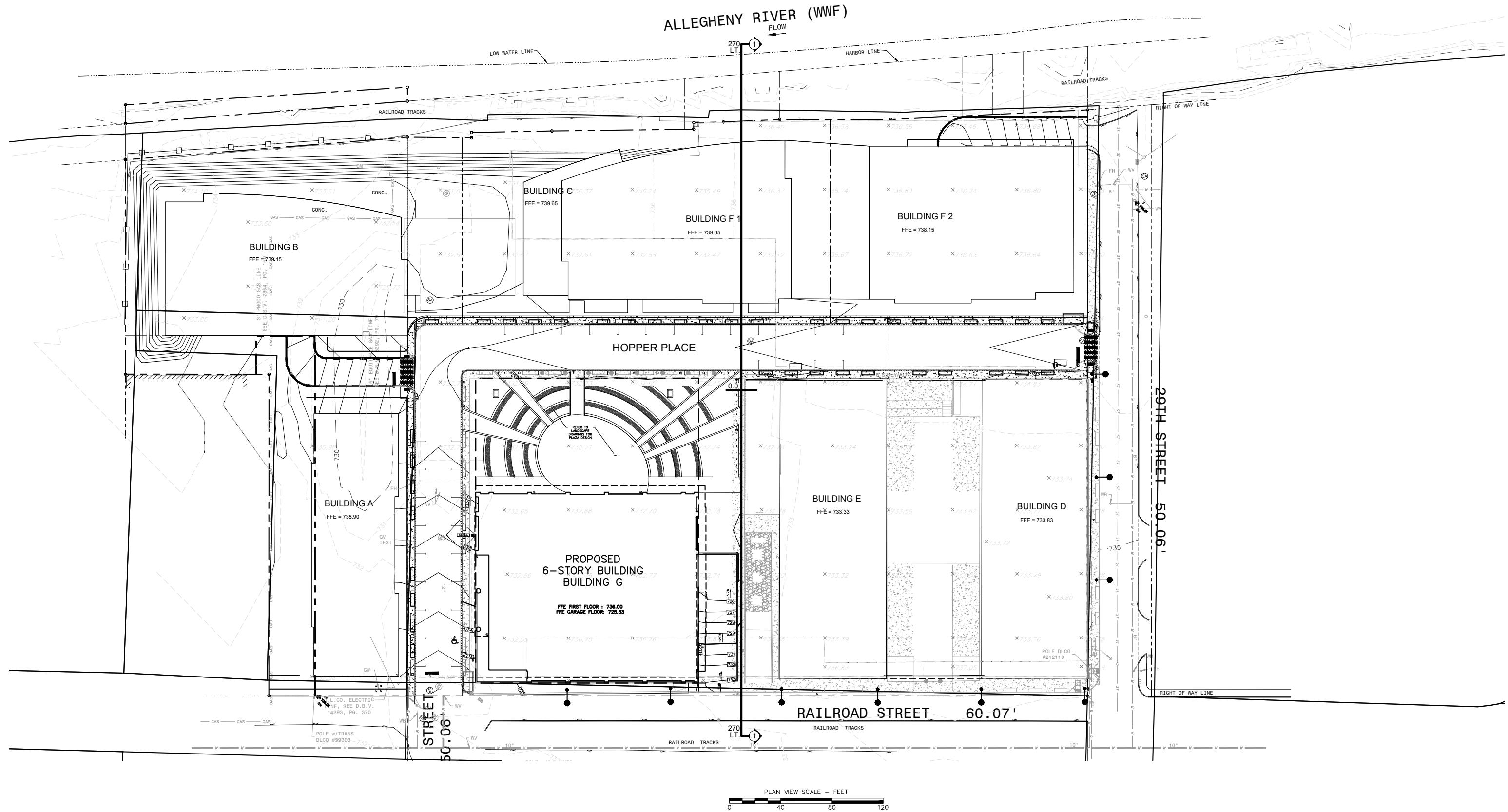


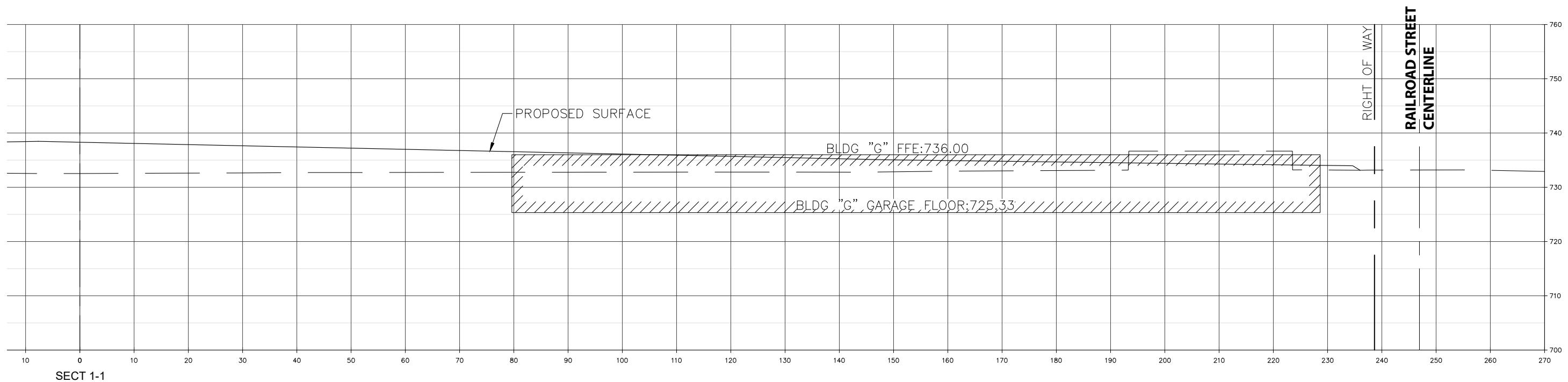
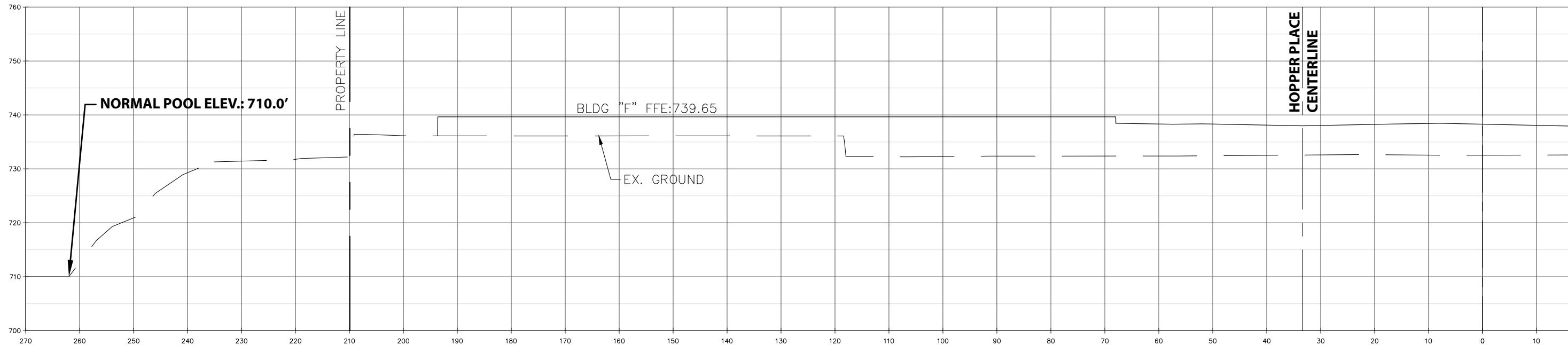
The RIV Riverfront Zoning established setbacks of 125' from the Project Pool Elevation, approximately 710' with the ability to move up to 95' of the Project Pool Elevation, or to a setback equivalent to that of an existing building on an adjacent parcel through the implementation of **Development Bonus Points**.

This graphic illustrates 125', 95' and 50' setbacks overlayed on the planned building locations.

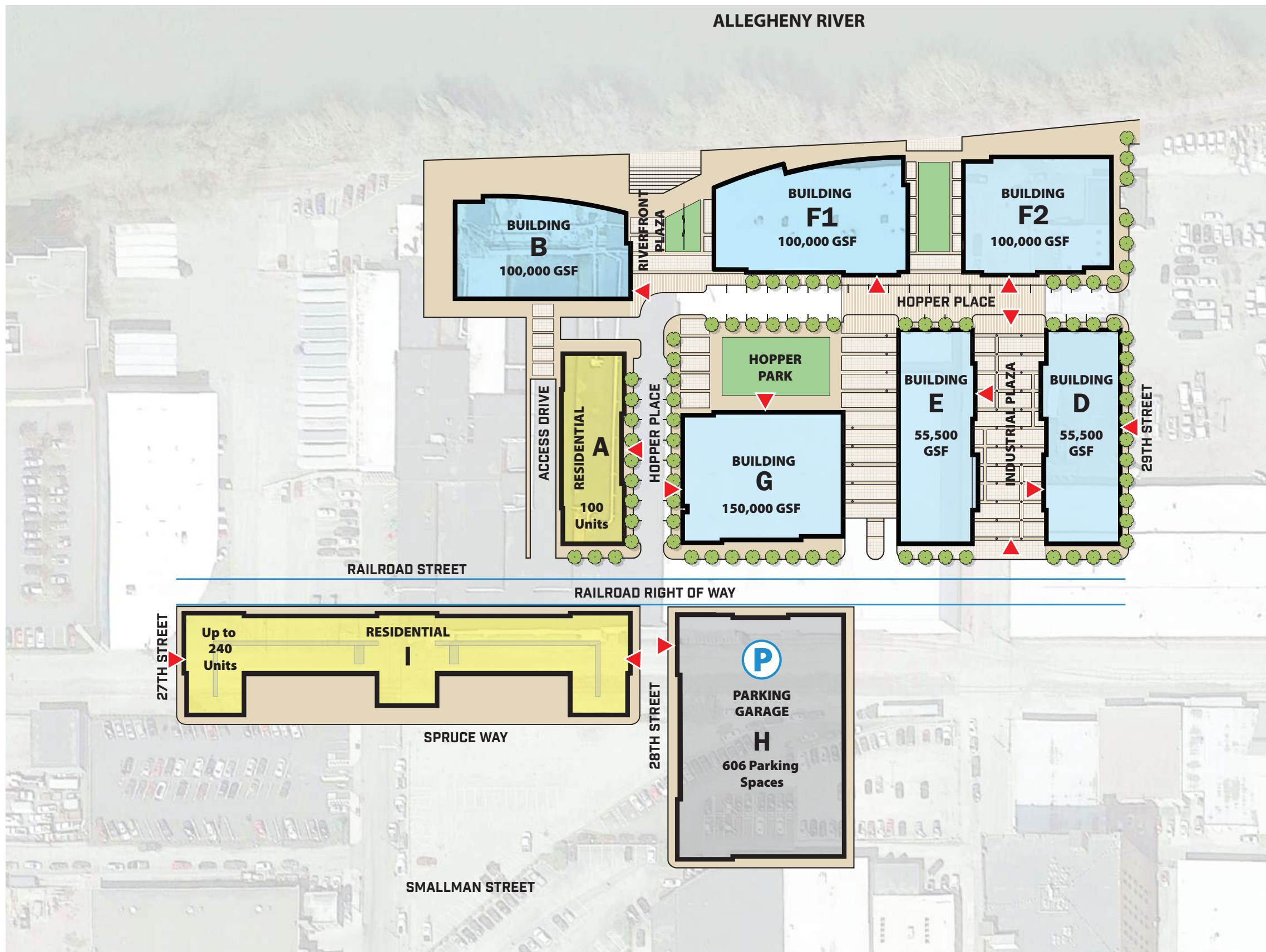
The riverfront building locations were established before the adoption of the RIV and were determined by the reuse of existing warehouse superstructure for **Buildings D&E**, placing them beyond the 95' setback line and possibly beyond the contextual setback allowance. The actual placement within the setback will be determined at building design and will be influenced by final site grades, and building access needs.

3 Crossings Phase 2 will seek all feasibly attainable Bonus Points to reach the contextual setbacks as allowed by the RIV as existing structures on adjacent parcels are approximately 70' from the Project Pool Elevation. Full analyses of these setbacks and contextual requirements will be performed as part of the conceptual designs of the riverfront structures.





SECTION VIEW SCALE - FEET
0 10 20 30



BUILDINGS AND USES

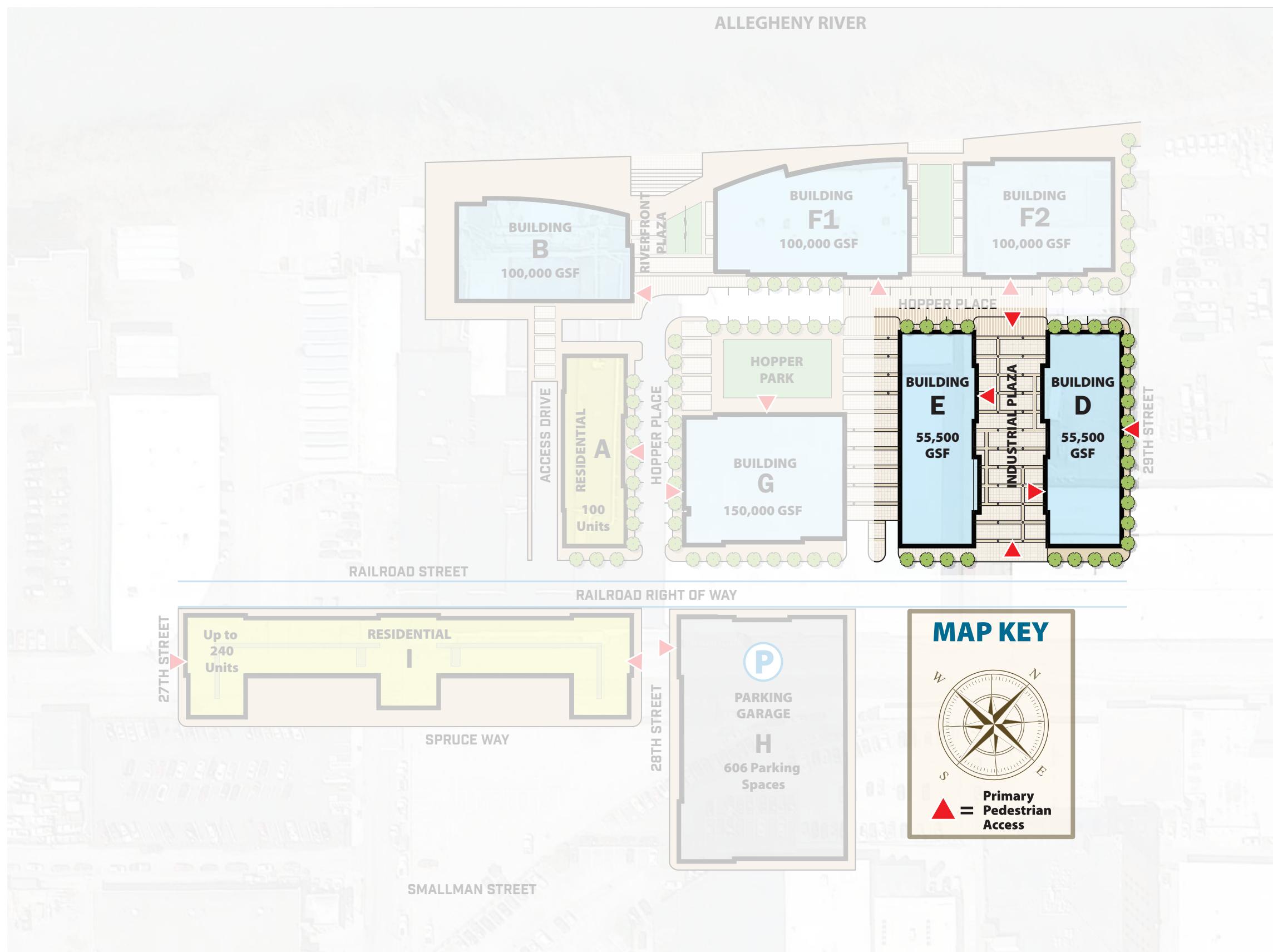
3 Crossings Phase 2 Master Development Plan

Summary is structured to give the City of Pittsburgh and potential tenants a conceptual idea of building locations and massing.

While final development plans will likely closely resemble the concept, building size, design, and uses will vary depending on tenant needs and market viability.

The buildings within this plan have been or will be designed to be fully compliant with the RIV requirements unless otherwise noted.

This includes upper story setbacks along public streets, build-to lines, sidewalk width, riverfront setbacks, and specific design requirements.



BUILDINGS AND USES

BUILDINGS D&E

Designed as a combined 111,000 GSF office and restaurant/commercial use, and developed in three bays of the former Packaging Corporation of America warehouse, **Buildings D&E** will each consist of three stories and the shared **Industrial Plaza** within the existing warehouse structural frame.

Primary pedestrian access to **Buildings D&E** is through the **Industrial Plaza** by entrances from Railroad Street, the planned **Hopper Place**, and 29th Street. Primary street frontages are along Railroad Street and the private **Hopper Place**.

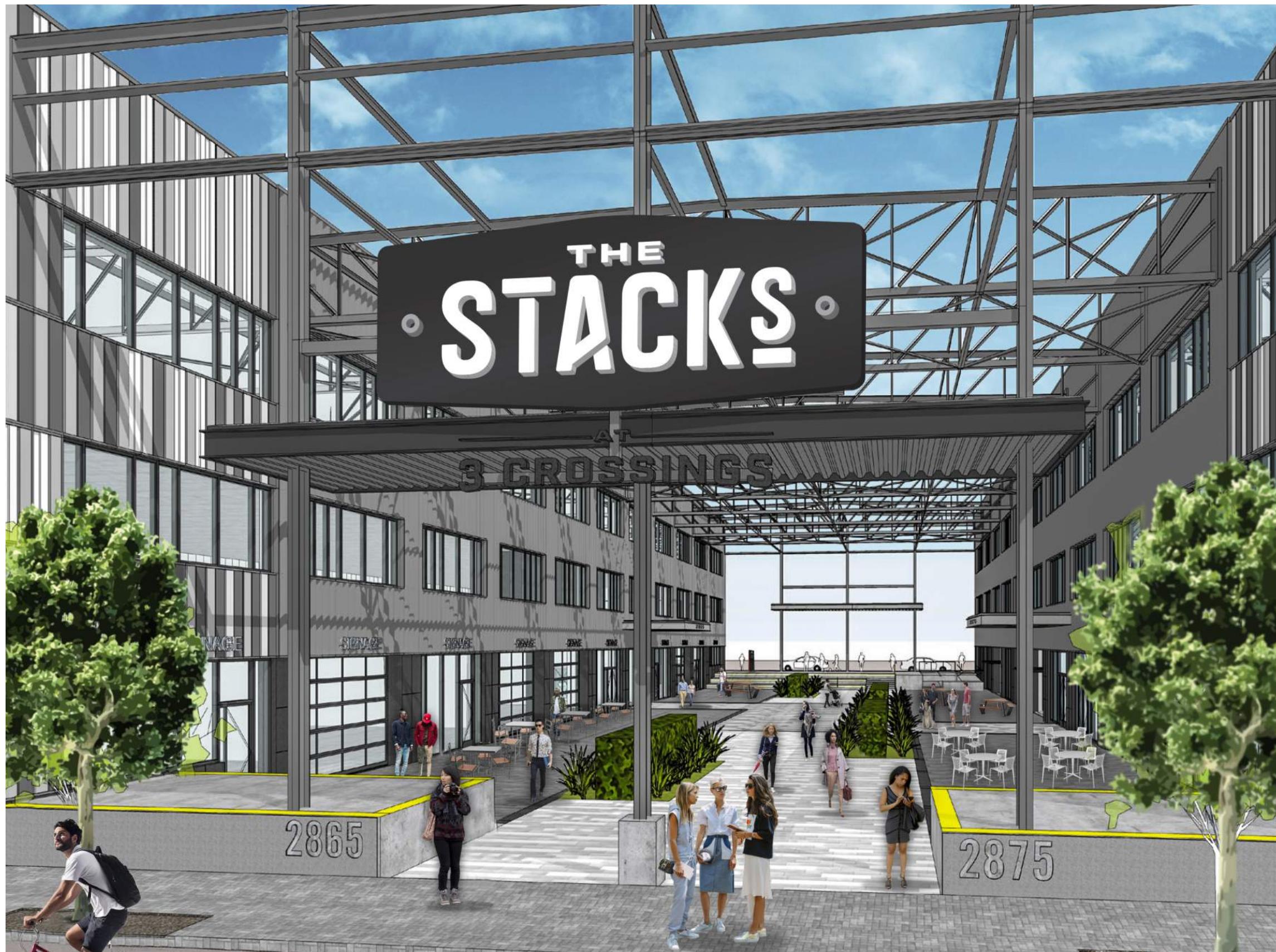
Parking for **Buildings D&E** will occur in a temporary surface parking lot on the site of the former warehouse parking and loading area until Building H parking garage is completed.

Trash removal, utility service, and loading for **Building E** will be provided on the West of the building between it and **Building G** and will be accessed through a curb cut on Railroad Street.

Loading for **Building D** will be along **Hopper Place**, while trash removal will be through manual doors on 29th Street.

BONUS POINTS

Buildings D&E are fully compliant with the RIV base zoning requirements and will not need or earn Development Bonus Points.



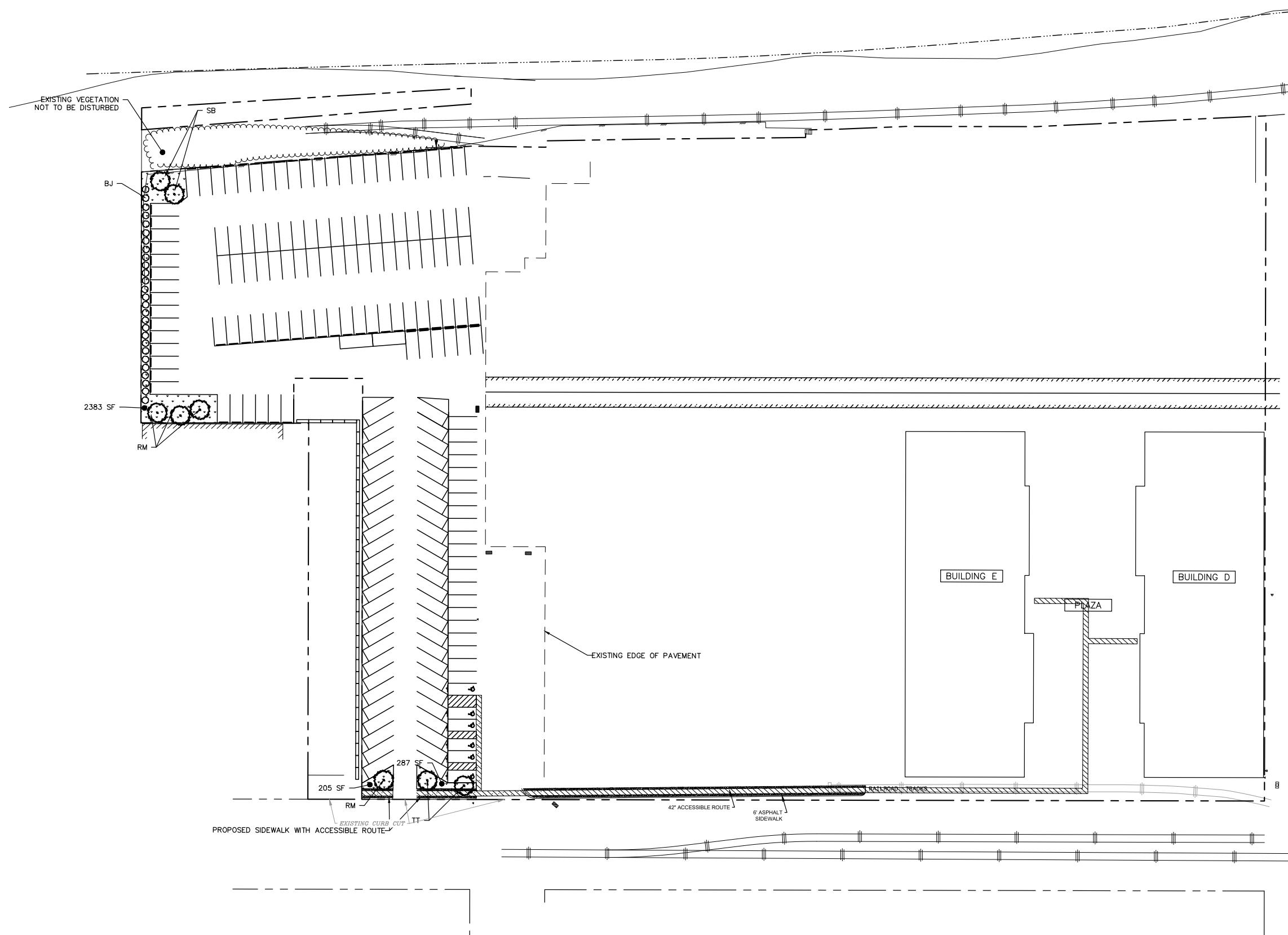
BUILDINGS AND USES

INDUSTRIAL PLAZA

Industrial Plaza is an 18,000 SF open plaza space between **Buildings D&E** with exposed 7' tall steel roof trusses reused from the former warehouse structure.

BONUS POINTS

As part of **Buildings D&E**, **Industrial Plaza** does not need Development Bonus Points.

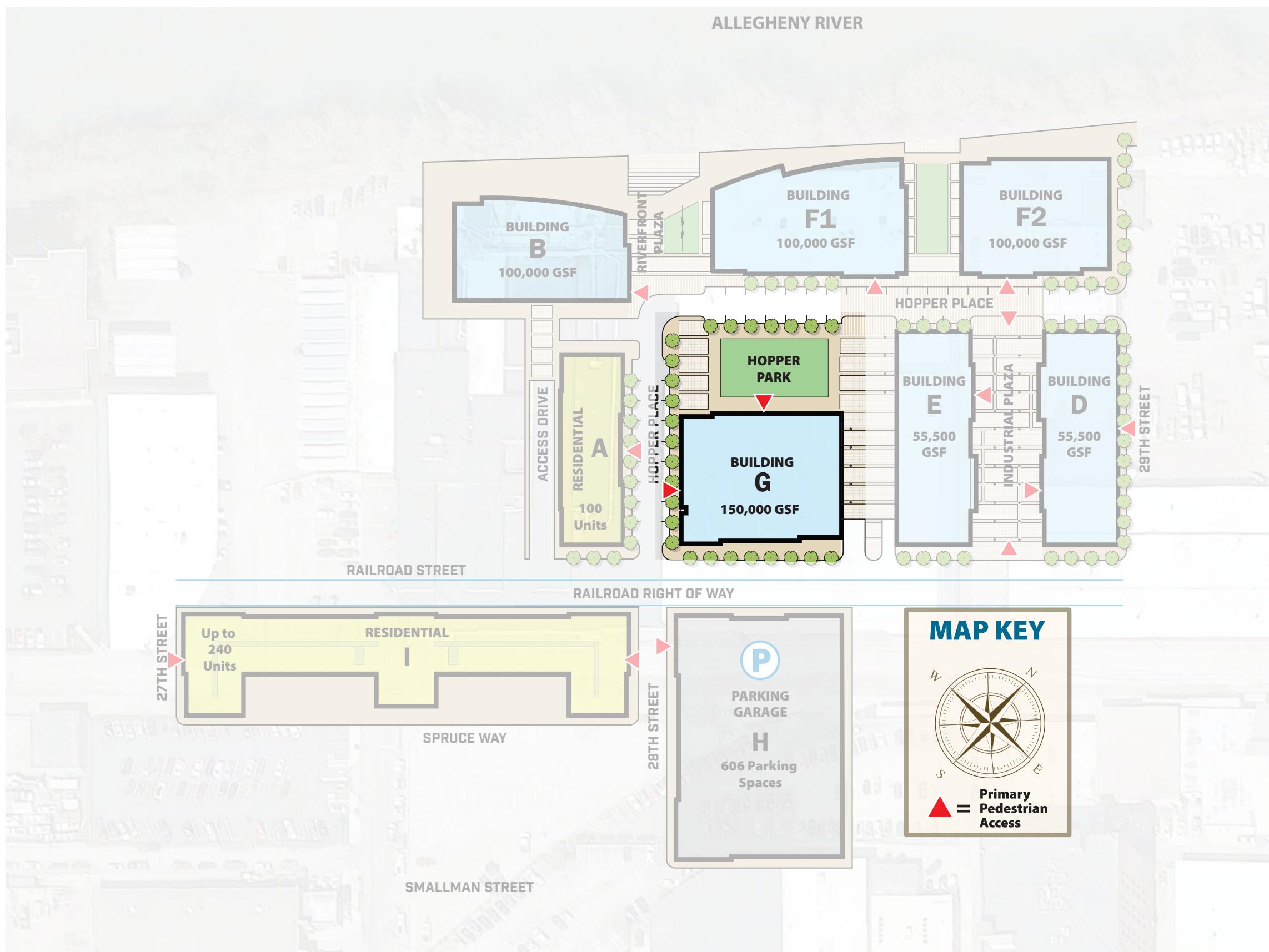


TEMPORARY PARKING

The **Temporary Parking Lot** is a 189-space surface lot meant to serve **Buildings D&E** until the **Building H Garage** is constructed.

The **Temporary Parking Lot** reuses portions of an existing surface lot and will utilize existing curb cuts for vehicular ingress and egress. Pedestrian access and connections to **Buildings D&E** will be provided via a temporary asphalt walkway along Railroad Street which will be replaced with a public sidewalk with the construction of **Building G**.

The construction of **Hopper Place** will permanently remove the **Temporary Parking Lot** access, which will ultimately be replaced with **Building B**.



BUILDINGS AND USES

BUILDING G

Building G is designed as a 150,000 GSF, 89' tall, six-story commercial office building with the potential for ground floor commercial/restaurant uses, and 107 integral below-grade parking spaces accessible via a curb-cut and ramp from Railroad Street.

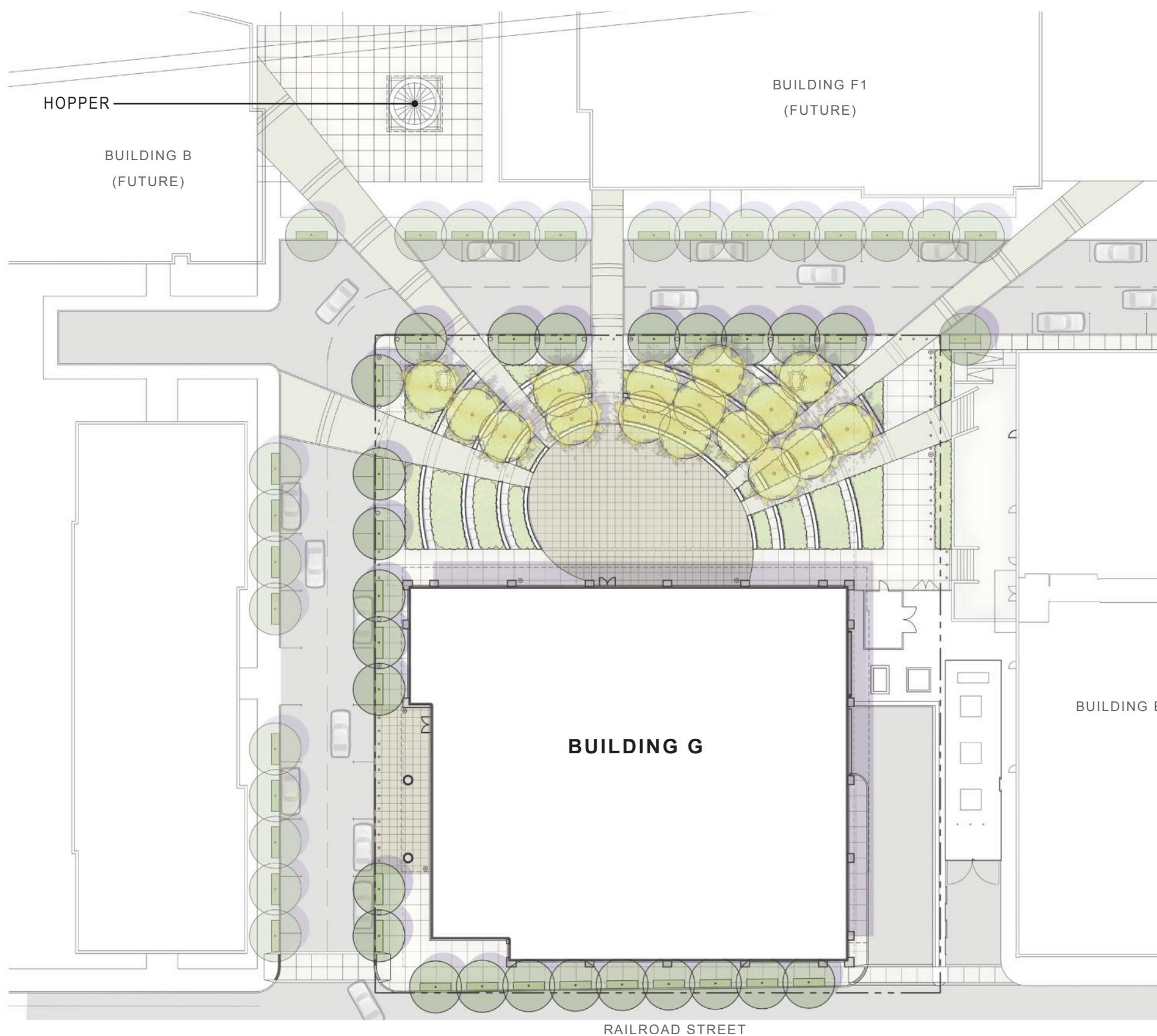
Primary pedestrian access points are entrances fronting **Hopper Place** on the western façade and to **Hopper Park** on the north with primary street frontages along the private **Hopper Place**.

Building G will have upper story stepbacks along Railroad Street as per RIV requirements and will be built to the sidewalk line.

BONUS POINTS

Building G will require three (3) Development Bonus Points for 29' of height above 60'.

Building G will earn four (4) Development Bonus Points. This point will be achieved through on-site energy consumption – New Construction, 3 Points, and additional stormwater retention, 1 Point.

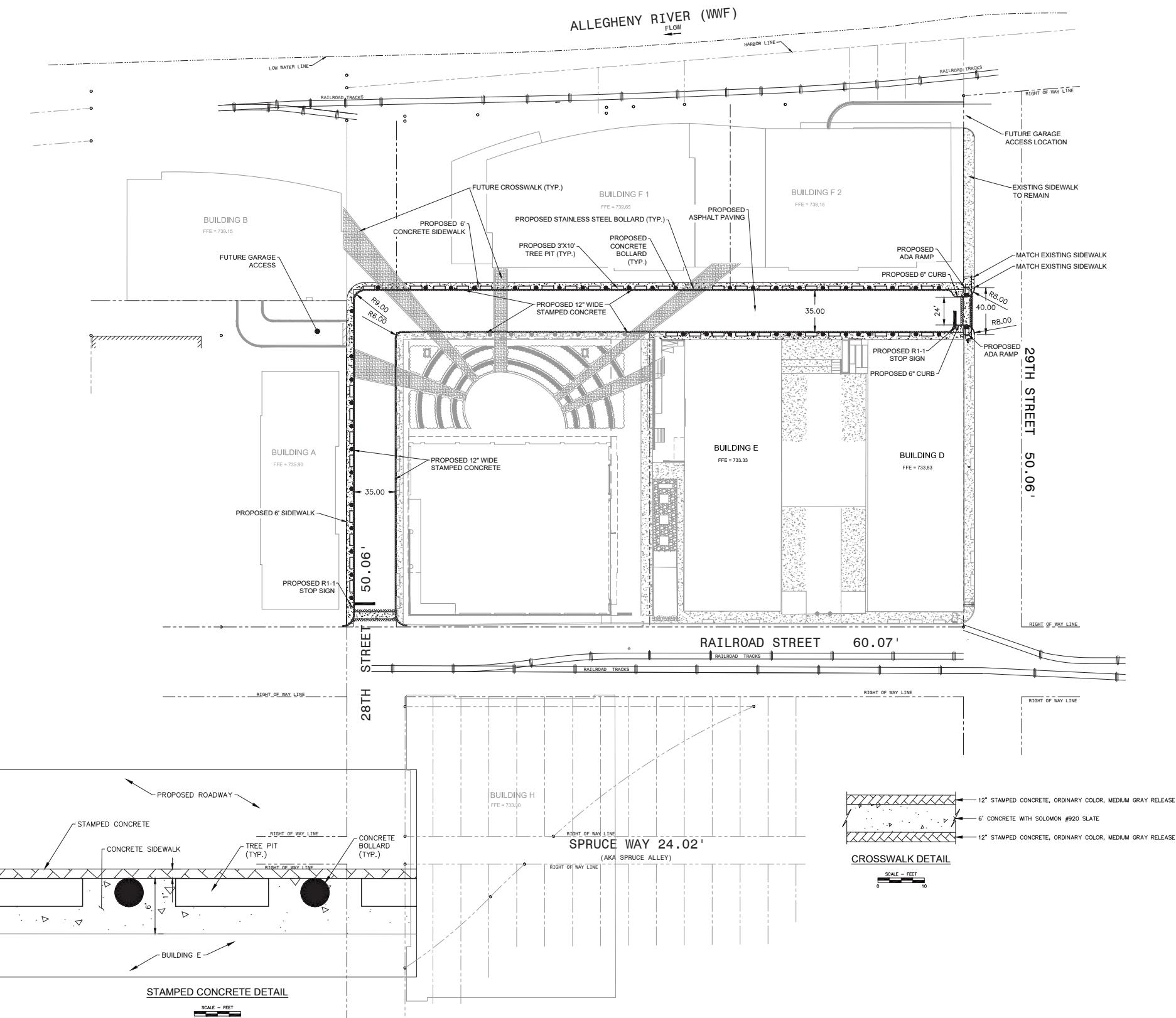


BUILDINGS AND USES

HOPPER PARK

Hopper Park is designed as a passive public space serving the entire **3 Crossings Phase 2** development and the greater Strip District neighborhood that will be built atop a portion of the below-grade parking structure of **Building G**.

Hopper Park will be constructed as part of the **Building G** project.



BUILDINGS AND USES

HOPPER PLACE

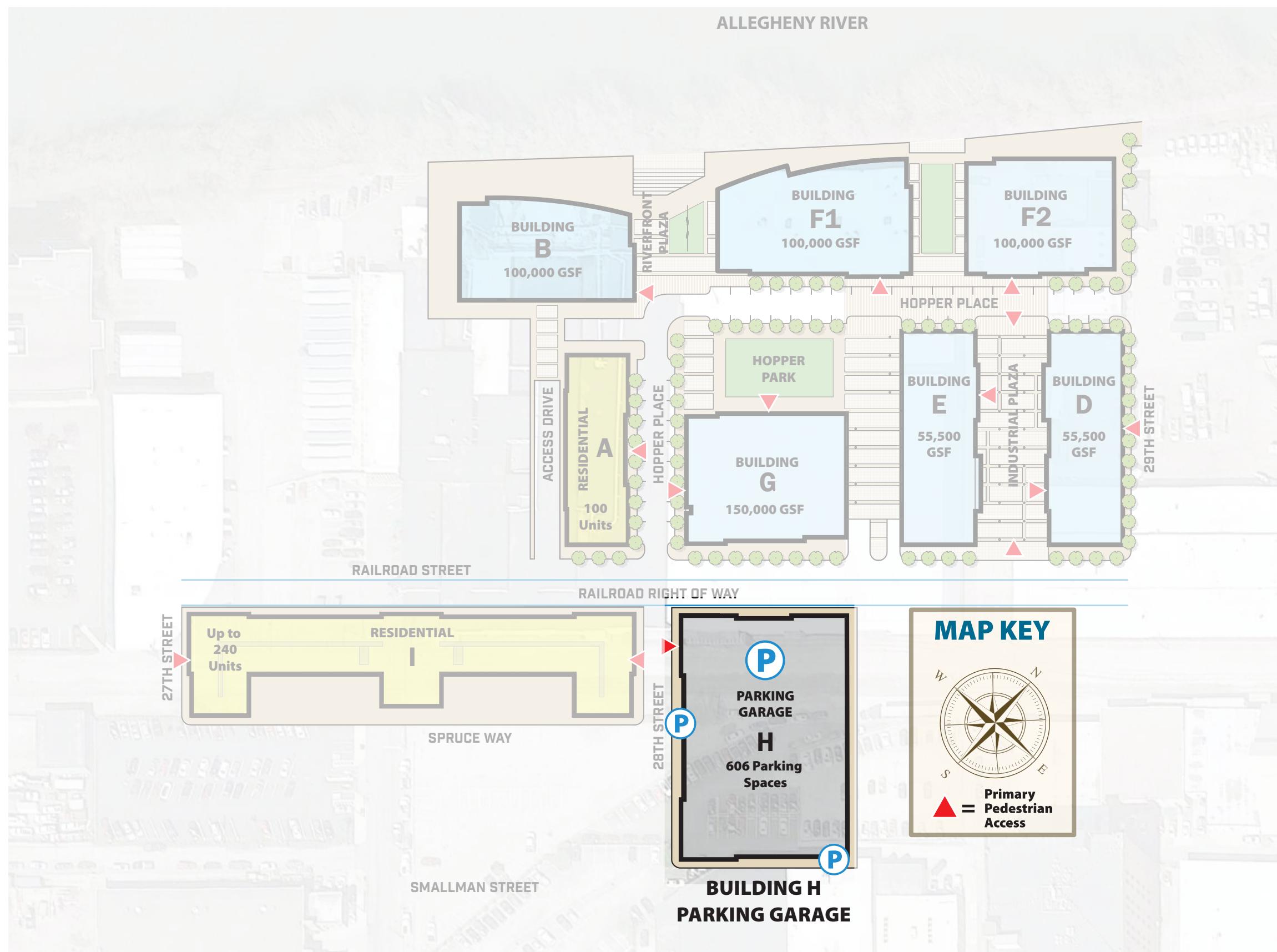
Hopper Place is a privately owned but publicly accessible street to be built through **3 Crossings Phase 2**, connecting the former northern terminus of 28th Street at Railroad Street to 29th Street.

While **Hopper Place** will contain some privately metered on-street spaces for short-term parking by visitors, it is envisioned as a shared-use street for bicycles and pedestrians, use and will provide only limited access for vehicles to buildings. The street has been designed as curbless with tactile differences and bollards distinguishing the drive lanes and will be experienced as an extension of **Hopper Park**.

Hopper Place will provide construction access to parcels within **3 Crossings Phase 2**. Street features such as sidewalks and crosswalks will be completed along with the adjacent buildings to limit both damage to the finished road and sidewalk surfaces and access to construction sites.

BONUS POINTS

Hopper Place is fully compliant with the RIV base zoning requirements and will not need Development Bonus Points.



BUILDINGS AND USES

BUILDING H PARKING GARAGE

Building H is a four-story, 604 space parking structure designed to meet the parking needs of **The Stacks at 3 Crossings** that cannot be accommodated within the individual buildings and will also include public parking spaces for others visiting surrounding Strip District businesses. The garage will replace the parcel's current surface parking.

Building H is designed as a vertically expandable structure so that floors can be added to accommodate additional parking to meet future demands. Alternatively, expansion could include office or other commercial uses if parking demand should decrease.

Primary vehicular ingress and egress to the garage will be on 28th Street in a location along the block that both minimizes on-street queueing and creates greater viability for active ground-floor uses. A secondary entrance and exit is located on a drive from Smallman Street that will be shared for access to the adjacent property. The loading and dumpster for the retail spaces are also located on the access drive.

Pedestrian access to **Building H** will be provided by new sidewalks to be constructed along 28th, Smallman, and Railroad streets.

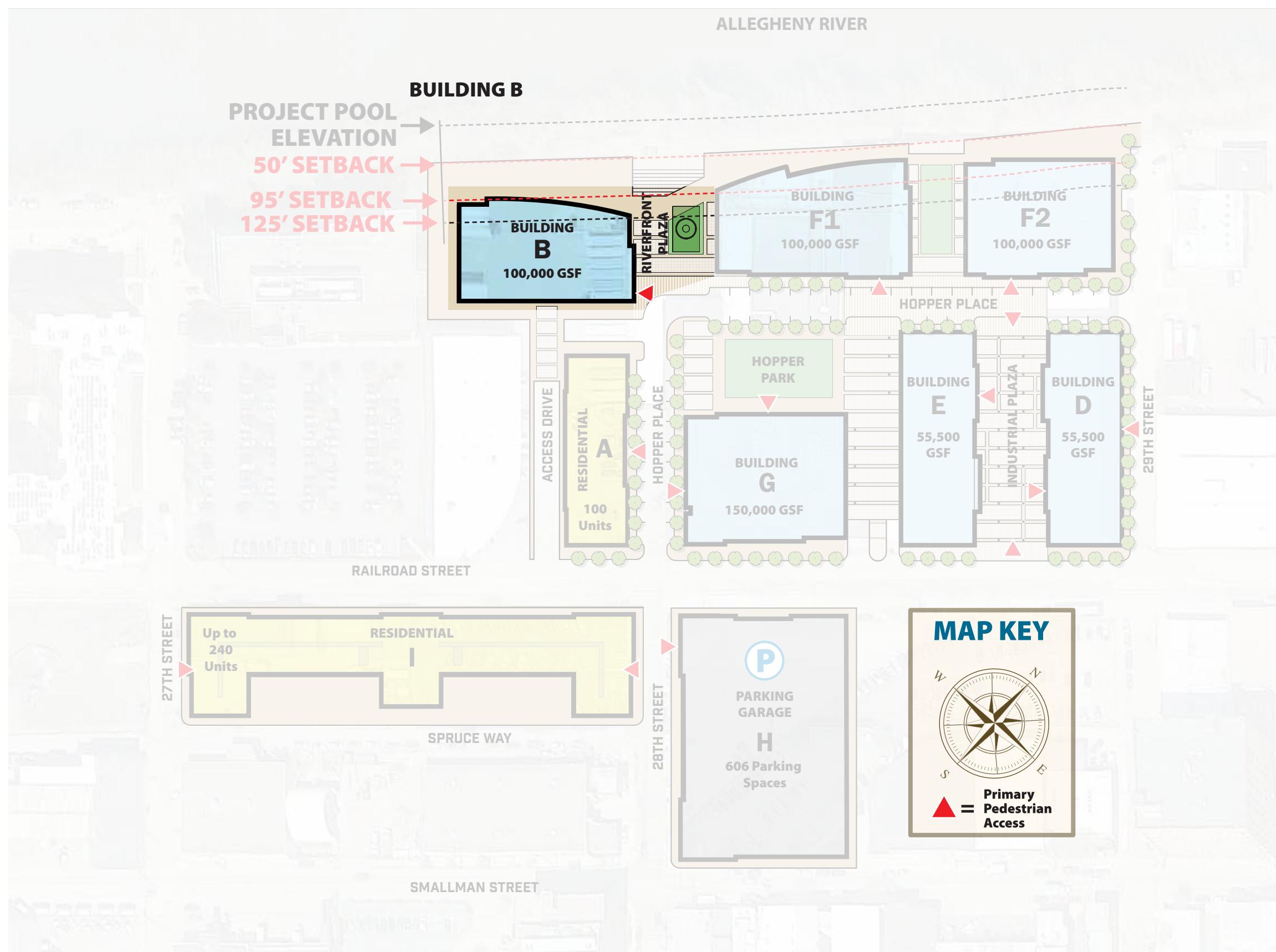
Building H incorporates active uses on the ground floor including street-level retail along 28th Street and Smallman Street.

Building H is designed to meet all RIV build-to line and design requirements. Primary Street frontages are Smallman Street and 28th Street.

BONUS POINTS

Building H does not require any Development Bonus Points.

Building H will earn two (2) Development Bonus Points. These points will be achieved through on-site energy consumption – New Construction, 1 Point, and additional stormwater retention, 1 Point.



BUILDINGS AND USES

BUILDING B AND RIVERFRONT PLAZA

Building B is planned to be a five-story, approximately 100,000 GSF commercial building with 58 integral below-grade parking spaces accessible via a drive lane from **Hopper Place**.

Primary pedestrian access to **Building B** will be from **Hopper Place**. The building does not front any public sidewalks but will be designed with a prominent entrance from **Hopper Place** or **Riverfront Plaza**.

The riverfront trail will be continued from **3 Crossings Phase 1** and connected to **Phase 2** when **Building B** is constructed.

The exact building placement within the riverfront will be determined at the time of building design but it is anticipated that Development Bonus Points will be required.

BONUS POINTS

Building B will require five (5) Development Bonus Points.

- Two (2) Points for an estimated 15' of height above 60'
- Three (3) Points for a setback reduction of 30' from 125' to 95'

Building B is currently anticipated to earn five (5) Development Bonus Points. These points will be achieved through on-site energy consumption – New Construction, 2 Points; Additional stormwater retention, 1 Point; Provision of a public easement for trail access, 1 Point; and public art, 1 point.

RIVERFRONT PLAZA

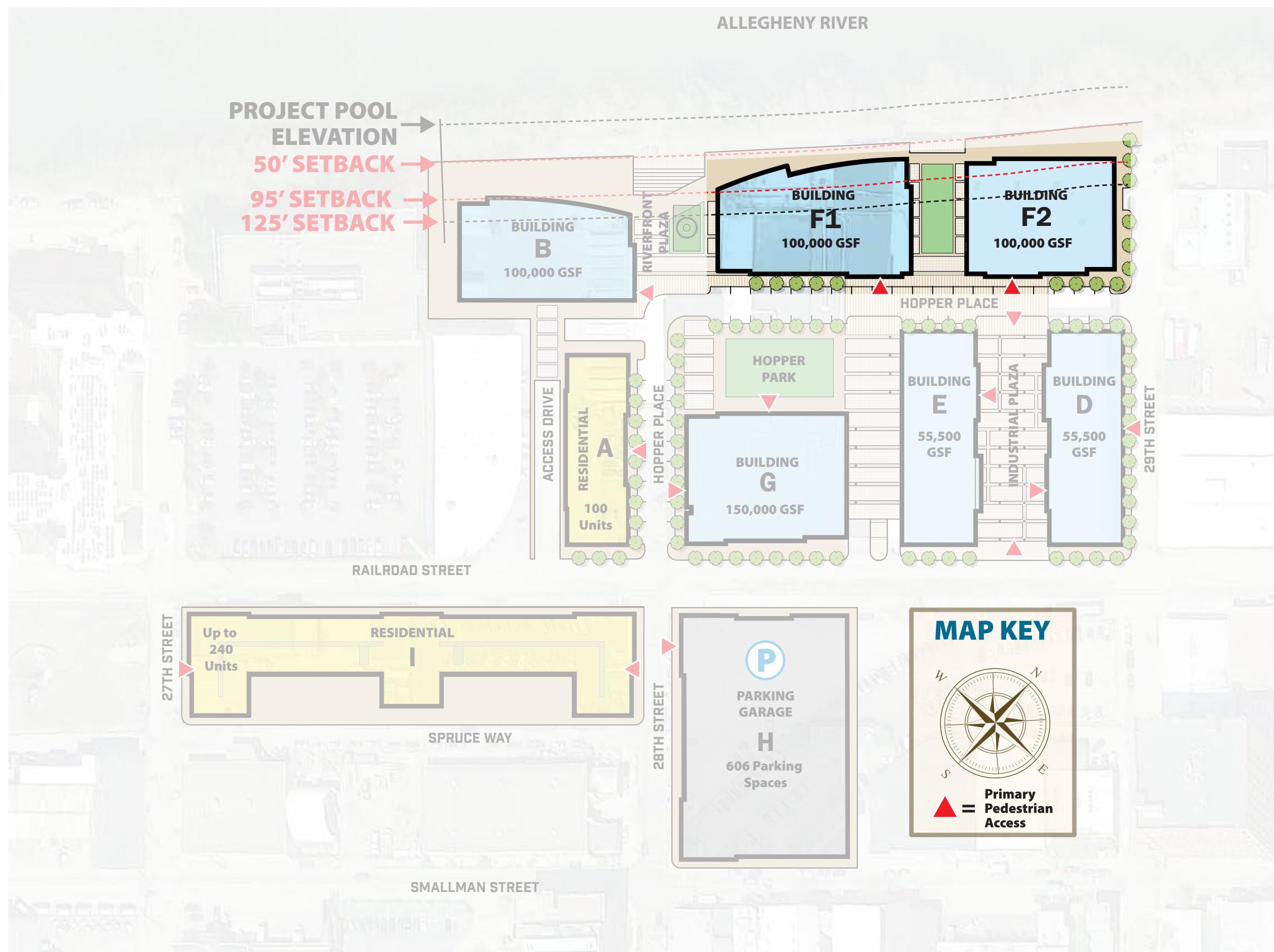
The **Riverfront Plaza** is located between **Buildings B** and **F1** and will provide the primary connection point between the extended riverfront trail constructed with **Building B** and **3 Crossings Phase 2**.

Riverfront Plaza will be constructed with **Building B** and is the location for the 50 foot industrial Hopper public art piece.

BONUS POINTS

Riverfront Plaza will not need Development Bonus Points.

Riverfront Plaza will contribute one (1) Development Bonus Point to the shared bonus point total. This point will be achieved through the creation of the plaza and reuse of the 50' tall Hopper as piece of public art.



BUILDINGS AND USES

BUILDINGS F1 & F2

Buildings F1 & F2 are conceived as two five-story, approximately 100,000 GSF buildings atop a shared integral below-grade parking structure with 155 total parking spaces.

Alternatively, if market demand requires, **Buildings F1 & F2** could be developed as a single building atop an integral below-grade parking structure.

F2 will be constructed to the build-to lines along 29th Street and the main pedestrian access to **Buildings F1 & F2** will be from the primary street frontage along the private Hopper Place.

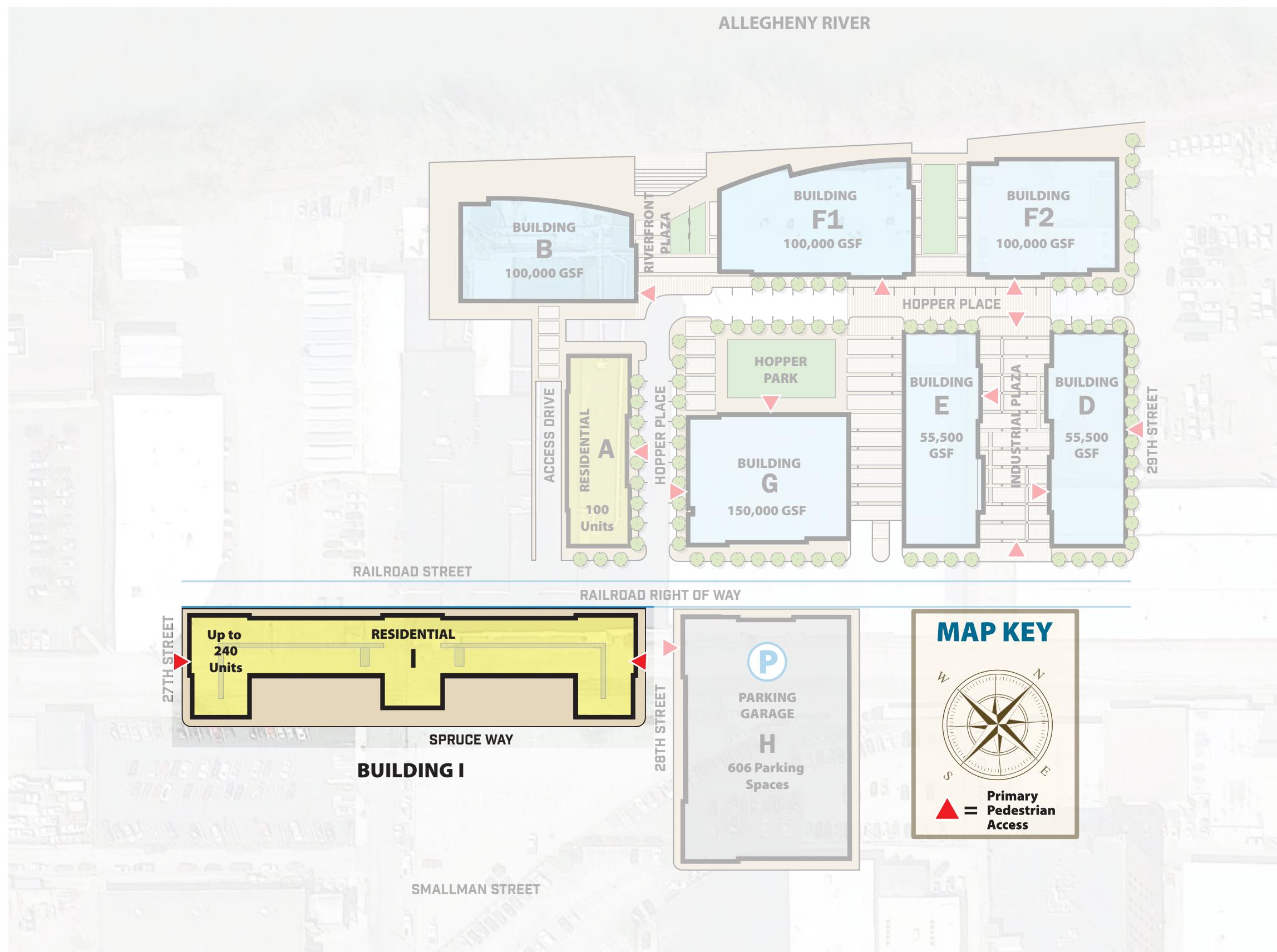
Vehicular access to the garage will be directly from 29th Street.

BONUS POINTS

It is anticipated that **Buildings F1 & F2** will require seven (7) Development Bonus Points.

- Two (2) Points for an estimated 15' of height above 60'
- Three (3) Points for a setback reduction of 30' from 125' to 95'
- Two (2) Points for additional contextual setback reduction from 95' to 75'

Buildings F1 & F2 is currently anticipated to earn three (3) Development Bonus Points. These points will be achieved through on-site energy consumption – New Construction, 2 Points, and additional stormwater retention, 1 Point.



BUILDINGS AND USES

BUILDING I

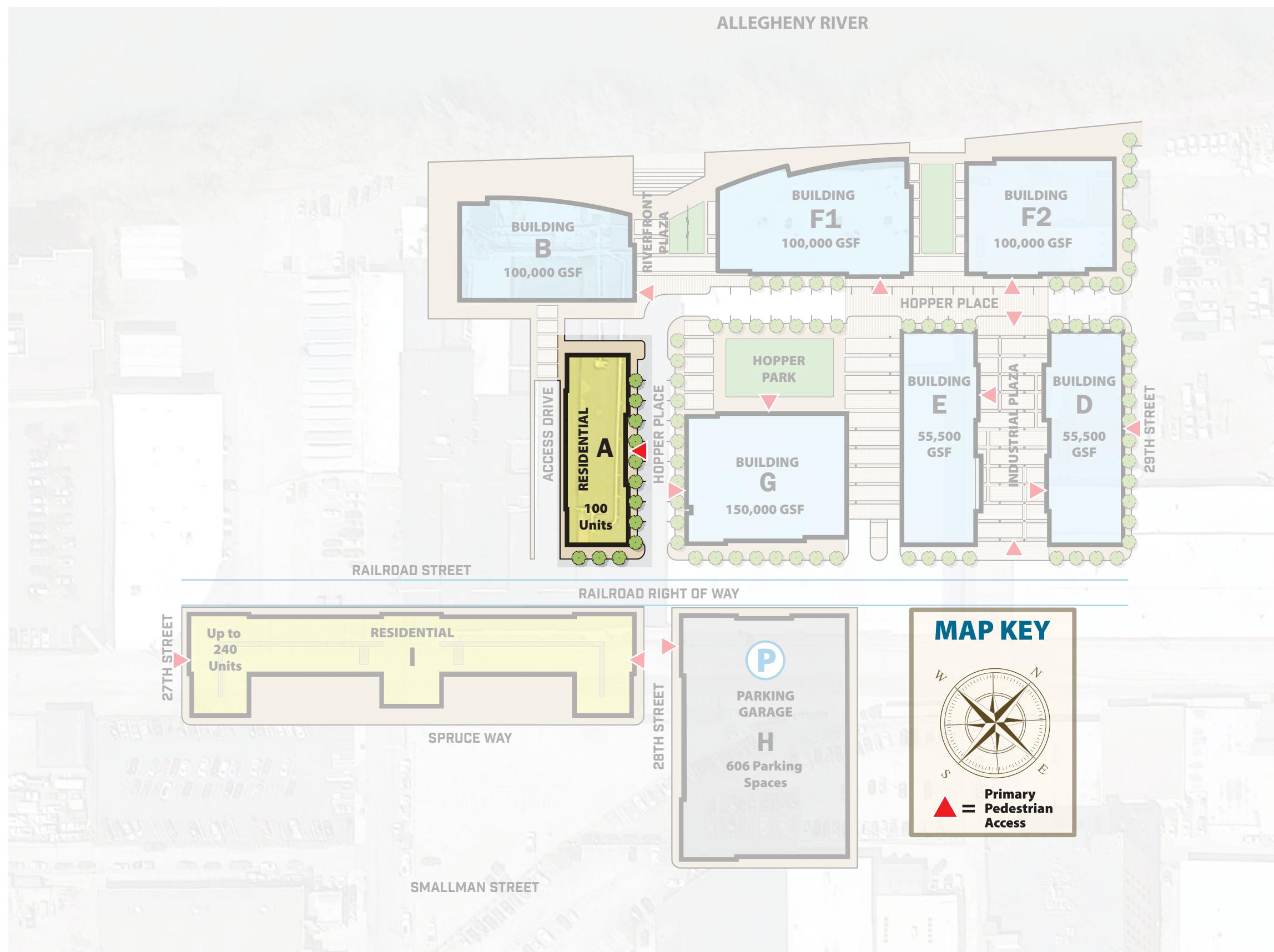
Building I is currently conceived as a six-story, up to 240-unit, multi-family market-rate apartment building with an approximate height below 65'. Parking for this building is provided in the Building H Parking Garage with the potential for up to 38 spaces of on-site parking that is convertible to open space and residential uses.

Primary pedestrian access to the building site will be 27th and 28th streets, and vehicular access will be from Spruce Way.

Primary street frontage is along Railroad Street and the building will be designed to the build-to lines along all public right-of-ways.

BONUS POINTS

Building I will require one (1) Development Bonus Point for building height (64' 10") over 60'. This point will be provided from another development within the Master Development Plan.



BUILDINGS AND USES

BUILDING A

Building A is currently planned as a five-story apartment building with approximately 100 units including an affordable housing component. However, market conditions could change the programming to office and R&D.

Primary pedestrian access to **Building A** would likely be along the primary street frontage on the private **Hopper Place**.

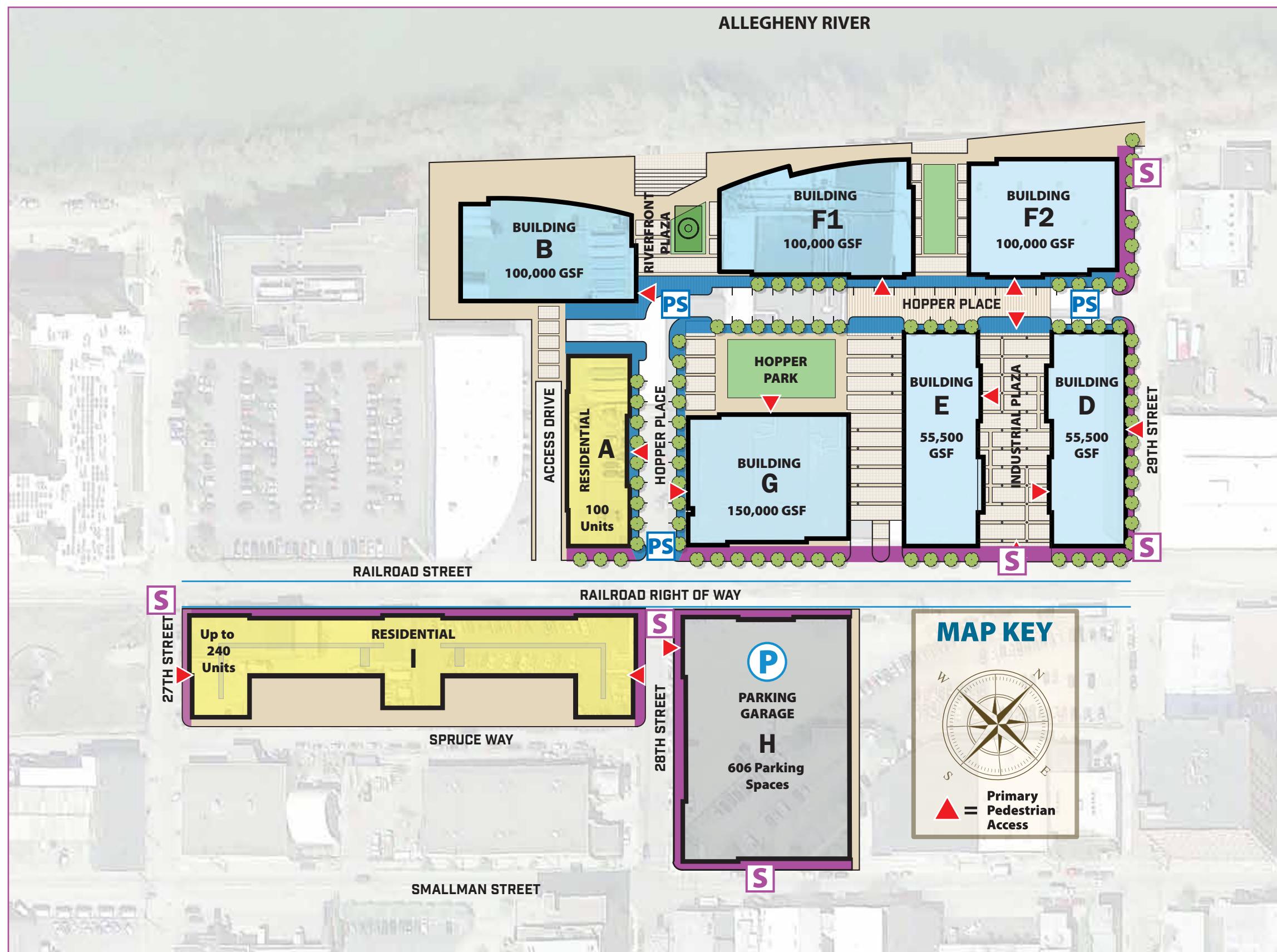
Loading and service access to the building will utilize an existing curb cut to an access and loading drive to the west of the building that is shared with the adjacent property owner.

Parking for this building would be provided in the **Building H Parking Garage**.

BONUS POINTS

Building A is anticipated to be fully compliant with the RIV base zoning requirements and will not need Development Bonus Points.

Building A will earn one (1) Development Bonus Point by setting aside 5-14 percent of the units for rents that are affordable for persons at or below 80 percent AMI.



NEW SIDEWALKS

Pedestrian access and circulation within 3 Crossings Phase 2 is paramount to its success. Significant upgrades to sidewalks and other pedestrian spaces are recognized as key to the overall development.

There are currently no sidewalks on the existing surrounding streets. 3 Crossings Phase 2 will construct RIV compliant 10' wide sidewalks along public streets as parcels are developed in order to accommodate pedestrians. Street trees will be planted where appropriate.

Locations for new public sidewalks include 28th Street, 29th Street and Railroad Street.

The new private sidewalks will be along the privately owned and maintained shared street, Hopper Place. Sidewalks along the curbless Hopper Place will have a minimum width and will be wider when adjacent to plaza and building entrances, and will feature protective bollards and a yet-to-be designed landscaping plan that will be implemented with each building development.

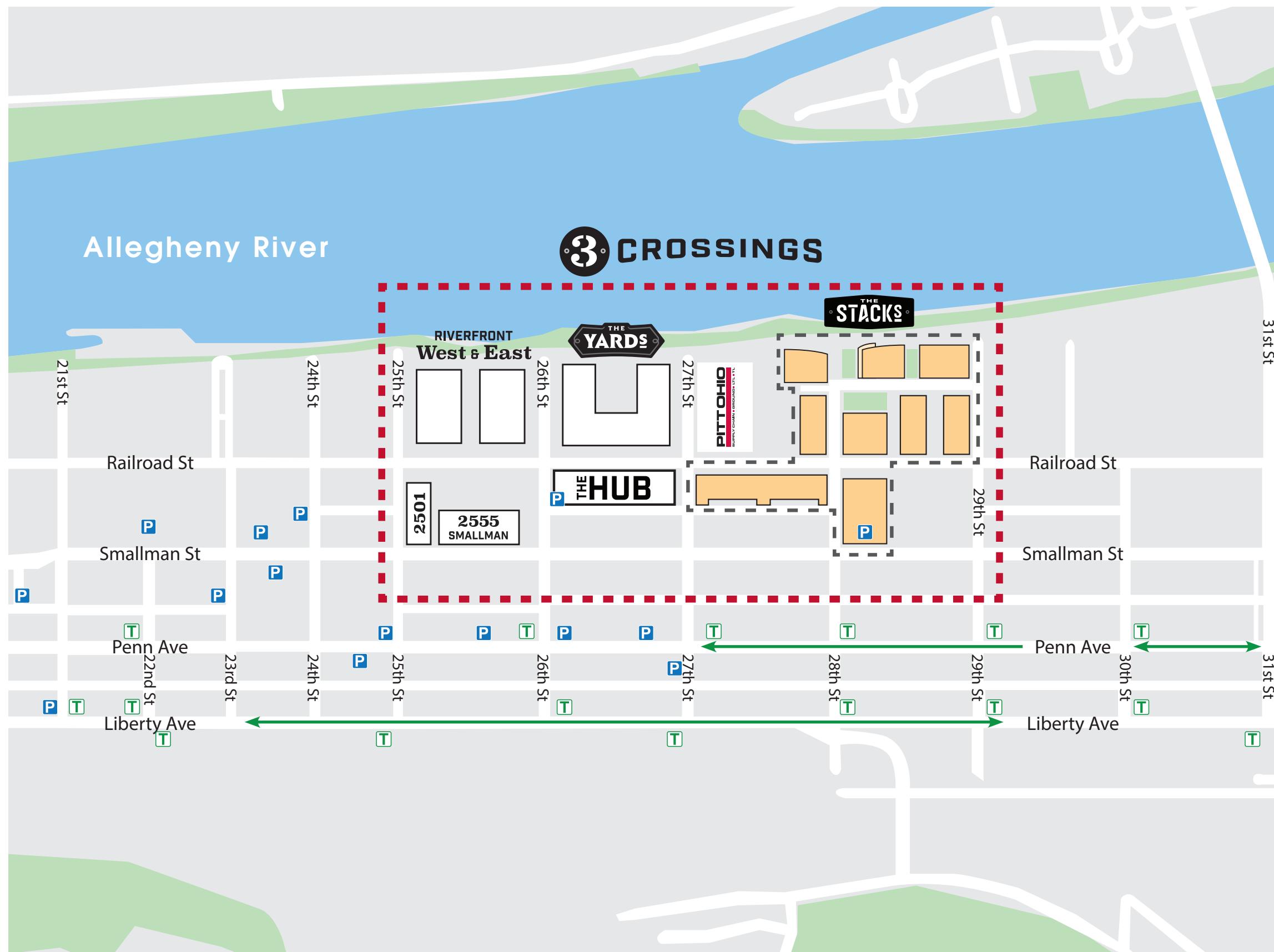
The private sidewalks are located on the individual building parcels and will be constructed concurrently with the structures.

ACCESSIBILITY

All buildings will be fully accessible and designed to ADA standards.

S NEW 10' PUBLIC SIDEWALKS

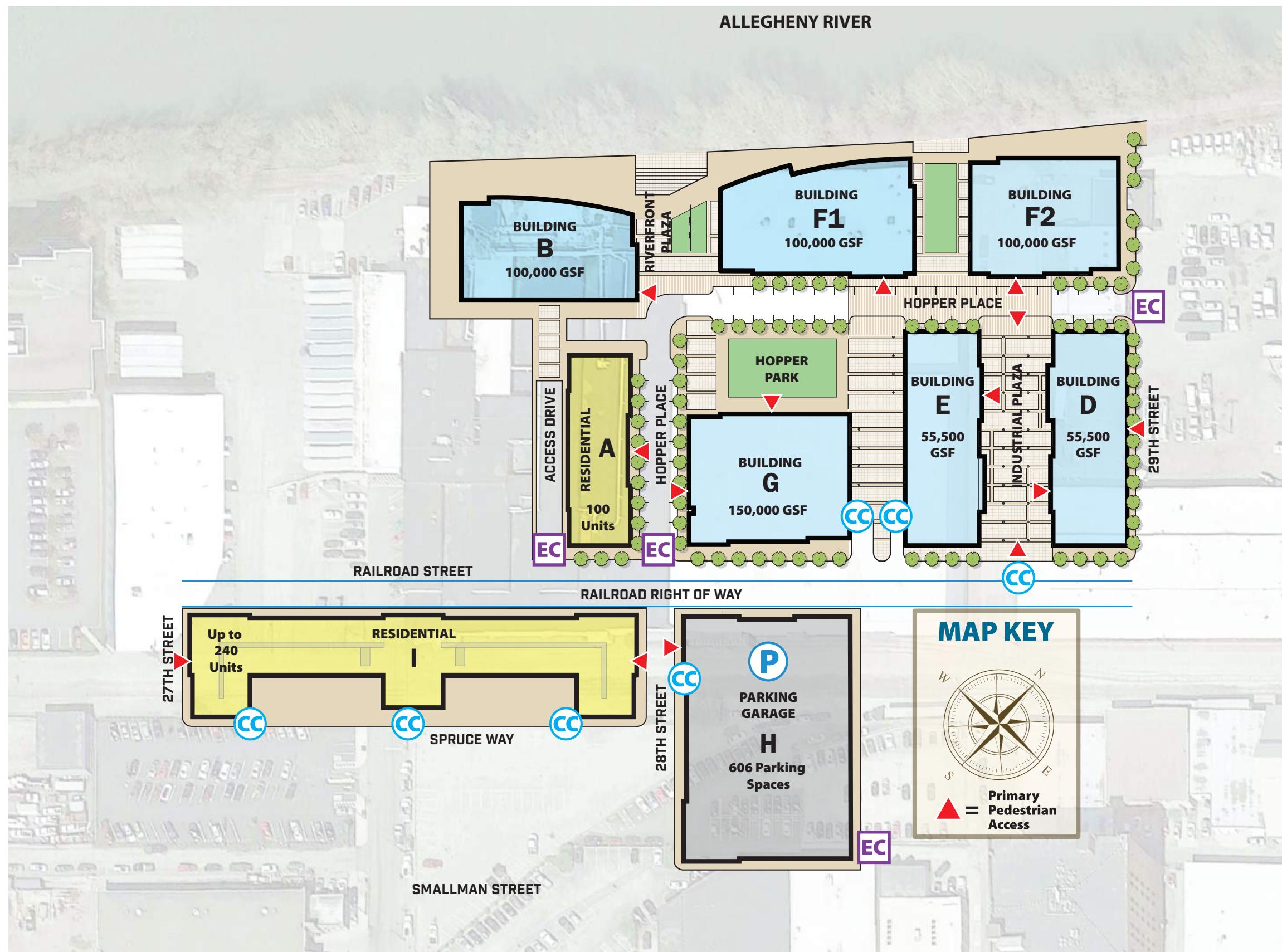
PS NEW PRIVATE SIDEWALKS



PUBLIC TRANSPORTATION

Pittsburgh Port Authority provides direct bus service to Lawrenceville, Bloomfield, Friendship, Morningside and other East End neighborhoods. Frequent stops along the Penn and Liberty corridor allow for quick access to Downtown and transfers to less connected neighborhoods.

LOCATION OF PUBLIC TRANSIT ROUTES



3 Crossings Phase 2 will minimize the creation of curb cuts on public right-of-ways and will create new right-of-way access points only when necessary. New streets and off-site loading areas will reuse existing curb cuts and improve safety, which reduces the total linear feet of curb cut at the development site.

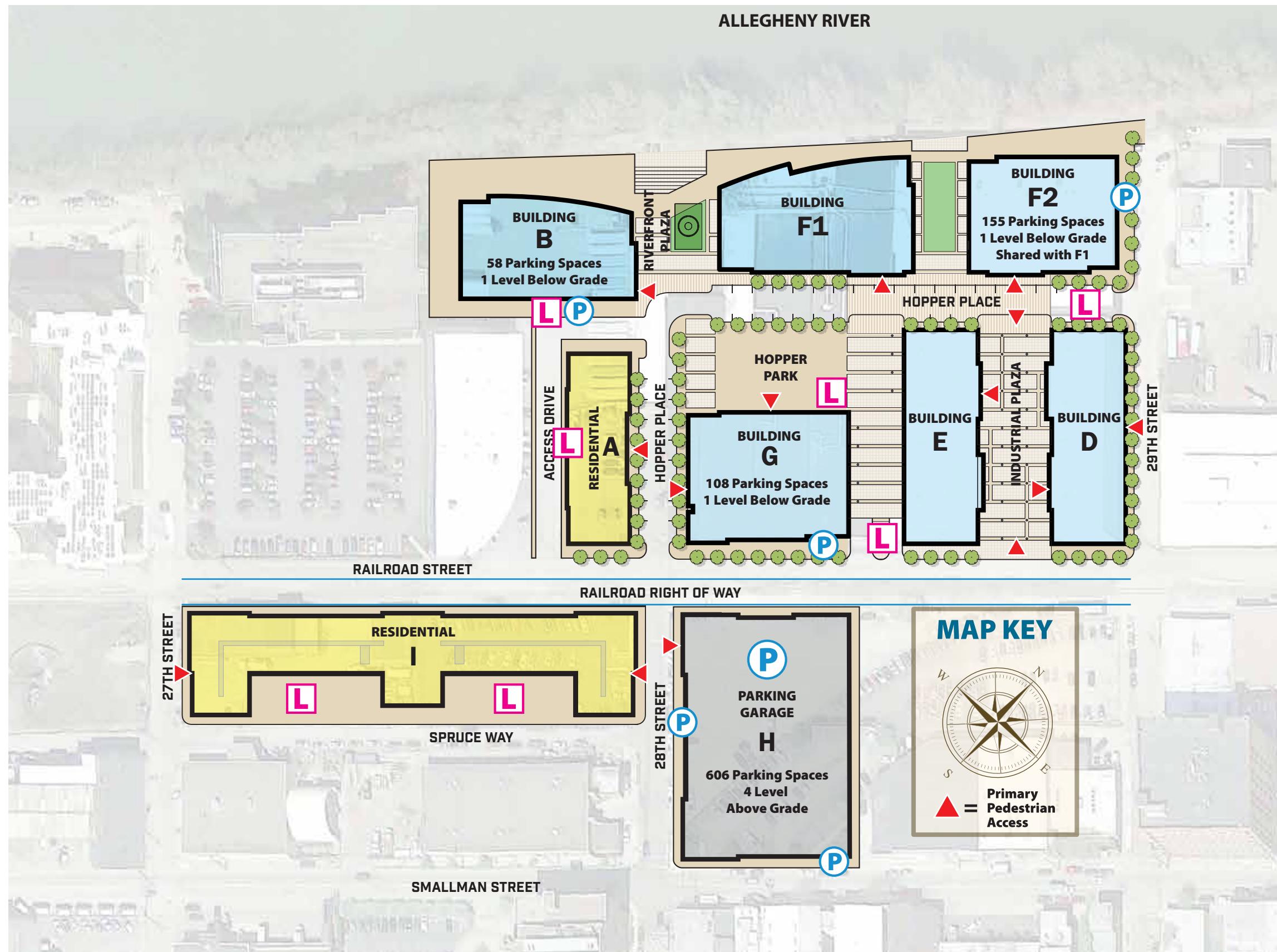
Only two new curb cuts for dedicated vehicular site access are proposed for the site. These are for the **Building H Parking Garage** access on 28th Street, and for access to the **Building G** subsurface parking garage on Railroad Street.

The two curb cuts for **Buildings D&E** include the approved **Building E** curb cut for off-hours loading and dumpster service, and the curb cut into **Industrial Plaza** reserved for emergency vehicles and special event staging which will be blocked by protective bollards.

Existing curb cuts will be improved for **Building H Parking Garage** access from Smallman Street; access to **Hopper Place** from Railroad and 29th streets; and to provide access and loading to **Buildings B, A, and the adjacent property owner** through a shared access easement via **Access Drive**.

EC Existing Curb Cut

CC New Curb Cut



PARKING

Parking needs at **3 Crossings Phase 2** will be primarily met by the initial 600 spaces in the **Building H** Parking Garage, which will have leases for office and residential building tenants and public parking for visitors to the development and surrounding neighborhood.

Approximately 321 additional lease-holder parking spaces will be available in subsurface integral garages in four of the six office buildings.

BUILDING LOADING AND SERVICES

With the exception of two curb cuts on Railroad Street to access loading for **Buildings E, A** and **B**, all building loading and dumpster access will be from the privately owned **Hopper Place**.

All dumpsters, transformers and other ground level building equipment will be fully screened by fencing materials complimentary to the adjacent buildings.

P = PARKING SPACES AND ENTRY TO GARAGE

L = LOADING ENTRY

PROJECTED BICYCLE AND AUTOMOBILE
PARKING MINIMUMS

Building/Users	Gross Square Feet	RIV Required Minimum Parking (1:1000)	Planned Parking Available	Minimum Bicycle Parking	Minimum Bicycle Parking Provided
Building D&E Office	111,000	111	0	11	15
Building G Office	150,000	150	108	15	24
Building B Office	100,000	100	58	10	10
Buildings F1&F2 Office	200,000	200	155	20	20
Building A Residential	100 Units	50	0	33	33
Building I Residential	Up to 240 Units	120	Up to 38	80	Up to 83
Building H Garage	11,000 Retail	4	604	30	60
TOTAL		735	Up to 963	199	Up to 245



TRAFFIC IMPACT STUDY

The revised **3 Crossings Phase 2 Master Development Plan** TIS, dated September 20, 2019, was approved by DOMI on October 15, 2019. This study analyzed six surrounding intersections to determine if the proposed development would significantly impact their Level of Service (LOS):

The proposed development includes the addition of ten (10) structures in the area: four (4) office buildings, two (2) office/retail buildings, two (2) residential buildings, one (1) standalone parking garage, and one (1) pavilion. According to the City of Pittsburgh Zoning Code and the approved TIS, 688 vehicular parking spaces will be required and 966 vehicular parking spaces will be provided.

There are four (4) proposed parking garages within the development: one (1) garage located below **Building B**, one (1) shared garage located below **Buildings F1 and F2**, one (1) garage located below **Building G**, and **Building H** which is a standalone parking garage.

The office trips were assigned to the four parking garages within the site, with priority given to any parking garages located directly underneath the specified office building. Once all of the office buildings' parking garages reached 90% capacity, all remaining office trips were distributed directly to **Building H**.

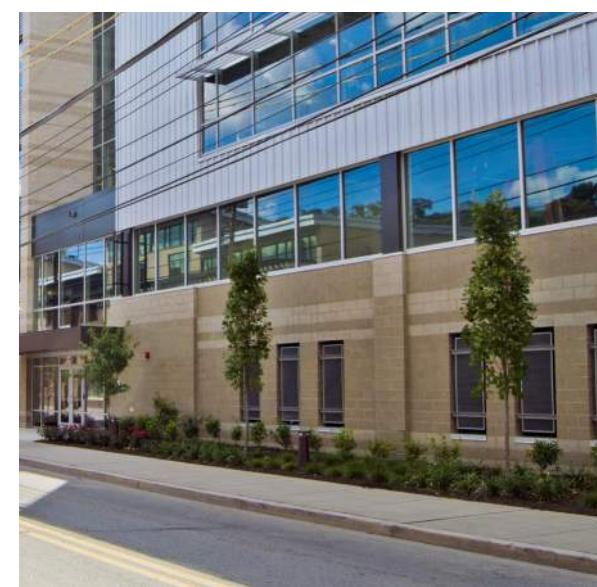
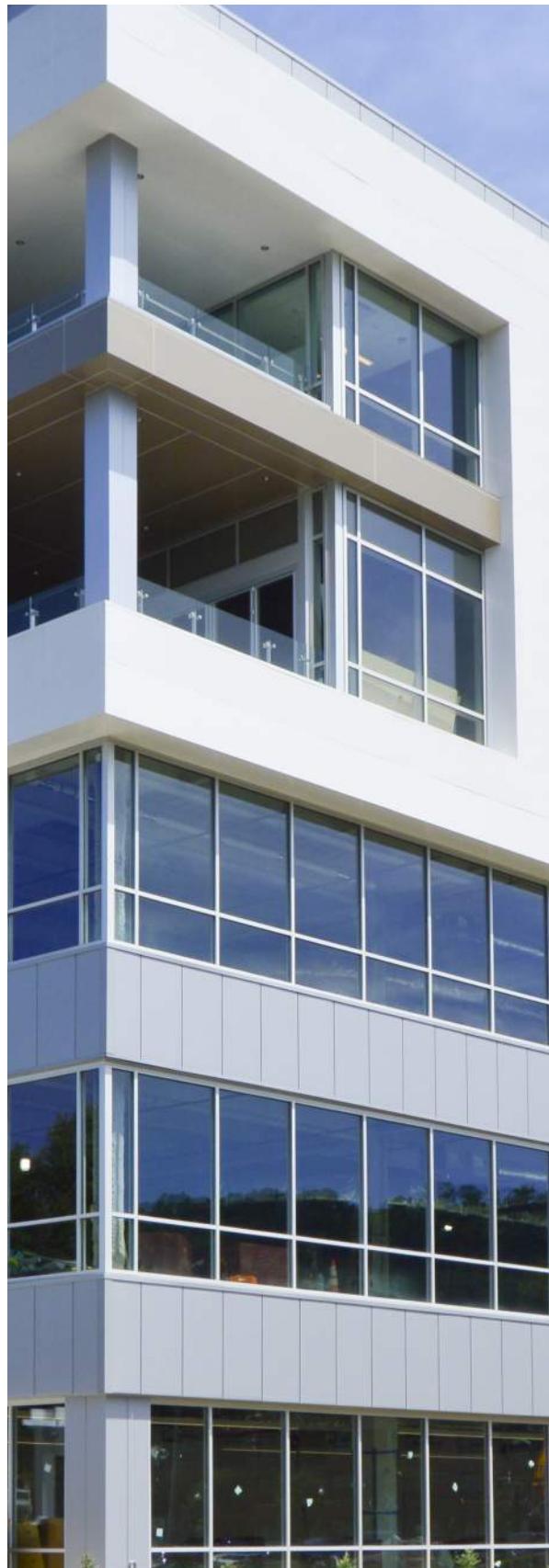
All retail and recreational trips were primarily distributed to the newly created on-street vehicular parking spaces, and the remaining trips were distributed to **Building H** once the newly created on-street spaces were fully utilized. All residential trips were distributed directly into **Building H**, as neither residential building had dedicated parking attached..

TRAFFIC DEMAND MANAGEMENT

As outlined in the approved TIS, the following TDM measures will be pursued and implemented if possible:

- Mode split goals and surveying
- Unbundled parking, where the cost of parking is separate from lease or deed
- Adequate sidewalk widths and ADA ramps along all building frontages
- Bicycle parking consistent with zoning code and the Pittsburgh Bicycle Parking Guidelines. A mix of bicycle parking should include convenient short-term parking and secure, covered parking accessible from the ground floor (not through the driveway of a garage) for long-term bicycle parking or storage
- Include wayfinding for public access to easements and privately owned, publically accessible open space
- Upgrades and enhancements for pedestrian safety at certain site access and intersections
- Bikeshare station on site
- Shower rooms or shower passes for employees who bike to work (office only)
- Shared parking within **Building H** – where parking can be used by different users throughout the day so as to reduce the total number of spots provided
- Priority parking spaces for carpool or vanpool spaces in **Building H**
- Dedicated carshare parking (such as Zipcar) in a publically accessible space

According to the results of the TIS, all study intersections will operate at an overall LOS B or better in both the AM peak hour and PM peak hour. The proposed **3 Crossings Phase 2 Master Development Plan** development will have little to no observable impact on the surrounding roadway network. Oxford is committed to tracking the project components as they are constructed and become active to provide a comparison to the development plan listed in the TIS.



BUILDING DESIGN GUIDELINES

Buildings within **3 Crossings Phase 2** will conform to the building design standards of the RIV, Riverfront Zoning requirements established in Section 905 of the Pittsburgh Code.

This includes building stepbacks along public right-of-ways, height restrictions, and adhering to the build-to-lines. However, tenant needs, site constraints, floodplain design requirements, or other unforeseeable factors may necessitate deviations from those standards and trigger a request for a variance from the Zoning Board of Adjustment.

The buildings at **3 Crossings Phase 2** should have a diversity of design features and architectural styles to create a sense of incremental and organic development instead of prescriptive design requirements that can result in a campus-like uniformity.





PUBLIC ART

3 Crossings Phase 2 seeks to display public art at various locations throughout the development.

The obvious opportunities for art installations are within the public spaces at **Hopper Park**, **Riverfront Plaza**, the waterfront access between **Buildings B** and **F1**, and **Industrial Plaza** at **Buildings D&E**.

Hopper Park and the waterfront access present locations where art can interpret the industrial heritage of the site through the thoughtful reuse of industrial artifacts salvaged during the demolition of the former factory and warehouse structure.

Where possible, **3 Crossings Phase 2** will pay homage to the history of the site with modern art. Most notable of these artifacts is the 50' industrial Hopper which will be moved and refurbished as an art piece with dramatic lighting.



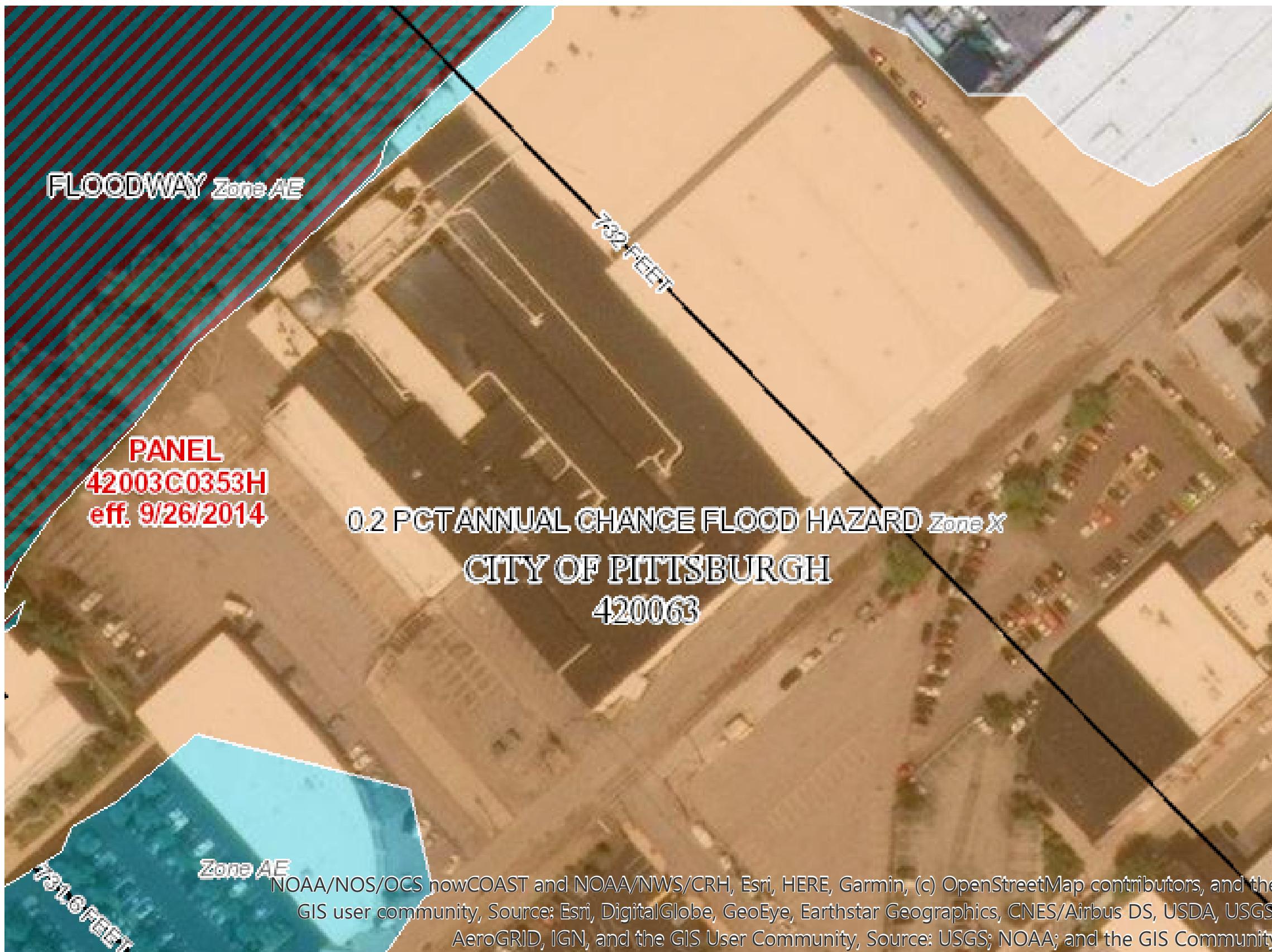
SUSTAINABILITY

3 Crossings Phase 2 continues Oxford's commitment to sustainable development by integrating energy efficiency, stormwater mitigation, and renewable energy into building designs whenever feasible.

This commitment includes designing each building to reach **LEED® Silver** standards or greater.

Building H Parking Garage will seek ParkSmart certification.

3 Crossings Phase 2 also seeks to further the goals of the **ONEPGH Resiliency Plan**.



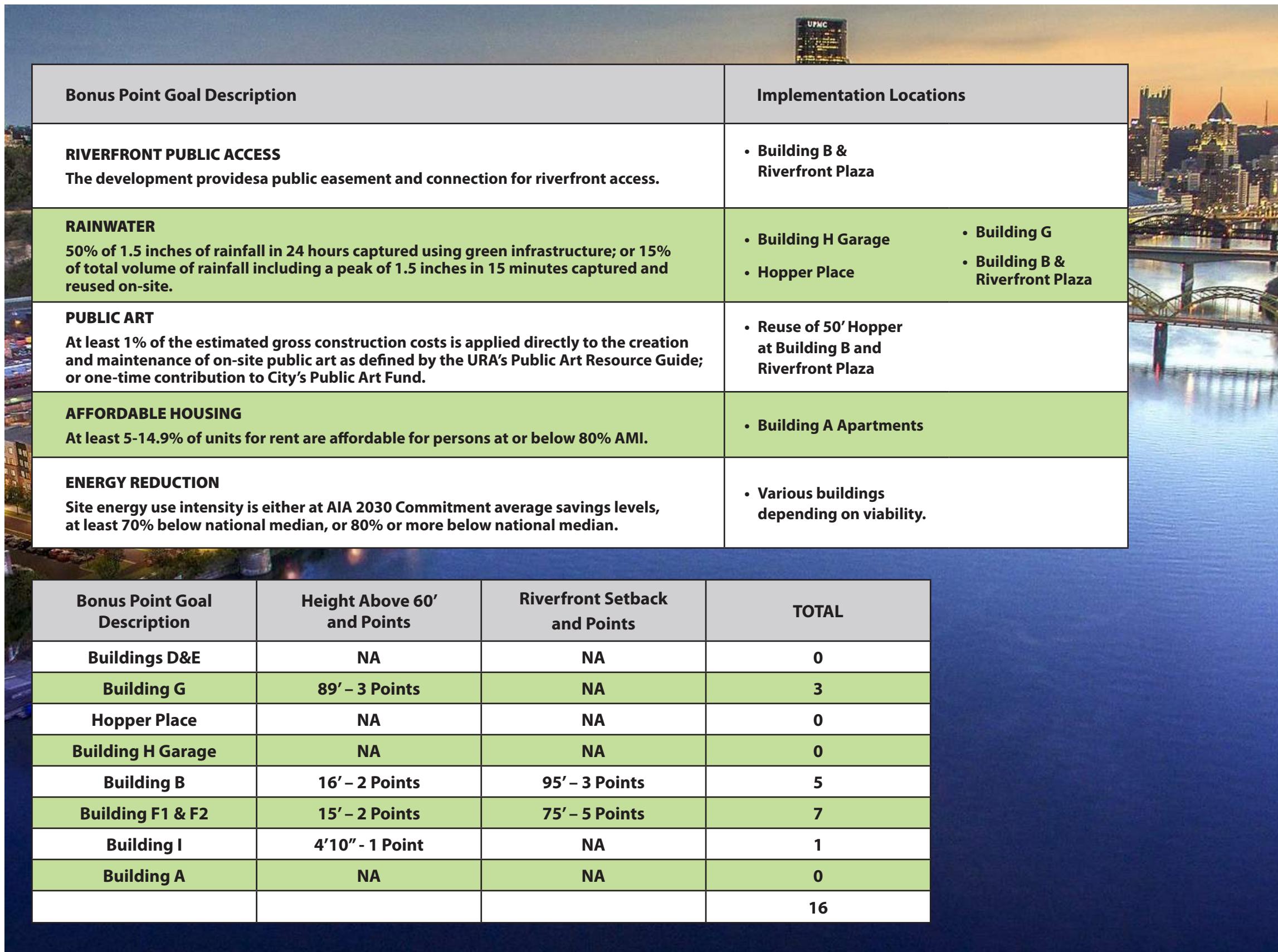
FLOODPLAIN

A Letter of Map Revision (LOMR) approved by FEMA on March 14, 2019 removed the floodway from the site parcels of **3 Crossings Phase 2**.

LOMR 18-03-0982P also removed all but a small portion of parcel 25-F-287, **Buildings F1-F2** from Zone AE. This LOMR annulled the former floodplain development standards on all but the affected parcel.

Some buildings within **3 Crossings Phase 2** were in the design process or approved prior to the LOMR approval and future structures may be built to these floodplain development standards for private insurance purposes.

any structure built on the small portion of land still in Zone AE will require an approved Floodplain Development Application from the City of Pittsburgh.



Bonus Point Goal Description		Implementation Locations	
RIVERFRONT PUBLIC ACCESS The development provides a public easement and connection for riverfront access.		<ul style="list-style-type: none"> Building B & Riverfront Plaza 	
RAINFALL 50% of 1.5 inches of rainfall in 24 hours captured using green infrastructure; or 15% of total volume of rainfall including a peak of 1.5 inches in 15 minutes captured and reused on-site.		<ul style="list-style-type: none"> Building H Garage Hopper Place Building G Building B & Riverfront Plaza 	
PUBLIC ART At least 1% of the estimated gross construction costs is applied directly to the creation and maintenance of on-site public art as defined by the URA's Public Art Resource Guide; or one-time contribution to City's Public Art Fund.		<ul style="list-style-type: none"> Reuse of 50' Hopper at Building B and Riverfront Plaza 	
AFFORDABLE HOUSING At least 5-14.9% of units for rent are affordable for persons at or below 80% AMI.		<ul style="list-style-type: none"> Building A Apartments 	
ENERGY REDUCTION Site energy use intensity is either at AIA 2030 Commitment average savings levels, at least 70% below national median, or 80% or more below national median.		<ul style="list-style-type: none"> Various buildings depending on viability. 	

Bonus Point Goal Description	Height Above 60' and Points	Riverfront Setback and Points	TOTAL
Buildings D&E	NA	NA	0
Building G	89' – 3 Points	NA	3
Hopper Place	NA	NA	0
Building H Garage	NA	NA	0
Building B	16' – 2 Points	95' – 3 Points	5
Building F1 & F2	15' – 2 Points	75' – 5 Points	7
Building I	4'10" - 1 Point	NA	1
Building A	NA	NA	0
			16

RIVERFRONT ZONING BONUS POINTS**DEVELOPMENT BONUS POINTS****BONUS POINT NEEDS AND IMPLEMENTATION**

RIV riverfront zoning places restrictions on riverfront setbacks and building height and building massing as a way to incentivize developments to adopt certain design and operational standards contained within a Bonus Points system established in Section 915.07.D of the Pittsburgh Zoning Code. One Bonus Point equals either 10 feet of additional height or 10 feet of reduced setback from the Allegheny River Project Pool Elevation.

Bonus points that are awarded within a Master Planned development can be used by the building where the points are earned; unused points can be given to another building; and points earned on a district-wide basis (riverfront improvements, continuous mobility, and affordable housing) can be used by all buildings in the development in need of Development Bonus Points.

Initial analysis shows that the current development plan for **3 Crossings Phase 2** requires fifteen (15) total points. The table to the left show the number of points needed by each building and the opportunities for earning the necessary Development Bonus Points.

See the attached City of Pittsburgh administered Copy of Performance Points Worksheet for Development Bonus Point Tracking.