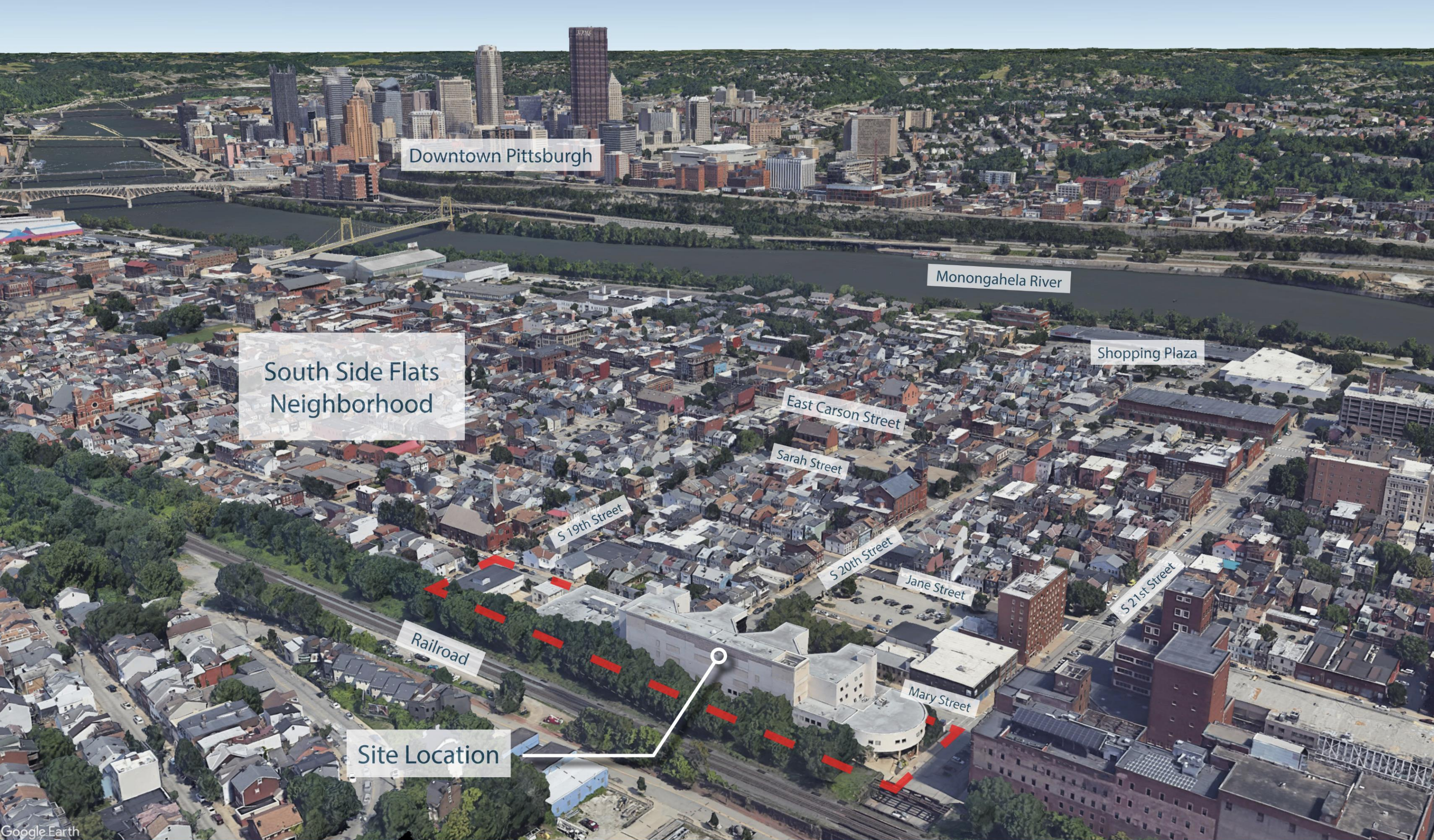


WALNUT CAPITAL Strada PJ DICK



1900-2000 Mary Street

City of Pittsburgh – Planning Commission Hearing | July 14, 2026



Aerial View – Existing Site

Pre-Demolition





S 19th Street

Mary Street

S 20th Street

S 21st Street

582'

Edwards Way

Edwards Way

Railroad

Josephine Street

Mary Street at S 19th Street Looking East

Existing Site (Pre-Demolition)



Mary Street at S 19th Street Looking East

Proposed Building



Strada

Mary Street at S 19th Street Looking East

Proposed Building (Street trees not shown for clarity)



Strada

South 20th Street at Mary Street Looking South

Existing Site (Pre-Demolition)



South 20th Street at Mary Street Looking South

Proposed Building



Strada

South 20th Street at Mary Street Looking South

Proposed Building (Street trees not shown for clarity)



Strada

Mary Street at S 20th Street Looking West

Existing Site (Pre-Demolition)



Mary Street at S 20th Street Looking West

Proposed Building



Strada

Mary Street at S 20th Street Looking West

Proposed Building (Street trees not shown for clarity)



Mary Street at S 20th Street Looking East

Existing Site (Pre-Demolition)



Mary Street at S 20th Street Looking East

Proposed Building



Strada

Mary Street at S 20th Street Looking East

Proposed Building (Street trees not shown for clarity)



Strada

South 21st Street at Mary Street Looking South

Existing Site (Pre-Demolition)



South 21st Street at Mary Street Looking South

Proposed Building



Strada

Mary Street at S 21st Street Looking West

Existing Site (Pre-Demolition)



Mary Street at S 21st Street Looking West

Proposed Building



Strada

Aerial View – Existing Site

Pre-Demolition



Aerial View – Proposed Site

New Apartment Building and Parking Garage



Aerial View – Existing Site

Pre-Demolition



Aerial View – Proposed Site

New Apartment Building and Parking Garage



Illustrative Site Plan



Strada

Apartment Building Elevation

North Façade Facing Mary Street – East Wing



Apartment North Façade (Mary Street) - East Wing

Strada

Apartment Building Elevation

North Façade Facing Mary Street – West Wing

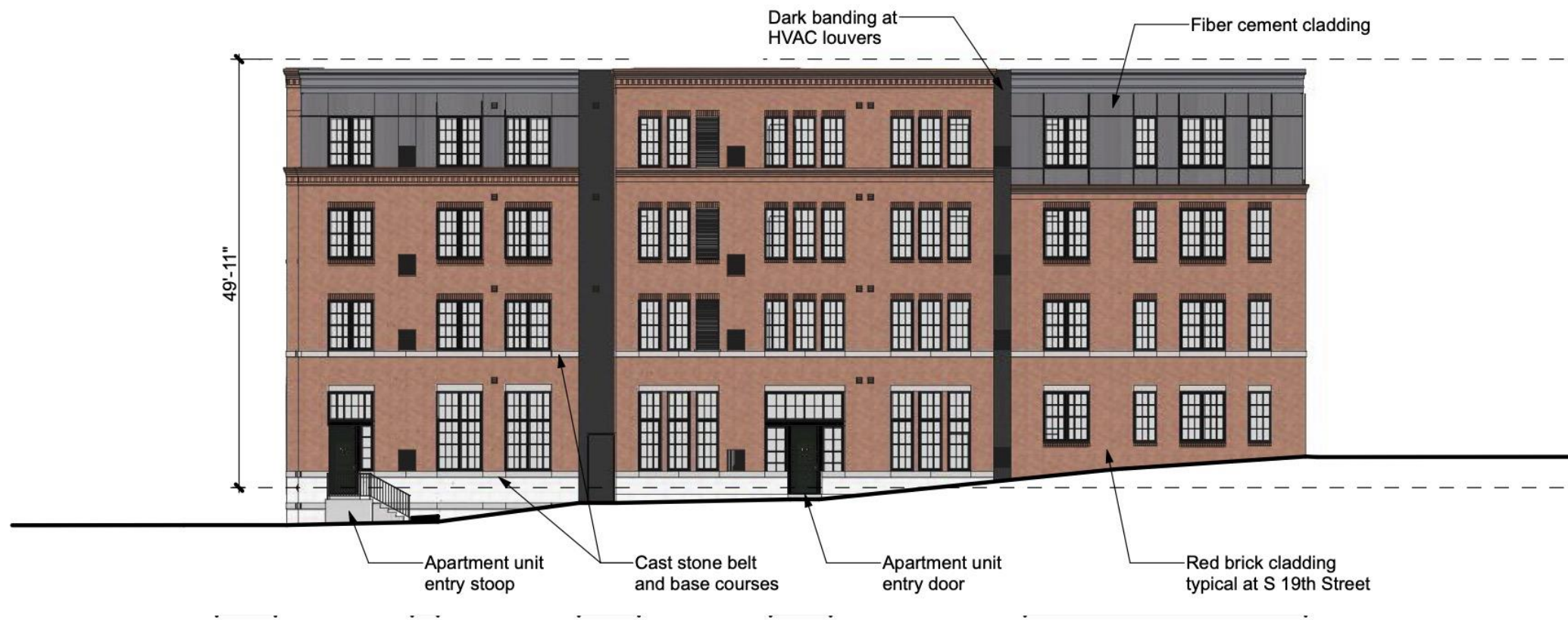


Apartment North Facade (Mary Street) - West Wing

Strada

Apartment Building Elevation

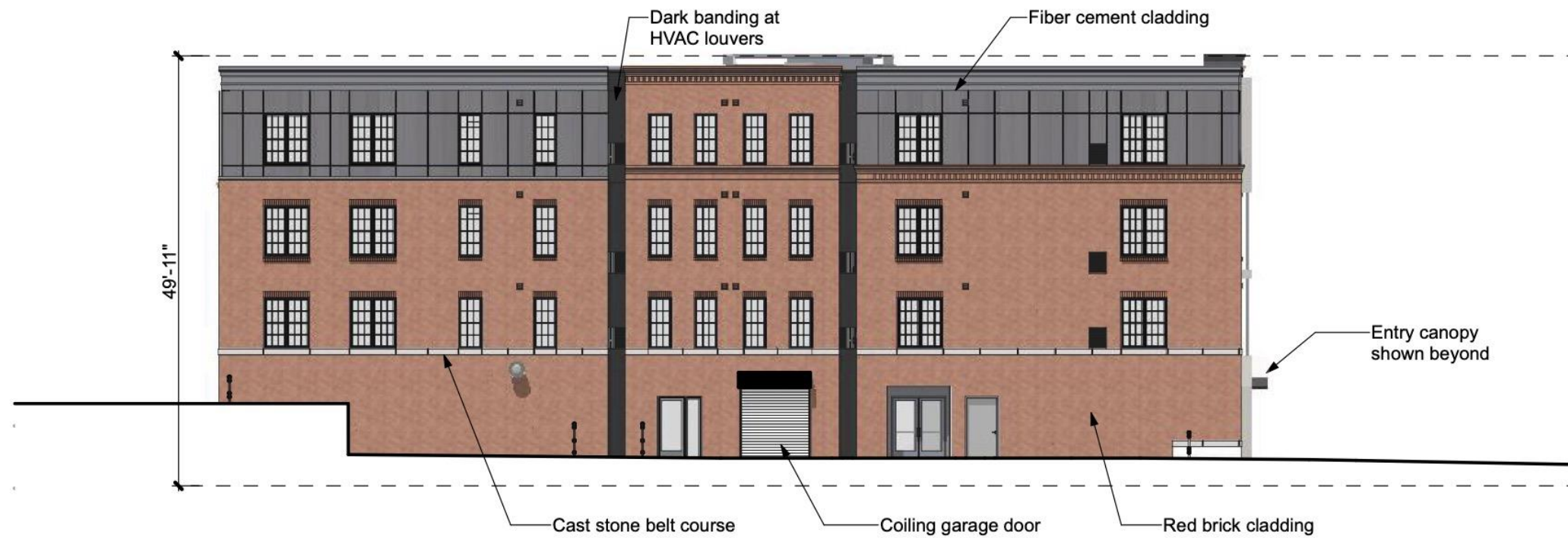
West Façade Facing South 19th Street



Apartment West Façade (S 19th Street)

Apartment Building Elevation

East Façade Facing Parking Garage

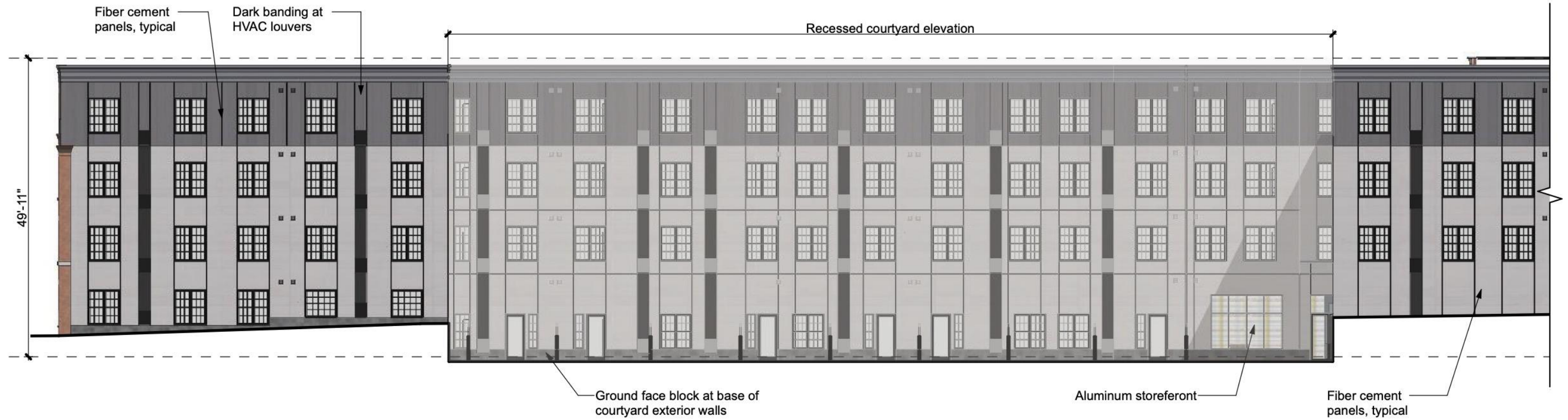


Apartment East Facade

Strada

Apartment Building Elevation

South Façade Facing Edwards Way– West Wing

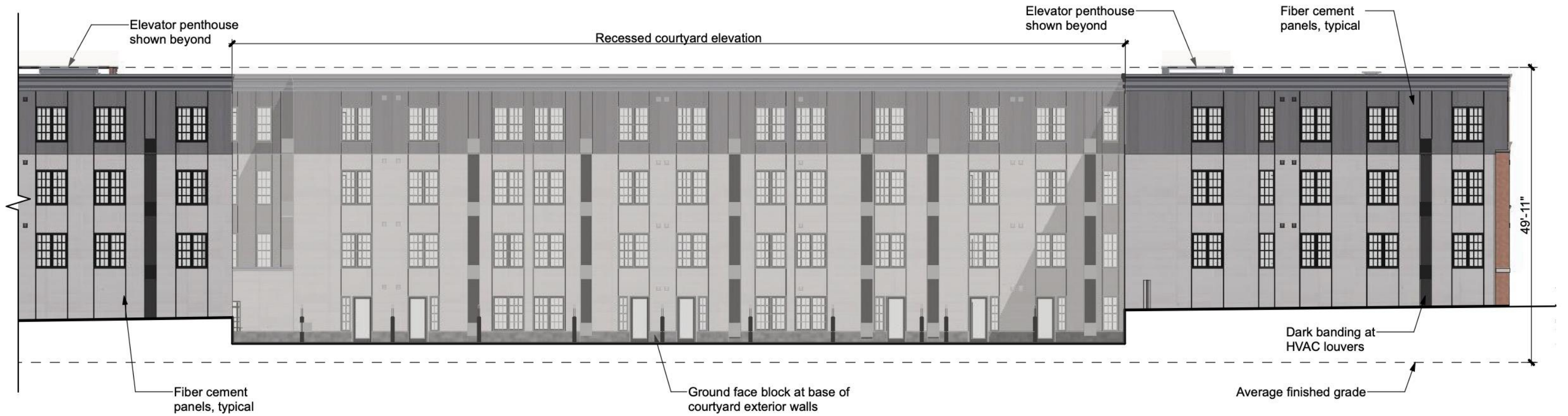


Apartment South Facade (Edwards Way) - West Wing

Strada

Apartment Building Elevation

South Façade Facing Edwards Way – East Wing

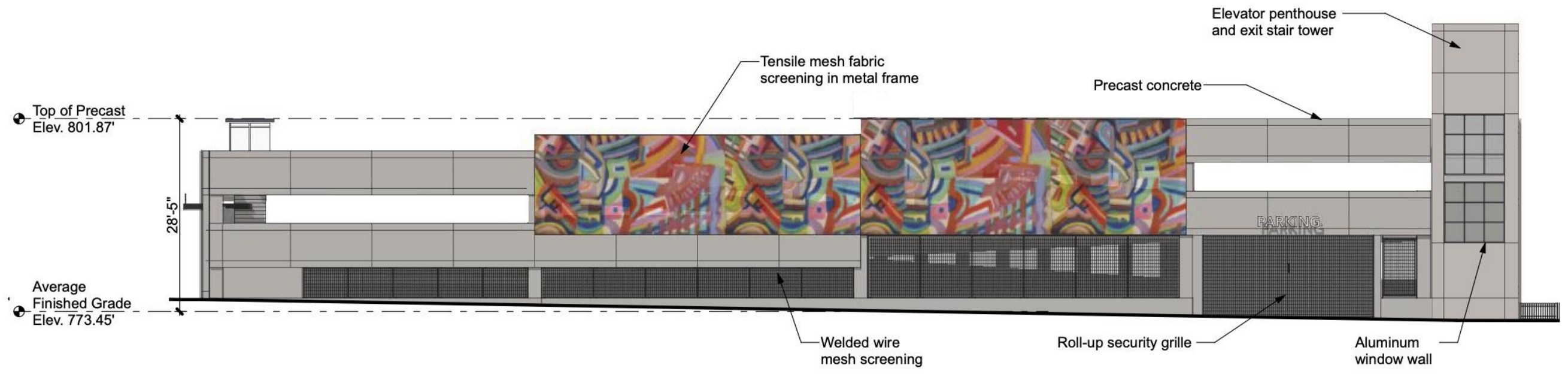


Apartment South Facade (Edwards Way) - East Wing

Strada

Garage Elevation

North Façade – Mary Street

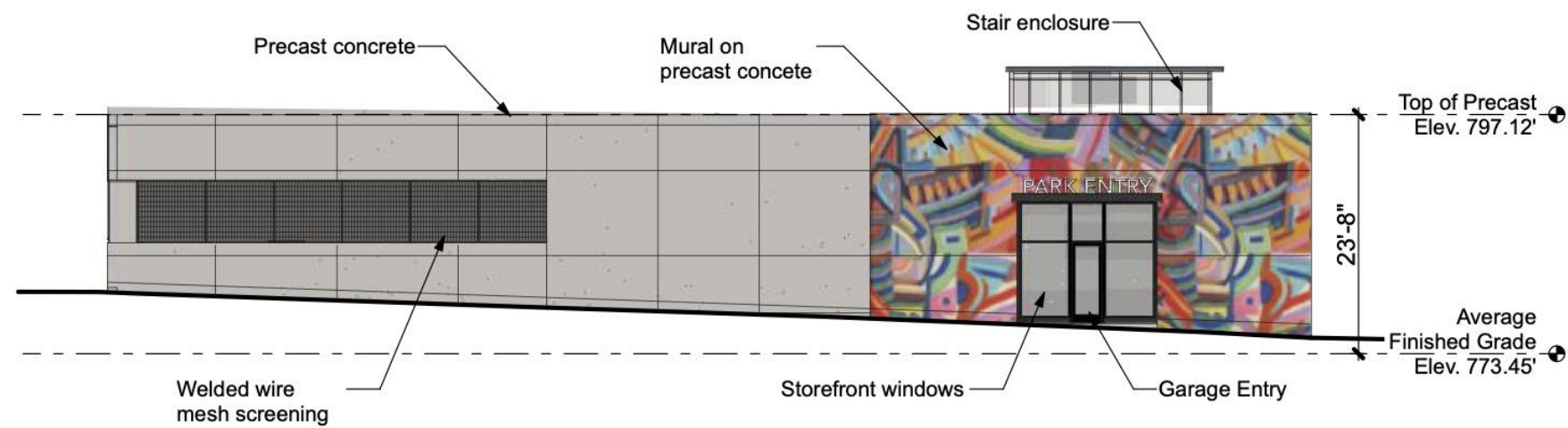


Garage North Facade (Mary Street)

SCALE: 1/16" = 1'-0"

Garage Elevation

East Façade – South 21st Street

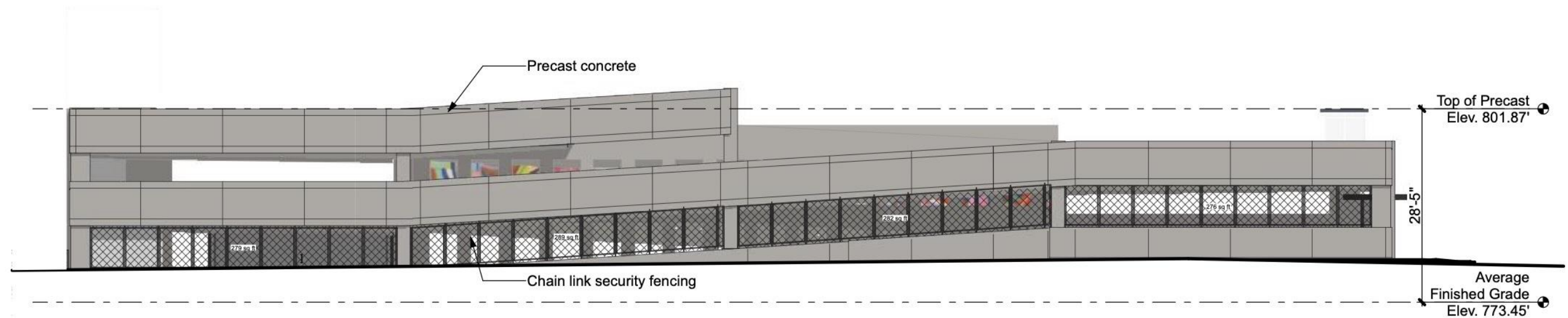


Garage East Facade (S 21st Street)

SCALE: 1/16" = 1'-0"

Garage Elevation

South Façade – Edwards Way (to be vacated)

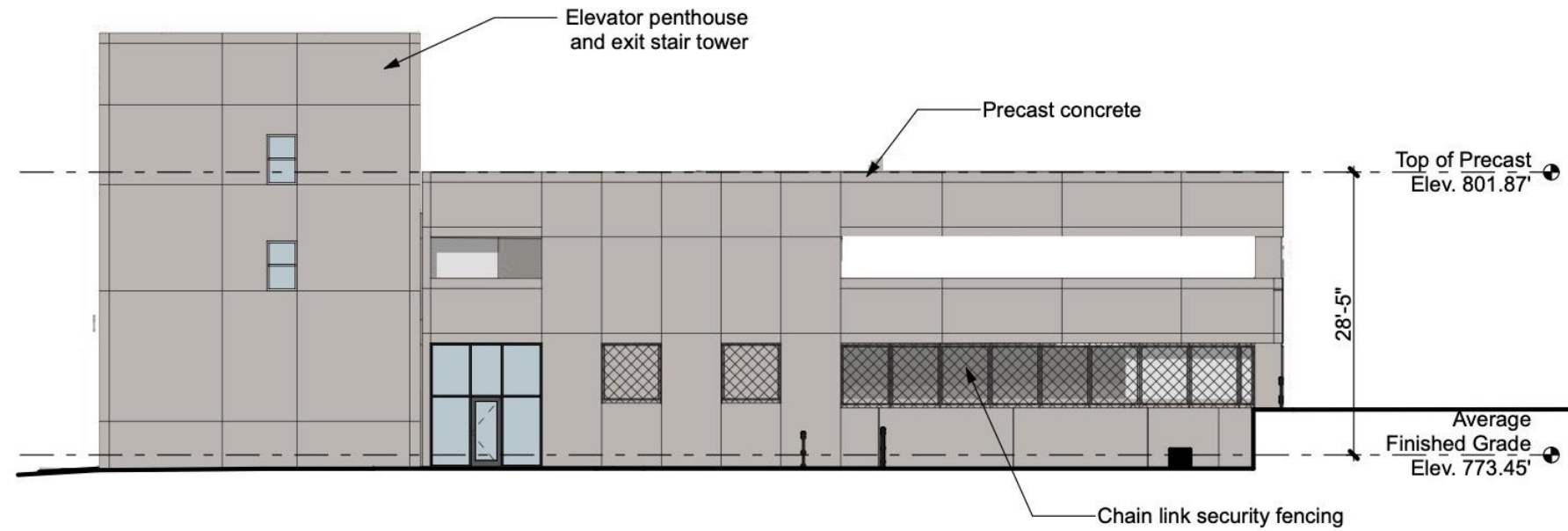


Garage South Facade (Edwards Way)

SCALE: 1/16" = 1'-0"

Garage Elevation

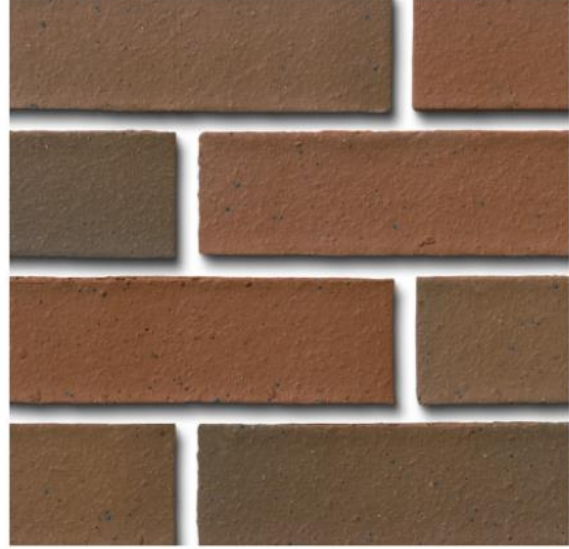
West Façade – Apartment



Garage West Façade

SCALE: 1/16" = 1'-0"

Material Palette



Apartment & Garage
BELDEN Brick
#208 Smooth Full Range
No Dark Iron Spot



Apartment - Main Entrance
BELDEN Brick
Black Diamond Velour



Apartment
Cast Stone w/ Rockface Base
Renaissance 22 White



Apartment
Cast Stone
Headers, Sills, and Watertable
Evolution Nutmeg



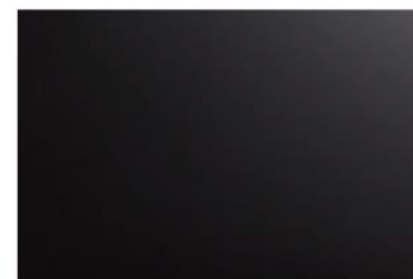
Apartment Courtyard
Ground Face Block
Dark Grey



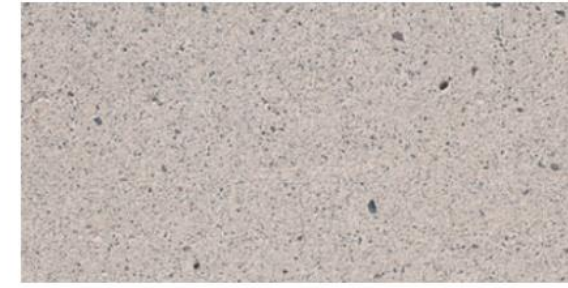
Apartment
Fiber Cement Board
Slate gray



Apartment
Fiber Cement Board
Light gray



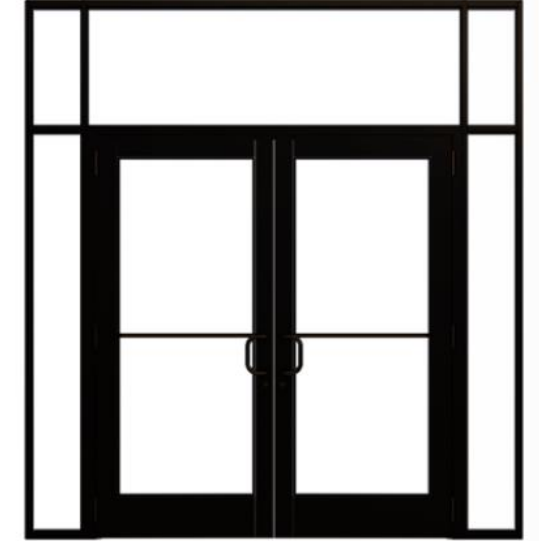
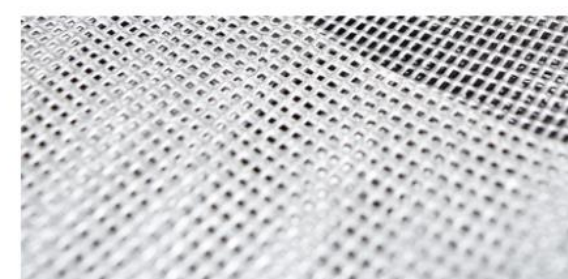
Apartment
Aluminum
Black



Garage
Pre-Cast Concrete
Buff Sandblasted



Garage Screen
Flex facade
Finish TBD



Apartment
Black Storefront Frame
Clear Glass



Apartment
Black Window Frame
Clear Glass

Plant Palette



Street Tree
Honey locust 'Street Keeper'
Gleditsia triacanthos f. inermis
Street Keeper



Street Tree
Snow Goose Cherry
Prunus spp. 'Snow Goose'



Evergreen Shrub
Holmstrup Arborvitae
Thuja occidentalis 'Holmstrup'



Groundcover
Pennsylvania Sedge
Carex pensylvanica



Groundcover
Royal Blue Lily Turf
Liriope muscari 'Royal Purple'



Evergreen Hedge
Green Mountain Boxwood
Buxus x 'Green Mountain'

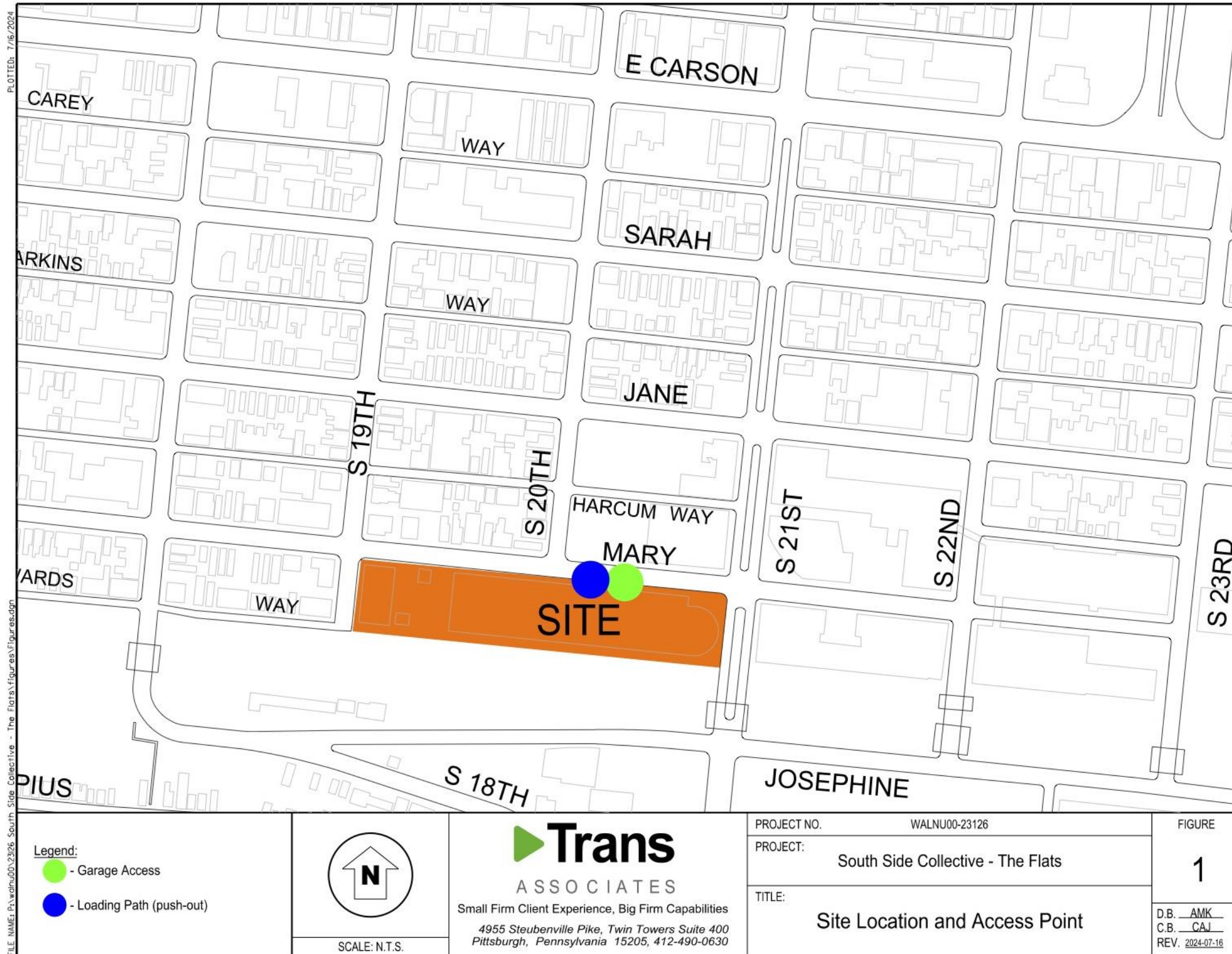


Concept Sketch by John Martine



Front Entrance Planters
Seasonal Annuals, by others

Traffic and Parking Analysis



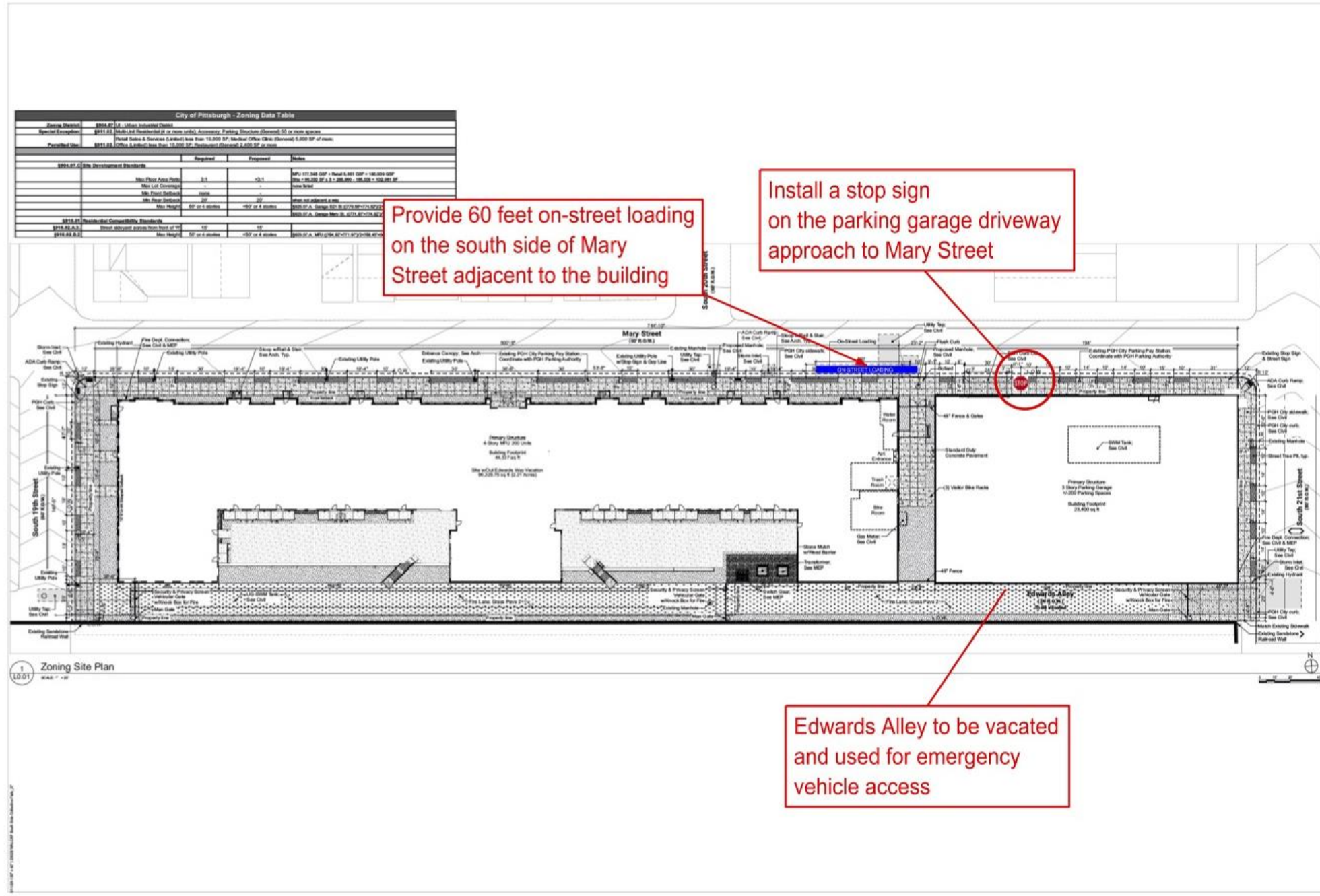
**TABLE 1A
SUMMARY OF PARKING AND BICYCLE SPACES
South Side Collective - The Flats
City of Pittsburgh, Allegheny County, Pennsylvania**

TYPE OF SPACES	NUMBER OF SPACES FOR 200 APARTMENTS		
	REQUIRED BY ZONING CODE	PROVIDED ON SITE PLAN	SURPLUS OR (DEFICIT) PROVIDED
Total Parking Spaces	142	199	57
ADA Spaces	6	6	0
Bicycle Spaces	67	86	19
Loading Spaces	2	2	0

Site Plan by Strada.
Summary by Trans Associates.

Traffic and Parking Analysis

PLOTTED: 6/5/2026



City of Pittsburgh - Zoning Data Table			
Zone District	RPD-47	Use	Office, Business District
Special Exception	SE11.02	Multi-Unit Residential or non-unit Accessory Parking Structure (Maximum 10 or more spaces)	
Permitted Use	SE11.02	Residential and Service (Attached) less than 10,000 SF, Medical Office Clinic (Maximum) 5,000 SF of use, Office (Attached) less than 10,000 SF, Development (Maximum) 2,000 SF of use	
RPD-47 Zoning Development Standards			
Max Floor Area Ratio	3:1		MFU 171,348 SFP + Retail 6,841 SFP + 98,000 SFP 204,189 SFP or 3:1, 200,000 - 208,000 + 100,000 SF 204,189 SF
Min Lot Coverage	-		20% Min
Min Street Setback	20'		20'
Min Rear Setback	20'		20'
Min Side Setback	5'		5'
Max Height	65' or 4 stories		65' or 4 stories
Min Lot Adjacent Area			200 SF A, Storage 500 SF, 20' x 10' x 10' x 10'
Min Lot Area	8,000 SF		8,000 SF A, Storage 500 SF, 20' x 10' x 10' x 10'
SE11.02 Residential Compatibility Standards			
Min Lot Area	10'		10'
Min Lot Area	10'		10'
Min Lot Area	10'		10'

Strada

611 Walnut Street
Pittsburgh, PA 15219
412.263.2800
www.strada.com
Pittsburgh | Philadelphia | Chapel Hill
2025-2026

Strada Architecture



Abigail Mountain, AIA
License: RA044770
Project Information
The Flats Apartments
1900-2000 Mary Street
Pittsburgh, PA 15203

Owner: The Collective
Southeast
Project Number: 23029

Revision History

Rev	Date	Issue Name

Current Issuance

04/20/25 Special Exception

Drawing Title

Zoning Site Plan

Sheet Number

L0.01

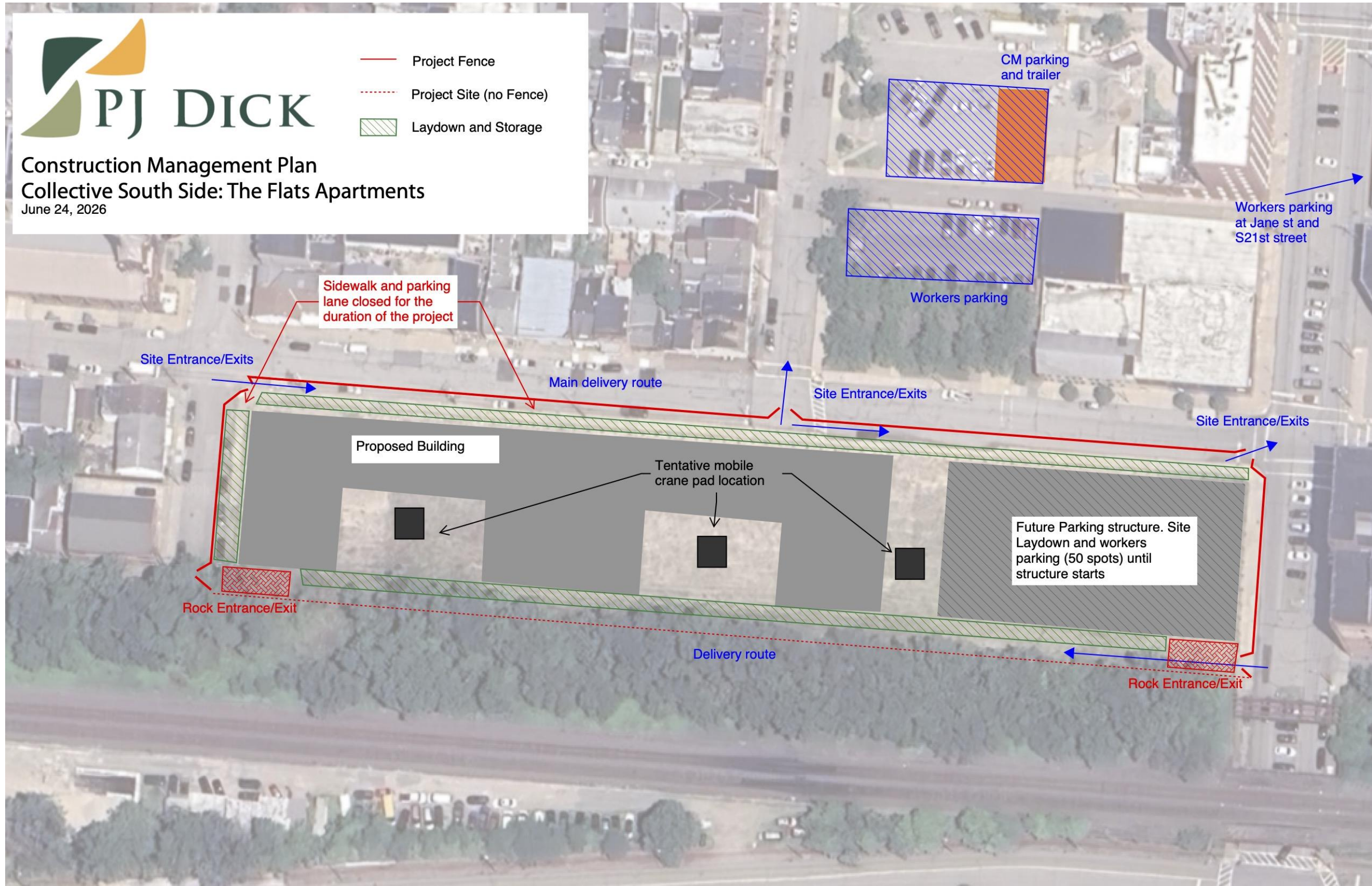
FILE NAME: P:\walnut\00\23126_South Side Collective - The Flats\Figures\Figures.dgn

 SCALE: N.T.S.	 Trans ASSOCIATES Small Firm Client Experience, Big Firm Capabilities 4955 Steubenville Pike, Twin Towers Suite 400 Pittsburgh, Pennsylvania 15205, 412-490-0630	PROJECT NO. WALNU00-23126	FIGURE 6 D.B. <u>AMK</u> C.B. <u>CAJ</u> REV. 2026-06-05
		PROJECT: South Side Collective - The Flats	
		TITLE: Recommended Mitigation	

TABLE 2A
TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN
South Side Collective – The Flats
City of Pittsburgh, Allegheny County, Pennsylvania

- General:
 - Establish a person within the building management (a TDM coordinator) who can be the resource person for tenants regarding public transit service, bikeshare, bike room, and carpooling incentives.
 - Provide updates on TDM strategies and effectiveness to DOMI.
 - Evaluate providing vehicle (EV) charging stations (cost and feasibility) to encourage the use of lower energy options for commuting.
 - Place TDM information on the building's website.
 - Create new tenant move-in packet with information on the TDM opportunities including bicycle routes, bicycle parking, walking routes, Pittsburgh Regional Transit service, and the POGO program.
 - Investigate incentives to promote walking, biking, and taking transit.
- Bicycle:
 - Provide controlled access bike room with a workbench and a few tools/air pump.
 - Install outdoor public bike racks for visitors.
- Parking:
 - Support the local residential community if they petition the City for new or expanded Residential Permit Parking areas.
 - Unbundle parking cost from apartment rent.
 - Set parking cost for leaseholders to encourage non-auto transportation.
 - Limit the number of parking passes/leases issued.
- Public Transit:
 - Evaluate providing an informational kiosk in the building lobby, which would provide real time information on public transit and locations of available POGO Bikes.
- Ride Sharing:
 - Designate easily accessible Uber/Lyft pick-up/drop-off location on Mary Street (shared with the loading area).
- Pedestrian:
 - Replace sidewalks to make walking more desirable.

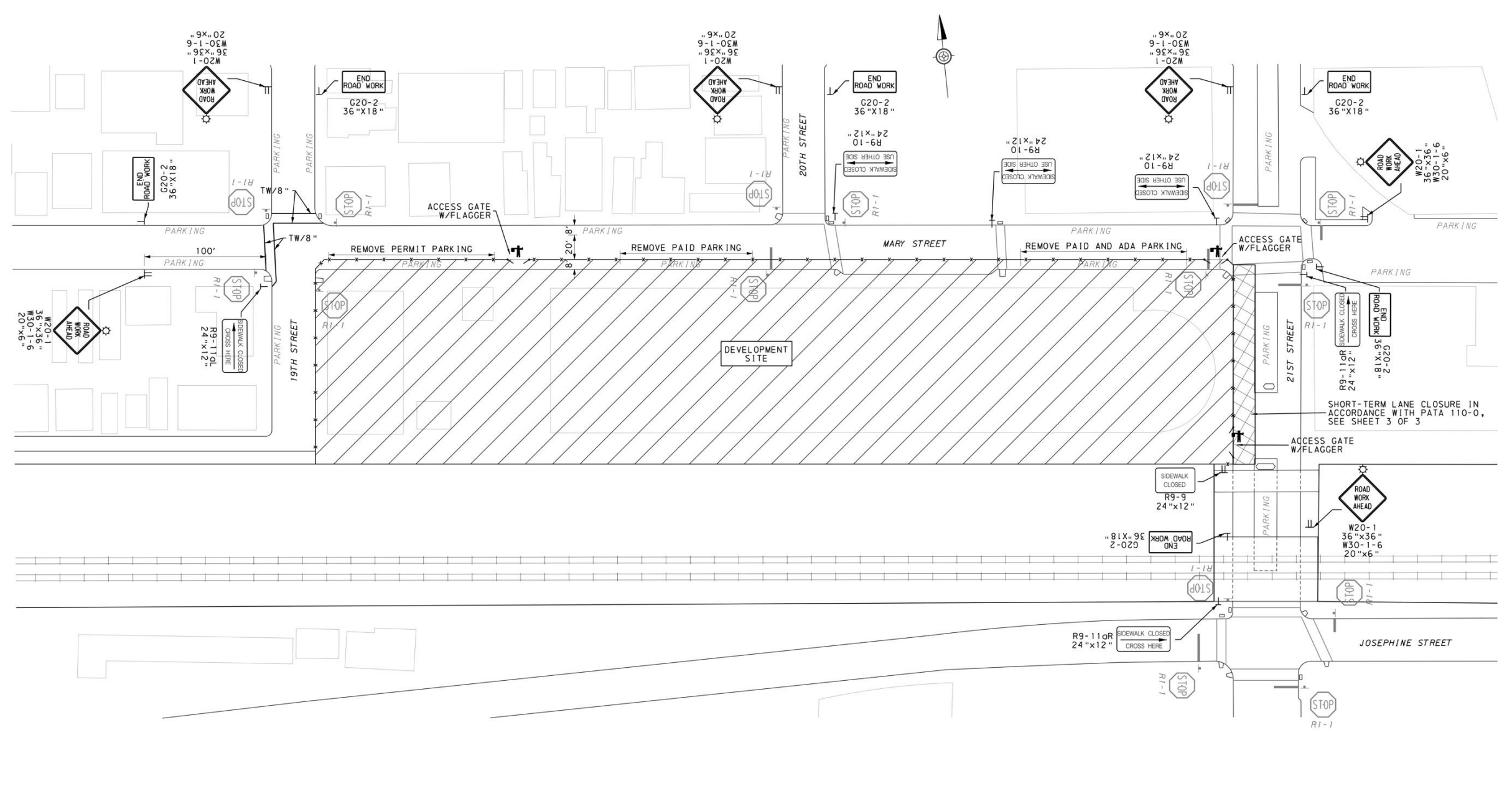
Construction Management Plan



Construction Management Plan

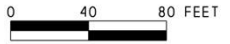
PLOTTED: 2/17/2024

FILE NAME: P:\p\jdc\0023106_UPMC_S_Side_TCP\Design\Sheets\23106_REV_Demo-Construction_MPT.dgn



- LEGEND**
- WORK AREA
 - TYPE I MOUNTED SIGN
 - TYPE III BARRICADE
 - TYPE B LIGHT
 - 8' PROTECTIVE CHAIN-LINK FENCE
 - CHANNELIZING DEVICE
 - FLAGGER
 - TW/8" - TEMPORARY SOLID WHITE PAVEMENT MARKING/WIDTH

- NOTES:**
1. FLAGGERS/SPOTTERS TO BE PRESENT FOR VEHICLES ENTERING AND EXITING THE WORK SITE.
 2. PROPOSED LANE WIDTHS REPRESENT A MINIMUM VALUE.
 3. CONTRACTOR TO PROVIDE BARRIERS IN PLACE OF FENCING AS NEEDED.
 4. ANTICIPATED DURATION IS -----



APPROVED BY: _____
CITY OF PITTSBURGH TRAFFIC ENGINEER

REV.	DATE	DESCRIPTION	P. M.	OPER.
DESIGNED	JAB 7/11/23	PROJECT NO. PJDIC00-23106		
DRAWN	JAB 7/11/23	PROJECT: UPMC SOUTH SIDE TCP		
CHECKED	CDE 7/12/23			
REVISED		TITLE: DEMO/CONSTRUCTION LONG-TERM TRAFFIC CONTROL		
APPROVED				
PROJ. MGR. OPERATOR				

Trans ASSOCIATES

SHEET 2 OF 3

Construction Management Plan

Scope

The Construction of the Collective South Side: The Flats Apartments is estimated to start in October 2026 and end in Summer 2028. An engineered MPT plan has been provided along the Construction Management Plan Drawing.

Transportation Routing No PPT Bus route is affected by the development, and none will need to be rerouted or relocated.

Street Closures and Obstructions See attached logistics plan dated June 24, 2026. All proper street closure and obstruction permits will be obtained and closely coordinated with the City of Pittsburgh Department of Public Works. Aside from any temporary street obstructions required for utility relocations and tie-ins, it is expected that the neighboring streets will be affected as follows to ensure public safety:

- Signage will be installed as required. Flaggers will coordinate traffic with delivery vehicles at both entrances as needed.
- Mary Street: The parking lane is expected to be closed for the duration of the project for deliveries and sidewalk restoration. All utility tie in work that requires to encroach into one lane of Mary street will be done on with flaggers regulating traffic as needed. Steel plates will be placed over the excavations to allow regular traffic flow every morning until the road has been restored.
- S19th Street: The parking lane is expected to be closed for the duration of the project for laydown area and sidewalk restoration. No traffic is expected to need to be rerouted at any moment in this street.

Sidewalk Closures and Obstructions All proper sidewalk closure permits will be obtained and closely coordinated with the City of Pittsburgh Department of Public Works. Signage to reroute pedestrian access will be installed for the duration of the project.

- Mary Street: The sidewalk directly adjacent to the site will be closed for the entire duration of the project. Pedestrian traffic will be rerouted to the opposite sidewalk of Mary Street through existing to remain cross walks.
- S19th Street: The sidewalk directly adjacent to the site will be closed for the entire duration of the project.
- S21st Street: The sidewalk directly adjacent to the site will be closed for the entire duration of the project. Pedestrian traffic will be rerouted to the opposite sidewalk of S21st Street through existing to remain crosswalks.

Deliveries Are to be made through Mary Street site entrance, and all unloading will be done within the project fence. Smaller trucks would be able to make deliveries through the back of the Project next to the train tracks.

Dumpster Maintenance Dumpsters will be located within the confines of the project site fence

Work Crew Parking Workers parking will be provided at the existing surface lot at S20th Street and Harcum Way. Additional surface parking will be located at S21st and Jane Street if needed. Workers will be encouraged to carpool. Parking within the neighboring streets will be discouraged but cannot be enforced.

Project Office The Construction Manager office will be located at the Jones Tower parking lot.

Site Maintenance The project site will be fenced in and protected from the public. The project site fence consists of 6' chain-link fencing. Water or Concrete barriers will be placed as needed during site utility tie ins excavation and during the street late closure

Cranes The construction will require mobile cranes, which will be located within the project site.

Mitigation Measures

The following Mitigation measures would be implemented:

Construction Noise Construction operations and operating hours will be in accordance with current City of Pittsburgh's zoning requirements. PJ Dick will comply with the hours of operations in accordance with Section 917.06 of the City of Pittsburgh, Pennsylvania Code of Ordinances, which are 7:00AM to 8:00PM, Monday through Saturday for Construction Operations and 8:00AM to 6:00PM for impact construction / demolition operations.

Work affecting public safety, such as utility relocations and tie-ins, would need to be scheduled outside of these hours during night shift.

Traffic All required permits, MTP plans, signage and barricades for the sidewalk and street closures will be coordinated Department of Public Works to minimize impacts to pedestrian and vehicular traffic.

Parking General public parking will not be affected. Only some parking at the private shopping plaza will be affected, with authorization from the plaza's management.

Air Rock construction entrances will be utilized to minimize the spread of dirt and debris on the streets, which will be cleaned to minimize dust.

Light All temporary lighting measures required by OSHA will be installed in the areas under construction.

Other PJ Dick will attempt to coordinate with the adjacent neighbors to address any possible complaints and minimize affecting them.

Accessibility

Type A Units

Accessible Entrances

Elevator Access to All Floors

6 Accessible Parking Spaces (1 Van)

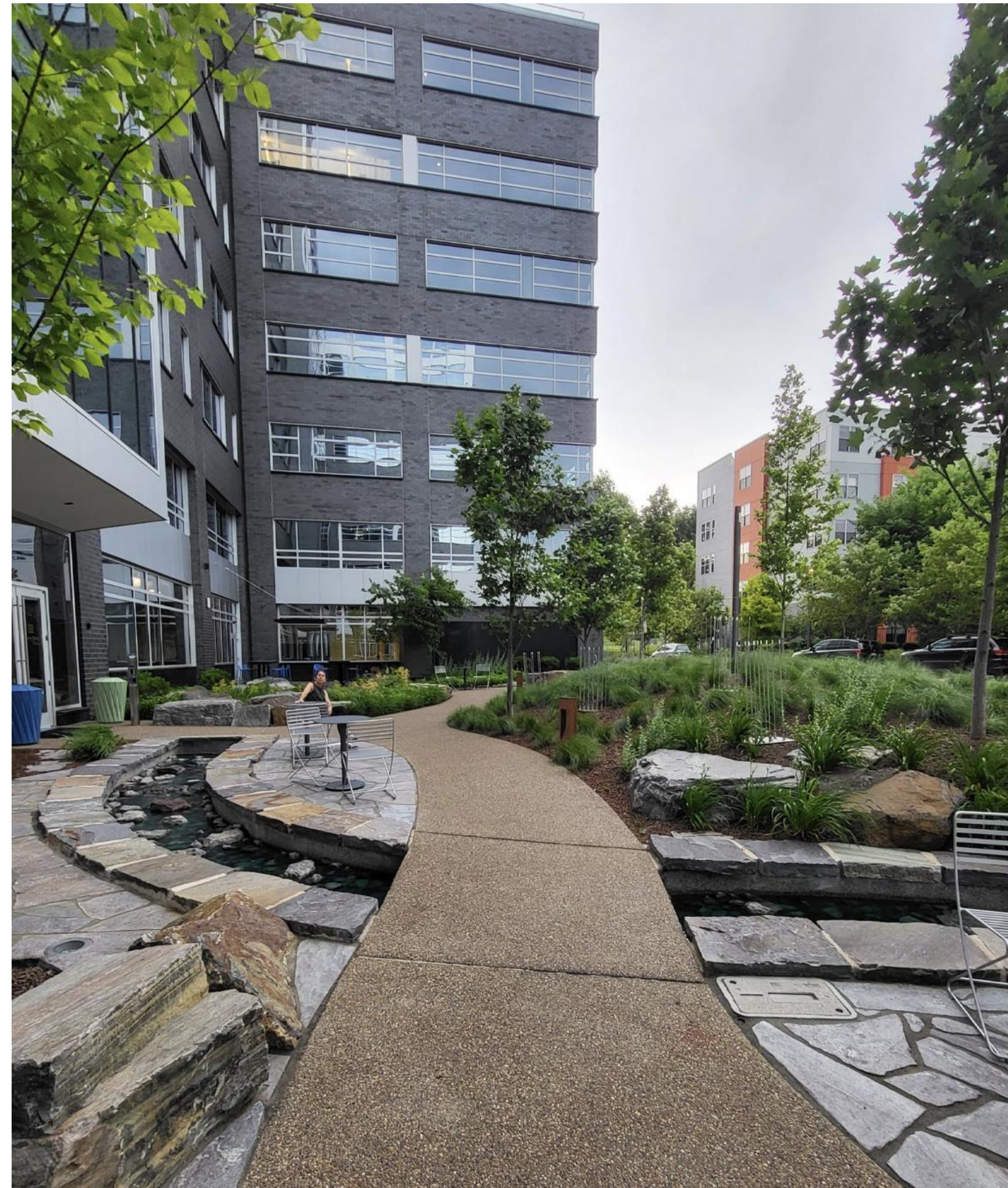


Sustainability

Native and Water Efficient Landscaping

Building Recycling Program: Accessible at all floors

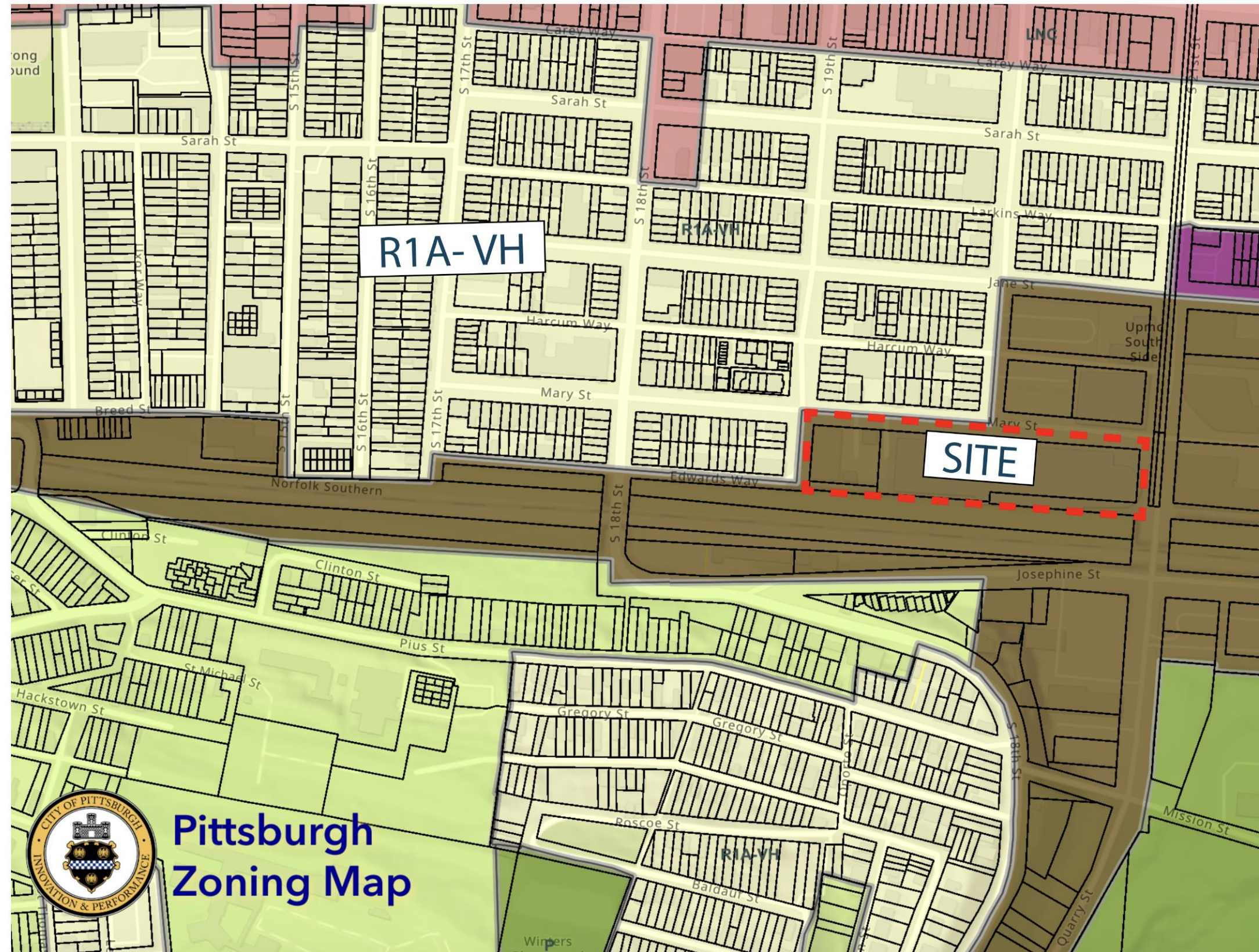
Electric Vehicle Charging Stations



Urban Industrial (UI) Zoning District

The UI, Urban Industrial District, is intended to:

1. Allow mid-sized to large industries with lower external impacts on surrounding properties and districts;
2. Provide a flexible district that addresses the growing need for easily adaptable and flexible spaces, including office parks, incubator spaces, high technology and service sector industries;
3. Allow multi-use buildings that permit assembly, inventory, sales, and business functions within the same space;
4. Encourage adaptive reuse of manufacturing buildings and allow the development of high density multi-unit residential buildings.



Planning Commission Review Criteria

922.11.C.2 Review and Action by the Planning Commission. The Planning Commission shall review the Final Land Development Plan and Improvement subdivision site plan and evaluate whether the plans comply with the approved Preliminary Land Development Plan. The Planning Commission shall review the Final Land Development Plan and Improvement subdivision site plan to determine if the application addresses the following criteria. The Planning Commission shall deny approval of a Final Land Development Plan application if it finds that the plan does not comply with the following criteria.

(a) The proposed development must include retail facilities, where such facilities would maintain and continue the existing retail patterns;

Response: No retail patterns exist in the immediate vicinity of the project, and therefore this provision is not applicable.

(b) The proposed development must address compatibility with any existing residential area, including provision for maintenance of residential uses;

Response: The proposed four-story development is contextual with the existing single-family residential across Mary Street and S. 19th Street, and consistent with the adaptive reuse of the Jones Tower across the street from the subject. It is also consistent with the planned multifamily developments on the surrounding lots.

(c) The proposed development must adequately address parking, considering the demand analysis required in the Preliminary Plan Development Plan, and must make provisions for adequate vehicle access and loading facilities;

Response: The proposed development is compliant with the parking demand, vehicle access, and loading facility requirements outlined in the TIA report by Trans Associates.

(d) The proposed development must adequately address traffic generation characteristics and address reasonable alternatives that would mitigate increased traffic congestion;

Response: The proposed development addresses the traffic generation characteristics and traffic congestion mitigation measures outlined in the TIA report by Trans Associates.

(e) The proposed development must adequately address pedestrian traffic and patterns, including, but not limited to, sidewalk capacity, pedestrian safety and access to transit;

Response: The proposed development addresses pedestrian traffic and patterns, sidewalk capacity, pedestrian safety, and access to transit as outlined in the TIA report by Trans Associates.

(f) The proposed development must adequately address access to public transportation facilities, including, but not limited to access to transit stops, encouragement of transit use and provisions for alternate forms of transportation;

Response: The proposed development addresses access to public transportation facilities, access to transit stops, encouragement of transit use and provisions for alternate forms of transportation as outlined in the TIA report by Trans Associates.

(g) The proposed development must adequately address the preservation of historic structures and significant features of existing buildings, including, if applicable, the retention and reuse of structures which are locally or federally designated historic structures; retention and reuse of significant structures, provided that such preservation requirements may be waived if the applicant shows that use of such structure is no longer economically or physically viable; and retention and reuse of structures which contribute to the character of an historically significant area;

Response: No historic structures exist on the project site.

(h) The proposed development must adequately address architectural relationships with surrounding buildings, including, but not limited to, building siting, massing, facade treatment, materials, proportions and scale;

Response: The proposed four-story development is contextual with the existing single-family residential across Mary Street and S. 19th Street. The building siting is intended to enhance the Mary Street frontage while simultaneously providing a pedestrian-oriented streetscape. Façade treatment, materials, proportions, and scale are informed by the existing historic structures in the neighborhood.

(i) The proposed development must adequately address microclimate effects, including, but not limited to, wind velocities, sun reflectance and sun access to existing buildings and streets;

Response: The proposed development will not adversely impact the microclimate of the site or the existing adjacent buildings. The proposed development, and the systems associated therewith, have been designed to optimize sustainability.

(j) The proposed development must adequately address protection of views and view corridors, including, if applicable, important views along major public streets, views from surrounding private properties, and views to and from significant public places, such as parks, open spaces, or riverfronts;

Response: The proposed development does not impact existing views and view corridors.

(k) The proposed development must adequately address the location, development and functions of open space, including, but not limited to, provision for additional open space where necessary for light and air to adjacent properties, provision for additional open space where desirable to lessen pedestrian impacts and increase safety, or maintenance of existing open spaces which serve these same purposes;

Response: Urban open space is not required for the project site. However, the building has been designed to facilitate access to open space and amenities for its residents.

(l) The proposed development must address the project's compatibility and conformance with any overall master plans or comprehensive plans approved by the City Planning Commission and designated by the Department of City Planning, which address Downtown area development;

Response: The proposed development is compliant with the Zoning Code and in conformance with plans and policies approved by the Planning Commission.

(m) If the proposed application includes a building(s) that exceeds 50,000 square feet of building footprint, the proposed development must adequately address large footprint building criteria of Section 922.04.E.6.

Response: The footprint of the proposed development is approximately 45,000 square feet and does not trigger the large footprint building criteria in the Zoning Code.

Project Metrics

Total Site Area: 2.21 acres / 96,332 SF

Street Setback:

10' side yard setback from S. 19th Street

0' front yard set back from Mary Street

0' front yard set back from S. 21st

Building Footprint: 42,953 SF

Gross Building Area: 171,812 SF

Height: 54'-4" / 4 Stories

Number of Units: 200

Parking: 199 spaces





Strada