

University of Pittsburgh Student Housing Project

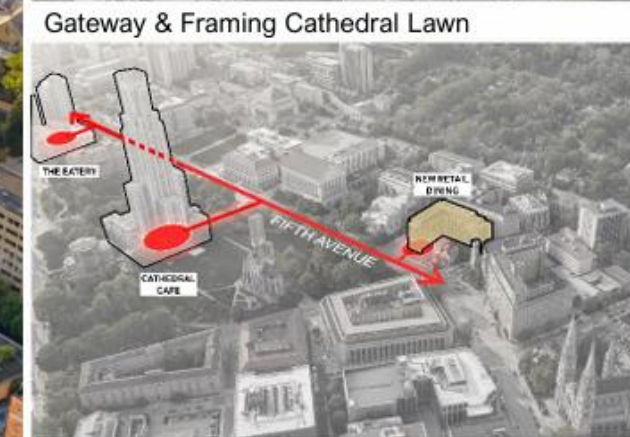
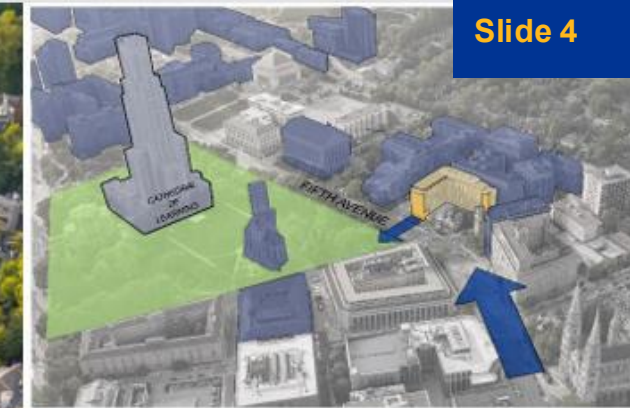
4337 Fifth Ave (EMI Zoning District)

City of Pittsburgh Planning Commission Hearing

July 28th, 2026







Campus & Architectural Context



Cathedral of Learning and Music Building



Music Building and Music Annex



Music Annex



Ruskin Hall and Music Annex

Existing Site Context



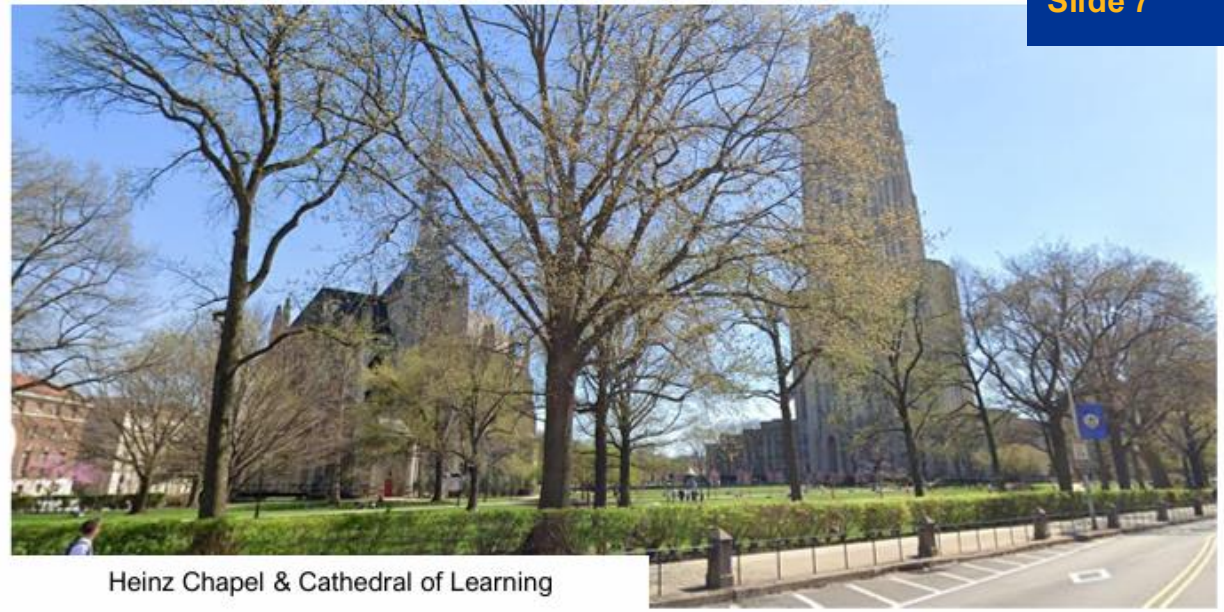
Surrounding Context



Heinz Memorial Chapel



Cathedral of Learning



Heinz Chapel & Cathedral of Learning



Clapp Hall



Alumni Hall

Surrounding Context

Materiality

- Color, texture, scale
- Primary use of tan brick & limestone
- Dark accents to relate to Music Building



Limestone with deep tracery
Cathedral of Learning



Ashlar sandstone w/ Beaded mortar
Music Building



Tan brick with raked joints
Ruskin Hall



Webster Hall, 1926
Art Deco Classicism



Ruskin Hall, 1922
Neoclassical



Music Building, 1884
Richardsonian Romanesque



Cathedral of Learning, 1926
Collegiate Gothic Revival



Hotel Schenley
Pitt Student Union, 1898
Beaux-Arts



Clapp Hall, 1950s
Functionalist

Composition

- Scale and massing
- Vertical emphasis
- Base, middle, top composition
- Inset step-back for top floor

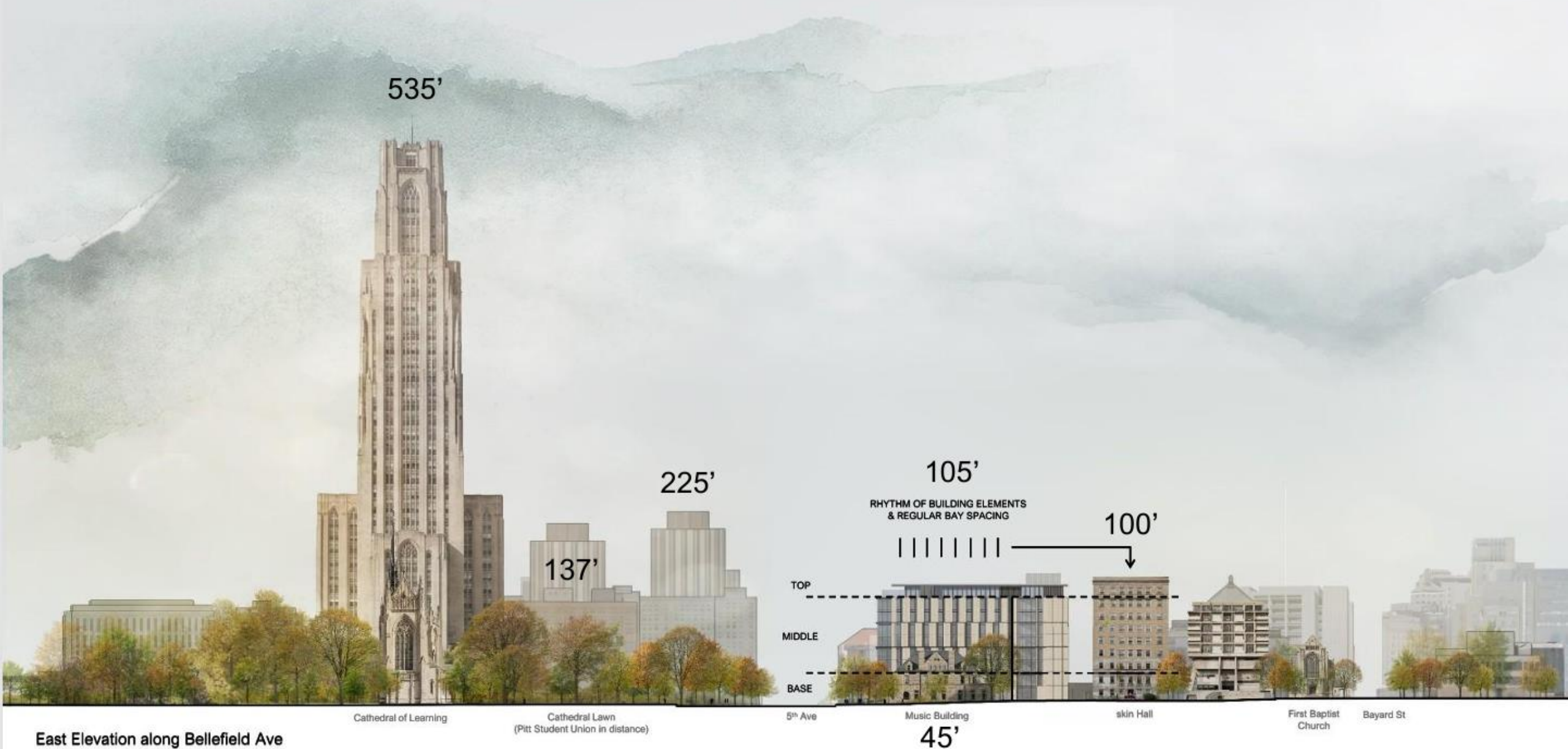
Articulation

- Rhythm, window/wall ratios
- Façade depth and verticality
- Grouping windows together vertically in 2-story bands
- Brickwork detailing at window surrounds

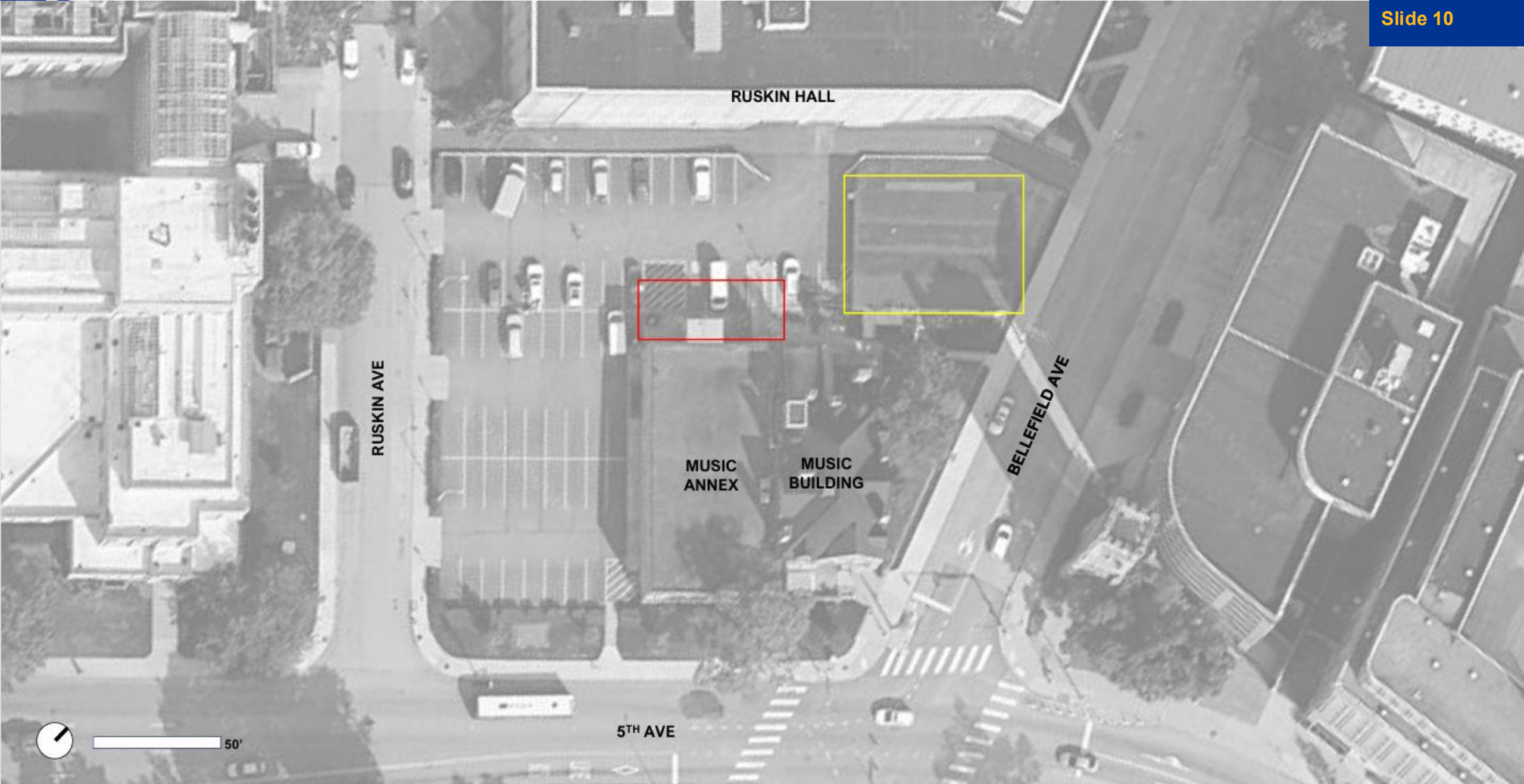
247'



Exterior Elevations & Context

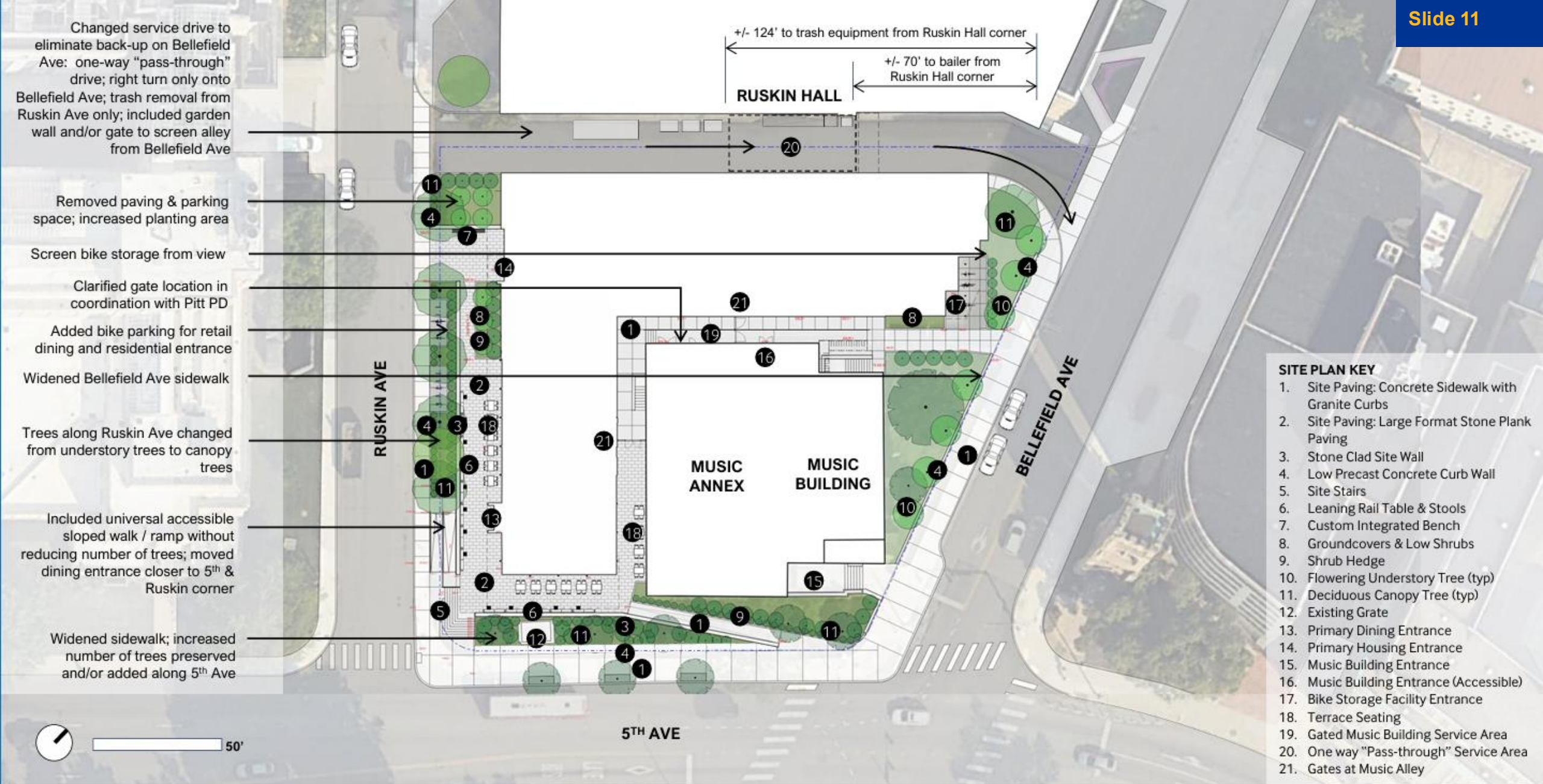


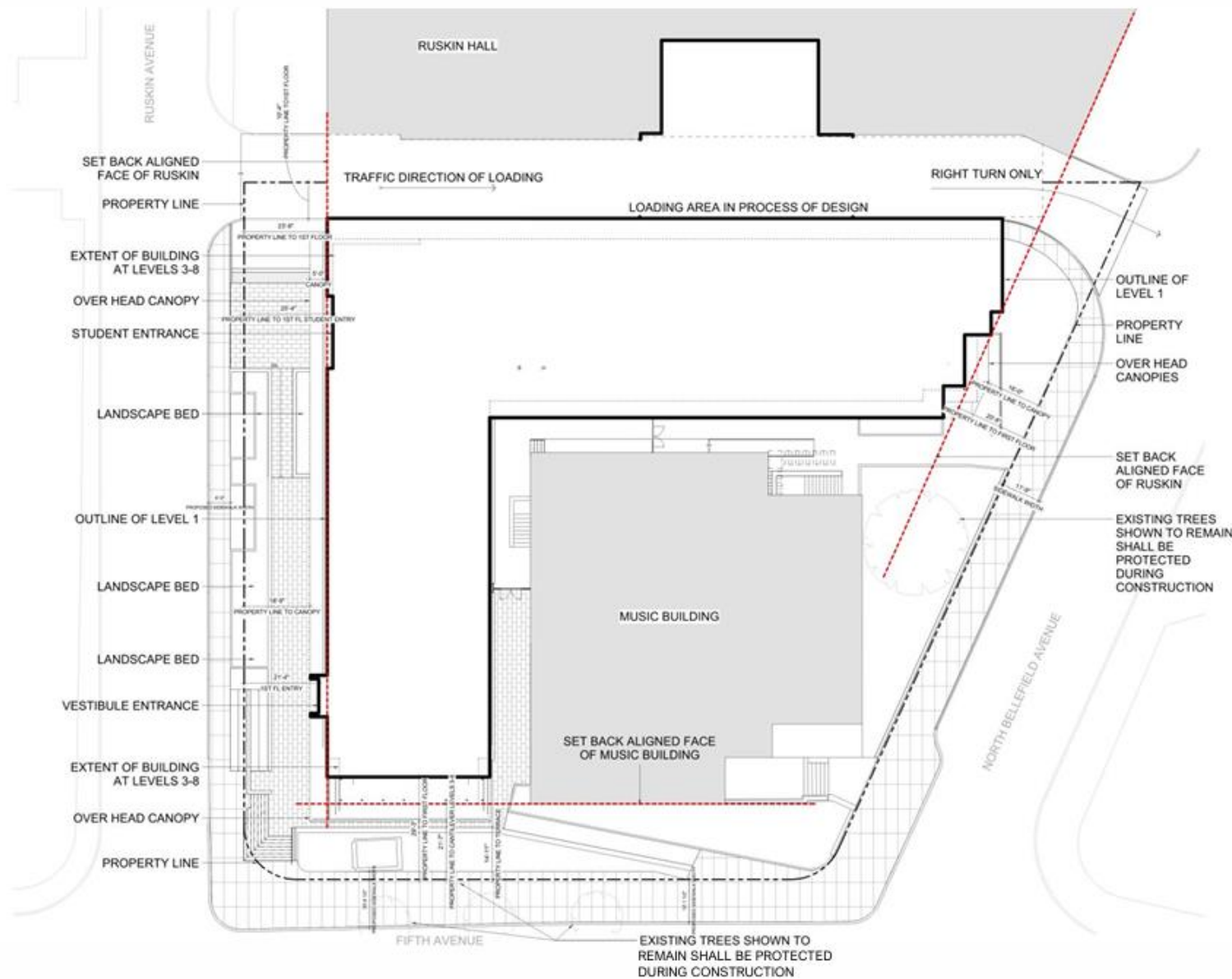
Exterior Elevations & Context



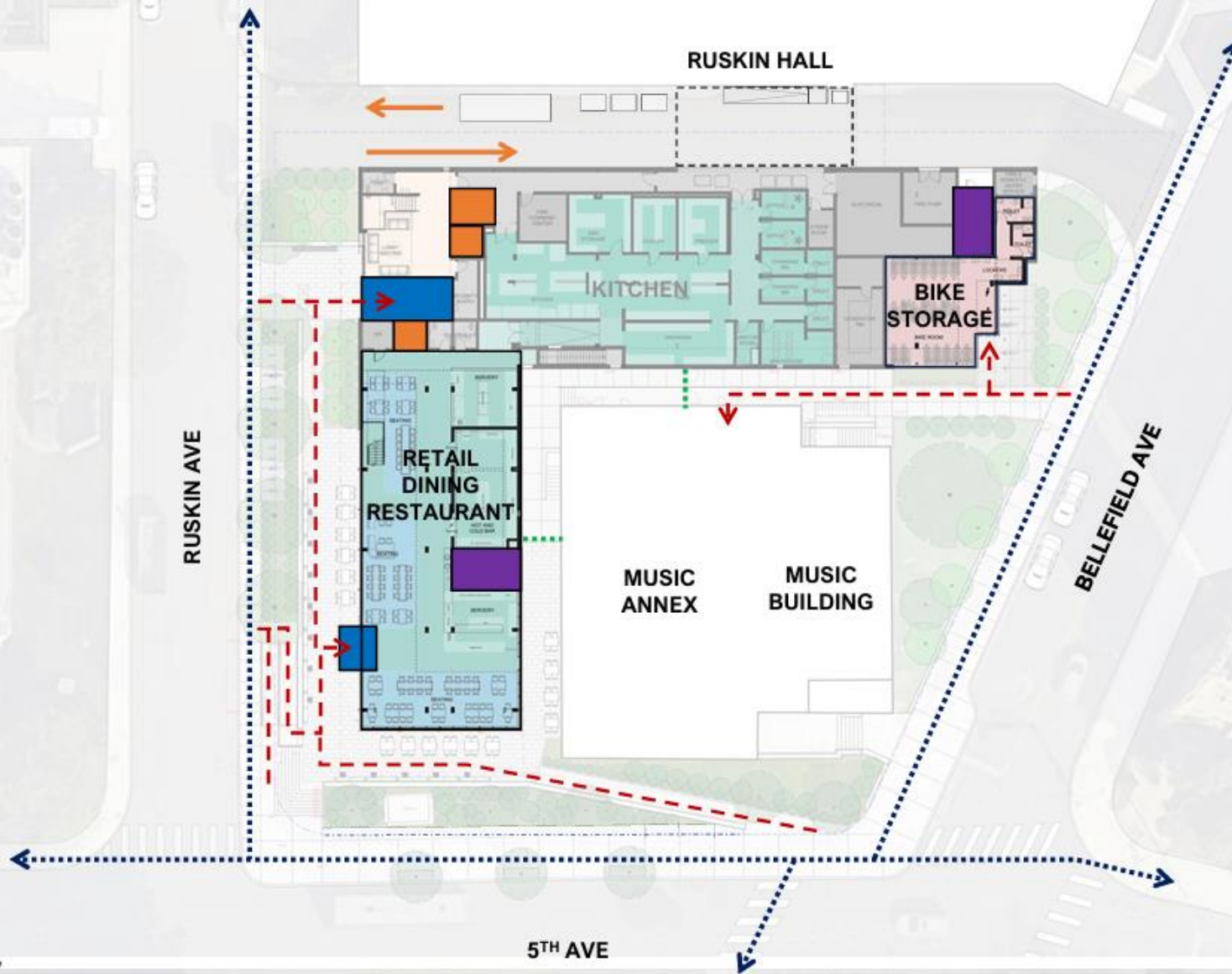
Existing Conditions





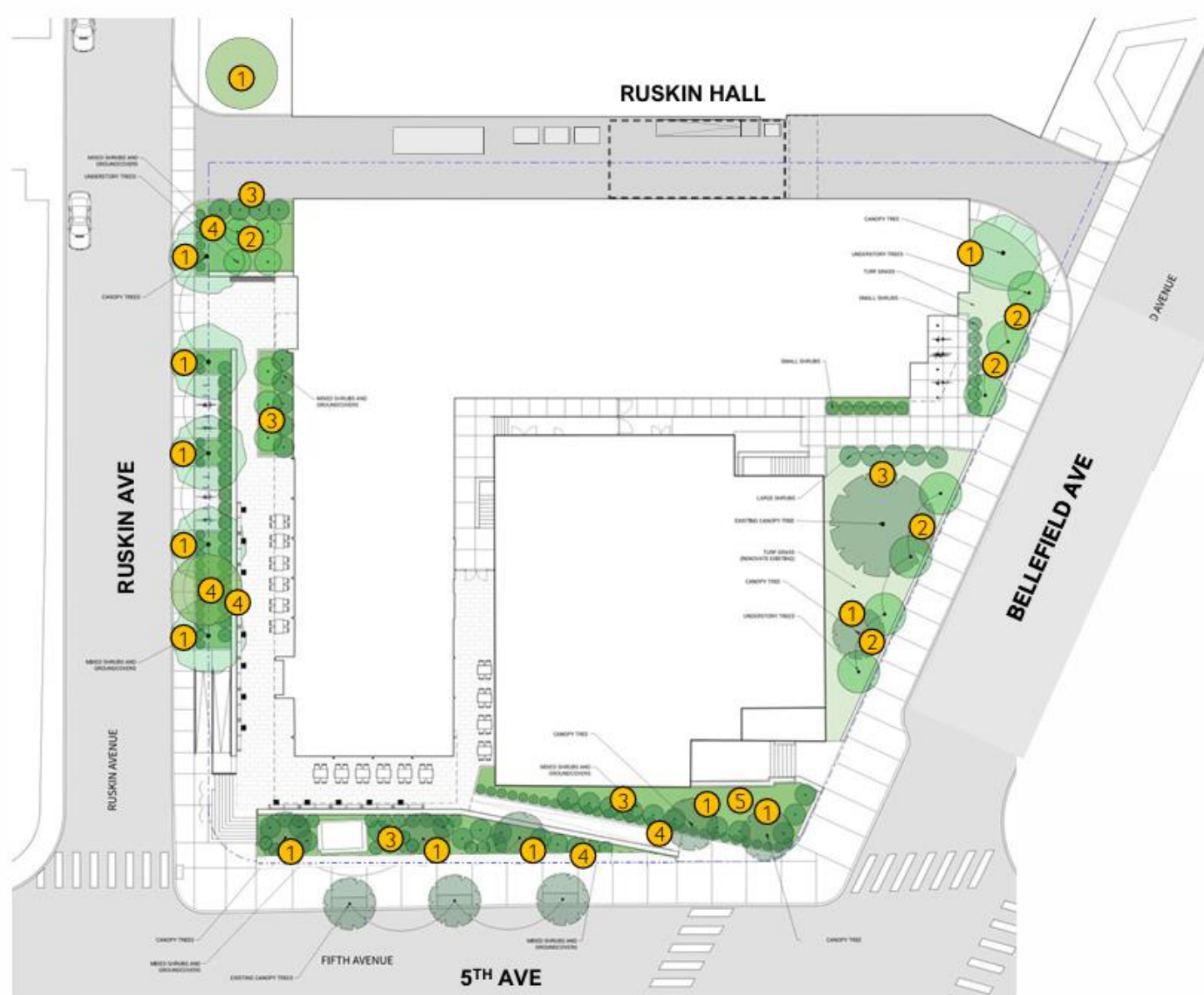


Site & Zoning Plan with Dimensions



KEY

- - - ➔ ADA Pedestrian
- ➔ Service Access
- ⋯ ➔ Pedestrian Right of Way
- Entrances
- Elevator / ADA
- Egress Stairs
- ⋯ Gates



- 1 CANOPY TREES**
 - a) *Gymnocladus Dioicus* "Espresso" – KY Coffeetree
 - b) *Ulmus Americana* "New Harmony" – American Elm
 - c) *Gledisia Triacanthos* "Skycole" – Honey Locust
 - d) *Quercus* TBD – Oaks
 - e) *Fagus Grandiflora* – Beech
 - f) *Platanus Hispanica* – London Plane
- 2 UNDERSTORY TREES**
 - a) Forest Pansy Eastern Redbud
 - b) *Amelanchier Laevis* – Serviceberry
 - c) *Cornus Florida* – Dogwood
 - d) *Carpinus Carolina* "Native Flame" – Hornbeam
 - e) *Hamamelis* TBD – Witch Hazel
- 3 LARGE SHRUBS**
 - a) *Rhododendron Periclymenoides* – Pinxsterbloom
 - b) *Viburnum Dentatum* "Glitters and Glows" – Arrowwood
 - c) *Myrica Pennsylvanica* – Northern Bay
 - d) *Viburnum* "Alfredo" – Dwarf Cranberry Bush
 - e) *Hamamelis Vernalis* – Vernal Witch Hazel
- 4 SMALL & MEDIUM SHRUBS**
 - a) *Comptonia Peregrina* – Sweet Fern
 - b) *Viburnum* "Mrs. Schiller's Delight" – Walters Viburnum
 - c) *Vaccinium* TBD – Blueberry
 - d) *Cornus Sericea* Dwarf TBD – Red Twiggged Dogwood
 - e) *Ceanothus Americanus* – New Jersey Tea
- 5 GROUNDCOVERS, GRASSES & PERENNIALS**
 - a) Groundcovers: *Fragaria Virginiana*, *Asarum Canadense*, *Phlox Subluata*, *Pachysandra Procumbens*, *Dryopteris Marginalis*, *Carex* TBD
 - b) Grasses: *Eragrostis Spectabilis*, *Schizachyrium Scoparium* "Carousel"
 - c) Perennials: *Geranium Maculatum*, *Aster* TBD, *Allium* "Millenium", *Solidago* "Fireworks", *Asclepias Incarnata*, *Anemone Canadensis*, *Aquilegia*
 - d) Bulbs: *Allium* TBD, *Camissia* TBD, *Narcissus* TBD, *Tulipa* TBD, *Leucojum Gravetye* Giant



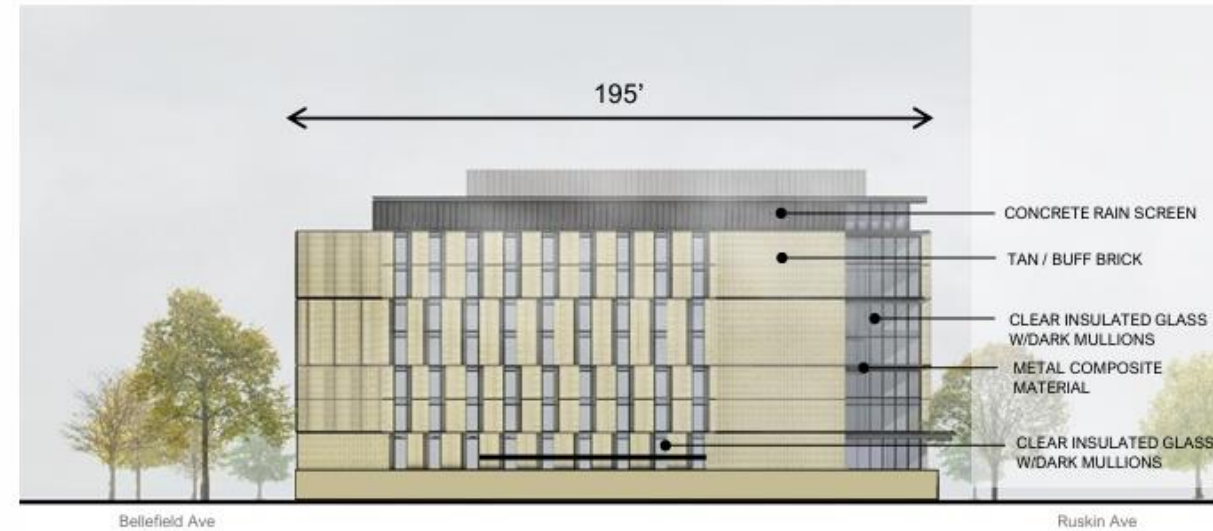
East Elevation along Bellefield Ave



West Elevation along Ruskin Ave

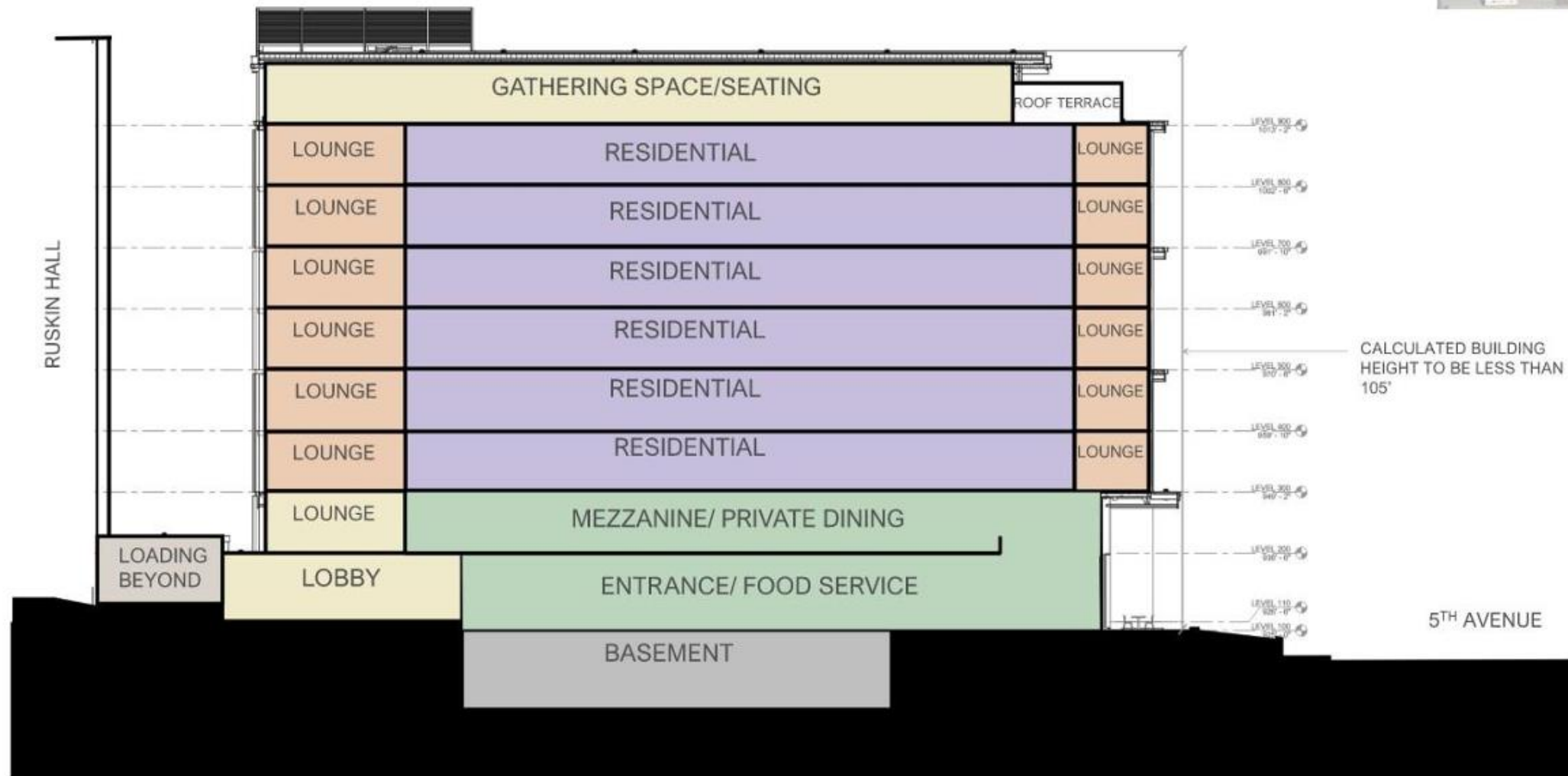


South Elevation along Fifth Ave



North Elevation along Service Access

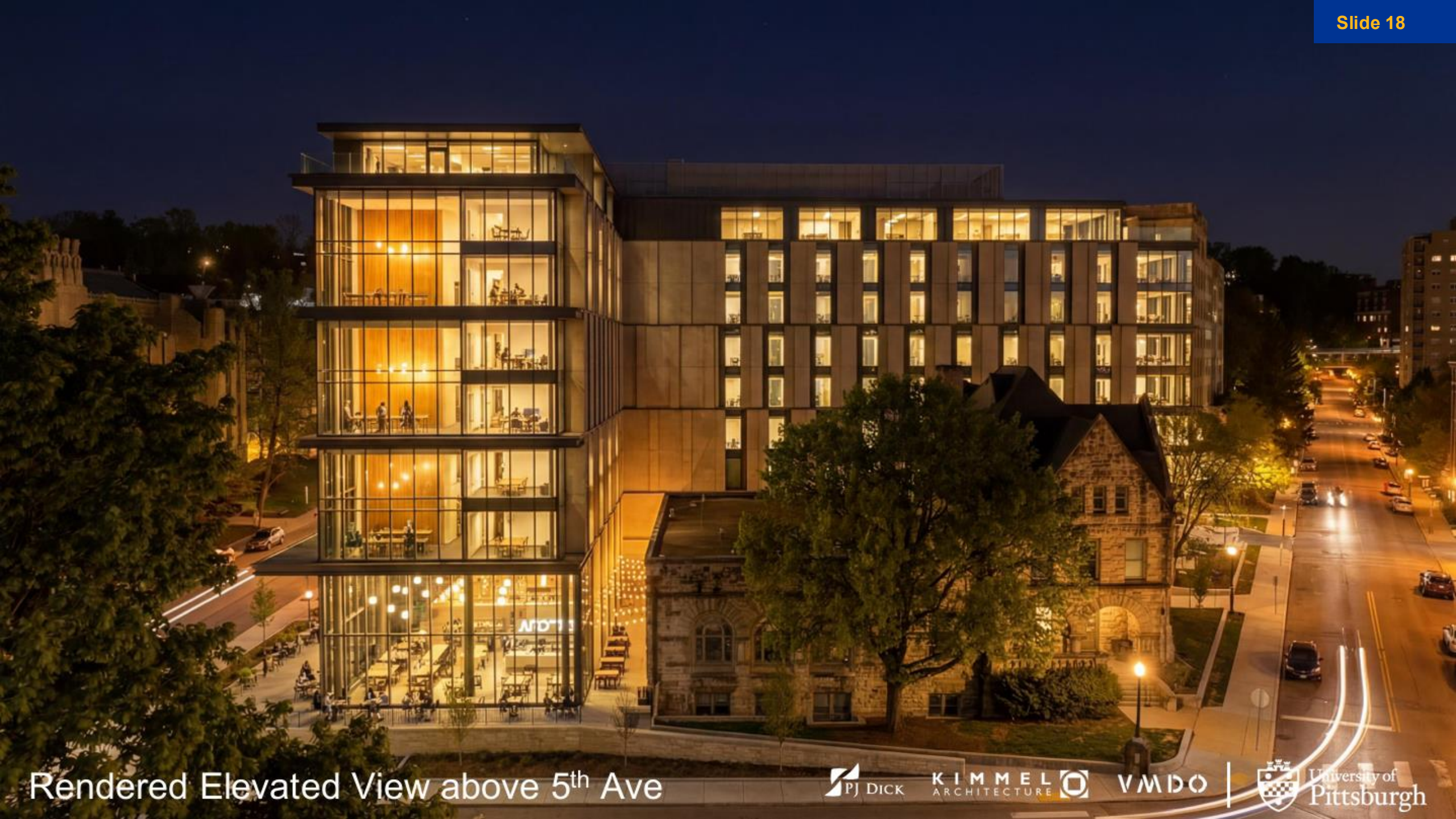
Exterior Elevations



Building Section & Height



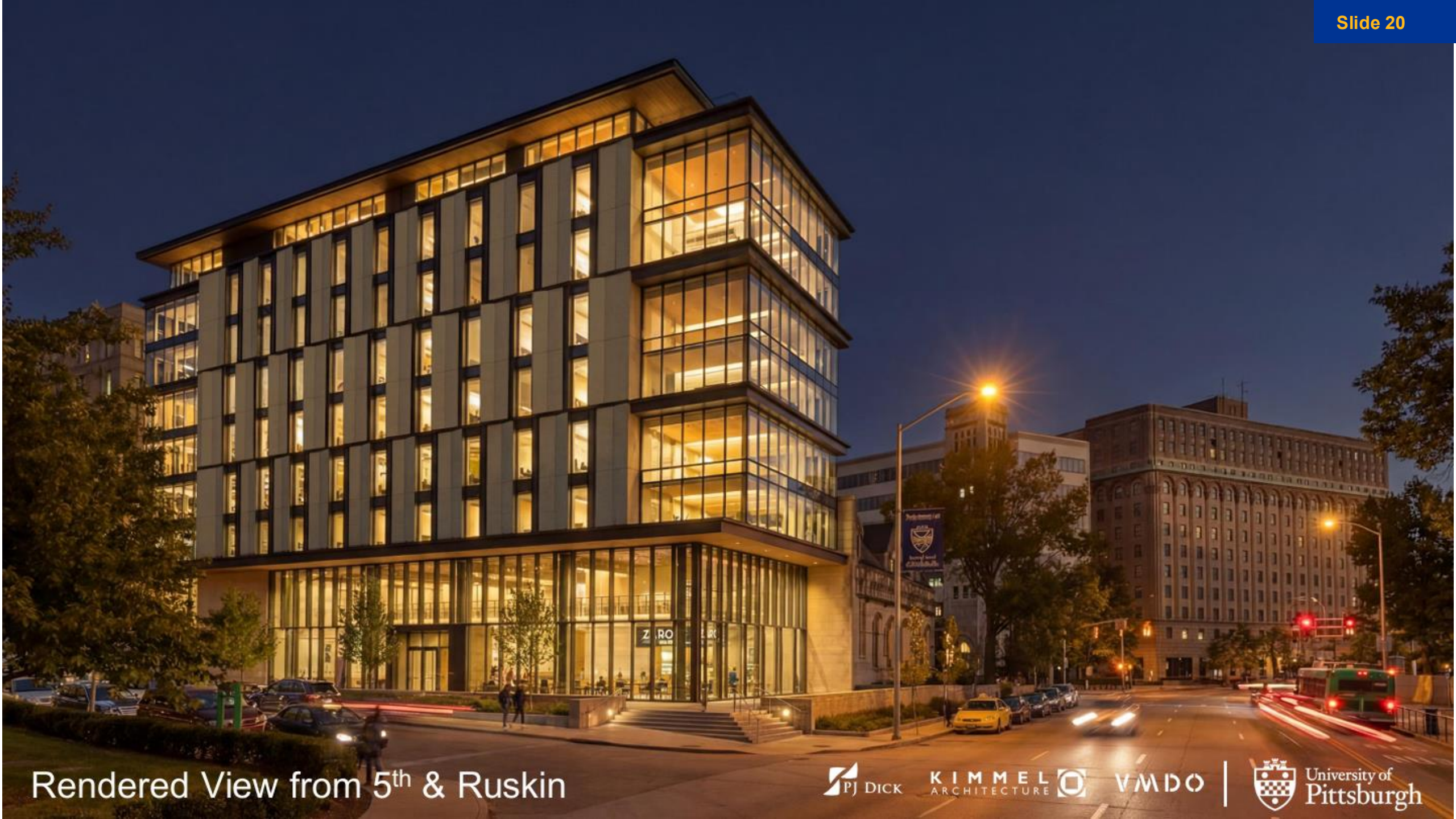
Rendered Elevated View above 5th Ave



Rendered Elevated View above 5th Ave



Rendered View from 5th & Ruskin



Rendered View from 5th & Ruskin



Rendered View of Ground Floor Dining



View of “East Gateway,” 5th & Bellefield



View of “East Gateway,” 5th & Bellefield

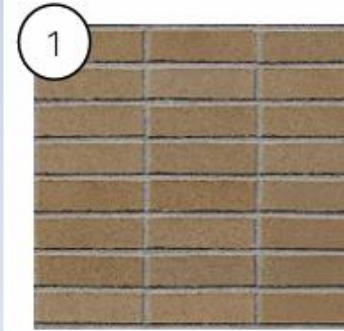


Rendered Elevated View Facing Cathedral

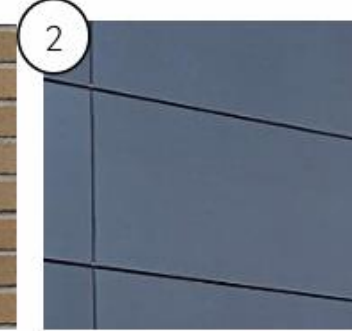




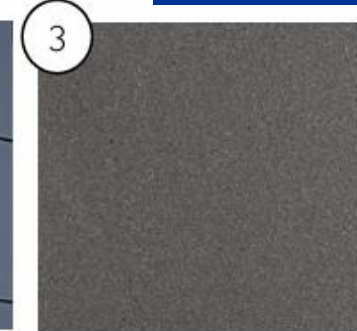
Rendered Views along Bellefield Ave



1
Brick – Tan/Buf, Stacked Bond



2
Metal Composite Material



3
Concrete Rain Screen



4
Clear Insulated Glass & Spandrel Glass Panel & Dark Mullions

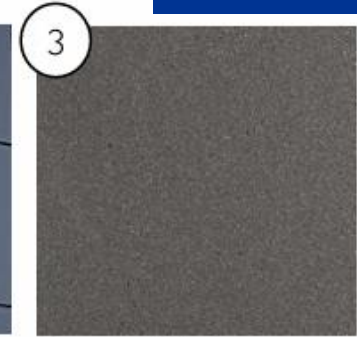
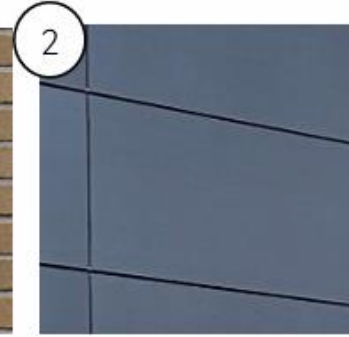
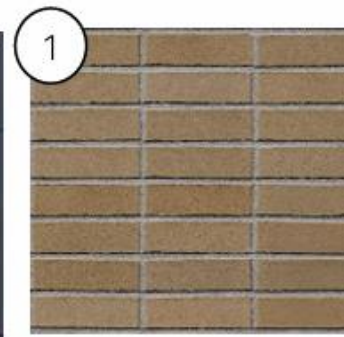
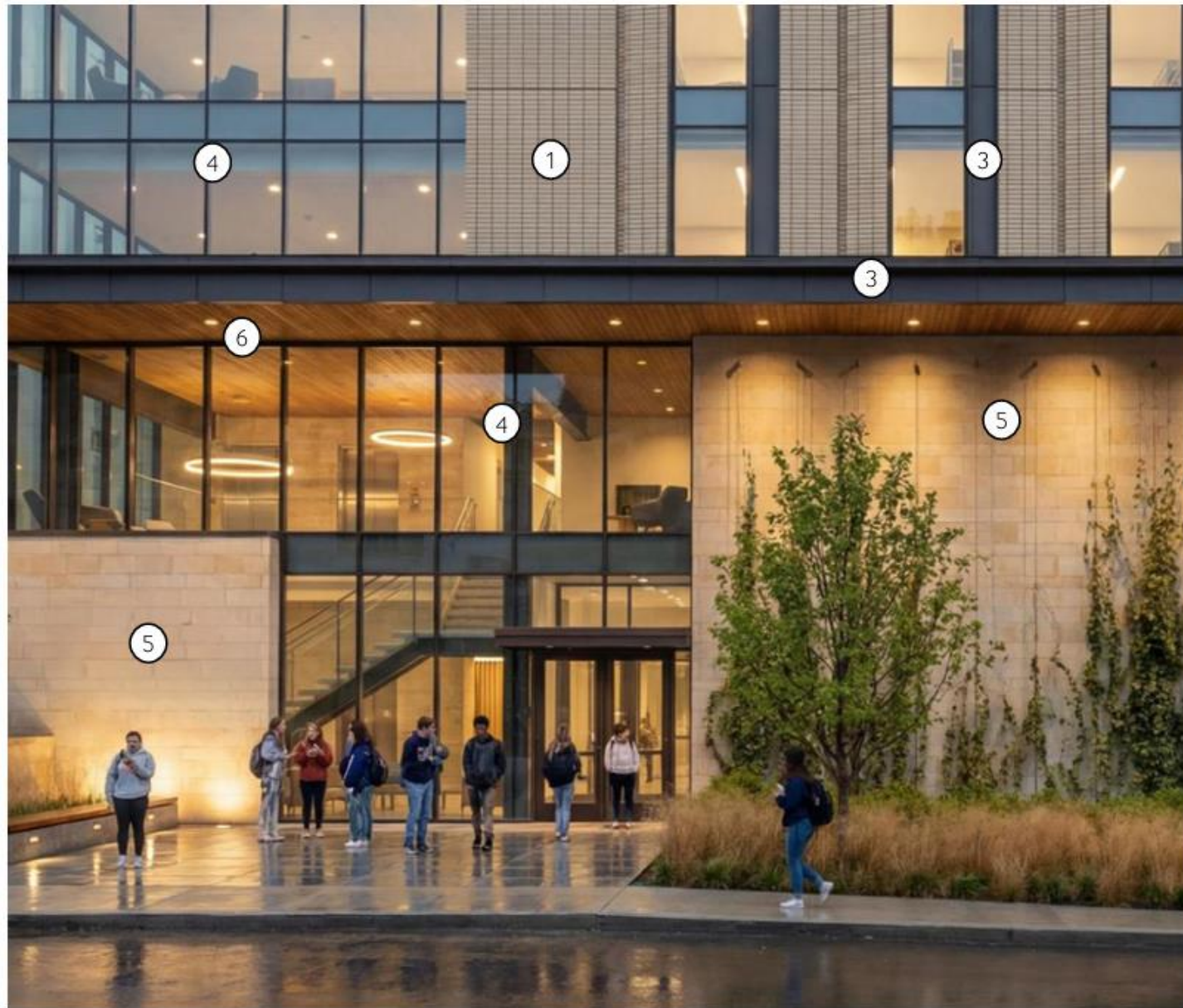


5
Natural Contextual Stone



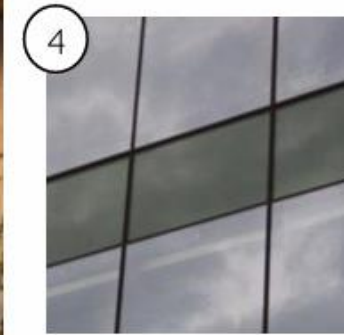
6
Wood-Look Metal Soffit

Locations of included bird-safe frit to be determined



Metal Composite Material

Concrete Rain Screen

Clear Insulated Glass &
Spandrel Glass Panel
& Dark Mullions

Natural Contextual Stone



Locations of included bird-
safe frit to be determined

Site 2B | RA Lot Site

New development will be constructed on the Ruskin Hall surface parking lot. The Campus Master Plan identifies this site as residential use. Building setbacks along Ruskin Avenue and N Bellefield Ave will align with Clapp Hall. Setbacks along Fifth Avenue will align with Clapp Hall. The maximum height will match Ruskin Hall at the north boundary of the site. The original historic house, a contributing property to the Schenley Farms Historic District, will be retained and the new construction should consider architectural harmony with the historic structure as reviewed by the HRC.

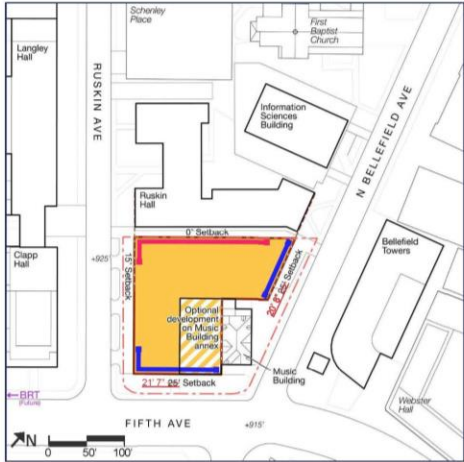


Music Building - Existing

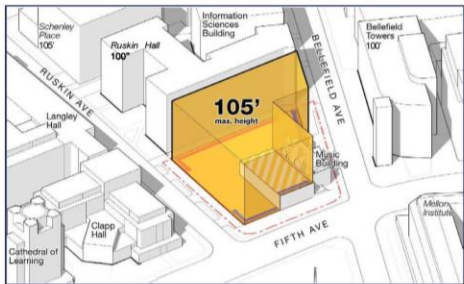
SITE LOCATION	Area bounded by Fifth Avenue, Ruskin Avenue, and N Bellefield Avenue and adjoining Ruskin Hall
ALLOWABLE USES	Residential, Education, Food Sales and Service, Retail, Entertainment/Public Assembly, Office, Technology/Service, Parking
MAXIMUM GROSS FLOOR AREA	300,000 GSF
SURFACE PARKING	Accessory Use Parking not to exceed 5 spaces and ADA Parking
SETBACKS*	Fifth Avenue, 25'-42'1" 7" (to align with the existing Music Building Annex) Ruskin Avenue, 15 ft (to align with Ruskin Hall) N Bellefield Ave, 25'-20' 8" ft (to align with Ruskin Hall) Portions adjoining EMI designation, 0 ft. <i>*Canopies may extend up to 5 feet into required setbacks. Ground level terraces are permitted in required setbacks.</i>
MAXIMUM HEIGHT	105 ft, measured from Fifth Ave

SIDEWALKS	Existing*	Minimum Required	Comments
Ruskin Ave.	6'	10'-6"	N/A
Fifth Ave. S & E	8'	20'-12"	N/A
N. Bellefield Ave.	8'	40'-11' 9"	Potential for additional width with removal of on-street parking

*Existing sidewalk widths are approximate



Site Plan



Building Envelope

- Allowable Building Envelope
- Suggested Active Uses
- Suggested Service/Parking Access
- Existing Structure - Remain/Demolish

Open Space: The setbacks present on this site should accommodate landscape buffers, similar to conditions adjacent to Ruskin Hall, Langley Hall, and Clapp Hall. A paved pedestrian entry plaza may be provided within the setback.

Circulation and Access: Main building entries should address pedestrian circulation on Fifth Avenue and N Bellefield Avenue. A service area should be accommodated on the north edge of the site, and accessed from Ruskin Avenue. Internal circulation should may be connected to the existing Music Building.

Height and Massing: The maximum height on this site is 105'.

Architectural Elements: The existing Music Building, a contributing property to the Schenley Farms Historic District, should be maintained. Development on the site of the annex building may be considered. The proposed design should consider retaining the facade and other character defining features. The overall intention of new development on this site is to harmonize with the adjacent Music Building, Clapp Hall, and Ruskin Hall, therefore compatible materials should be considered.

Ground Floor Use: Active ground floor uses should be considered along Fifth Avenue and N Bellefield Avenue. Active frontage should be used to break down scale between Music Building and Ruskin Hall.

Architectural Compatibility - Site 2B

Preservation of Historic Character

The University is committed to maintaining the original Romanesque sandstone building constructed in 1884 and currently used as the Music Building. Development on the site of the 1920 annex building may be considered.

New construction on site 2B shall be respectful of the existing building and shall ensure that the architectural character of the historic building is preserved. The area identified for new development is adjacent to or behind the original structure, allowing the existing building to maintain a prominent presence on the corner. Neither the south nor the east façade should undergo significant modification.

Compatible but Differentiated

New construction should be visibly distinguishable from the historic building. Though the program for new development may exceed the size and scale of the existing structure, compatibility with the existing building may be achieved through rhythm, alignment, offsets, and variation in massing. Examples of successful development adjacent to similar scale historic structures are represented on the following page. In each case, the historic fabric has been retained and incorporated in the new development. Similar to site 2B, many of these projects are located within a dense urban core. The new construction is treated as a separate or infill building rather than an addition to minimize impact on the historic building and the district.



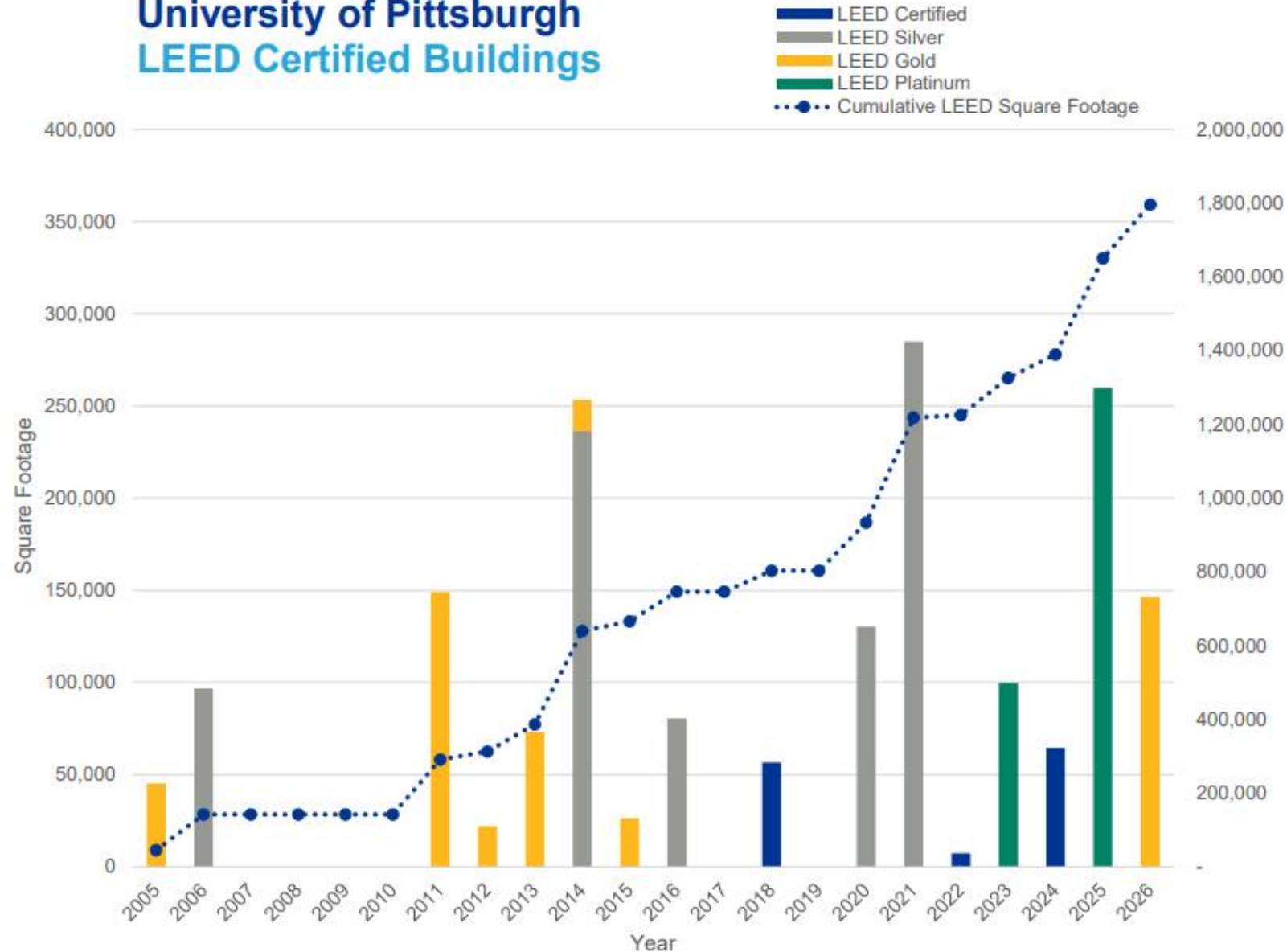
Top to bottom from left to right: Seona Reid Building, Glasgow School of Art (image credit - www.stevenholl.com); 7 St. Thomas (image credit - www.hairipontarini.com); Louvers Music School Rehabilitation and Extension (image credit - www.archdaily.com); Duke University's West Campus Union (image credit - www.dcid.sanford.duke.edu)

IMP Adjustments

- The IMP states that the overall design intention of the new development is to harmonize with the adjacent Music Building, Ruskin Hall, and Clapp Hall.
- The IMP ties setbacks to alignment with the neighboring University buildings – with Ruskin Hall along Ruskin Avenue, with the Music Building along Fifth Avenue, and with Ruskin Hall along N. Bellefield Avenue. Numerical setback requirements in the IMP were approximated.
- The Music Hall is set back 21'-7" from the property line along Fifth Ave. and Ruskin Hall is set back 20'-8" from the property line along N. Bellefield Ave. The updated language more accurately reflects these measurements.
- Consistent with the Zoning Code, the updated language clarifies that exterior spaces may extend into the required setbacks – canopies on the upper levels (up to 5 feet) and terraces at the ground level.
- Sidewalk width is constrained by existing topography and utilities, and the updated language reflects feasible widths. Newer sidewalks with adjacent landscaping improvements and high-quality amenity space enhance the public realm.

University Overview: LEED

University of Pittsburgh LEED Certified Buildings



Buildings Pursuing LEED Certification		
Year	Building Name	Certification
2025	Hillman Library Renovation	Platinum
2026	Alan Magee Scaife Hall, West Addition & Renovation	Gold
In Operation FY23	Peterson Sports Complex Addition	Tracking Silver
In Operation FY26	Fifth & Halket	Tracking Gold
In Operation FY26	Recreation & Wellness Center	Tracking Gold
In Operation FY27	Arena & Sports Performance Center	Tracking Gold
In Operation FY27	Crawford Hall Renovation	Tracking Gold
In Operation FY28	BioForge at Hazelwood Green	Tracking Platinum
In Operation FY29	First Year Housing @ Fifth & Bellefield	Tracking Gold

IMP Tracking

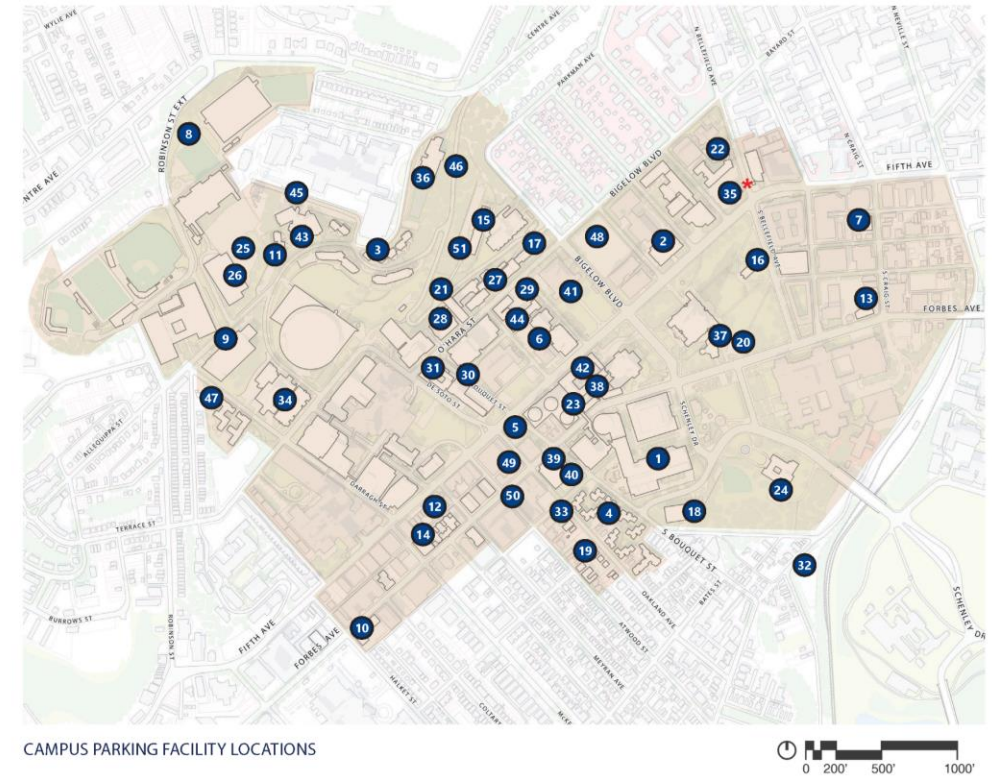
- Building Energy Use Intensity (EUI): 51 kBtu/sf/year
- Impervious surface & tree canopy
 - No significant change in porosity from an asphalt parking lot to the proposed building
 - Green roof and additional landscape areas will slightly improve rainwater absorption
 - Existing trees: (8) will be removed and replaced; (2) will be protected during construction
 - New landscaping increases area of canopy and understory trees, shrubs and low-level groundcover
- Energy Plan
 - Tied to University steam & chilled water
- Public Art
 - Pitt formed and chartered a Public Art Committee
 - Pitt engaged neighbors, faculty, students, and staff on recent projects at BioForge, 3396 Fifth Ave, and Hillside Landscaping projects and will look to emulate for this project

Mobility

- Existing on-site parking is eliminated for development
 - Meets IMP goals of no net new parking on campus over next 10 years
- Student building residents may not bring a vehicle to campus without University special dispensation
- Pitt supports alternate transportation modes
 - PRT passes are free to students, faculty and staff
 - POGO bike share: free 30-minute rides to students, faculty and staff
 - 400,000 Individual trips last year
 - Pitt Shuttles now include reciprocity with CMU Shuttles
- Building includes a bicycle storage, shower, and locker room for students, faculty or staff who register for the bicycle amenity

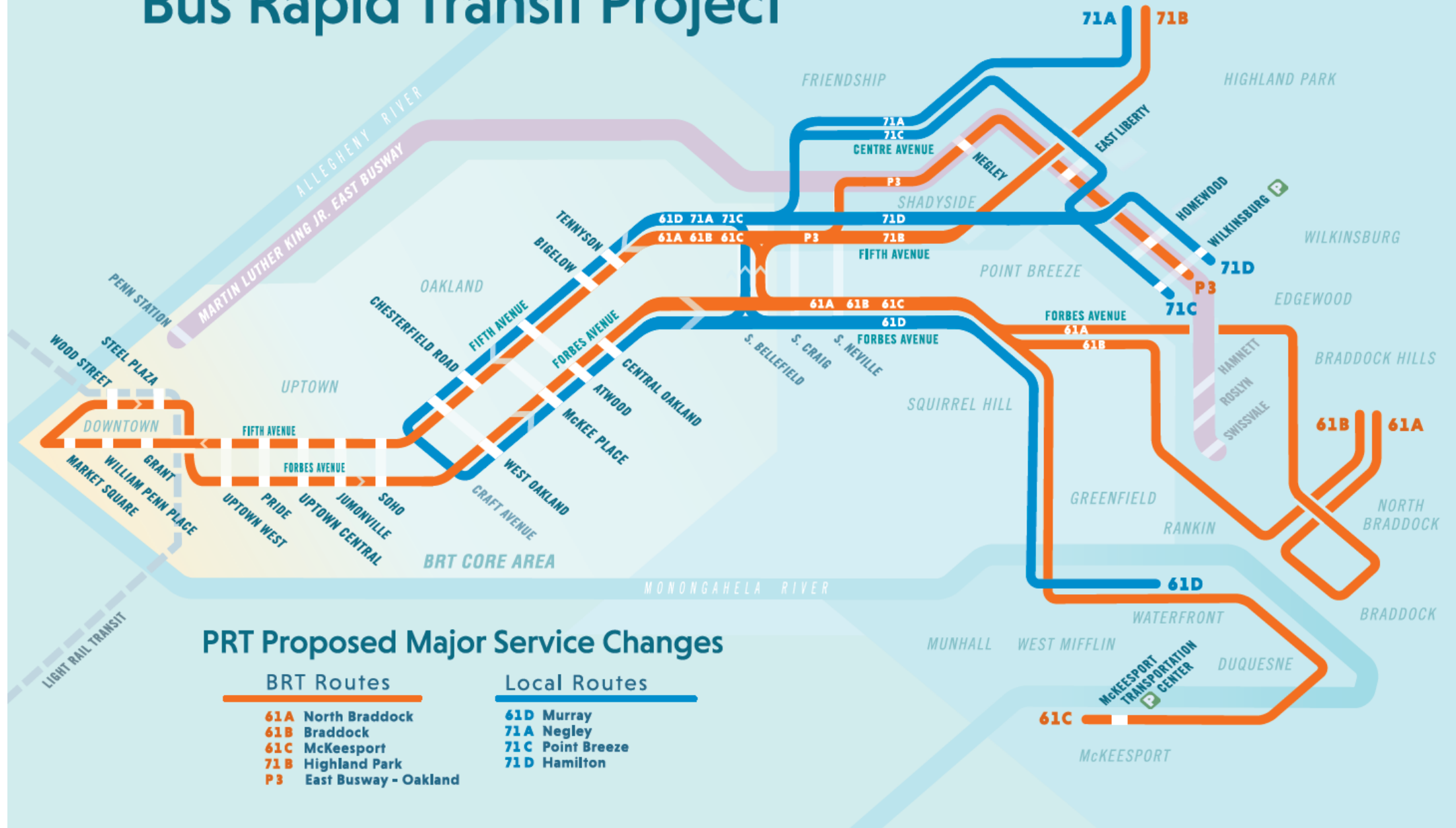
No.	Code	Name	Type	Spaces
1	A	Posvar Hall	Garage	479
2	AH	Alumni Hall	Lot	7
3	AS	Allequippa Street	Lot	4
4	BG	Bouquet/Sennott	Lot	6
5	BQ	Bouquet Street	Lot	20
6	CB	University Club	Lot	31
7	CC	Craig Hall	Garage	40
9	E	Field House	Lot	33
10	EL	Eureka Building	Lot	9
11	F	Fraternity	Lot	45
12	FB	Forbes	Lot	17
13	FC	Forbes Craig	Garage	15
14	FH	Forbes Hall	Garage	12
16	HC	Heinz Chapel	Lot	2
17	K	SRCC Building	Lot	20
18	KG	Mervis Hall	Lot	3
19	L	Oakland Avenue	Lot	35
20	LC	Log Cabin	Lot	4
22	LS	LIS Building	Garage	74
23	LT	Litchfield Towers	Garage	58
24	N	Frick Fine Arts	Lot	13

No.	Code	Name	Type	Spaces
25	OC	OC Lot	Lot	350
26	OC	OC Garage	Garage	320
27	OE	Old Engineering	Lot	4
29	OS	O'Hara Stu Ctr	Lot	11
30	P	North Bouquet St	Lot	46
31	PG	Public Health	Garage	146
32	PH	Panther Hollow	Lot	128
33	Q	Oakland-Sennott	Lot	10
34	R	Salk Hall	Lot	14
36	SC	Falk School	Lot	23
37	SF	Log Cabin	Lot	11
38	SG	Schenley Garage	Garage	70
39	SN	Sennott Square	Garage	75
40	SN	Sennott Square	Lot	20
41	SO	Soldiers & Sailors	Garage	928
42	SQ	Schenley Quad	Lot	0
43	SR	Sutherland Hall	Lot	7
44	TH	Thackeray Hall	Lot	1
45	U	Veterans Lot	Lot	102
46	UD	University Drive	Lot	49
47	Y	Darragh Street	Lot	58
48	SM	Syria Mosque Lot	Lot	350
49	NT	Next Tier	Lot	25
50	AT	Atwood	Lot	5



CAMPUS PARKING FACILITY LOCATIONS

Bus Rapid Transit Project



Pitt Shuttles

The University of Pittsburgh operates a campus shuttle system to enhance mobility within the campus and immediate surroundings. The system provides important connectivity for faculty and students by offering mobility around campus, and by providing connectivity between campus and neighborhoods with dense student housing, such as South Oakland and North Oakland. Pitt operates 10 weekday shuttle routes in Oakland during the academic year.

Route 10A provides high-frequency all-day service on campus, with eight-minute headways throughout the day. This route essentially serves as a campus circulator, operating in a counterclockwise loop through campus.

Route 10B provides all-day service on campus, with 30-minute headways throughout the day. This route also serves as a campus circulator, running in a clockwise loop. Routes 10A and 10B both serve to connect lower and upper campus.

Route 15A provides peak-hour service between the OC Lot and the center of campus. It runs on 15-minute headways.

Route 20A provides all-day service between campus and North Oakland, with 30-minute headways throughout the day.

Route 20B provides supplemental peak-hour service between campus and North Oakland and runs on 30-minute headways.

Route 30A provides all-day service between campus and South Oakland, with 30-minute headways throughout the day.

Route 30B provides supplemental peak-hour service between campus and South Oakland and runs on 30-minute headways.

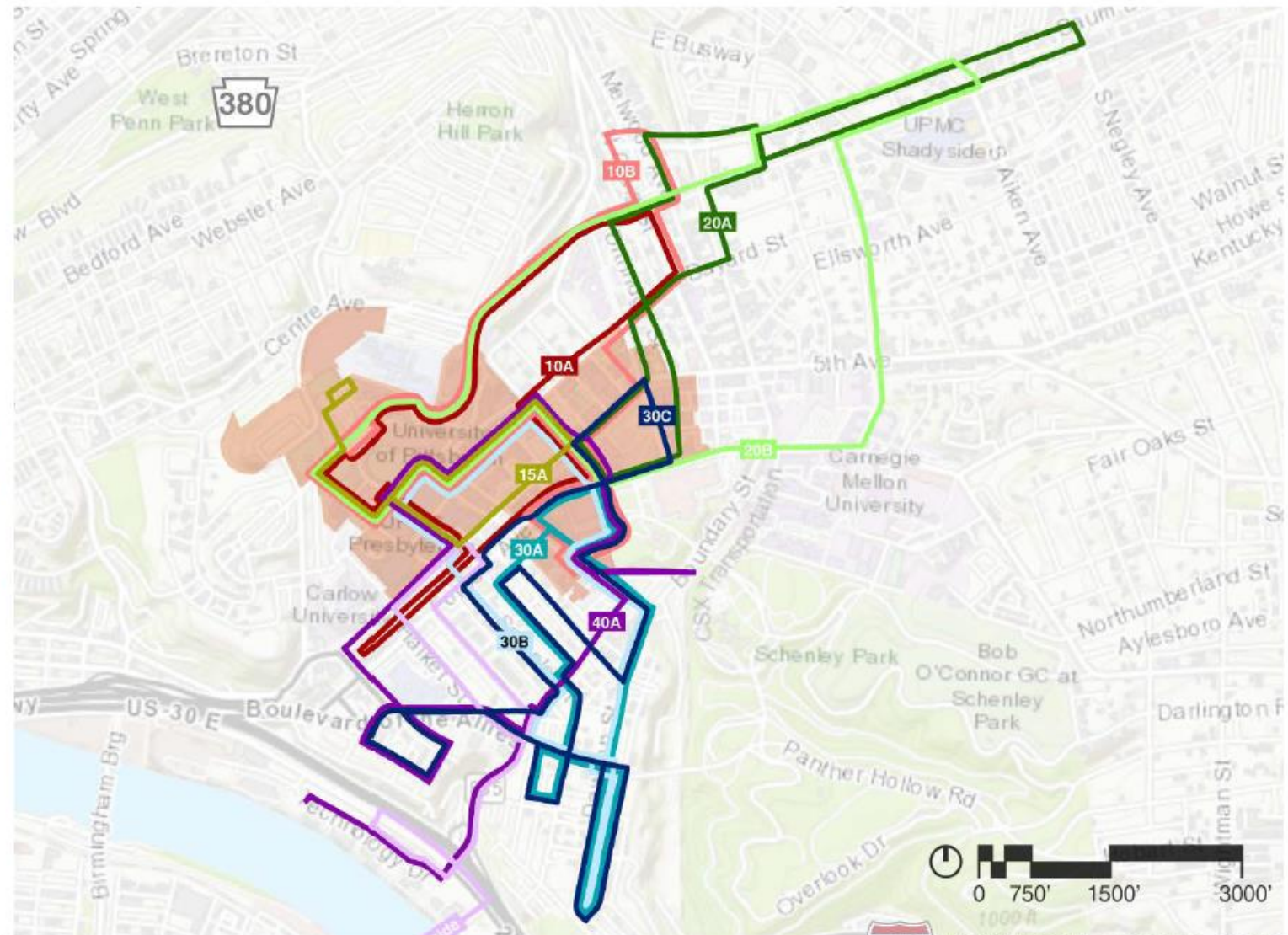
Route 30C provides evening and overnight service between campus and South Oakland and runs on 30-minute headways.

Route 40A provides all-day service between Oakland and the Second Avenue Biotech Corridor, running on 60-minute headways during the morning and evening peak periods and 30-minute headways midday.

The **Bridgeside II** route provides all-day service between the Falk Building in Pitt's Health Sciences sector and the Bridgeside Point II building on Second Avenue, with additional midday service to South Side Works. The route runs on 30-minute headways throughout the day.

PITT WEEKDAY SHUTTLE ROUTES

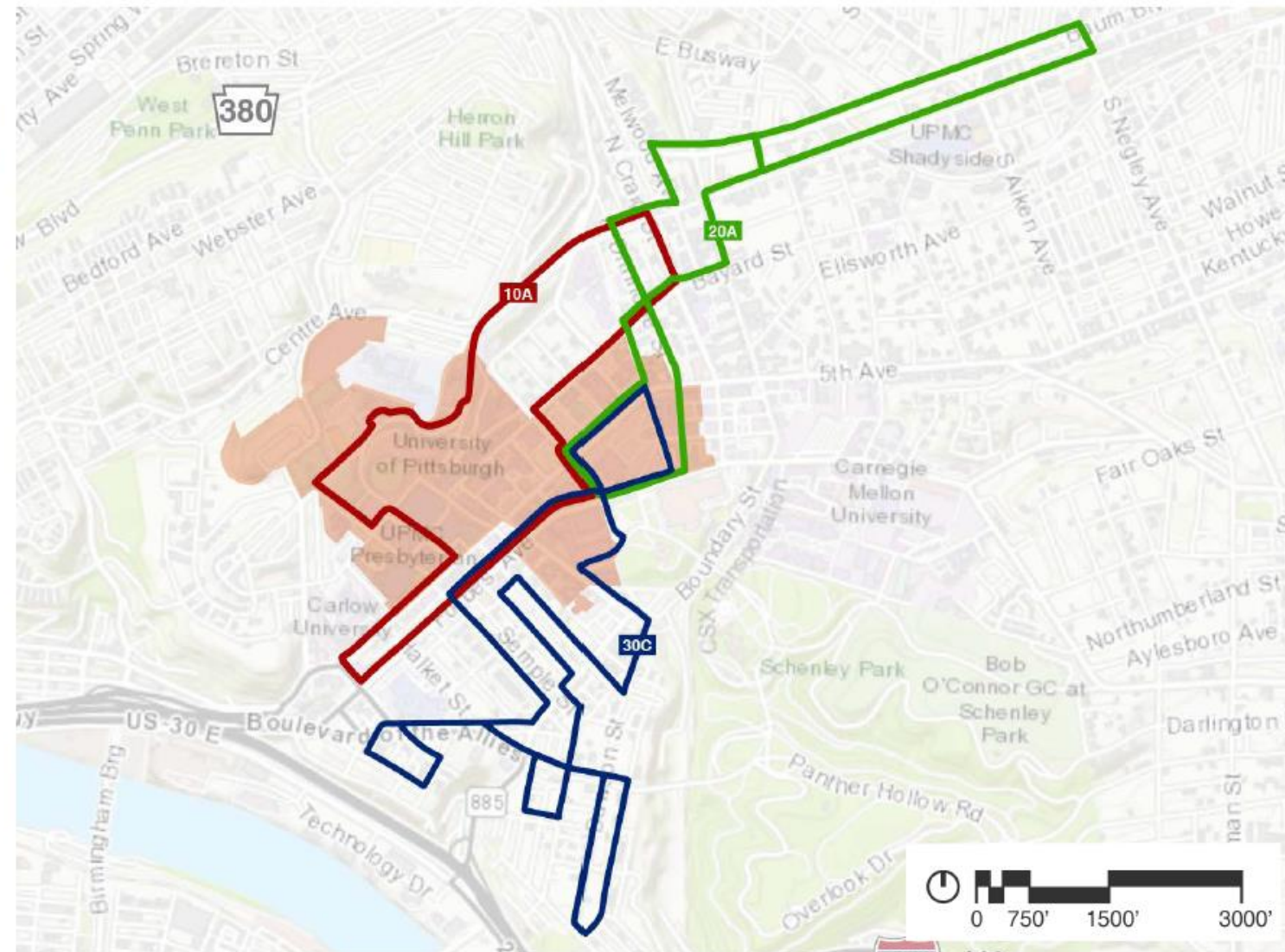
APPROVED INSTITUTIONAL MASTER PLAN - 7/29/2021



APPROVED INSTITUTIONAL MASTER PLAN - 7/29/2021

Pitt operates three weekend shuttle routes.

- Route 10A serves as a de facto campus circulator with 10-minute and 20-minute headways on Saturday and Sunday, respectively.
- Route 20A provides service between North Oakland and the campus core with 30-minute headways on the weekends.
- Route 30C provides evening and overnight service to South Oakland with 30-minute headways on weekends.



PITT WEEKEND SHUTTLE ROUTES

APPROVED INSTITUTIONAL MASTER PLAN - 7/29/2021

APPROVED INSTITUTIONAL MASTER PLAN - 7/29/2021

Existing Traffic Operations

Traffic modeling performed as part of the Transportation Impact Study conducted in support of the IMP showed that, in general, the roadway network in the study area performs at relatively acceptable levels in the peak hours under existing conditions.

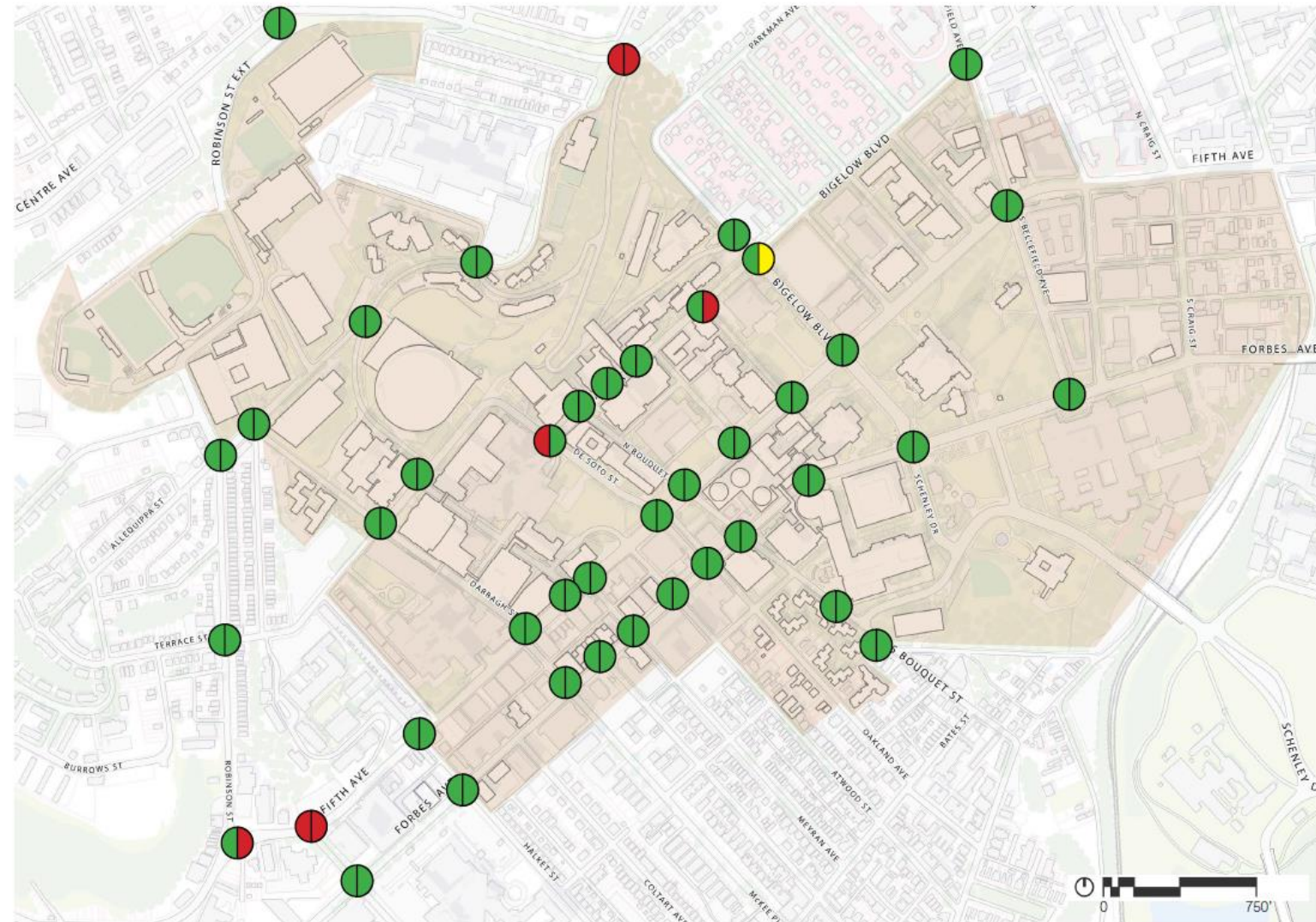
The traffic analysis entailed modeling the level of service (LOS) operations at the study area intersections. LOS is a qualitative measure of control delay at an intersection providing an index to the operational qualities of a roadway or intersection. This analysis was completed for each intersection for both the morning and evening time periods.

LOS designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating condition. LOS D is typically considered acceptable. LOS E indicates that vehicles experience significant delay and queuing while LOS F suggests unacceptable delays for the average vehicle.

The traffic analysis shows that a limited number of study intersections operate with significant or unacceptable levels of delay. The intersections with challenged operations are concentrated at the west end of Fifth Avenue and along O'Hara Street. Two intersections - Fifth Avenue / Craft Avenue and Allequippa Street / Centre Avenue / University Drive A - had failing operations during both the morning and evening peak hours in the 2019 existing conditions analysis.

2019 EXISTING PEAK HOUR LEVEL OF SERVICE (LOS)

-  LOS A, B, C, or D
-  LOS E
-  LOS F
-  AM Peak | PM Peak



2029 No-Build Condition Traffic Operations

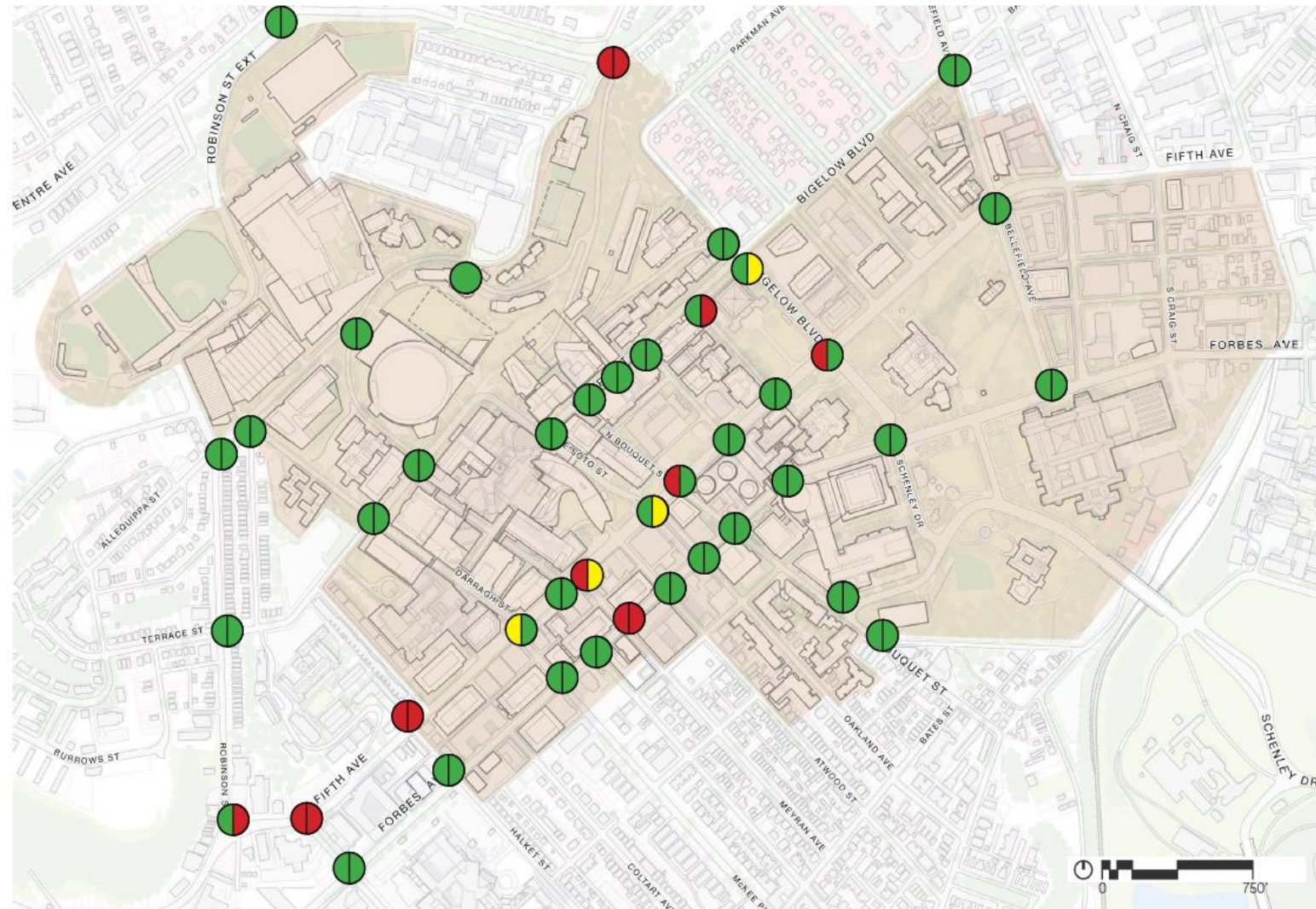
The 2029 No-Build Condition traffic analysis shows some degradation in traffic operations relative to existing conditions at a limited number of study intersections in the Forbes and Fifth corridor, and particularly on Fifth Avenue between Meyran Avenue and Robinson Street.

Overall, the number of intersections with failing operations in both the morning and evening peak hours increases from two in Existing Conditions to four in the 2029 No-Build Condition. In addition to the intersections at Fifth Avenue / Craft Avenue and Allequippa Street / Centre Avenue / University Drive A, which are already failing in both peak hours, the intersections at Fifth Avenue / Halket Street and Forbes Avenue / Meyran Avenue are projected to have unacceptable levels of delay in the No-Build Condition.

The majority of degradation between the Existing and No-Build Conditions in the study area is due to the roadway modifications associated with the proposed BRT system. The corridors along Forbes and Fifth Avenue will lose a travel lane due to the proposed dedicated bus lane and will also experience different signal phasing due to transit priority. Although some intersections along the main corridors will experience poorer LOS, others will experience improved LOS. Optimized signal timings will also improve the performance of intersections along O'Hara Street.

2029 NO BUILD PEAK-HOUR LEVEL OF SERVICE (LOS)

-  LOS A, B, C, or D
-  LOS E
-  LOS F
-  AM Peak | PM Peak



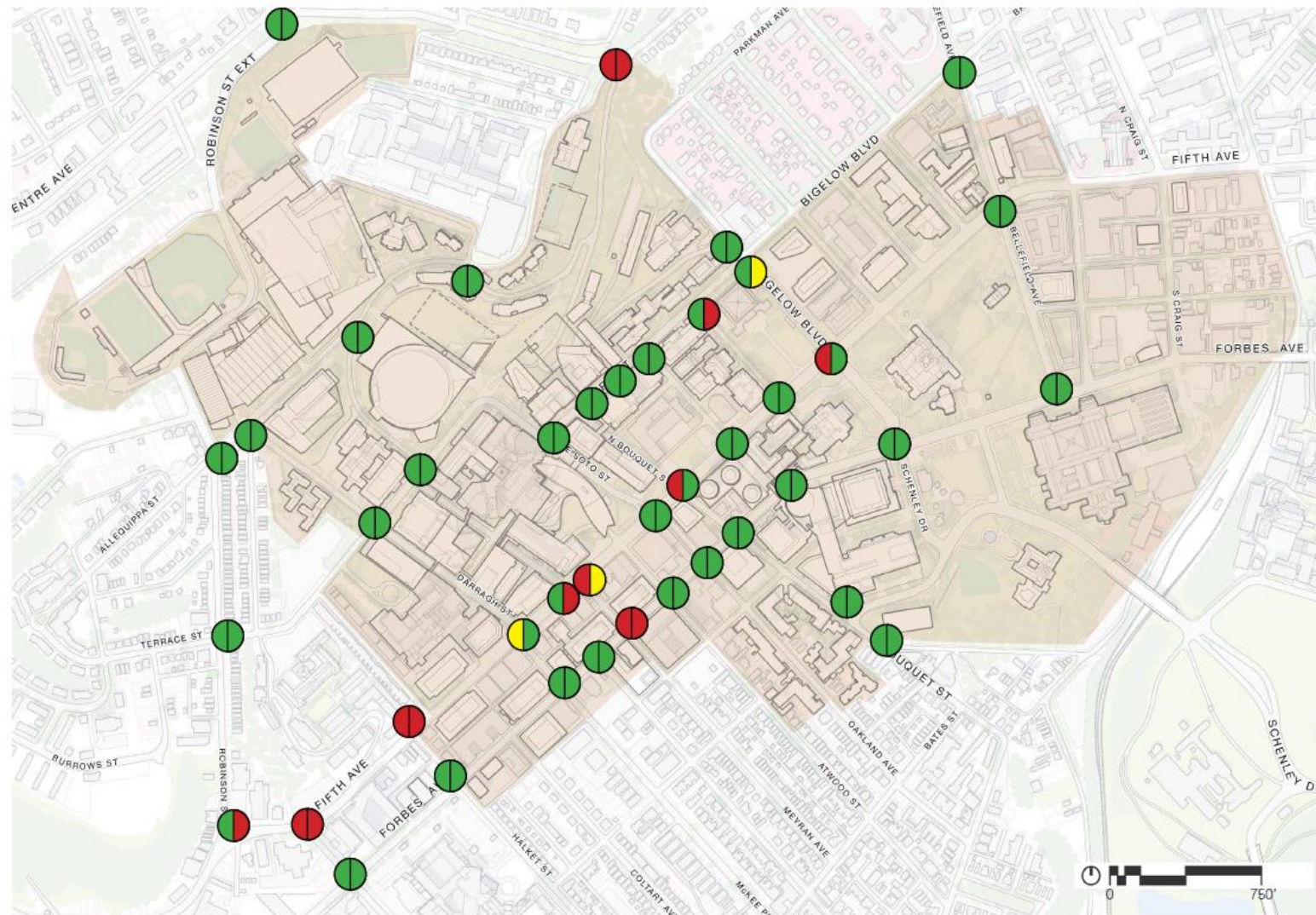
2029 Build Condition Traffic Operations

Traffic operation conditions are expected to be minimally affected by the 2029 Build Condition, which represents the implementation of all the projects in the 10-year envelope. This is largely because all trips associated with IMP projects are relocated trips within the study area, rather than new trips to the roadway network. As such, there is no expected degradation in study area intersection LOS in either the morning or evening peak hour from the No-Build Condition to the 2029 Build Condition.

All study area intersections will continue to operate at the same overall LOS as they did in the 2029 No Build Condition, except for the intersection of Fifth Avenue/Oakland Avenue/De Soto Street which is projected to experience an improvement from LOS E to LOS D.

2029 BUILD PEAK-HOUR LEVEL OF SERVICE (LOS)

-  LOS A, B, C, or D
-  LOS E
-  LOS F
-  AM Peak | PM Peak

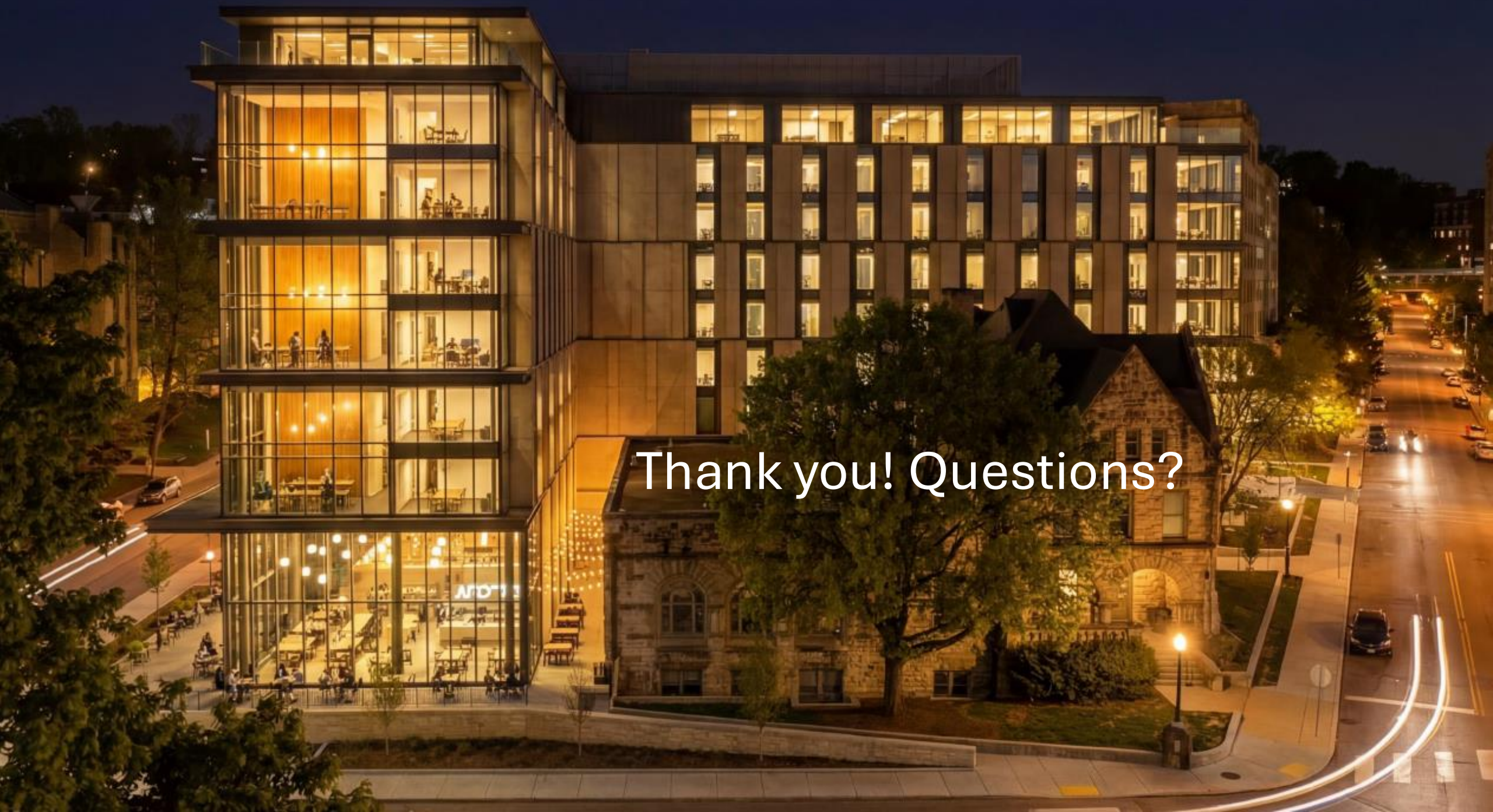


Building Loading and Operations

- One curb cut on Ruskin Ave, one on N. Bellefield (subject to DOMI approval):
 - Loading dock entry from Ruskin Ave
 - Loading dock exit to Ruskin Ave and to N. Bellefield Ave
 - Loading dock exit to N. Bellefield Ave is right turn only towards Fifth Ave
 - Waste removal enters and exits on Ruskin Ave
- Anticipated Restaurant loading:
 - Monday, Wednesday, Friday: 2-3 delivery trucks (morning)
 - Tuesday, Thursday: 0-1 delivery trucks (morning)
- Daily waste pick-up + weekly recycling pick-up
- Will work with DOMI to add metered space(s) on Ruskin Ave

Community Engagement

- 4/27/26: Pre-Application Meeting
- 5/11/26: Development Activities Meeting
- 5/12/26: Oakland Task Force
- 5/26/26: Contextual Design Advisory Panel Hearing & Action
- 6/3/26: Historical Review Commission Briefing
- 6/9/26: Meeting with BACA
- 6/11/26: Zoning Board of Adjustment Hearing
- 7/1/26: Historical Review Commission Hearing & Action
- 7/8/26: Meeting with Community
- 7/14/26: Planning Commission Briefing
- 7/15/26: Meeting with Councilperson Erika Strassburger
- 7/28/26: Planning Commission Hearing & Action



Thank you! Questions?