



6325 Penn Avenue

City of Pittsburgh – Planning Commission Hearing | June 30, 2026

# Bakery Square



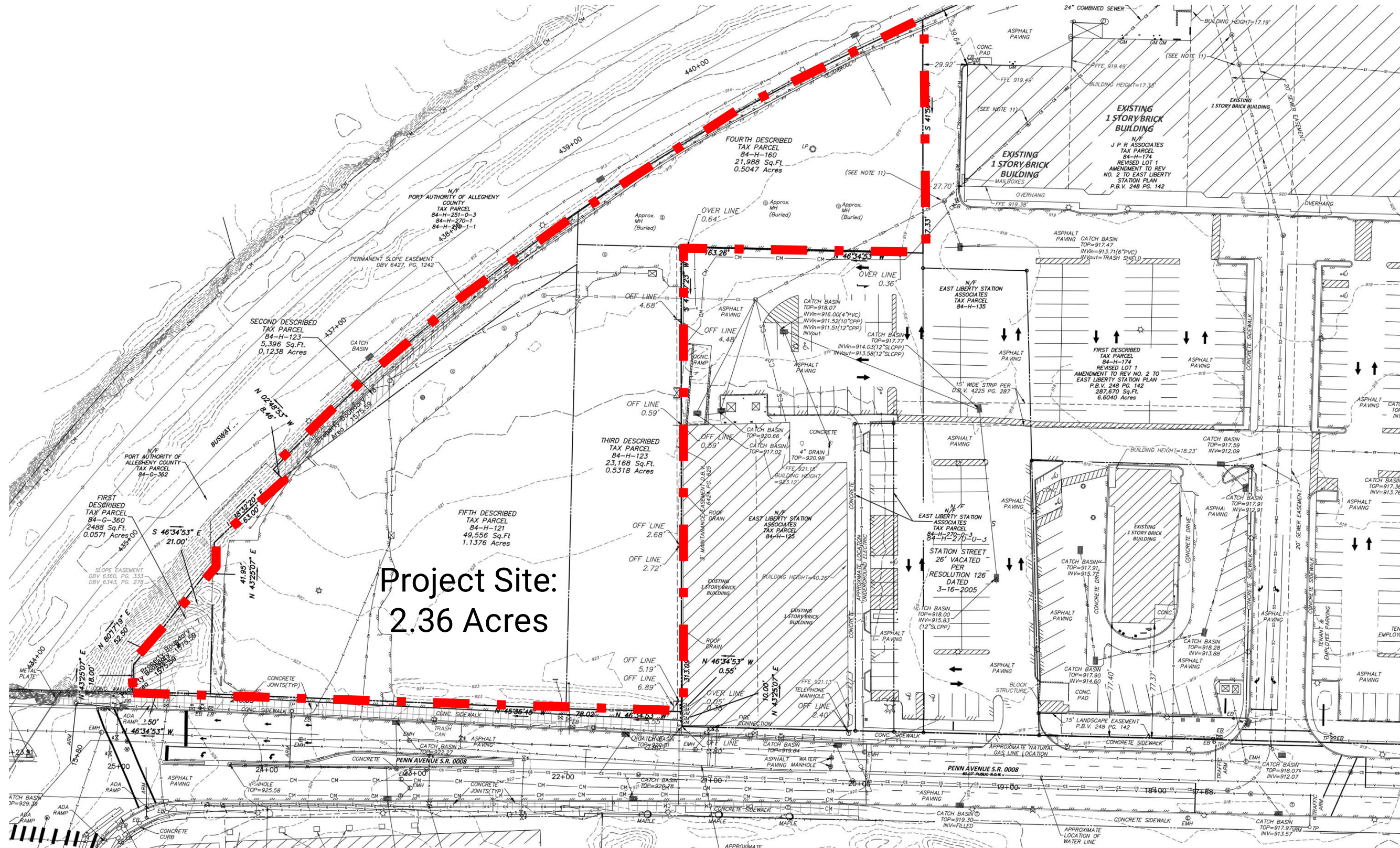
# Site Location Aerial View



# Site Location Aerial Birdseye



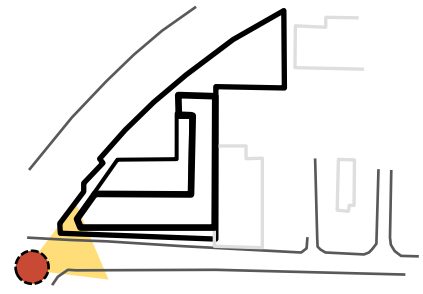
# Existing Conditions Survey



Project Site:  
2.36 Acres

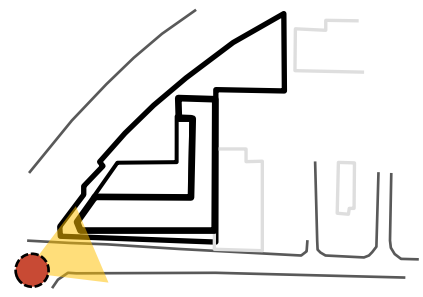
# Penn Avenue at Shady

Existing Site



# Penn Avenue at Shady

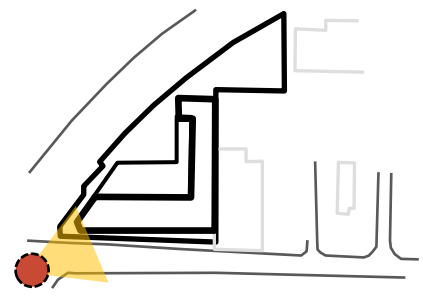
Proposed Building



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# Penn Avenue at Shady

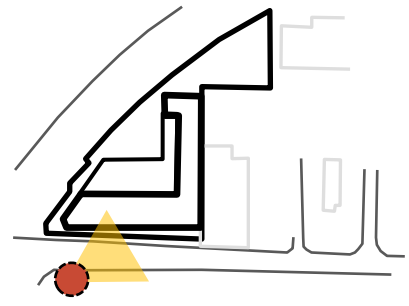
Proposed Building (trees not shown for clarity)



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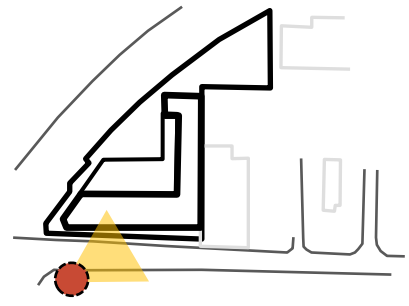
# Penn Avenue Streetscape

Existing Site



# Penn Avenue Streetscape

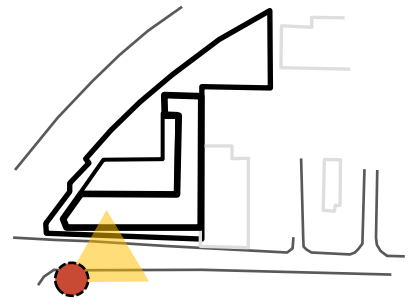
Proposed Building



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# Penn Avenue Streetscape

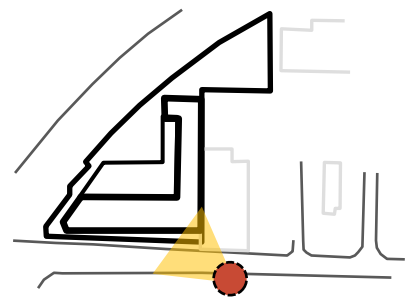
Proposed Building (street trees not shown for clarity)



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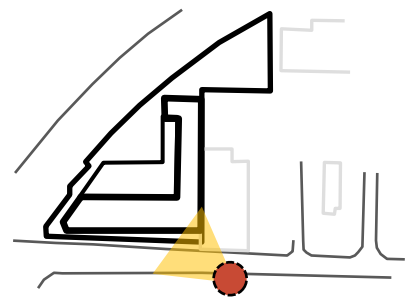
# Penn Avenue Looking West

Existing Site



# Penn Avenue Looking West

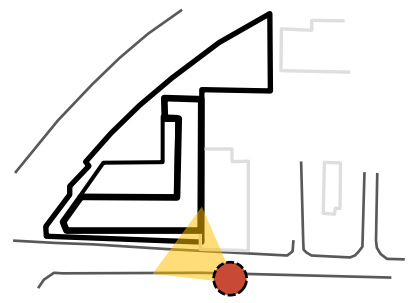
Proposed Building



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# Penn Avenue Looking West

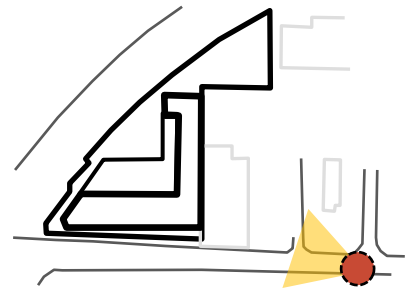
Proposed Building (street trees not shown for clarity)



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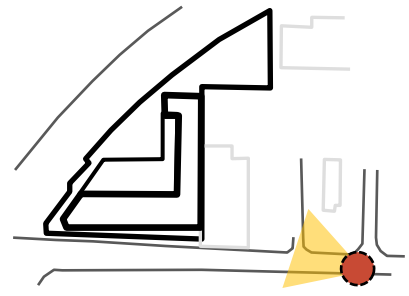
# View from Penn

Existing Site



# View from Penn

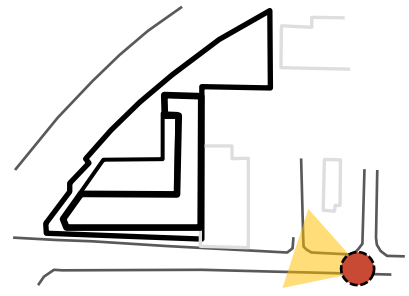
Proposed Building



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# View from Penn

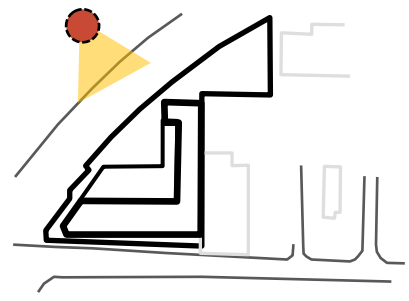
Proposed Building (street trees not shown for clarity)



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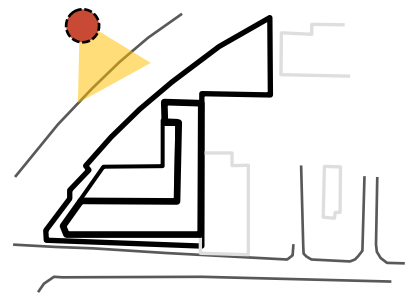
# View from Broad Street

Existing Site



# View from Broad Street

Proposed Building



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# Aerial View – Existing Site

North West



# Aerial View – Proposed Building

North West



# Aerial View – Existing Site

North East



**Project Site**

Existing Meridian Building

Existing Trader Joe's Building

Penn Avenue

M.L.K. Jr. East Busway

# Aerial View – Proposed Building

North East



# Illustrative Site Plan



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# Penn Avenue Streetscape





# West Elevation



Conceptual Elevation - North-West

SCALE: 1/8" = 1'-0"



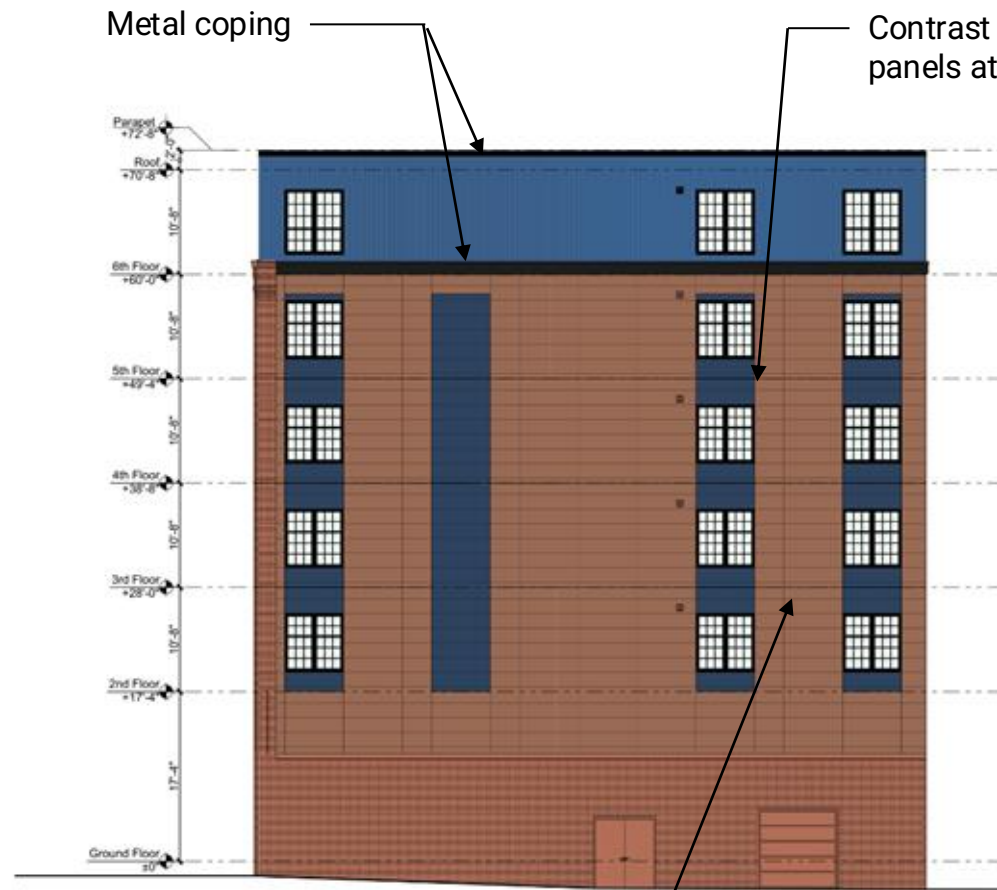
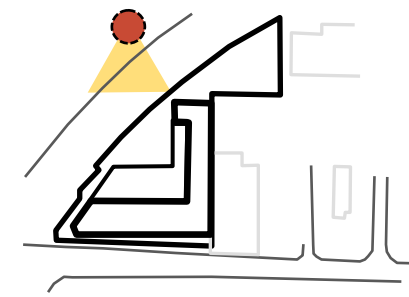
Conceptual Elevation - South-West / Penn Avenue

SCALE: 1/8" = 1'-0"

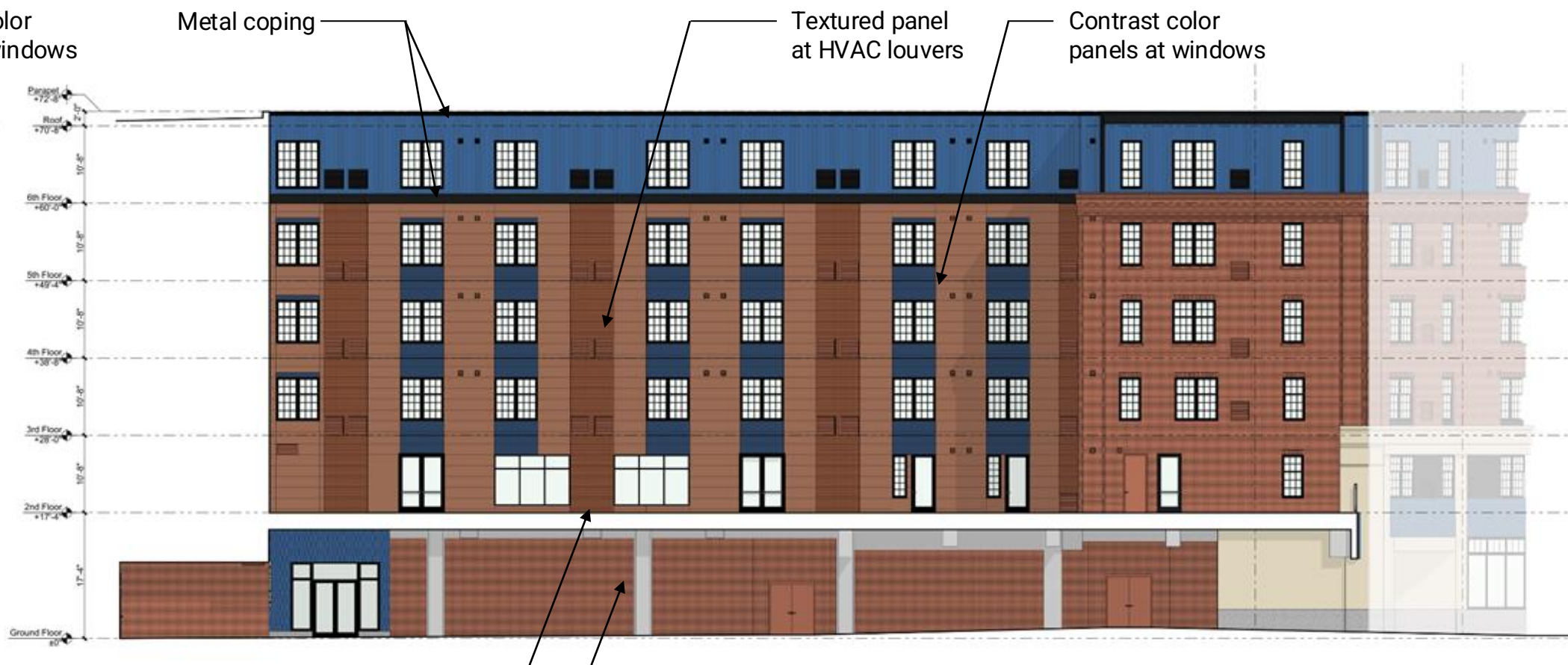
ELEVATION LEGEND			
	BR-1 Brick - Running Bond		FC-3 Fiber Cement Panel
	CS-1 Cast Stone Panel		TL-1 Glazed Tile
	GB-1 Granite Base		GL-1 Glazing
	FC-1 Fiber Cement Panel		FC-2 Fiber Cement Panel - Rib
	FC-3 Fiber Cement Panel		

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# North Elevation



Conceptual Elevation - North  
SCALE: 1/8" = 1'-0"



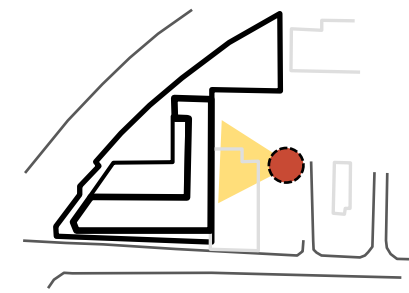
Conceptual Elevation - Courtyard North  
SCALE: 1/8" = 1'-0"

Amenity deck guard rail  
Cast stone column wrap

ELEVATION LEGEND			
	BR-1 Brick - Running Bond		FC-3 Fiber Cement Panel
	CS-1 Cast Stone Panel		TL-1 Glazed Tile
	GB-1 Granite Base		GL-1 Glazing
	FC-1 Fiber Cement Panel		FC-2 Fiber Cement Panel - Rib
	FC-3 Fiber Cement Panel		

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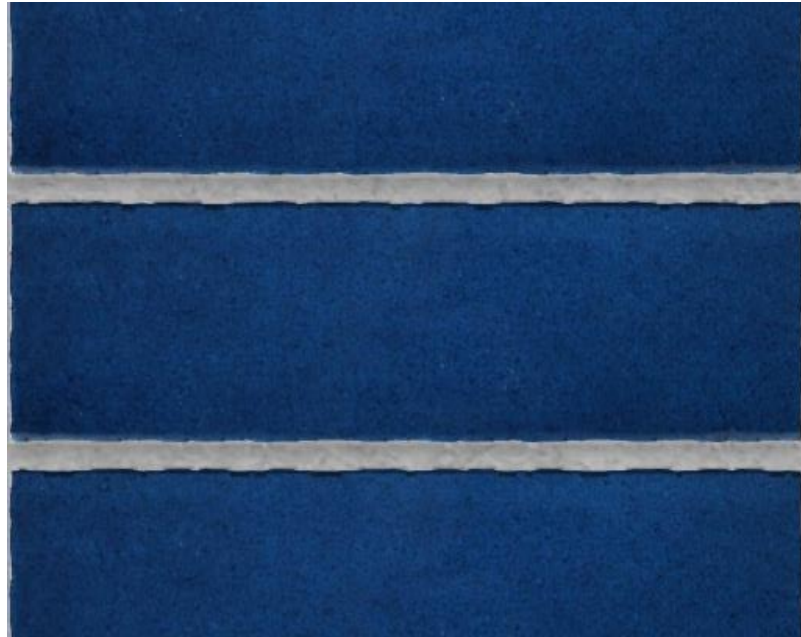
# East Elevation



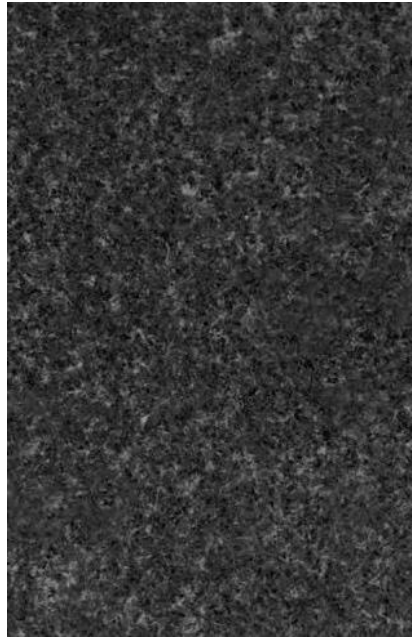
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# Material Palette

GLAZED BRICK  
Navy Blue



GRANITE BASE  
Black



FIBER CEMENT  
To Match Brick



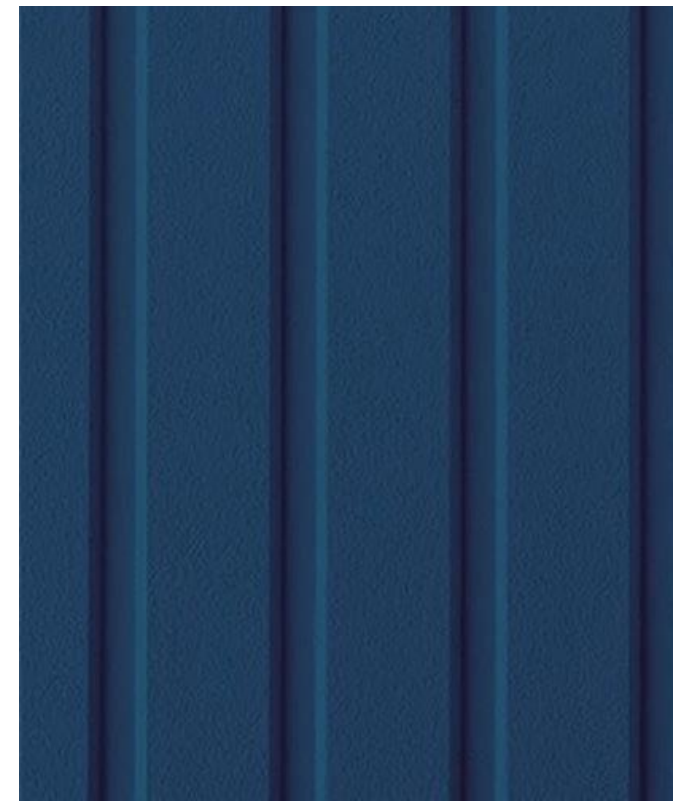
FIBER CEMENT  
Navy Blue



MODULAR BRICK  
Red Smooth Ironspot



CAST STONE / GFRC  
Light Buff



RIBBED FIBER CEMENT  
Navy Blue

# Plant Palette



White Cloud  
Muhly Grass



Turtlehead



Sedge



Feather Reed  
Grass



Blue Grama Grass



Gardenview  
Scarlet Beebalm



Chokeberry



Exclamation! London Planetree



Shademaster Honey Locust



Afterburner Tupelo



PowWow Wild  
Berry Coneflower



Mount Airy Dwarf  
Fothergilla



Indigo

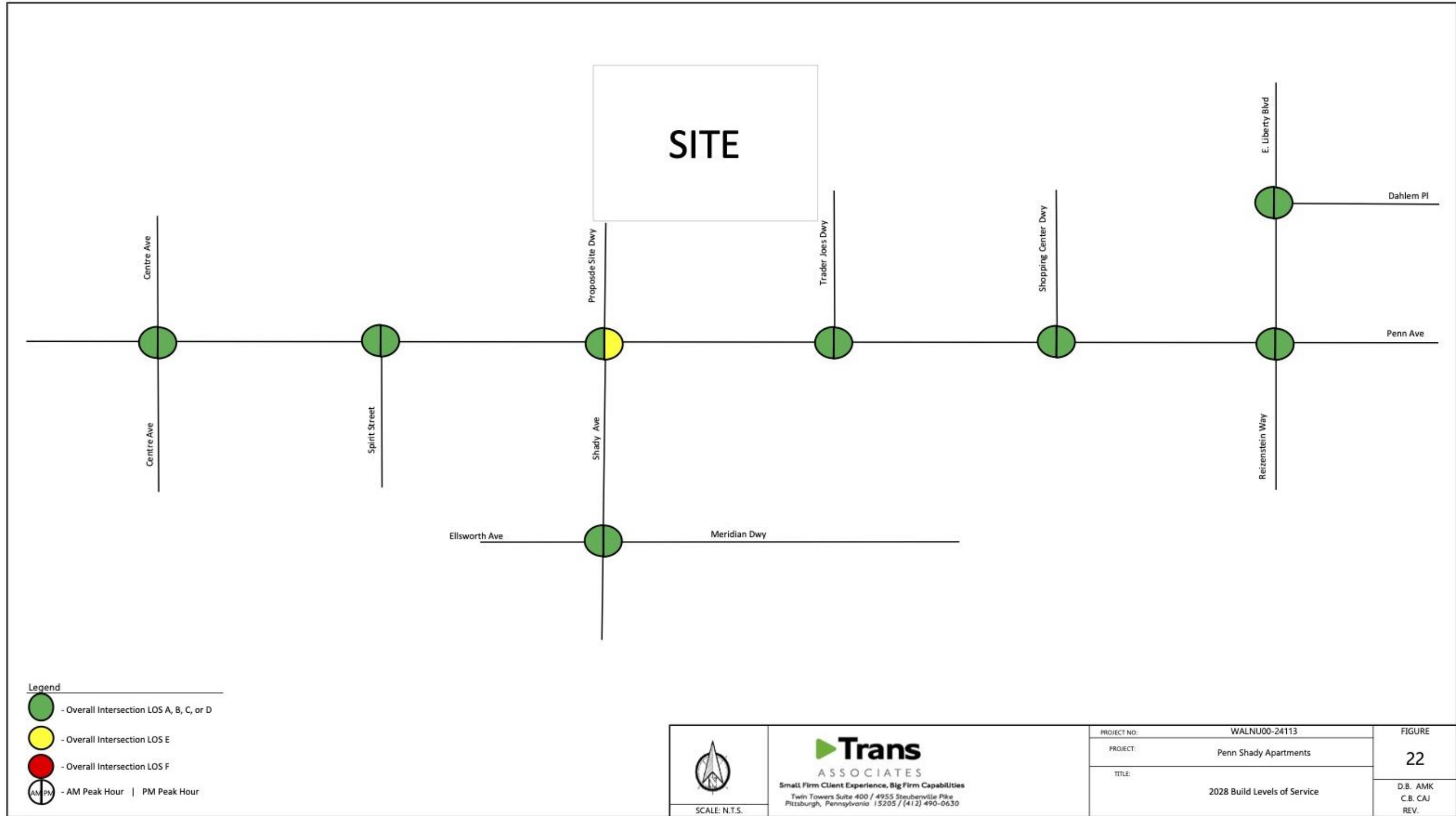


Sea Oats

# Traffic and Parking Analysis



# Traffic and Parking Analysis



**FUTURE PARKING REQUIREMENTS BASED ON PARKING DEMAND ANALYSIS**  
**Penn Shady Apartments**  
**City of Pittsburgh, Allegheny County, Pennsylvania**

Development Component	Size	Parking Rate Per Parking Demand Analysis <sup>(1)</sup>	Number of Spaces Required Per Parking Demand Analysis	Number of Spaces Provided On-Site <sup>(2)</sup>	Number of Other On-campus Parking Spaces <sup>(3)</sup>	Number of ADA Spaces Required <sup>(4)</sup>
Office	6,700 SF	1.24 per 1,000 SF	8	70	38	5
Residential	199 DU	0.5 per DU	100			
<b>TOTAL</b>			<b>108</b>	<b>70</b>	<b>38</b>	<b>5</b>

- (1) The parking rate was determined through a parking demand analysis which is contained in the Technical Appendix. The parking rates include assumptions for multimodalism.
- (2) Shown on Figure 2.
- (3) These spaces will be located within the SP-9 District.
- (4) The number of spaces reserved for persons with disabilities is detailed in Section 914.06.A of the City of Pittsburgh Urban Zoning Code.

Source: Trans Associates

# Transportation Demand Management (TDM) Plan

- Share a TDM Coordinator with Bakery Square
- Create multimodal trip planning and route information
- Quarterly newsletter on available TDM services
- TDM information provided on Walnut Capital website
- New tenant move-in packet with transportation information
- Improved pedestrian infrastructure
- Penn Avenue bus shelter improvements
- Provide indoor secure bike room and outdoor bicycle racks



A very detailed TDM plan was developed as part of the Bakery Square development, with actions identified corresponding to land use type. These measures will be used for the Penn Shady Apartments as appropriate.

# Construction Management Plan

**Transportation Routing** The Existing bus stop at Penn Avenue opposite Shady will have to be relocated, or temporary removed, for the duration of the Project. All decisions will be coordinated with PRT.

**Street Closures and Obstructions** See attached Penn and Shady Apartments logistics plan dated January 12<sup>th</sup>, 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.
- Penn Avenue: A one lane closure during removal and replacement of existing sidewalks is expected. All utility tie in work that requires to encroach into the second lane of Penn Avenue will be done on night shift 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.

**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.

- Penn Avenue: 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 Penn Avenue through existing to remain cross walks.

**Deliveries** Are to be made through the Penn Avenue site entrance, and all unloading will be done within the project fence. Smaller trucks and vans would be able to use the secondary access through the shopping plaza.

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

**Work Crew Parking** Limited parking will be provided within the limits of the project fence. 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 inside the retail building as agreed with the current Ownership of the shopping plaza.

**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 (1) crane. The crane will be located within the site fence.

## 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 and tenants of the shopping plaza, to address any possible complaints and minimize affecting the businesses.

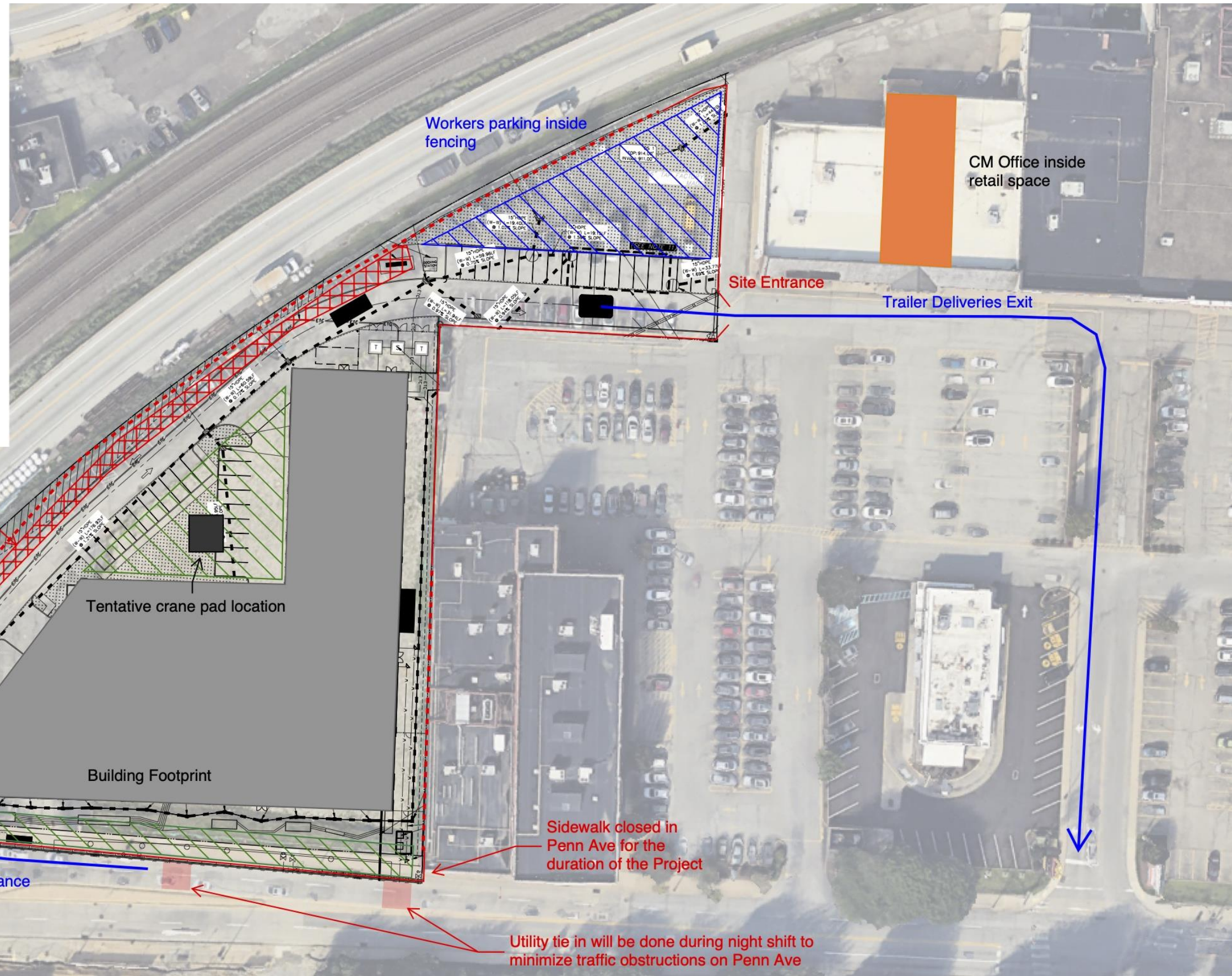
# Construction Management Plan



**Construction Management Plan**  
**Penn and Shady Apartments**  
 January 12th, 2026

- Project Fence
- - - Project Site (no Fence)
- Laydown and Storage

MPT Plan to be developed as needed for all Penn Avenue work



# Accessibility

**Type A Units**

**Accessible Entrances**

**Elevator Access to All Floors**

**5 Accessible Parking Spaces (1 Van)**



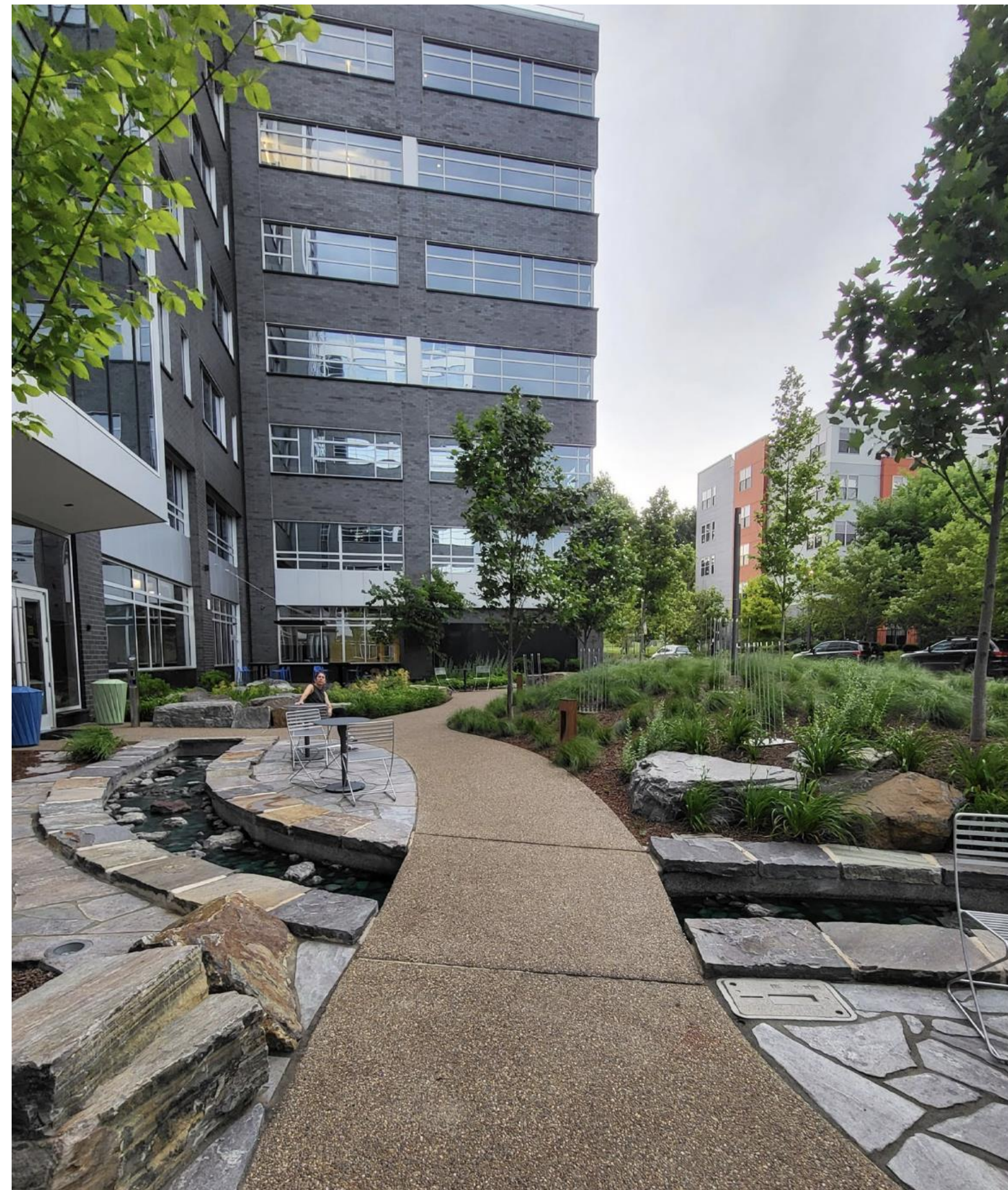
# Sustainability

**National Green Building Standard: Bronze Certification**

**Native and Water Efficient Landscaping**

**Building Recycling Program: Accessible at all floors**

**Electric Vehicle Charging Stations**



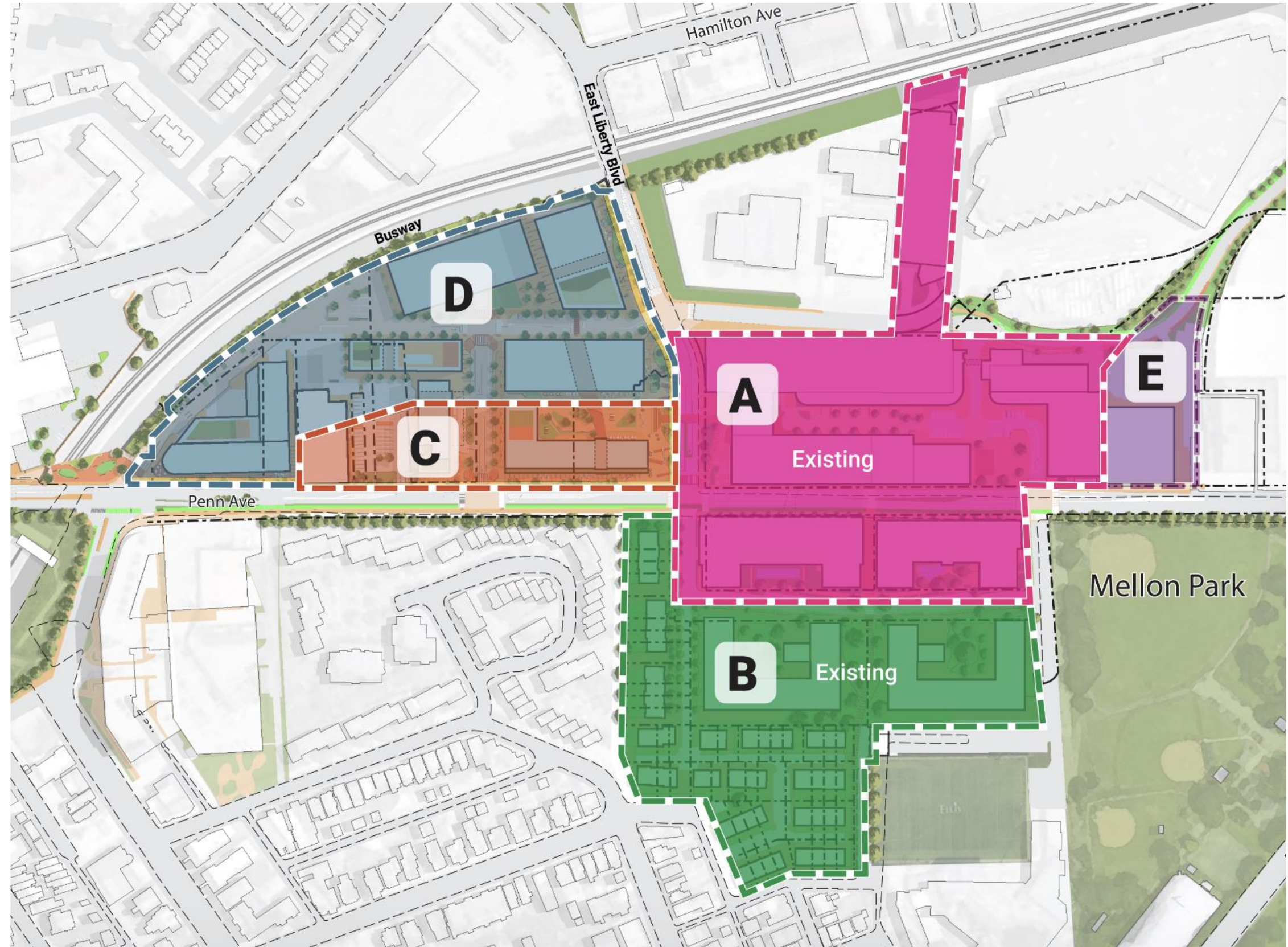
# Zoning District: SP-9

## §909.01.P.1 (d) Development Subdistrict D.

**(1)**  
Use. In Subdistrict D, identified as a portion of the property located north of Penn Avenue that is bounded generally on the north by the M.L.K. Jr. East Busway, on the east by East Liberty Boulevard, and on the south by Subdistrict C, land may be used and structures may be erected, altered, demolished or enlarged for only the uses listed in this section:

**(i)**  
All uses permitted within Subdistrict C.

**§909.01.P.1 (d)(1)(i)**  
Multi-Unit Residential, Office



# 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 comply with an approved Preliminary Land Development Plan for the Planned Development;  
**Response: The proposed development complies with the Preliminary Land Development Plan approved under the SP-9 district expansion.**

(b) The proposed development must include retail facilities, where such facilities would maintain and continue the existing retail patterns;  
**Response: The expansion of the SP-9 district is intended break with the existing retail pattern of the adjacent shopping plaza. A Tenant Shell Space is provided on the Ground Floor of the development for future Office use.**

(c) The proposed development must address compatibility with any existing residential area, including provision for maintenance of residential uses;  
**Response: The proposed six-story development is contextual with the newly constructed six-story development across Penn Avenue. No other existing residential uses about the site.**

(d) 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 TIS report by Trans Associates.**

(e) 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 TIS report by Trans Associates.**

(f) 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 TIS report by Trans Associates.**

(g) 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 TIS report by Trans Associates.**

(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 six-story development is contextual with the newly constructed six-story development across Penn Avenue. The building siting is intended to enhance the Penn Avenue frontage while simultaneously providing a pedestrian-oriented streetscape. Façade treatment, materials, proportions, and scale are informed by the existing historic structures at Bakery Square.**

(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.**

(j) The proposed development must address the project's compatibility and conformance with the Zoning Code and any plans and policies approved by the Planning Commission;  
**Response: The proposed development is compliant with the Zoning Code and in conformance with plans and policies approved by the Planning Commission.**

(k) 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 39,000 square feet and does not trigger the large footprint building criteria in the Zoning Code.**

# Planning Commission Review Criteria

As part of the statement of compliance submitted for each respective FLDP pursuant to Section 922.11.C.2 of the Zoning Code, the applicant shall include a narrative describing the applicant's compliance with the following community commitments (Pg. 55 of PLDP). Please see these below and provide responses.

- Process in both site/architectural design and public outreach to engage and integrate the development into the wider neighborhoods.
- Documentation on how community plans are considered and integrated into the development project.
- The measures taken to ensure the diverse targets outlined in the PLDP are met.
- Description of robust stakeholder and community process including both RCO and CBO engagement and outreach beyond that process.

Response: On September 18, 2023, Walnut Capital Acquisitions, Inc. ("Walnut"), Larimer Consensus Group ("LCG") and the Village Collaborative ("VC") signed a Community Benefits Agreement (the "CBA") whereby Walnut agreed to partner with various community groups to amplify the impact of its investment on this Phase of Bakery Square in the surrounding communities. Pursuant to the CBA, Walnut agreed, inter alia, to: (a) direct 10% of its TRID Proceeds to fund various community projects; (b) to dedicate 5% of its units in a multi-family housing building for workforce housing; (c) to contribute and/or raise \$6,000,000.00 over the course of the development of its projects for the construction of off-site "for sale" affordable housing; and (d) to strive to meet various goals for MBE and WBE Participation in on-site construction.

Phase 1 of this development is a culmination of more than 5 years of this process. Over the course of the past five years, there have been more than 20 meetings to discuss the way that this development, as a whole, can contribute to the greater good of the neighborhood.

Walnut will honor its CBA Commitments in Phase 1. For example: (a) 10% of the TRID Proceeds from this phase of construction will be directed to community projects approved by LCG and VC; (b) 5% of the residential units will contain affordable workforce housing; (c) Walnut has begun the process of securing credible partners for off-site construction; and (d) Walnut has directed its General Contractor, PJ Dick, Inc., to utilize bidding techniques and community outreach to accomplish the MBE and WBE Participation roles.

In addition to honoring its express CBA commitments, Walnut has also designed its plans with significant consideration to the public realm. The proposed plans significantly improve the public realm with street trees, seating areas, and a new state of the art bus shelter. Walnut has shared these plans with the RCOs and its community partners, and they are in support of Phase 1 of this development. Letters of support will be provided to the Planning Commission.

## Project Metrics

**Total Site Area:** 2.36 acres / 106,108 SF

**Street Setback:** 15' from 20' wide easement

**Urban Open Space:** 10,602 SF = 10%

**Building Footprint:** 38,790 SF *(includes covered parking area)*

**Gross Building Area:** 200,200 SF *(includes covered parking area)*

**Height:** 75' / 6 Stories

**Retail Area:** 6,700 SF

**Number of Units:** 199

**Parking:** 70 spaces



# Community and Public Process



**June 2021:** Development team met with Mayor's Office leadership regarding proposed extension to Specially Planned District SP-9 and redevelopment goals. Requested Mayor's direction for process. Mayor's staff directed Walnut Capital to work directly with the community to develop and execute a Community Benefits Agreement (CBA). Walnut Capital spent two years in meetings and strategy sessions with community leaders (Larimer Consensus Group, Village Collaborative, East Liberty Development, Inc. and the Kingsley Association).

**May 2022:** Introduced proposed extension to SP-9, along with community benefits to the Registered Community Organizations (RCOs) and their members (Kingsley Association).

**July 2023:** PLDP and zoning text for SP-9 Extension submitted to Department of City Planning.

**August 2023:** Village Collaborative convened pre-Development Activities Meeting (Kingsley Association).

**September 2023:** CBA signed and executed by both RCOs; City Planning Department convened Development Activities Meeting to introduce zoning legislation and CBA to broader public (Rodman Street Missionary Baptist Church).

**December 2023:** Project update meeting with CBA groups.

**April 2024:** Project update meeting with Councilman Khari Mosley and Larimer Consensus Group.

**May 2024:** Project update meeting with Councilman Khari Mosley and Larimer Consensus Group.

**January 2026:** Development Activities Meeting



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