Development Activities Meeting Report (Version: 06/24/2020)

This report created by the Neighborhood Planner and included with staff reports to City Boards and/or Commissions.

<table>
<tr><th>Logistics</th><th>Stakeholders</th></tr>
<tr><td>Project Name/Address: 359 Halket St (formerly 3401 Blvd of the Allies)/ Mixed Use (housing and grocery)</td><td rowspan="6">Groups Represented (e.g., specific organizations, residents, employees, etc. where this is evident):

Oakland Planning & Development Corporation (OPDC)
Oakland Business Improvement District (OBID)
Oakcliffe Community Organization
University of Pittsburgh
Area residents & stakeholders
City Planning Staff</td></tr>
<tr><td>Parcel Number(s): 28-K-124</td></tr>
<tr><td>Application Number: BDA-2026-06861</td></tr>
<tr><td>Meeting Location: Zoom (Virtual)</td></tr>
<tr><td>Date: September, 14 2026</td></tr>
<tr><td>Meeting Start Time: 5:30 PM</td></tr>
<tr><td>Applicant: Radnor Property Group</td><td>Approx. Number of Attendees: 42</td></tr>
<tr><td colspan="2">Boards and/or Commissions Request(s): Planning Commission</td></tr>
</table>

How did the meeting inform the community about the development project?

Ex: Community engagement to-date, location and history of the site, demolition needs, building footprint and overall square footage, uses and activities (particularly on the ground floor), transportation needs and parking proposed, building materials, design, and other aesthetic elements of the project, community uses, amenities and programs.

The applicant team introduced themselves, led by Radnor Property Group: We are a real estate development company based in suburban Philadelphia, with extensive experience in Pittsburgh and the surrounding region. Our past work includes projects on the North Shore, in Cranberry, and a long-standing partnership with Duquesne University. We know the city well. Radnor specializes in public-private partnerships, typically collaborating with colleges, hospitals, and community organizations to deliver new development projects. In this case, we have been working with the University of Pittsburgh since 2023–2024 to envision a new project at 3401 Boulevard of the Allies. Many previous proposals for this site have stalled over the years, but we are optimistic that this project is moving toward the finish line, with construction anticipated to begin next year. The project includes a full-service grocery store for the Oakland community and a mix of 265 market-rate and affordable apartments.

Indovina Associates presented the plans: The site is located at the intersection of Halket Street and Zulema Street, adjacent to the Coltart Avenue extension. This property occupies only the former hotel parcel, surrounded by surface parking along Zulema, Halket, Halket Place, and behind residential properties on Halket and Coltart. The project proposes demolition of the existing hotel and construction of a new mixed-use building. Site context images show the current condition. The updated zoning map shows the site in the UC-MU district—Urban Center Mixed Use—recently adopted. It is bordered by the EMI district (Education/Medical Institutions) and the R1A-HD district (high-density single-unit attached residential). The UC-MU district emphasizes mixed-use development, workforce and affordable housing, and transitional spaces between large-scale and small-scale buildings. One of the anchors of this project is the introduction of a full-service grocery store for the neighborhood. The proposed project complies fully with UC-MU zoning regulations. No variances, special exceptions, or administrative adjustments are required. Front and side setbacks, height, green buffers, and urban open space all meet requirements. Key zoning standards include:

- A required 10-foot setback above 65 feet of height. We are instead applying this setback at ground level along Halket and Zulema, combined with wider sidewalks, creating a more generous pedestrian zone.

- The maximum height allowed in this area is 185 feet; we are proposing 85 feet.
- Build-to zones require 60% frontage—our design meets these standards.
- Urban open space requires 10% of the lot area; we exceed that amount.
- Performance points: We need two points to exceed base height, but our design earns five—through zero-energy building standards (one point), affordable housing at 60% AMI (two points), and fresh-food access through the grocery store (two points).

The building consists of two major components: residential and non-residential. There will be 265 units, primarily one-bedroom types, along with studios, one-bedroom-plus-dens, and two-bedroom units. Six units will be fully accessible; all others will be Type-B convertible units. The non-residential portion includes a 22,000-square-foot grocery store and a structured parking garage serving both residents and shoppers. The building has seven (7) stories, including one below grade, and reaches a total height of 85 feet. We will provide 236 parking spaces (200 required) and on-site bicycle parking for both residential and commercial uses.

The site plan shows the existing condition and the proposed building footprint. A key feature is the green buffer along the northeast portion of the site—adjacent to homes on Coltart—which will be a landscaped, unoccupied area 15–20 feet wide. A similar buffer runs along the western edge of the site. Halket Place, currently a narrow asphalt drive, will become a formal vehicular access point. Along Halket and Zulema, we will install wide concrete sidewalks, street trees, and improved pedestrian amenities.

The lower level includes the grocery store, accessed from Zulema Street through a recessed entrance. This level also contains grocery-store parking and a fully enclosed loading dock. We have coordinated extensively with DOMI and City Planning to manage delivery schedules to avoid rush hour and late-night disruptions. Deliveries will occur through a secure garage door and remain out of public view. Safety flaggers will be used when trucks cross sidewalks. On the second level, the right side of the building contains the open grocery-store space, while the central portion houses the residential lobby. The left side includes an L-shaped parking garage with two access points—one for the public garage that connects directly to grocery parking, and one for residents. The public garage may use a ticketed system similar to Whole Foods in East Liberty.

The next floor includes the first residential units and the internal courtyard, which forms the main amenity space for residents. A green roof and outdoor social areas occupy the top of the parking garage. As you move up through the building, the residential floors maintain a donut-shaped layout around the courtyard. Sections illustrate how the retail, parking, amenity space, and upper residential floors fit together. The elevations show consistent material quality on all four sides. The main façade along Halket includes brick masonry at the base, metal panels above, large window openings, and integrated balconies. The parking garage along Coltart features a textured masonry base and a metal scrim that allows airflow while blocking headlights from view.

Renderings show the building from Boulevard of the Allies, highlighting the grocery store's large glass façade and terracotta-colored metal panels above. The main grocery entrance on Zulema features a tall ceiling and high-quality masonry. Residential entrances occur along Halket. Interior courtyard renderings show outdoor seating, landscaping, and amenities designed for privacy and visual interest. The courtyard mirrors the quality of the exterior façades. The materials palette includes terracotta-colored metal panels with depth and texture; warm brick masonry with horizontal courses and pilasters; dark bronze windows; light masonry at the grocery storefront; and angled metal scrims at the parking garage to block interior lighting. Finally, civil engineering plans show extensive site regrading, new sidewalks, landscape buffers, and stormwater-compliant improvements.

City Planning Staff - Neighborhood Context:
To provide broader context, City Planning shared background from the Oakland Plan (Adopted 2022). During the planning process, stakeholders conducted a design workshop for the Boulevard & Zulema area, identifying underutilized parcels with redevelopment potential, including this site. Zulema Street was identified as a barrier to pedestrian movement, and Zulema Park as disconnected and underused. The Oakland Plan envisions this area as a dense "neighborhood town center" with housing, services, and amenities such as a grocery store. The proposed

development fits that vision by providing a grocery store and multi-unit housing. Other nearby sites are not yet ready for redevelopment, but this project can serve as a catalyst for future investment in enhancements to Zulema Park and improved street design.

Planning staff emphasized ongoing coordination with DOMI to ensure future improvements to Zulema (i.e the park and street) align with this project. The developer has committed to providing a safe pedestrian crossing between the building and Zulema Park. PRT is working on new transit improvements and bus layover space in the area. The University of Pittsburgh is also beginning a comprehensive traffic and pedestrian-safety study for Bates Street—from Boulevard of the Allies through central Oakland to Bouguet St, including Zulema St—prompted by advocacy from university students. This coordinated effort aims to improve circulation, safety, and access around the project while supporting future redevelopment.

Input and Responses

Topic / Issue	**Recap**
Grocery Store	Comment/Concern Raised: • Strong resident interest in ensuring the grocery store is a good fit for the neighborhood and a long-term commitment. • Residents asked what criteria define a grocery tenant. • A question about grocery store leasing: whether the team expected a confirmed tenant before construction • Some residents expressed concern about grocery stores failing in Oakland's past. Who raised it: Nearby residents and general attendees Applicant Response: Emphasized that a grocery store is structurally and contractually integral ot the development's success. It will be an urban-format grocery (20–25k sq ft). Lease negotiations with multiple reputable grocers are active. OPDC response: Addressing concerns, there are key differences from past efforts for a grocery in Oakland: this site is directly accessible from the Parkway without navigating Oakland streets, giving it a large "drive shed" from neighboring communities—something previous attempts lacked. Additionally, Oakland's dense walk-shed should generate strong customer demand.
Pedestrian and Traffic Safety	Comment/Concern Raised: • Heavy interest in traffic impact, especially at Zulema, Bates, Halket, and nearby intersections. (i.e. Pitt led Bates Street traffic + pedestrian safety study) • Strong emphasis on safer crossings, ADA accessibility, and minimizing construction impacts on mobility. • Question about how sidewalks will be impacted during contruction Who raised it: Nearby Residents Applicant Response: Pedestrian access will be maintained during construction; protected routes (Jersey barriers) expected.

Construction Timeline & Nearby Projects	Comment/Concern Raised: • Traffic and construction impacts were raised several times. • Question about the construction timeline • A question was raised about increased traffic from both this development and another apartment building proposed on Halket. Who raised it: General attendees Applicant Response: • Demolition and excavation: early 2027; Vertical construction: late 2027; Opening: mid-2029 • Nearby projects may overlap but at different phases. • Commitment to keeping Zulema open and limiting street disruptions. • Will maintain pedestrian safety and avoid street closures during major phases.
Zoning Compliance, Performance Points, and Affordable Housing	Comment/Concern Raised: • Worries that the grocery store might be optional depending on performance points. • Questions about affordable housing percentages and eligibility. • Desire to ensure IZ units help people who need them. Who raised it: General attendees Applicant Response: • Project requires no variances; fully compliant with UCMU zoning. • Five performance points achieved—more than required (need 2); regardless the grocery is an integral component of the project • Approximately 26–27 affordable units.
Parking, Access & Multimodal Transportation	Comment/Concern Raised: • Concern about overflow parking needs. • Desire for safe bike/scooter routing (not riding on sidewalks). • Accessible parking for disabled shoppers and residents. • Concern about bicycles exiting directly onto sidewalks. Who raised it: Residents and mobility advocates Applicant Response: • The 236 structured parking spaces provided—exceeds the 200 required. • Overflow parking can be leased in nearby garages; rarely needed in similar projects. • Residents of this building will not be eligible for Residential Permit Parking (RPP) permits. • ADA parking located near grocery and residential entries. • Bike storage internal; signage and routing will discourage sidewalk riding.

Recording: video1113012787.mp4

Planner completing report: Christian Umbach, Senior Planner