

# OAKLAND PLAN

PITTSBURGH  
» ONE OAKLAND, THRIVING TOGETHER



Final Plan Documentation

January 2022



# CONTENTS

000 Major Themes

000 Vision

000 Community

000 Goals

000 Policies

000 Projects

000 Programs

000 Development

000 Goals

000 Policies

000 Projects

000 Programs

000 Infrastructure

000 Goals

000 Policies

000 Projects

000 Programs

000 Mobility

000 Goals

000 Policies

000 Projects

000 Programs

000 Appendix





# MAJOR THEMES

For the past two and a half years, The City has worked with partner agencies, and local non-profits in the Oakland community to create a 10-year plan for those who live, work, study, and play in the Oakland area. The plan includes new land-use regulations, transportation and infrastructure improvements, and public programs and covers North, Central, South, and West Oakland, and there are some common themes throughout the plan's proposals:

## Acknowledge and Address Inequities

*Acknowledge and address inequities for Black residents, students of all backgrounds in Oakland, and create a welcoming environment for the neighborhood's growing immigrant and newcomer community.*



## Grow Housing and Job Opportunities

*New housing is needed to meet a variety of long-term and undergraduate student resident demands. The employment base needs to grow to provide jobs that are available to everyone and coupled with workforce development efforts to create a ladder of opportunity.*



## Increase Livability

*Increase livability through public and private investments in Oakland such as new and improved open spaces, expanded tree canopy, stormwater management systems, and supportive services.*



## Reimagine Mobility

*Reimagine mobility systems in Oakland to prioritize the comfort and safety of pedestrians including those with accessibility needs, transit riders, and cyclists.*



# VISION



Oakland is a globally important center of innovation, research, healthcare, and education, and a great place to live, work, learn, and play. Generations of newcomers have found – and continue to find – economic opportunities and community here. Oakland invests in and supports inclusive housing choices, protects and enhances residential areas, and meets the needs of people at every stage of their lives. Oakland provides equitable employment and entrepreneurial opportunities, fosters technological innovation, promotes collaborative civic and community engagement, and offers world-renowned cultural institutions, all served by accessible mobility systems – resulting in a healthy, livable, and resilient neighborhood. It is also a beautiful place where historic structures and zero carbon buildings exist together in harmony, and it has a network of inviting parks and open spaces where people of all ages are welcome. Oakland's surrounding hillsides are blanketed with healthy trees and crisscrossed by trails. This is a community that cherishes its distinctive history and character, while acknowledging systemic inequities that have disadvantaged the Black community, immigrants, and students.

Oakland is learning from the past to build a more just and equitable future for all.



# COMMUNITY

---

This chapter is about supporting Oakland's residents, students, employees, and visitors. The content of this chapter focuses on better meeting basic needs as well as creating opportunities for people to thrive.

Specifically, you'll find proposals about:

- How to create a more livable neighborhood for all
- How to express and preserve Oakland's unique history and heritage
- How to create an Oakland where there is art and expression around every corner
- How to make the neighborhood a more welcoming, safe, and supportive place, particularly for African-Americans and other marginalized parts of the community
- How to make Oakland a healthier place.



### What are Projects and Programs?

The projects and programs are a shared “To Do” list where the community and government identify the projects they want to undertake over the next 10 years to make the vision a reality. Many of the ideas you see below are the result of ideas from people in Oakland, supported by research and case studies, and now ready for your review and inclusion in the final plan.

### Dig into the details

In the lists below, you’ll get a title, brief description, and information about how the project or program could be realized including when it should start, by whom, and potential funding sources. For many of the ideas below there is Deep Dive link that takes you to a page full of details, drawings, illustrations, and specific ways to provide comments on that strategy. We highly recommend you dig into the details to see what your fellow Oaklanders came up with.

### M-14. Address enforcement biases

Create and maintain anonymized and tabulated data about traffic and parking enforcement. Work with university faculty subject experts to analyze the data to identify biases and inequities and establish recommendations to address them.

**When to start:** 3-5 years

**Project lead(s):** Public Safety, DOMI, PPA

**Project partner(s):** OPDC, OBID, institutions

**Potential funding source(s):** None needed

### M-15. All weather walkability

Create partnership between the City of Pittsburgh and Oakland-based institutions and non-profits ensure all-weather walkability. This includes snow clearing, particularly in cases where there are absent or challenged owners.

**When to start:** 5-10 years

**Project lead(s):** DOMI, institutions, OPDC, OBID, OTMA

**Project partner(s):** Not specified

**Potential funding source(s):** City Capital Budget, institutions, grants

### M-16. Bike route improvements

Fill critical gaps in Oakland’s bicycle network through the installation of safe, convenient

bicycle facilities that would make biking a reasonable transportation option for thousands more people.

**When to start:** Ongoing

**Project lead(s):** DOMI

**Project partner(s):** Institutions, OTMA, OPDC, OBID, BikePGH, Pittsburgh Bikeshare, PID

**Potential funding source(s):** City Capital Budget, institutions, grants

### Deep Dive

[Bike route improvements](#)

### M-17. Build transportation planning capacity

Work with institutions to hire transportation planning professionals, separate from their parking services offices, that are focused on programs to reduce single-occupancy vehicle trips.

**When to start:** 0-2 years

**Project lead(s):** DOMI, DCP, institutions, OTMA

**Project partner(s):** PID

**Potential funding source(s):** Institutions

### M-18. Transit pass purchasing

Create program that allows employers, developers, and other organizations to make transit pass purchases at a discount.



**When to start:** 3-5 years

**Project lead(s):** PAAC

**Project partner(s):** Institutions, major employers, OBID, OTMA

**Potential funding source(s):** Institutions

### **M-19. Bus stop enhancements**

Improve transit users' access, comfort and mobility when taking transit by including weather protection, lighting, art, green features, signage, bike parking, and safe multimodal connections, in addition to minimum bus stop features, where appropriate, based on prioritization criteria. Ensure that bus stops are accessible via well-marked crosswalks and well-maintained sidewalks.

**When to start:** Ongoing

**Project lead(s):** PAAC, DOMI

**Project partner(s):** Arts and design committee, OPDC, and neighborhood associations

**Potential funding source(s):** PAAC, OPA, institutions, foundation grants in partnership with OBID and OPDC

### **Deep Dive**

#### **Bus stop enhancements**

### **M-20. Usitas nimis vulpes pretium mara nec dolus verito**

Develop a community-informed parking enforcement program. This might involve periodic meetings to develop community-informed recommendations about priority enforcement issues and to discuss common enforcement issues that are arising as well as potential equity considerations during parking enforcement. The program may include a public awareness campaign. Special attention must be paid to reducing parking within bus zones, bike lanes, and on sidewalks. This may include a public awareness campaign.

**When to start:** 5-10 years

**Project lead(s):** DOMI

**Project partner(s):** Institutional police, City Police, and PPA enforcement officers

**Potential funding source(s):** Parking Authority, grants

### **M-21. Connecting east-west within the city (transit)**

Add new east-west transit connections to the Hill District and Strip District to the west, and Hazelwood to the east.

**When to start:** 3-5 years

**Project lead(s):** PAAC

**Project partner(s):** DOMI, DCP

**Potential funding source(s):** Grants

### **Deep Dive**

#### **Project G**

### **M-22. Connecting to eastern corridor growth.**

Improve frequency and speed of transit service to areas to the east of Pittsburgh all the way to Monroeville. Improved service can ensure that Oakland jobs are connected to these rapidly developing areas and help drive transit-oriented development along the corridor.

**When to start:** 5-10 years

**Project lead(s):** PAAC

**Project partner(s):** Not specified

**Potential funding source(s):** PAAC

### **Deep Dive**

#### **Project F**

## M-19. BUS STOP ENHANCEMENTS

Improve transit users' access, comfort and mobility when taking transit by including weather protection, lighting, art, green features, signage, bike parking, and safe multimodal connections, in addition to minimum bus stop features, where appropriate, based on prioritization criteria. Ensure that bus stops are accessible via well-marked crosswalks and well-maintained sidewalks.

### When, How Long, How Much, and Whom

**When to start:** 0-2 years

**Duration:** Ongoing

**Estimated costs:** \$\$ (out of \$\$\$\$) -

Cost will vary depending on the type of improvements for each individual bus stop. This estimation takes into account the average cost for the selected group of bus stops that will be upgraded

**Project lead(s):** PAAC and DOMI will both co-lead

**Project partner(s):** Arts and design committee, OPDC, neighborhood associations

**Potential funding source(s):** PAAC, OPA, institutions, foundation grants in partnership with OBID and OPDC

### What We Heard

There is a need to improve bus stop amenities, especially at the busiest bus stops, to improve the comfort and overall experience of taking transit in Oakland. There is a desire for more bus shelters throughout Oakland, including on Boulevard of the Allies. Transit advocates have requested more ticket vending machines in South Oakland. Residents have also requested trash cans at select bus stops and clear signage when bus stop locations are relocated.

Bus layover locations should be evaluated with sensitivity to resident concerns regarding bus idling, exhaust fumes, noise pollution, and related concerns.

Bus stop placement decisions should consider nearby pedestrian safety and access, among other factors.

### Project Goals and Components

#### Project Description

- For transit riders, the quality of bus stops play an important role in the comfort and overall experience of taking transit.
- Enhancing bus stops will improve access, comfort and mobility of transit riders.
- Each year a group of bus stops will be selected for improvements. Oakland Arts and Design Committee and/or resident organizations identify priority transit stops each year and ensure projects reflect the community in which they exist. Using the bus



## M-19. BUS STOP ENHANCEMENTS

stop amenity matrix, specific investments will be made based on stop type, ridership, location, and other characteristics.

- The group of stops selected will be based on a prioritization tool along with stakeholder input.

### Project Goals

- Ensure all bus stops have minimum amenities for the stop type as described in the Port Authority of Allegheny County (PAAC) Bus Stop and Street Design Guidelines.
  - Basic Bus Stop Requirements – sign, ADA accessible loading pad, and connection to the sidewalk
  - Bench Bus Stop Requirements – All that is included for basic stops plus a bench and a trash can
  - Shelter Bus Stop Requirements – All that is included for bench stops plus a shelter and lighting
- Where appropriate based on the amenity matrix, install additional amenities to bus

stops to further enhance accessibility, comfort, and multi-modal connections.

- Invest in bus stop enhancements in an equitable way that ensures investments are made in all communities in Oakland.
- Use bus stops as placemaking tools by including public art made by Oakland residents and including Oakland residents in the design and decision-making process.

### Prioritization Tool

- Not all bus stops can receive enhancements at the same time. Therefore, it is important to develop a framework that will prioritize the critical bus stops to invest in first.
- It is assumed bus stops on Fifth Avenue and Forbes Avenue will be upgraded with the ongoing Bus Rapid Transit (BRT) project.
- Key Factors for Prioritization
  - **Current status of bus stop** – Does the bus stop already have the standard amenities based on the bus stop type?
  - **Density** – How many people live near the bus stop?

- **Land use and development** – How many jobs and major activity centers are near the bus stop?
- **Vulnerable populations** – Is there a higher share of seniors, people with disabilities, children, or low-income households living near the bus stop?
- **Transit connections** – Does this stop serve multiple PAAC routes or connect to paratransit, campus shuttles, regional transit, or other transit services?
- **Multimodal connections** – Does this stop connect to existing or planned bicycle or pedestrian infrastructure (e.g. bike lanes, bike share stations, sidewalks, trails, etc.)?
- **Alignment with other planned projects** – Is the bus stop on a road with a planned project and/or resurfacing?

## D-18. LAND USE STRATEGY

Implement land use strategy through rezoning projects.

### When, How Long, How Much, and Whom

**When to start:** 0-2 years -- Starts with Oakland Plan Zoning Proposal

**Duration:** Ongoing

**Estimated costs:** \$ (out of \$\$\$\$)

**Project lead(s):** DCP

**Project partner(s):** Not specified

**Potential funding source(s):** City Capital Budget, grants

### Related Projects

[Oakland Plan Zoning Proposals](#)

[Missing Middle Housing](#)

[Design Guidelines](#)

### What We Heard

Top goals for land use strategies from Summer 2020 Open House, Action Teams, and broader public engagement:

- Housing: Affordable, healthy, well-designed, and sustainable housing. Specific groups: African-Americans, seniors, students, families, LGBTQ+.
- Jobs: More jobs for people with lower levels of educational attainment and more training and apprenticeship opportunities to get into those roles. Specific groups: African-Americans, immigrants, women.
- Open space / livability: More parks, community gardens, street trees, and areas where people can connect such as community centers.

### Housing:

- Housing is unaffordable for long-term residents and students. Oakland has lost a significant portion of its long-term residents in recent decades, particularly Black or African-American residents.
- A major cause of this displacement in Oakland is the student demand for housing close to campus and lack of on-campus housing. This has created a market for conversion of single-family homes to multi-unit housing. Homes now have market values closer to apartment buildings, which is too high for most people interested in purchasing a home in Oakland.
- Zoning in these areas has been used as a tool to prevent this activity by making it illegal.



## D-18. LAND USE STRATEGY

Enforcement has never been sufficient to maintain single-family uses. The result is that students are living illegally in poorly converted and maintained homes with little recourse to deal with unsafe and unhealthy conditions.

- Although operating like apartment buildings, these homes have no on-site managers and no one to resolve complaints by adjacent residents. They also externalize student gatherings, parties, trash issues, and noise onto front and back yard areas and the sidewalks where they are a greater nuisance to adjacent residents.
  - Recently, the market has responded to this demand with new buildings on Fifth and Forbes Avenues and Craig Street that many feel are unaffordable for most students. There is great concern that if market rate housing replaces the homes in Central Oakland that students can afford, the students will be displaced and the market for home conversions for student uses will continue to spread into Oakland and surrounding areas leading to further displacement.
  - Remaining long-term residents are concerned that if something isn't done to reverse this trend soon, there will be no long-term residents left. Some are resigned to the notion that nothing can be done.
  - The Oakland Community Land Trust is an existing tool to combat the challenge of high prices for homebuyers and to the notion that nothing can be done.
- Jobs:
- Existing Conditions Report shows that the lack of commercial space has been severely limiting to the growth of Oakland as an employment district. Most businesses would prefer to locate in Oakland, but can't find space.
  - This lack of space has supported the creation of secondary innovation zones like Bakery Square, Strip District, and Hazelwood Green.
  - The lack of supportive zoning and the high amount of conflict around development activities were identified by brokers, developers, and others interviewed as part of the research during the project.
  - Small and local business entrepreneurs in Oakland also reported that surrounding neighborhood scale commercial areas had also been the recipient of businesses, particularly by Asian and Asian-American business owners, that would otherwise have located in Oakland.
  - The Pittsburgh Hispanic Development Corporation's research shows that Oakland's Fifth and Forbes Ave corridor is also the number one desired location for the region's hispanic entrepreneurs.
  - The lack of supportive amenities in the southwest of the Fifth and Forbes Ave corridor was noted by a number of life sciences and biotech developers who believe this area needs open spaces, better public realm, and more pedestrian and cycling improvements to be a draw to these types of employers.
  - They also noted that Oakland is competing with areas like Cambridge and University City where development often brings with it significant public benefit that reinforces the livability and value of these areas. Pittsburgh's land use system and zoning

## D-18. LAND USE STRATEGY

do not result in the creation of this kind of amenity value.

### Project Goals and Components

Housing strategy:

- Affordability for long-term residents is directly linked to affordability for students. You have to address both. We'll need both land use and program tools.
- Mandatory inclusionary zoning: require all buildings providing 20 or more units to meet established criteria for affordability based on Area Median Income.
- Affordable apartment housing for students near campus: redevelopment in Central Oakland needs to provide affordable, healthy, and sustainable options for students, and mitigate the negative externalities of parking, trash, parties, noise, etc.
- Preserve and expand housing options for long-term residents: existing and new housing needs to be designed and priced to serve the needs of seniors, young professionals, and families. We should

consider proactive approach to Missing Middle Housing.

- Bring back community serving amenities: services, shops, open spaces, and improved streets are needed to serve and grow the base of long-term residents.

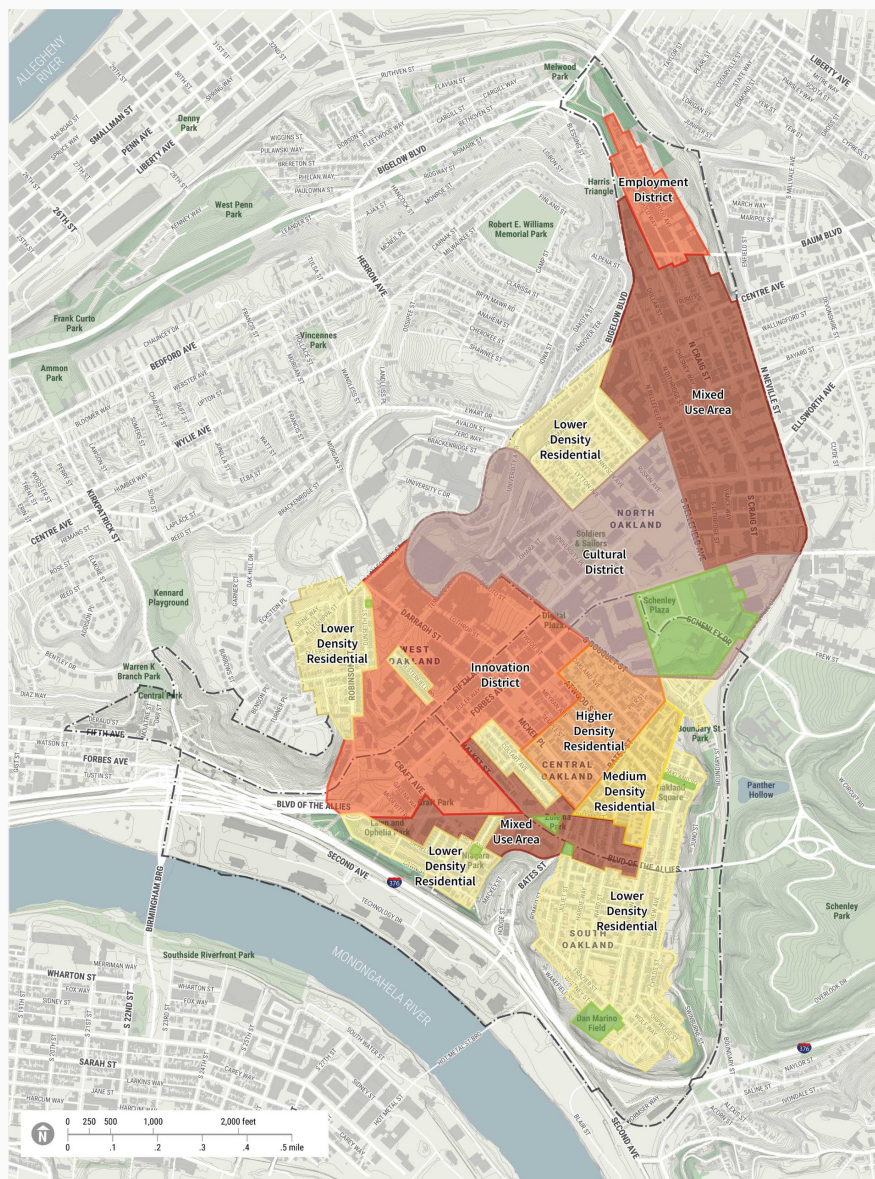
Employment strategy:

- Apply the Performance Points System to Oakland to create a clear path for development projects to earn the height they need to create space for employers outside of variances that have been appealed.
- Ensure that the pathway creates clear community benefits for employees and residents in the form of increased access to jobs, open spaces, improved public realm, public art, and more sustainable and comfortable buildings.
- Limit residential development in the Fifth and Forbes Avenue corridor and potentially the Melwood Area to allow more employment-oriented development to occur close to hospitals, campuses, and other R&D activities.

- Allow secondary employment activities to take place on nearby corridors like the Boulevard of the Allies and Craig Street in mixed use areas that provide commercial spaces and housing on high frequency transit.



## D-18. LAND USE STRATEGY

**Map: Overall Land Use Strategy**

See subsequent slides and the project goals and components for details.

## D-18. LAND USE STRATEGY

### Land Use vs. Zoning

**Land use**

- Reflects the desired future development pattern for an area.
- Consider land use maps are a geographic expression of goals for an area.
- Neighborhood Plans are adopted into the City's Comprehensive Plan.

**Zoning**

- One tool for implementing the land use map / goals.
- Regulates what uses are allowed on publicly and privately owned parcels.
- Sets design and development requirements (standards).
- Future Zoning amendments should implement the land use plan.

**Slide: Land use vs. zoning**

[Read the Existing Conditions Report](#)

## D-18. LAND USE STRATEGY



Map: Proposed High Density Residential Area

## Land use proposal: Housing

### Higher Density Residential (Inclusionary Zoning)

**Goal:** Provide healthy, attractive, and affordable rental housing, particularly for students, in multifamily buildings that reduce negative externalities of student living.

**Character:** Mixture of restored historic buildings and modern multifamily buildings that provide open space and green street features.

**Height:** 3-4 stories without bonus. Bonus up to 7-8 stories.

**Urban design considerations:** Require "green buffers" where new taller buildings are adjacent to smaller buildings. Require publicly accessible and functional open spaces (e.g., playgrounds, community gardens, exercise areas) — could be met by green buffers. Require upper floor setbacks.

**Mixed uses:** Allow neighborhood-serving commercial uses on the ground floor of buildings along Atwood Street and McKee Place.

**Programming:** University programming to support students, further reduce negative externalities. Integrate Oakland Community Land Trust and housing cooperatives into projects.



## D-18. LAND USE STRATEGY



## Land use proposal: Housing

### Medium Density Residential (Inclusionary Zoning)

**Goal:** Provide well designed rental and condo options for long-term residents including graduate students.

**Character:** Historic and new multifamily buildings with homes interspersed.

**Height:** 4-5 stories, bonus to 6-7 stories but building height reduced on Dawson Street.

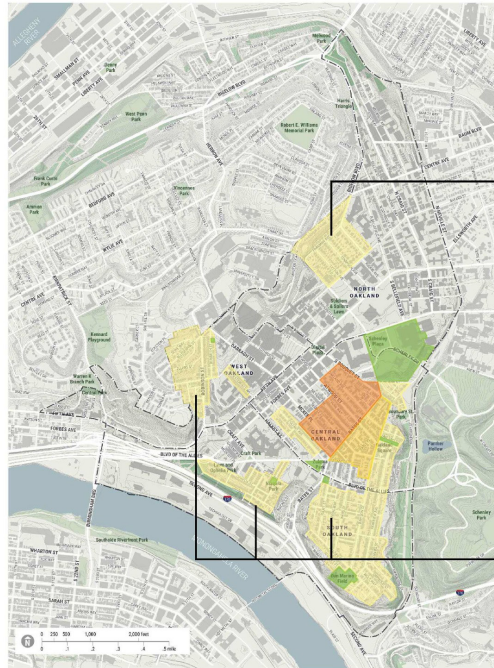
**Urban design considerations:** Reconsider how building and open spaces are regulated. Community desire for building design and shared spaces that return community-mindedness to the area.

**Mixed uses:** Allow neighborhood-serving commercial uses on the ground floor of buildings along Bates and Semple Streets.

**Programming:** Focus on generating a sense of community cohesion among long- and short-term residents through efforts like community gardens, recreational activities, etc. Integrate affordability into structures wherever possible through programs like Oakland Community Land Trust, vouchers, and accessory dwelling units.

**Map: Proposed Medium Density Residential Area**

## D-18. LAND USE STRATEGY



## Land use proposal: Housing

### Lower Density Residential

**Goal:** Provide diversity of affordable housing options for long-term residents. Particularly seniors, young professionals, families. Improve comfort and sustainability of structures. Promote and retain homeownership.

**Character:** Houses, multiplexes, cottage apartments, and 3-4 story residential buildings. Many of these typologies are historic, but no longer allowed by current zoning.

**Height:** 3-4 stories.

**Urban design considerations:** Reconsider how building and open spaces are regulated on sites.

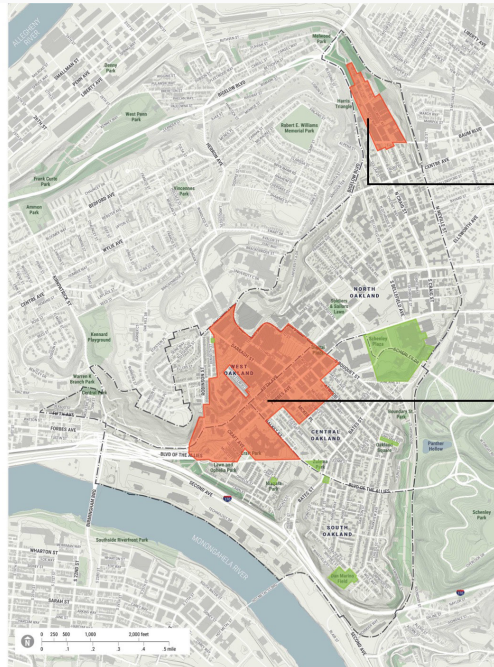
**Mixed uses:** Allow small scale (e.g., 5,000 sf) commercial uses on ground floors of buildings, but consider approval criteria.

**Programming:** Anti-displacement initiatives such as permanently affordable housing, Oakland Community Land Trust, housing cooperatives, and grants/loans for home maintenance. Note: Given scale, current Inclusionary Zoning unlikely to impact housing development here.

1

**Map: Proposed Lower Density Residential Areas**

## D-18. LAND USE STRATEGY



## Land use proposal: Innovation District

### High Density Employment

**Goal:** Support life sciences, healthcare, and other sectors that provide jobs available to a greater variety of workers and educational levels and also benefit from locating in Oakland.

**Character:** New research and development buildings that add publicly accessible open space, active ground floor spaces, varied community services and amenities.

**Height:** 5 stories without bonus. Workforce development bonus up to 15 stories.

**Urban design considerations:** Require 20 ft sidewalk on Fifth and Forbes Avenues, publicly accessible and functional open spaces (e.g., playgrounds, community gardens, exercise areas), and upper floor setbacks. No skybridges over Fifth and Forbes Aves.

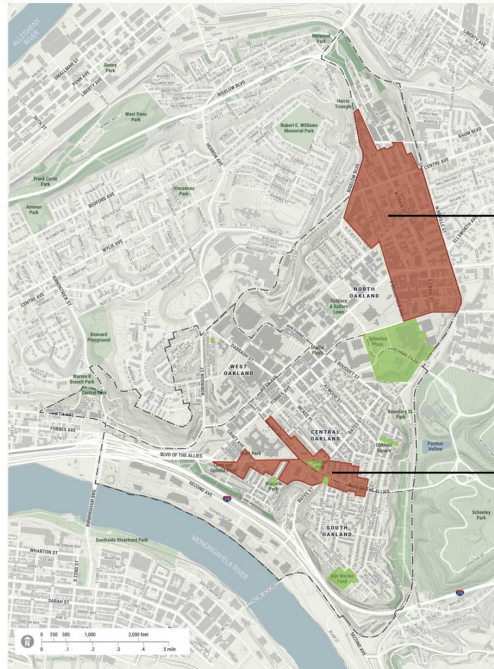
**Mixed uses:** Prohibit or limit residential to affordable housing or a minority of gross floor area. All other uses are allowed. Student housing allowed on campuses.

**Programming:** Workforce development, business incubation, cultural programs (arts, museums, etc.), community services, "global district" on Fifth and Forbes Aves.

**Map: Proposed Innovation District Areas**



## D-18. LAND USE STRATEGY



Map: Proposed Mixed Use Areas

## Land use proposal: Mixed Use Areas

### **Bldv of the Allies and North Oakland (Inclusionary Zoning)**

**Goal:** Provide diversity of affordable housing options for long-term residents, neighborhood amenities, local businesses.

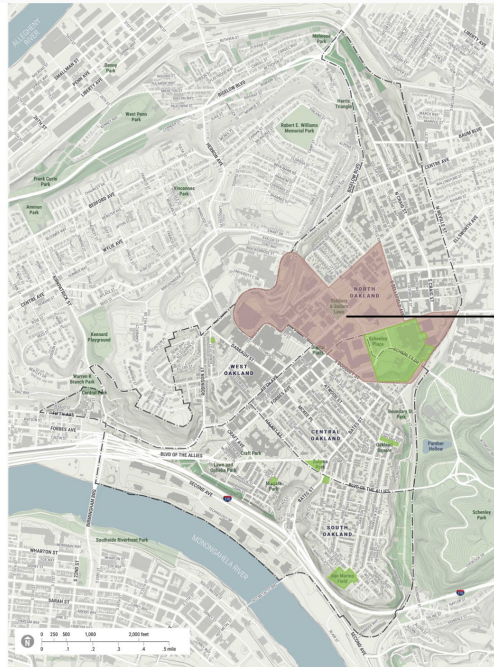
**Character:** A vibrant mixture of buildings of different scales, styles, and uses with active ground floors and walkable streets.

**Height:** North Oakland: 4 stories without bonus. Bonus to 9 stories. Boulevard of the Allies: 4-5 stories without bonus. Bonus up to 18 stories in narrow towers away from Oakcliffe area.

**Urban design considerations:** Require "green buffers" where new taller buildings are adjacent to smaller buildings. Require publicly accessible and functional open spaces (e.g., playgrounds, community gardens, exercise areas) – could be met by green buffers. Require upper floor setbacks. Use height reduction areas in edges adjacent to lower density residential.

**Programming:** Integrate Oakland Community Land Trust, housing cooperatives, and public housing into development projects to establish permanent affordability and homeownership opportunities. Ground floor spaces should incubate MWDBE and immigrant businesses.

## D-18. LAND USE STRATEGY

**Map: Proposed Cultural District Area**

## Land use proposal: Cultural District

### Cultural, Academic, and Open Space Uses

**Goal:** Maintain building character and improve open spaces and public realm to reinforce this area as shared hub for large-scale community and cultural activities.

**Character:** Historic buildings from a variety of eras are preserved and/or expertly integrated into new developments and connected by pedestrian-oriented streets and open spaces. Open spaces are improved to create an interconnected system with each serving distinct community needs.

**Height:** Varies dramatically. Regulated by IMP with public view corridors to the Cathedral of Learning typically preserved.

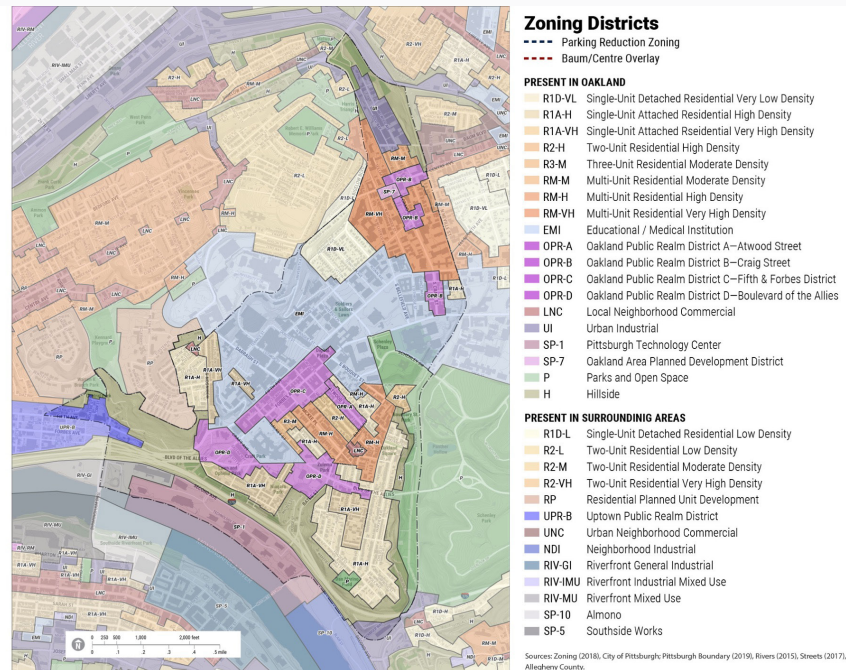
**Urban design considerations:** Additional public view corridors may be worth considering to highlight buildings and wayfinding.

**Mixed uses:** Uses are predominantly academic or cultural (museums, libraries, etc.). Further integrate retail and public facing ground floor spaces (e.g., galleries, studios, services).

**Programming:** These areas should serve as shared space for the community and provide regular and seasonal activities that bring the varied cultures of Oakland together.

D-18. LAND USE STRATEGY

Existing  
Zoning



**Map: Existing Zoning During Planning Process**

This map is included as a reference.

## D-18. LAND USE STRATEGY

### Packages of Zoning Amendments

#### Initial Package as Part of Plan Adoption

- Mandatory Inclusionary Zoning – Oakland-wide
- Employment District – Fifth and Forbes
- Residential District – Central Oakland
- Mixed Use District – Boulevard of the Allies

#### Future Zoning Code Projects After Plan Adoption

- Missing Middle Housing (including Accessory Dwelling Units)
- North Oakland Mixed-Use Zone(s)
- Employment Zone – Melwood Area

1

#### Slide: Zoning Code Packages

This slide shows the various Zoning Code amendments that are likely need to implement the land use strategy. Zoning won't fully realize the land use strategy, programs and projects are key.



## M-21. CONNECTING EAST-WEST WITHIN THE CITY (TRANSIT)



### PROJECT G | EAST/CENTRAL PITTSBURGH CONNECTION

This nearly 7.5-mile corridor has the potential to connect several places that currently either don't connect today or are connected in a relatively inefficient way—all due to topography. One major theme the NEXTransit team heard consistently from the public throughout the planning process was the importance of neighborhood-to-neighborhood connections, particularly in the heart of the City of Pittsburgh. Much of the arterial street network in the central (between the rivers) portion of the City is oriented east/west, but there are mobility needs in the north/south direction that are currently unaddressed in terms of fast, reliable, and higher-capacity transit. Connections along the Monongahela and neighborhoods south of it are highly dependent on winding arterials that follow ridge and valley courses and provide few opportunities for surface-based rapid transit. Connections today are sparse between the growing and evolving

neighborhoods along the north/south corridor from the Strip District to the Hill District, Oakland, Hazelwood, and Carrick/Overbrook areas. Gaps exist due to cliffs, valleys, and rivers, but the potential for physical, economic, and social mobility connections to be facilitated presents a compelling case for a dedicated transit corridor connecting various hubs.

A transit hub in the Strip District at or near 21st Street can serve multiple purposes—it can incorporate a new East Busway station, a connection to the Hill District and points south along the corridor, street-level bus and multimodal connections, and joint development opportunities. In the Hill District, a transit hub could tie together east/west bus routes, a vertical connection to the Strip and to Oakland, and micro-mobility connections to the rest of the neighborhood. In Oakland, a connection to the BRT and other transit lines will be critical

to supporting connectivity and maximizing ridership in this new north/south corridor. In Hazelwood, tying in to Second Avenue transit and local connections will allow for new development to occur while providing opportunities for the existing neighborhood. In Carrick and Overbrook, new direct connections to Hazelwood, Oakland, and the Strip District will open new opportunities that have historically taken significant time to reach via transit—an Overbrook hub also links up with the Blue Line light rail station and the overall South Hills transit network, enabling riders from the South Hills to bypass the Central Business District on their way to and from the Oakland or other East end neighborhoods. Potential alternatives analysis could also look at the possibility of extending this corridor, or the Second Ave corridor, towards the Waterfront and the Homestead transit hub proposed there.

**M-21. CONNECTING EAST-WEST WITHIN THE CITY (TRANSIT)**

**PROJECT G | EAST/CENTRAL PITTSBURGH CONNECTION**



STRIP  
DISTRICT

EAST BUSWAY  
CONNECTION

HILL DISTRICT

OAKLAND

G

SECOND  
AVENUE BRT

HAZELWOOD

CARRICK

OVERBROOK

T STATION  
BLUE AND  
SILVER LINES

NEXTransit

# APPENDIX

[Engagement Summary Report](#)

[Existing Conditions Report \(2020\)](#)

[Mobility Existing Conditions Report \(2021\)](#)

[Workshop Report \(2021\)](#)

[Online Workshop Pages from May \(2021\)](#)

[Forbes and Meyran Avenues Site](#)

[Boulevard of the Allies and Zulema Street Site](#)

[Historic Architecture Inventory Report \(2020\)](#)

[Interactive Historic Inventory Map](#)

