

## **Development Activities Meeting (DAM) Minutes: October 26, 2021**

### **Carnegie Mellon University: 2022 Institutional Master Plan (IMP)**

**Presenting: Bob Reppe, Senior Director of Planning and Development and Jen Beck, Project Manager**

Bob Reppe presented CMU's updated IMP. Reppe shared the University's long-term goals and guiding tenants of the campus's tenure plan: design, experience, mobility, context, and opportunity.

The project consists of what Reppe described as "three and a half" big themes: enhancing the campus experience, increasing density, supporting urban framework, and connecting campus to Schenley Park. The historic core, the north campus, and the Craig Street area make up the three portions of the project area. Development sites include new development ideas and ongoing projects from the last cycle of CMU's IMP.

Within the historic core, the IMP targets nine big projects, divided into two sites. The first site, west of The Cut, includes the development of two new academic buildings and the expansion of both Hamburg/Smith and the Purnell Center. The second development site, east of The Cut, features the expansion of the MMCH building and the development of a mixed-use building.

Within the north campus area, the big priority is increasing density. The IMP targets six different projects, including the expansion of the Tepper Quad, the development of two new mixed-use buildings and a student commons office, and two new residence halls.

Within the Craig Street area, the IMP outlines five developments. Of those five, two developments plan to either renovate or build new apartments for students. The remaining three include introducing two new academic buildings and a renovation of the Mellon Institute entrance.

### **Mobility**

The University's primary goal is to prioritize people over cars. In terms of significance, the IMP explains that walking should be more the most prioritized form of transportation, with other forms of transportation including biking, public transit, high occupancy vehicles, and single-occupancy vehicles in decreasing order of significance. The plan aims to create new and improved pedestrian pathways, add bicycle amenities, increase cycling network connectivity, and develop shared shuttle services for "microtransit." The IMP contains no new net parking.

### **Environmental and Sustainability Goals**

Jen Beck, Project Manager, introduced CMU's sustainability goals for their IMP. The four main goals include a desire to continue implementing and tracking UNSDG, maintaining a commitment to the Pittsburgh 2030 district, prioritizing LEED Gold v4 standards for all \$5M+ development projects, and creating a platform to track how new development contributes to the sustainability goals.

The main focus articulated key concepts such as minimizing energy use and greenhouse gas emissions, increasing the tree canopy, improving storm water and waste management, and refining open space and pedestrian circulation.

Within CMU's sustainability goals, the IMP points out some neighborhood enhancement strategies. These include making connections with the community, providing amenities that are open and available to all, improving Craig Street, and having a positive economic impact on the region.

CMU hopes to send its IMP to the Planning Commission later this year, with anticipated approval by next spring.

Q: Does no new net parking spaces mean you'll maintain the same ratio of parking to campus headcount as headcount grows? Or does it mean the same spaces will exist that exist now?

A: Net new parking is a hard number, based off of number of spaces. We have about 3300 spaces, and we want to hold that line.

Q: Sounds like you're planning that loss of parking on Frew and Craig. Is that accurate?

A: We don't know for Craig Street yet. Everything that we're looking at for now is more in the sidewalk zone. We've been working with the Oakland Business Improvement District (OBID) to improve lighting and such, as well as opening up parking behind Craig Street for open use on evenings and weekends as to offset parking that may be taken up by some of the seating areas we're looking at. The Frew St. area, that's an item we've talked about. It's a bit push and pull. Does it mean that we'd lose 10-15 spaces? Yes. But at the same time, that could it make it a better engagement for pedestrians and bikes. Those are the things we're weighing with the city.

Q: Will improvements over the Forbes Avenue Bridge include protections from weather?

A: Yeah. I'd like to say yes. It's something we'd like to see solar shading on the pedestrian walkway along the bridge. A lot of it will have to do with the low capacity on the bridge. The structure itself is in good condition, so it's a matter of what we can hang on that bridge. Those are certainly worthwhile discussions to have, and ones we've been starting to have with the Innovation Oakland folks.

Q: Will you be prioritizing saving older trees?

A: Absolutely. We don't take down any trees that don't have to come down. Our heritage trees are something both us and our master gardeners are very committed to. The historic trees are integral to the campus fabric, so we'll aim to ensure as many can stay as we can.

Q: Will you save old wood from trees that are being torn down?

A: Yeah. An organization called Urban Tree has worked with CMU before to preserve wood from campus trees to repurpose. Right now, some old trees have turned into furniture, into locker rooms, etc. So we'll continue to do that.

Q: Is the Forbes Ave Bridge a PennDot bridge? Is the replacement of this bridge in the long range plan?

A: The Forbes Ave Bridge over the railroad is actually owned by the city, but PennDot owns the roadway over that bridge. If that's not complicated enough, it goes over the railroad, which as we all know how much fun they can be to work with. We've worked with DOMI and Public Works to assess the structure of the bridge, and surprisingly the bridge is not very old. It was built in the 1980s, so the steel structure is still in good shape. It might be that some of the decking and things like that need to be replaced in the next 10-20 years, and we want to focus on work with the city, DOMI, and the railroad in regards to how we can widen the sidewalks across that bridge. In the short term though, we do have some plans for the bridge, including the jersey barrier replacement, taking down the prison fencing and replacing it with decorative fencing instead.

Q: Is there a separate process regarding the IMP for the campus community?

A: We met with the graduate and undergraduate student advisory council just before this meeting, and shared these same slides with them. We have talked with on campus constituents in the same ways by which we've met with neighborhood community partners. We've also done outreach with other student groups too. There's no difference in what we're talking about with the community and what we're talking about with the campus community.

Q: Has DOMI had conversations with CMU regarding the realignment the Neville road bed to accommodate an at-grade sidewalk? If so, has that made any changes to your plans in that area?

A: Our understanding was that DOMI was only going to realign Neville in the area of the Duquesne Light substation. That walkway would then cross Neville and go up onto our property from there. From what they've told us, there is not room down along the upper part of South Neville, near where the Bellefield Boiler is, for an at-grade sidewalk. Regardless of whether they do it along South Neville or not, our developments we're proposing would only be on our property.