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**LAWRENCEVILLE
CORPORATION**

Your Role in Development #2
January 14, 2016
6:30 pm – 8:00 pm
Pittsburgh Arsenal 6-8 Auditorium

Meeting Overview

Objectives: To ensure the community understands community planning and development plans and processes in order to actively participate in future development conversations.

Agenda:

- I. Welcome/ Overview of Meeting (Lauren Connelly, LU & Matt Galluzzo, LC)
- II. Overview of Lawrenceville Community Process (Lauren Connelly, LU)
- III. October 1 Meeting Recap (Lauren Connelly, LU & Matt Galluzzo, LC)
- IV. Plans-Projects-Priorities (Matt Galluzzo, LC)
- V. 40th Street Responsible Growth District Plan (Matt Galluzzo, LC)
- IV. Q & A
- V. Calendar of Meetings

Meeting Overview

Ground Rules:

1. Please hold all questions or comments for the Q& A session. We will go back to a slide if there is a specific question or comment, so please jot own notes that you may want to revisit when we open it for Q&A.
2. Once opened for Questions and Comments, please approach the microphone if you are able and only proceed with your question or comment once you have been acknowledged by the facilitator. Please also identify yourself by name, and also your relationship to Lawrenceville.
3. Please be respectful of all speakers during the presentations, including those asking questions and making comments.
4. Questions/ comments will be limited to 2 minutes each. A clarification question or comment will be permitted. We have also circulated note cards. We may run out of time, please jot your question down and turn it in at the end, we will be circulating notes from the meeting and will include answers to these.
5. If the ground rules are violated or ignored, we will ask the individual to leave the meeting, and if it continues, we will end the meeting.

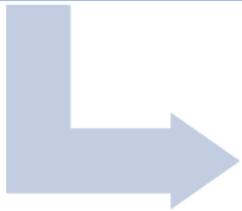
Community Process

History:

- Created and adopted in 2011
- Moved community planning and decision making from Planning Team to all impacted residents and stakeholders
- More than 50 businesses and projects have gone through the process
- Process has become a regional model

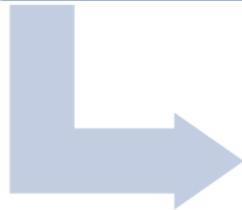
Introductory Meeting

- Meeting between LU, LC, and developer or business owner to share plan.



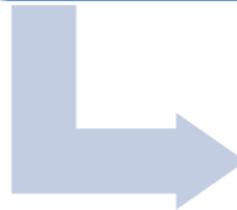
Info Gathering

- LU and LC gather and verify information, work to understand approvals necessary, and measure plan against current community plans and priorities.



Community Meeting

- A community meeting is held to give the owner or developer a chance to present vision and plans to the community.
- The community is able to identify questions and concerns.



Outcomes

Outcomes:

- The community is aware of what is being proposed in the neighborhood.
- Residents and stakeholders are able to participate in processes with information relative to plans, and an understanding of the proposed development.
- A mutually beneficial relationship can be created between the developer / stakeholder.
- Community Organizations are able to work with the developer with the feedback from meetings to address concerns and questions:
- Community Organizations are able to take informed positions relative to the projects based on feedback in community meetings.
- Community Organization Positions:
 - Unconditional Support - Support the project with no concerns or reservations
 - Opposition - Cannot support the project because of significant concerns (impact on the existing community, preservation issues, poor design, etc).
 - Conditional Support - Will support with conditions

October 1 Meeting Recap

Plans-Projects-Priorities

In partnership with Lawrenceville United and countless community members, the Lawrenceville Corporation has participated in the creation of strategic community plans. Lawrenceville is a large neighborhood with many different pockets of activity that all face different challenges. Because of this diversity, a number of community plans have been created.

Community planning offers a good place to start the discussion about the neighborhood's future. Community plans get citizens involved in defining and guiding how the neighborhood will grow, and how we protect its' positive attributes.



PLANS COMPLETED BY LC

- 📍 Lawrenceville Parking Study
- 📍 Upper Lawrenceville Plan
- 📍 3400 Doughboy Square Urban Design Program

PLANNING DOCUMENTS LC HAS PARTICIPATED IN

- 📍 Penn Avenue Corridor Master Plan
- 📍 Penn Avenue Corridor Urban Catalogue and Streetscape Program
- 📍 Urban Design Plan for Lower Lawrenceville
- 📍 Allegheny Riverfront Vision Plan
- 📍 Allegheny Green Boulevard

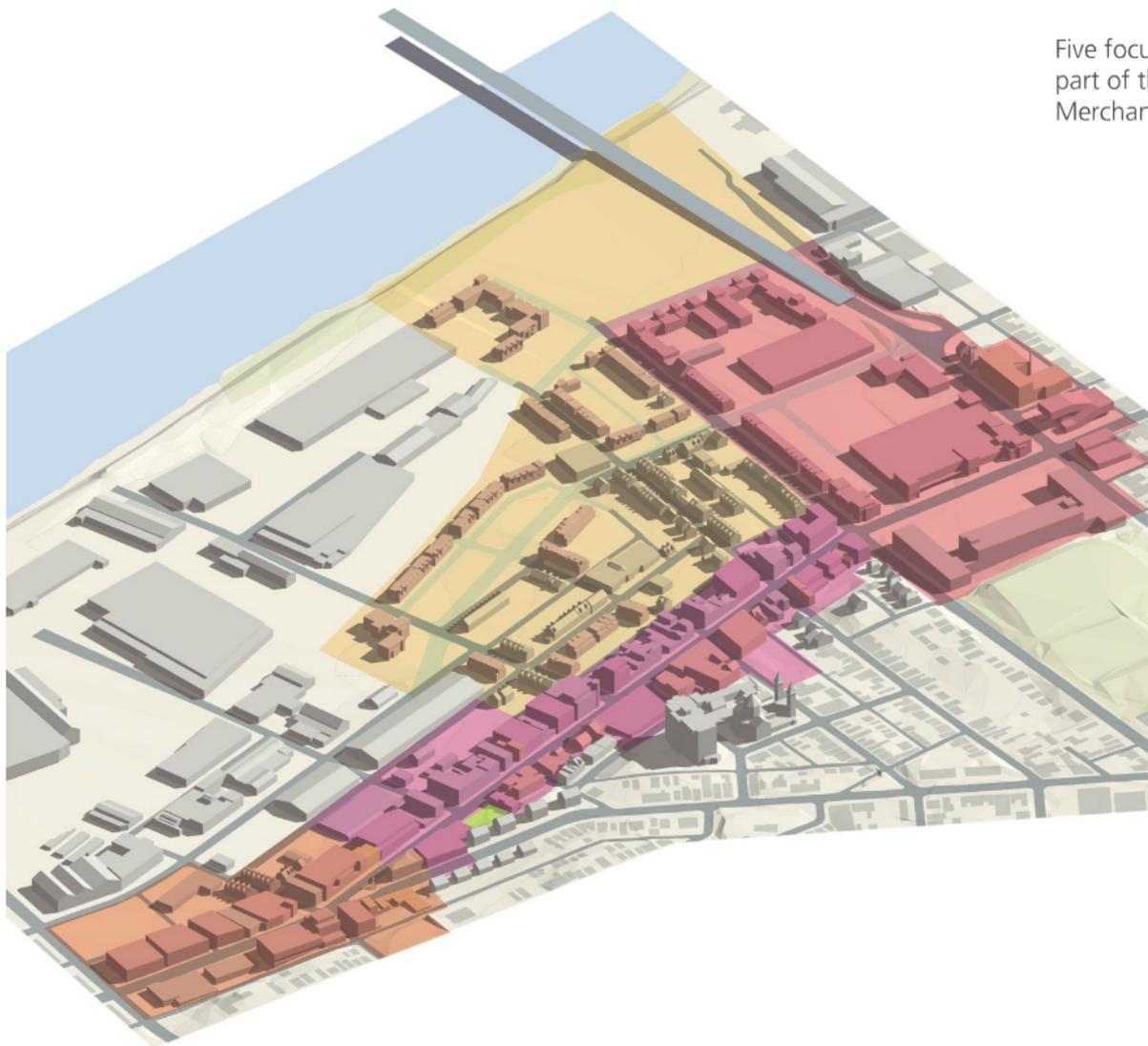
www.lvpgh.com/about/community-plan

The LoLa Plan



Focus Areas

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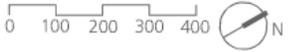


Five focus areas are considered in greater detail as part of the Lower Lawrenceville Urban Design and Merchant Strategy.

- **Butler Street Corridor**
- **Doughboy Square**
- **LoLa Park**
- **Arsenal Terminal**
- **Riverfront Neighborhood**

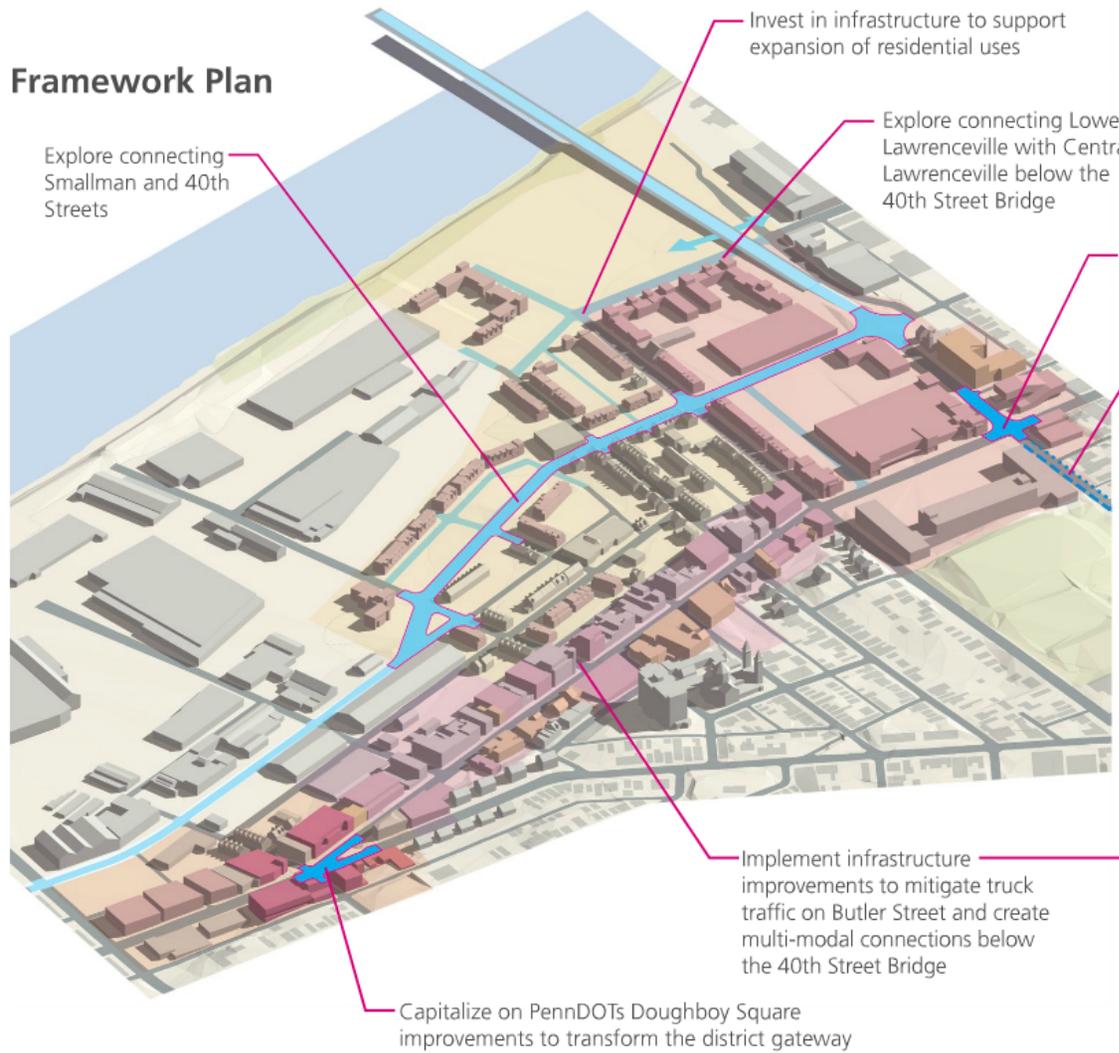


Framework Plan

- | | | | |
|---|---|---|---|
|  New Mixed-Use Development |  New Public Parking Lot |  New Park Space |  |
|  Renovated Buildings |  New Public Parking Garage |  Existing Park Space | |
|  Existing Buildings |  New Streets |  New Trees | |
|  Existing Streets |  Existing Trees | | |

Movement Strategy

Framework Plan



District Management

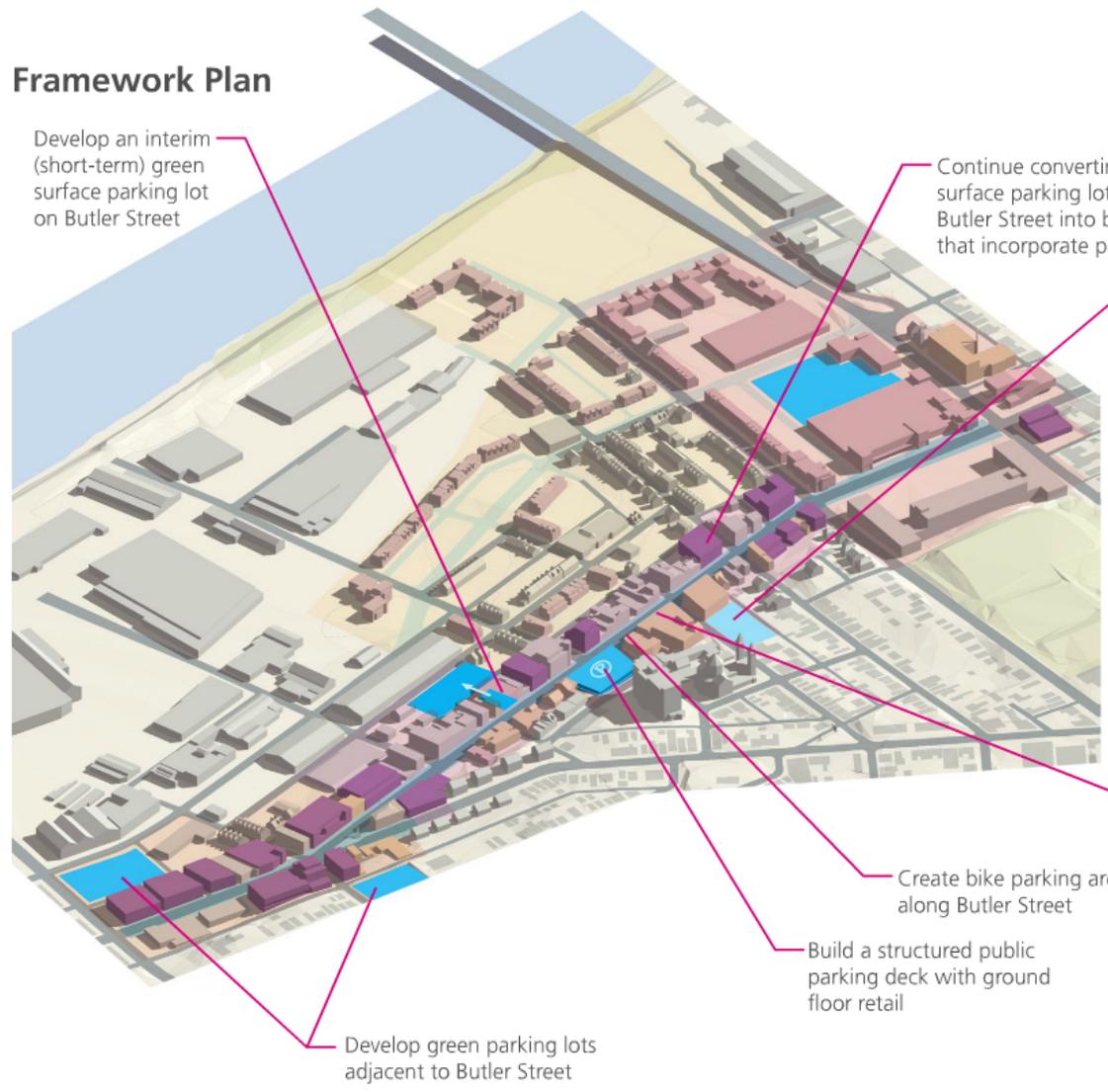
- Commission a traffic study of Butler Street, Penn Avenue and Smallman Street
- Coordinate infrastructure improvements with the upcoming *Allegheny Riverfront Vision* planning process



New Streetscape Elements

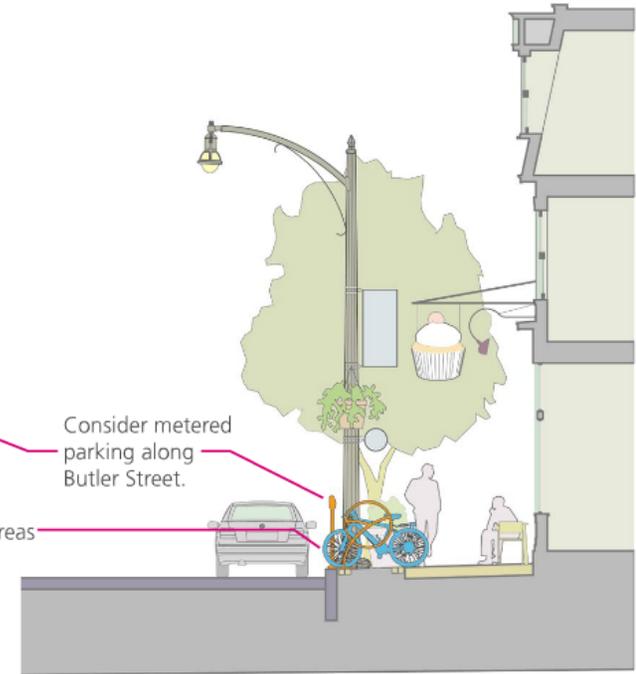
Parking Strategy

Framework Plan



District Management

- Work with merchants and key district stakeholders to allow existing lots to be shared during the day
- Consider metered parking spaces along Butler Street



New Streetscape Elements

Arsenal Terminal

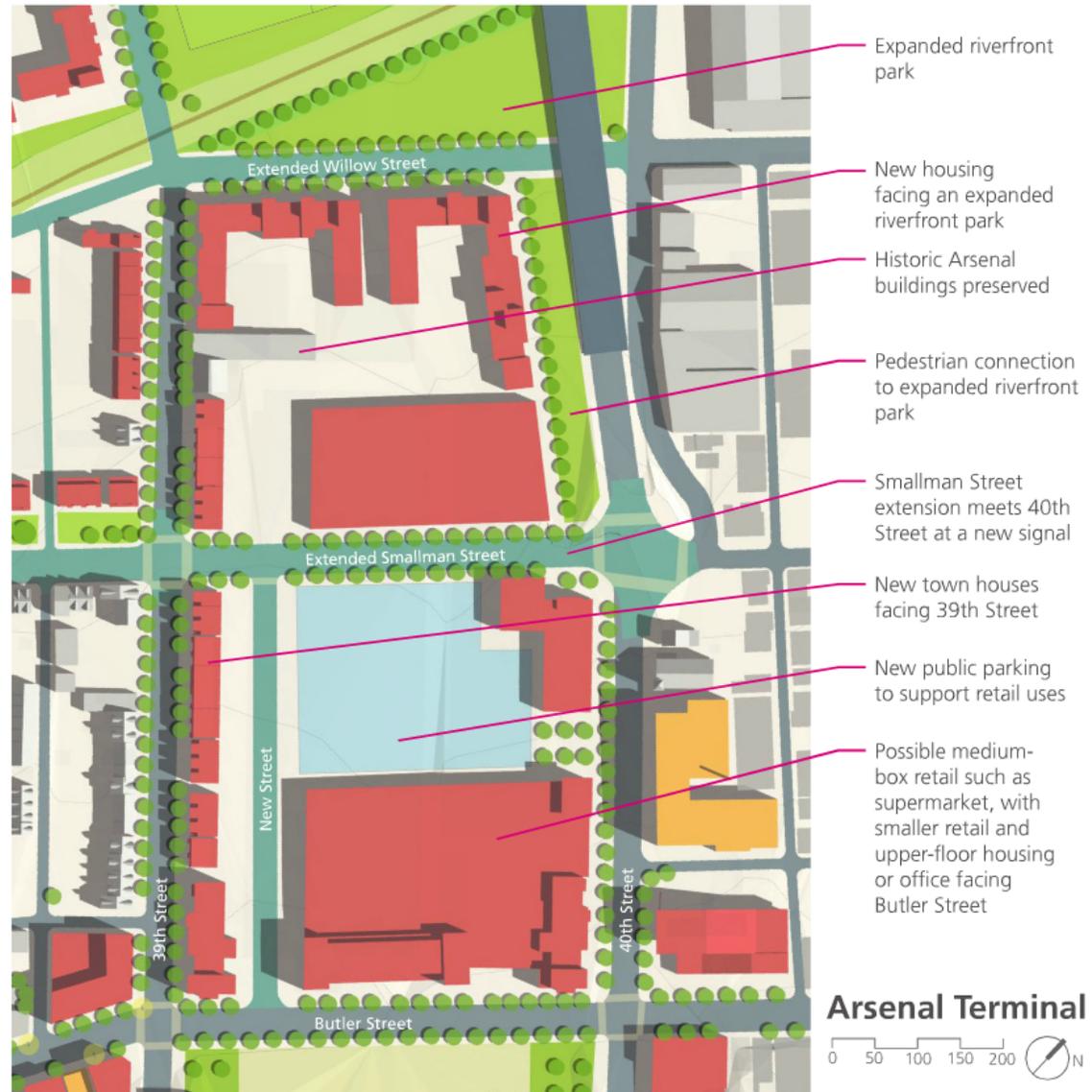
52

The *Lawrenceville Community Plan* suggests that the Arsenal Terminal buildings be redeveloped. The proposal recommends adding a mix of new neighborhood-serving elements on the site, such as a relocated Lawrenceville Library and a new supermarket. An important aspect of the proposal was connecting the two ends of Foster Street across 40th Street and through the Arsenal Terminal property. The proposal also recommends a Willow-Wellington Street extension below the 40th Street Bridge to better connect Lower and Central Lawrenceville.

Expanding on those ideas, this proposal suggests a mix of uses including new retail and residential uses for the Arsenal Terminal property. New retail is oriented towards Butler Street and 40th Street while new housing wraps the edge of the property along 39th Street and the extension of Willow Street. When redeveloping the Arsenal Terminal, the reuse of sections of the existing warehouse building should also be explored.

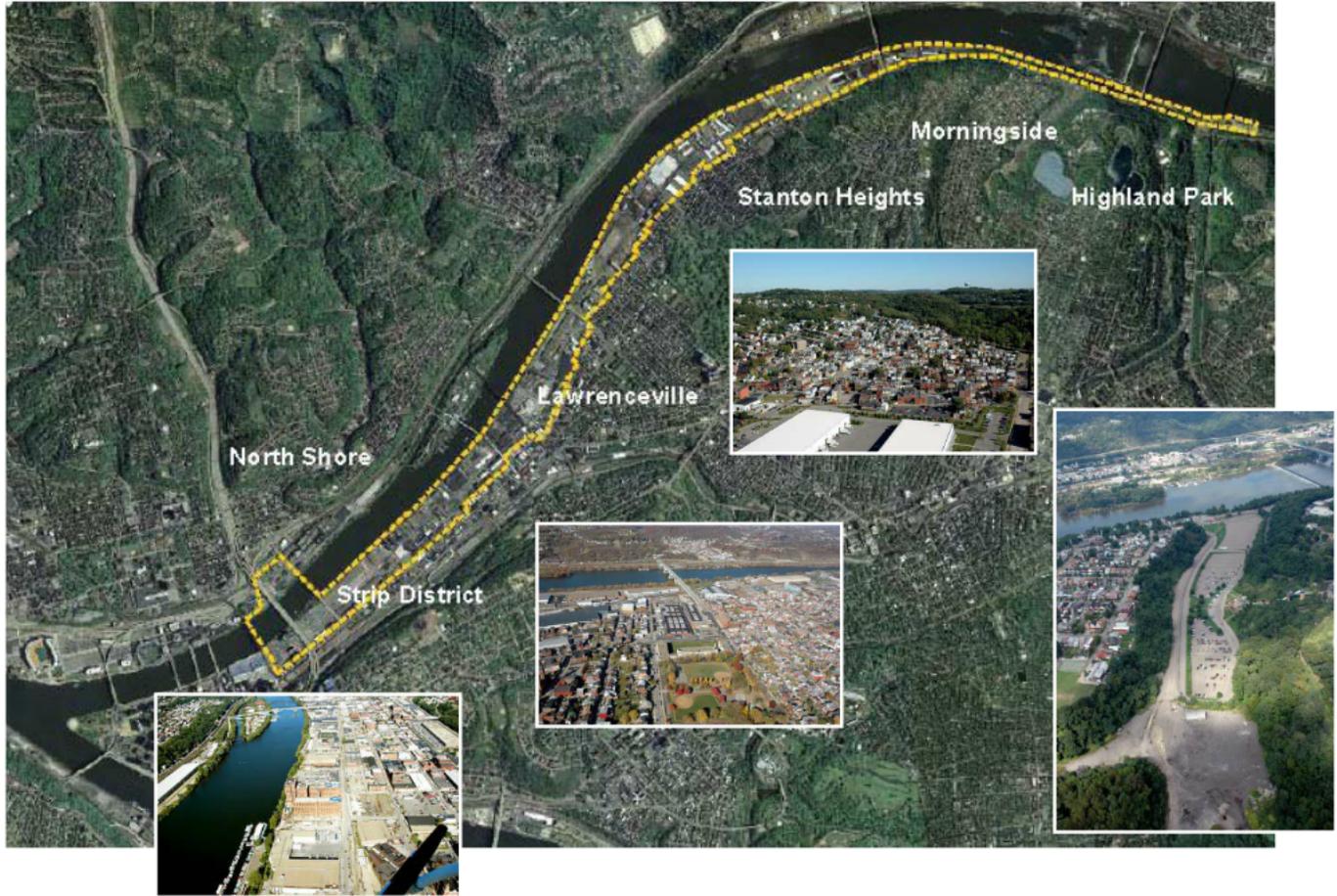


Photo: Payton Chung
Box-retail mixed with upper-floor housing - Vancouver





allegheny riverfront vision plan

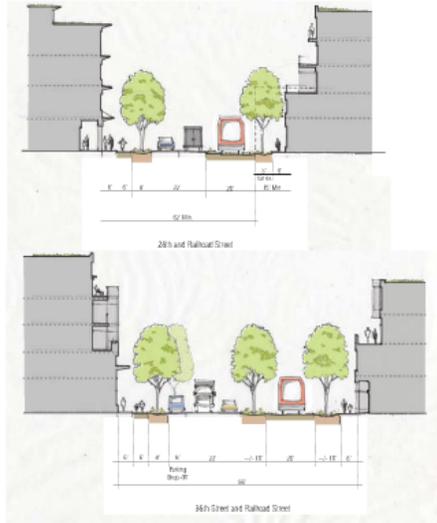




Before

Allegheny Riverfront Green Boulevard

Assuming the AVRR right-of-way ownership will be transferred to a transit management entity, the right-of-way can be repurposed as a smart boulevard and public space for its full length through the Riverfront Vision Area. The term "smart" means that it contains multi-modal functions and elements that serve both public and private interests, including commuter rail transit, freight transit, vehicles, bicycles, pedestrians, utilities, and buildings on either side of the right-of-way. The commuter line would connect Arnold, New Kensington, Greensburg, and Oakmont with downtown Pittsburgh. Eventually it could be linked into a regional passenger rail system.



After

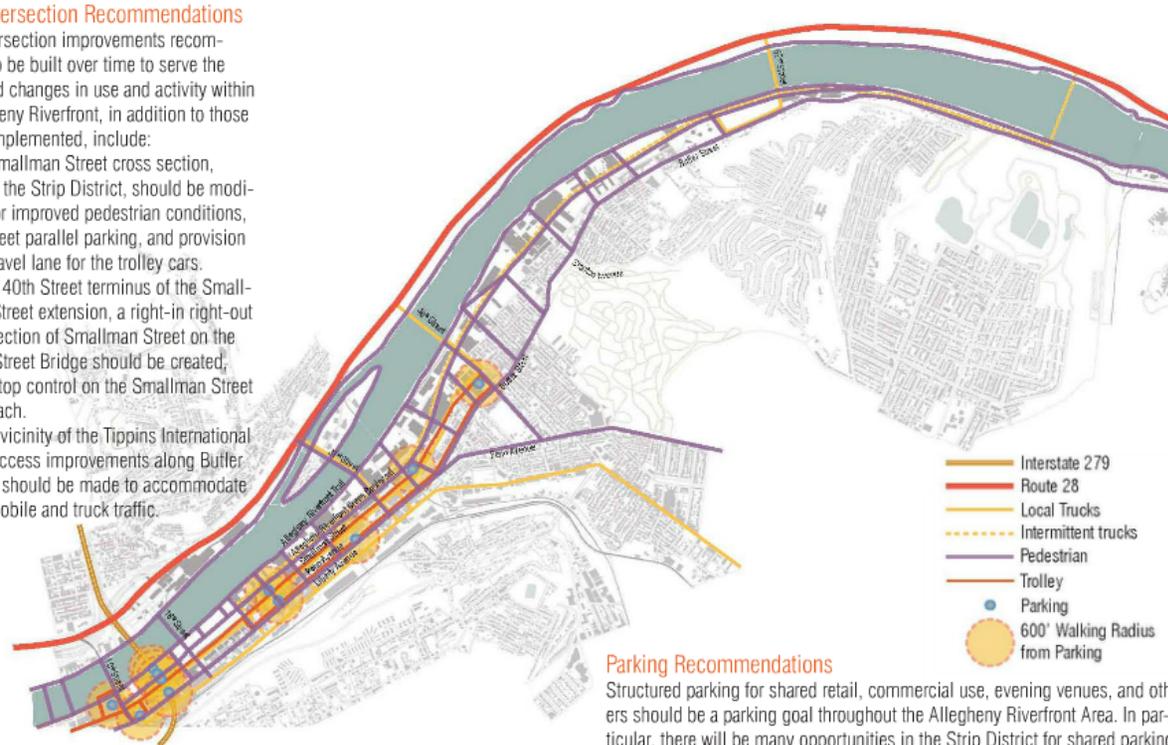
Green Agenda



Street Intersection Recommendations

Street intersection improvements recommended to be built over time to serve the anticipated changes in use and activity within the Allegheny Riverfront, in addition to those recently implemented, include:

- The Smallman Street cross section, within the Strip District, should be modified for improved pedestrian conditions, on-street parallel parking, and provision of a travel lane for the trolley cars.
- At the 40th Street terminus of the Smallman Street extension, a right-in right-out intersection of Smallman Street on the 40th Street Bridge should be created, with stop control on the Smallman Street approach.
- In the vicinity of the Tappin International site, access improvements along Butler Street should be made to accommodate automobile and truck traffic.



Parking Recommendations

Structured parking for shared retail, commercial use, evening venues, and others should be a parking goal throughout the Allegheny Riverfront Area. In particular, there will be many opportunities in the Strip District for shared parking between daytime office/commercial uses, retail, and entertainment activities.

Based on minimum parking requirements for residential, office and retail, with reductions applied for transit usage, shared parking and bicycle facilities, the following number of required spaces would be needed:

- Strip District 1,961 to 2,591 spaces
Plus 330 lunch/shopper spaces
(Total: 2,291 to 2,921 spaces)
- Doughboy Square 895 to 969 spaces
- 40th Street/Butler Street Corridor 871 to 892 spaces

It is anticipated that this parking will be constructed gradually as the uses it will serve are constructed, with an emphasis on sharing reservoirs of parking to the maximum extent possible.

Parking Location Recommendations

Parking needs to be easily accessible yet strategically placed to support nearby uses.

- In the Strip District parking is recommended beneath the Veterans Bridge and east of 21st Street with access from Liberty Avenue and Smallman Street. These peripheral locations to Penn Avenue's historic market place will perform similar to department store anchors in shopping centers that help support the smaller shops in-between, while servicing adjacent commercial uses.
- Residential parking could be located underground in high density areas or at grade in residential neighborhoods inside residential developments or courtyards, with access provided from side streets rather than main streets. This will serve to decrease the number of curb cuts on through streets, reducing vehicle/vehicle and vehicle/pedestrian conflicts.
- Satellite parking outside the study area is recommended as a replacement for the fringe commuter parking currently located in the Strip District.

Vehicle Management

Separating the movement of goods from the movement of people, extending some streets to facilitate the flow of traffic, improving street intersections, and a parking strategy that encourages sidewalk shopping are the primary recommendations for resolving movement conflict.

Roadway Network

Truck traffic originating outside the Allegheny Riverfront or destined for other places would move along arterials, which are designated to prioritize through-movements. Only in order to enter/exit truck facilities and make local deliveries, trucks would use collectors and local roads, which tend to move more slowly and experience more movement interference.

Major Street Categories for the Allegheny Riverfront

Street types should be prioritized by function, not by width. The following priorities for street use are recommended:

Liberty Avenue	Arterial:	Goods: Autos, trucks, and bus transit
Penn Avenue/Butler Street	Arterial/Smart Street:	People: Pedestrians, bicycles, trolley and bus transit, with autos
Smallman Street	Arterial:	Goods: Autos, trucks, trolley and bus transit
Railroad Street/railroad Green Boulevard	Collector/Smart Street:	People: Pedestrians, bicycles, commuter rail from 26th Street east, with autos and trucks

Wherever transit is located, bus and trolley station stops and pedestrian crossings need to be added. Bicycle parking facilities are recommended at major stops to maximize intermodal opportunities.



Smallman Street and Other Major Street Extensions

Extending Smallman Street east from the present terminus would serve to connect Smallman Street with Butler Street at 40th Street. This connection would help keep truck traffic from migrating to Butler Street, Penn Avenue, and/or Liberty Avenue between 31st and 38th Streets. Railroad Street should be extended from 21st Street to 11th Street as a segment of the Allegheny Riverfront Green Boulevard, minus the commuter line. This extension would serve as the spine street through new mixed use and commercial development recommended for this portion of the Buncher properties. Extending Herron Avenue across Liberty to Penn Avenue just below Doughboy Square will help relieve the confusion of Lawrenceville access from the Liberty/Herron intersection and provide new access between Polish Hill, Bigelow Boulevard, and Lawrenceville. With this change, 34th Street could be closed and improved as a public park or developed with new structures.

Allegheny Riverfront Green Boulevard Project





November 2011 @
the Society for
Contemporary Craft

March 2012 @the
Grey Box Theater

July 2012 @ the
Pittsburgh Opera

Open Space



43rd Street District

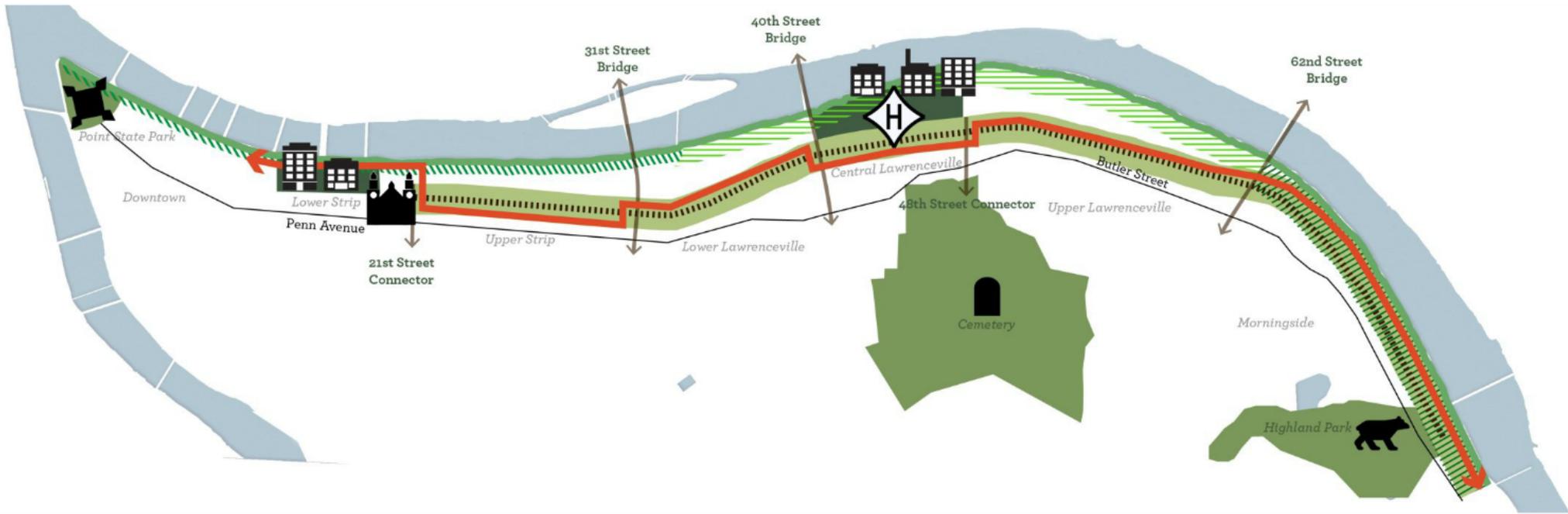


Transportation



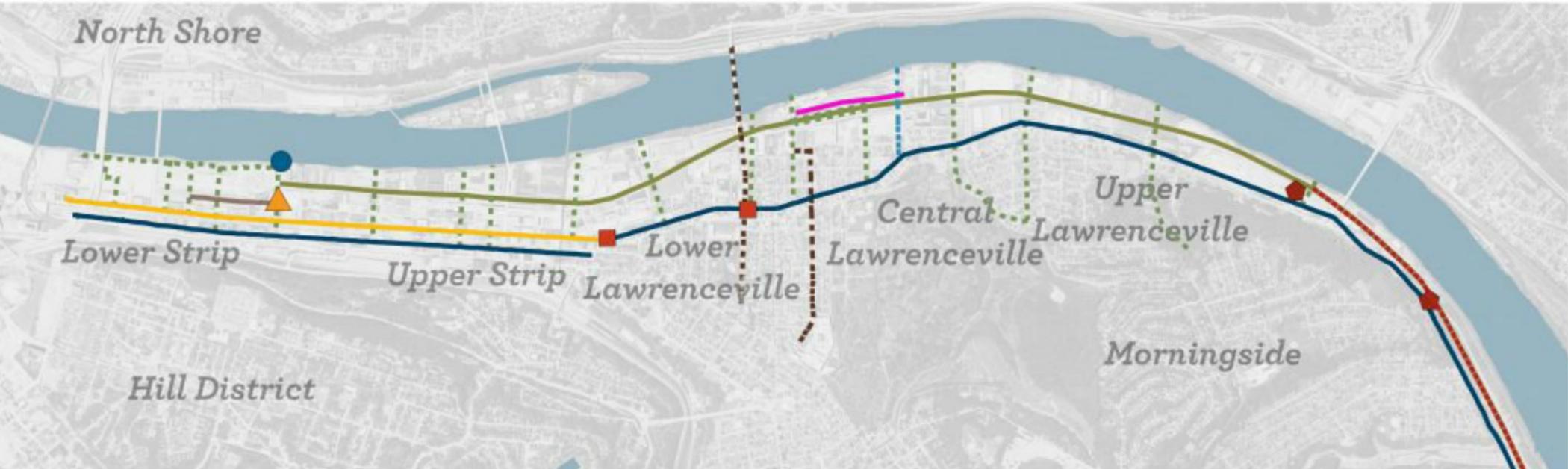
The Green Boulevard Plan

-  95' Set Back
-  125' - 150' Set Back
-  250' Set Back
-  Riverside Trail
-  Green Boulevard
-  New Open Space
-  Commuter Bicycle Trail
-  Through Track
-  Major Regional Connections
-  New Development



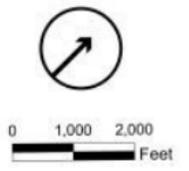
*areas owned by private property owners may be subject to private rights

Area-wide Transportation Improvements



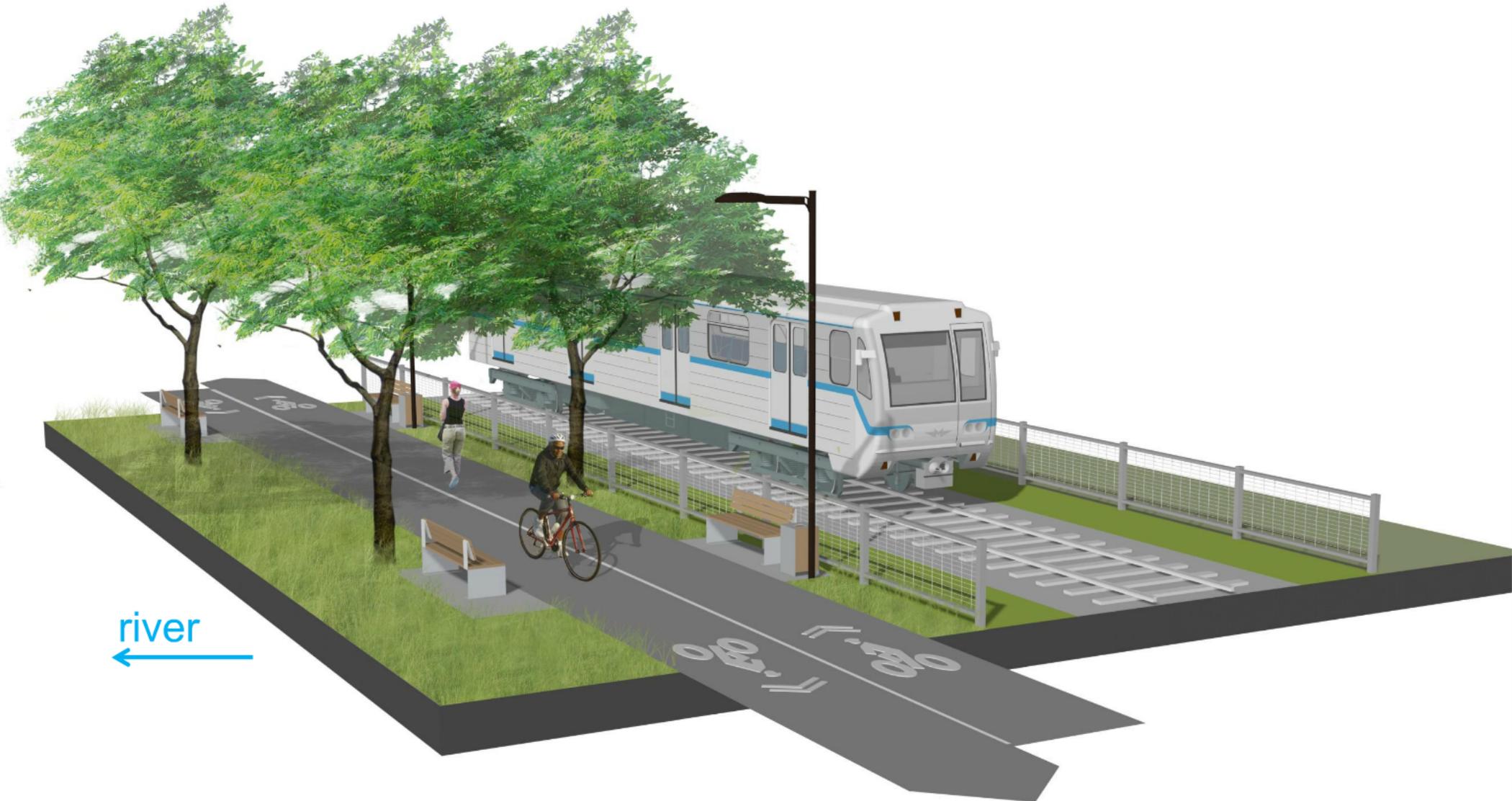
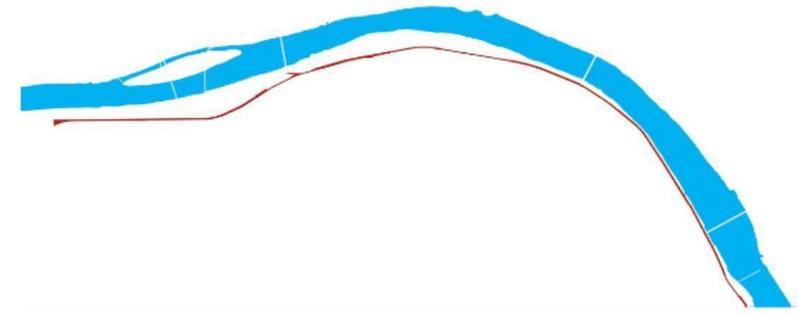
Legend

-  Bike/Ped Safety Issues
-  Congested Intersection
-  Potential Water Taxi Connection
-  Congested Corridor
-  Congested Corridor / Lack of Definition
-  Potential Bike Connection(s) to Hospital Area
-  Congested Corridor / Mode Mixing
-  Green Blvd (Lack of Access Warning Signage)
-  Potential Bike/Ped Connection(s) to River/Green Blvd
-  One-Way Trucking Operational Issues / Lack of Signage
-  Green Boulevard
-  Freight Railroad Switching



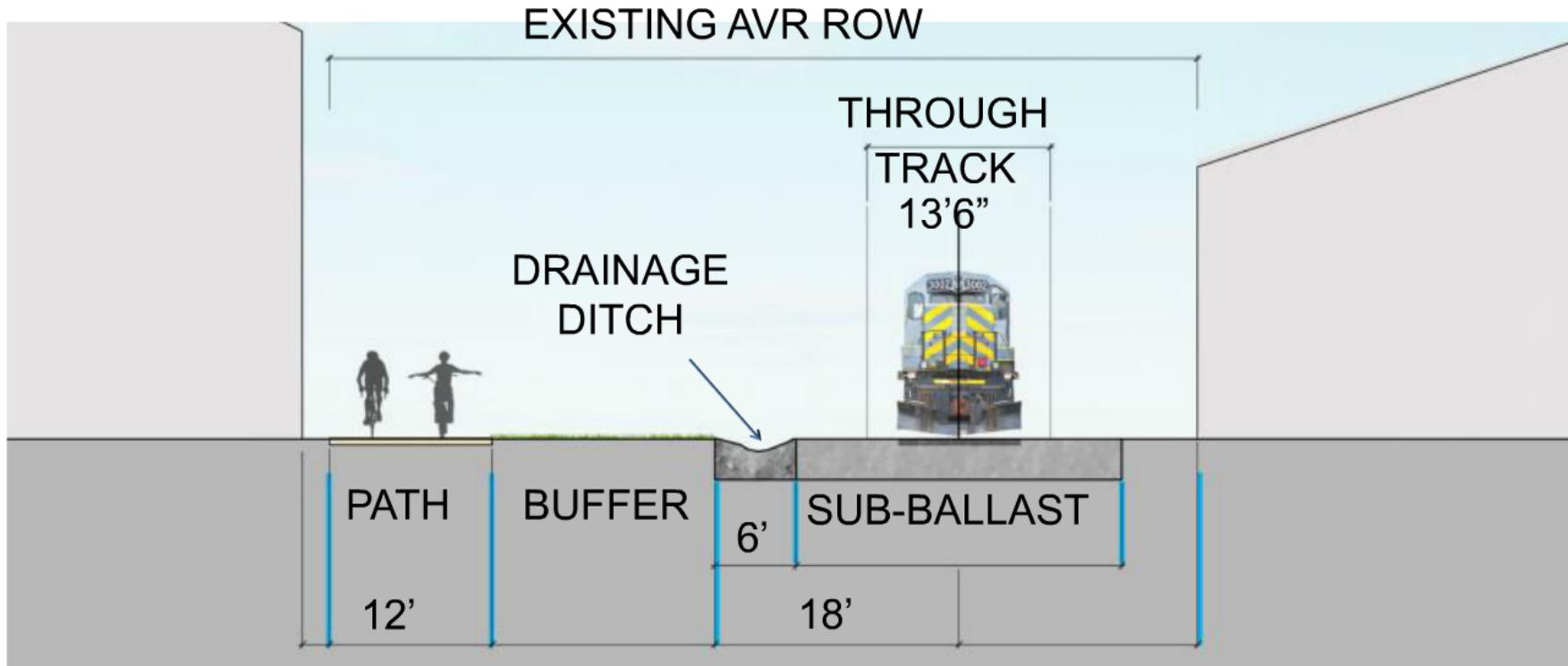
Multi-Use Path

Proposed Condition at 31st and 32nd Streets



Design Steps to Implement the Path

Multi-Modal Path Alignment with Sub-ballast



Multi-Modal Path Alignment Principles

- Maintain existing through track, sidings and AVR corridor boundaries
- Maintain 18' offset from centerline of through track to accommodate sub-ballast (12' from centerline) and drainage ditch (6')
- Push 12' multi-modal path to edge of AVR ROW

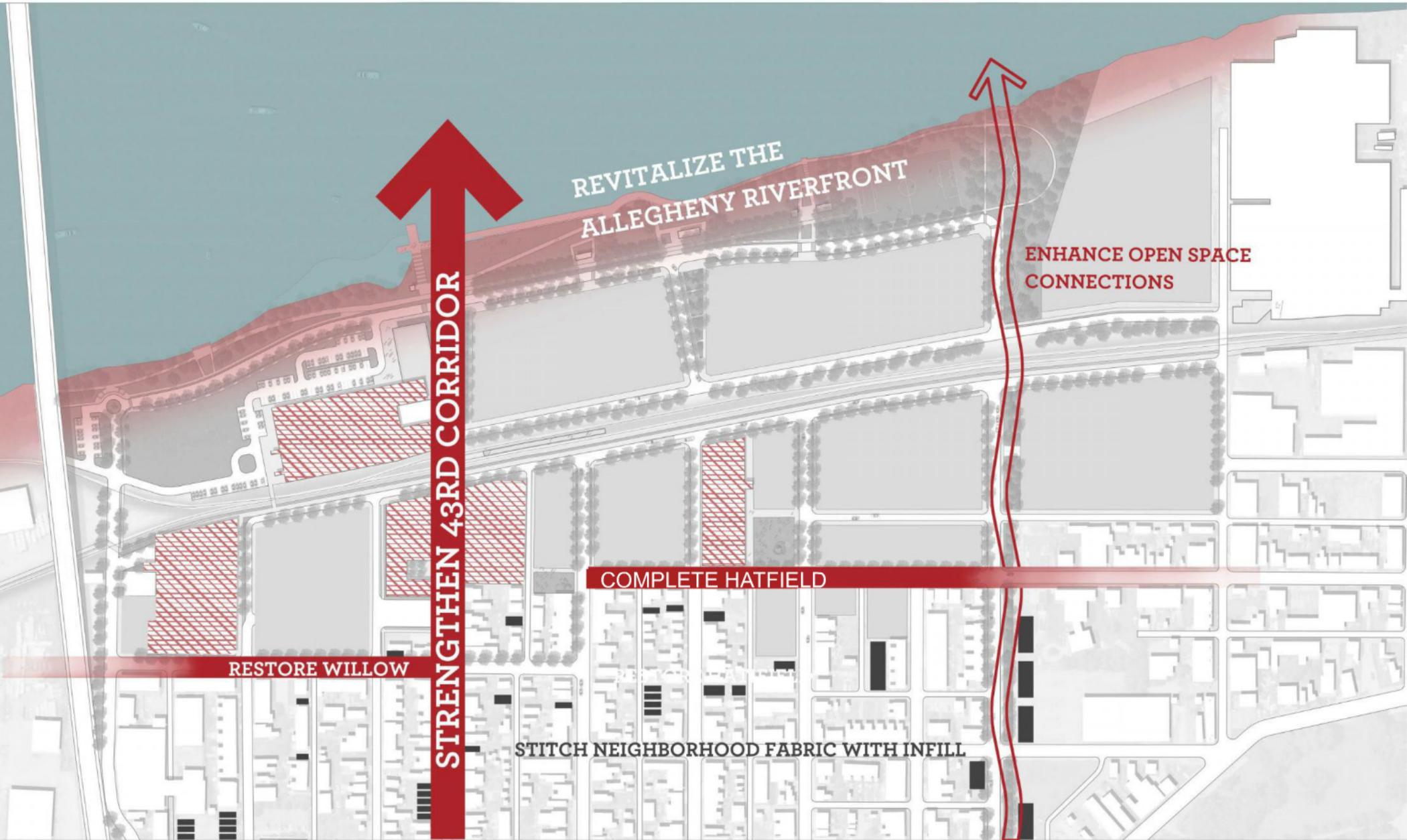
43rd Street District Redevelopment

Existing Conditions



43rd Street District

Framework Plan

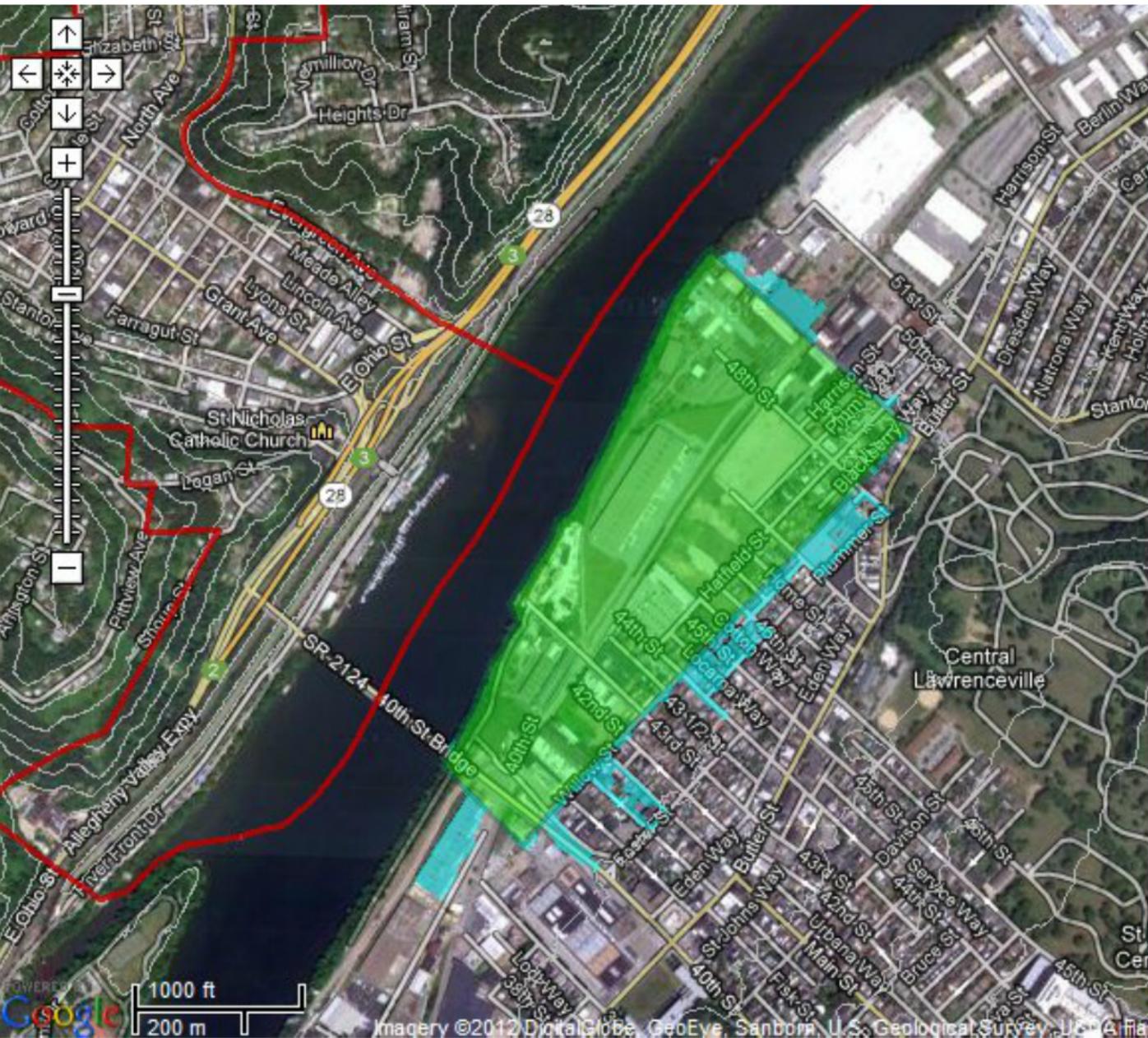


43rd Street District Redevelopment

Future Development Plan



43rd Street District Stormwater Management Opportunities

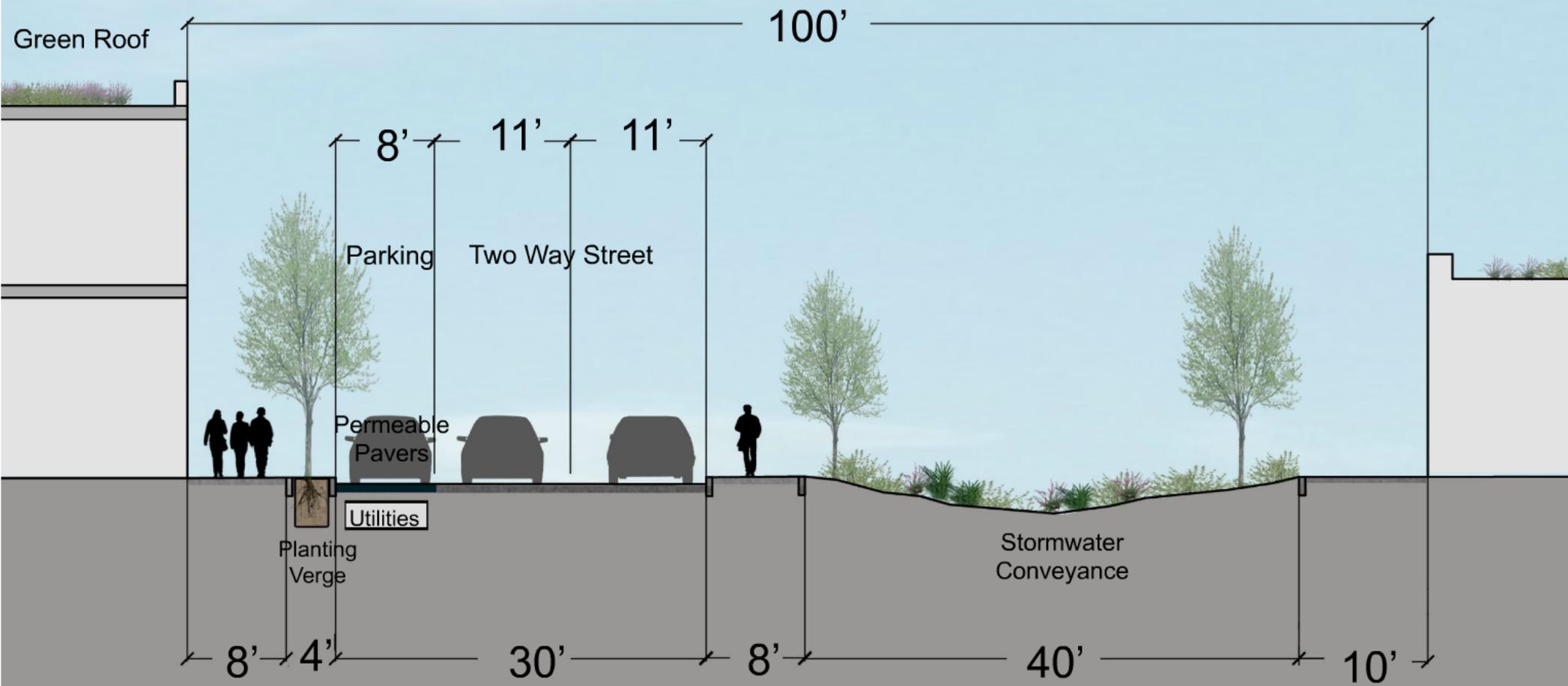


Surface Cover	Surface Inside (acres)	Surface Above (acres)	%
Water	2.8352	0.0066	2.78
Buildings	23.6434	4.4313	27.49
Impervious	33.8479	4.0298	37.08
Pervious	31.7746	1.5703	32.65
Totals	92.1011	10.0379	100.00

Maximum Hourly Interception Rate	Acre-Feet captured from Buildings	Acre-Feet captured from Impervious	Millions of Gallons captured per Year
0.05"/hour	41.712	56.276	31.929
0.10"/hour	58.069	78.346	44.451
0.15"/hour	65.971	89.007	50.500
0.20"/hour	70.483	95.095	53.954
0.25"/hour	73.405	99.036	56.190
0.30"/hour	75.479	101.834	57.778
0.33"/hour	76.466	103.166	58.533
0.40"/hour	78.269	105.599	59.914
0.50"/hour	80.118	108.094	61.329
0.60"/hour	81.467	109.914	62.362
0.75"/hour	82.927	111.883	63.479
1.00"/hour	84.483	113.983	64.670

47th Street Stormwater Streetscape

Proposed 47th Street with new development



Your Priorities (to date)

1. **Affordability** - Ensuring that people who live in Lawrenceville can afford to stay living and/ or operating in Lawrenceville, and that the community stays a diverse community – diverse in terms of income, ethnicity, age, gender, etc.
2. **Mobility Issues** - Ensuring that Lawrenceville is safe for pedestrians, cyclists, and improving the traffic and road infrastructure to address already overburdened streets.
3. **Parking** – We need parking. Both the residential streets and business corridors are over-parked.
4. **Infrastructure Improvements** - Failing roads, sewers, water lines, need to be improved.
5. **Historic Preservation** - We don't want to lose the history or authenticity of this place.
6. **Environmental Health and Stormwater Management** - We need cleaner air, clean water, and need to become more energy efficient. We need to create and protect greenspace and open space.
7. **Public Safety** – As the community develops, safety needs to remain a top priority.
8. **Education and Opportunities**- There needs to be a focused effort on connecting residents with new opportunities within local schools, and with new businesses and industry moving into the community.
9. **Construction Impact**- Development is occurring in a community – where people live, work, and play. It is not an isolated construction zone. Construction standards need to be set and acknowledged.



Uber

Rite-Aid Site

Heppenstall

Fort Willow

Washington Vo-Tech

Catalyst 2

Heppenstall

Responsible Growth District Plan



Lawrenceville Allegheny Riverfront Responsible Growth District Plan Summary

Pittsburgh, PA
December 2015

Outline

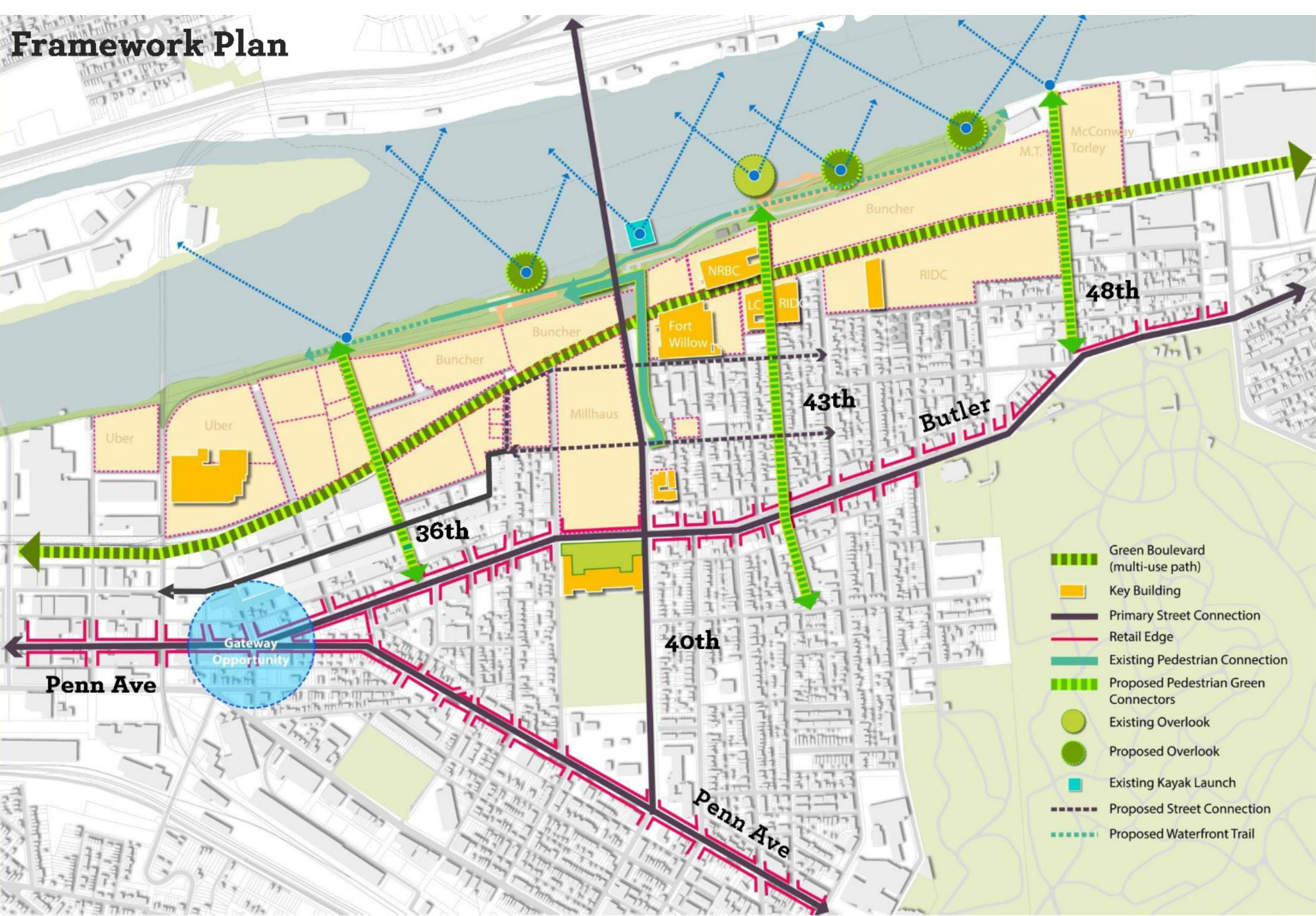
- Overall Framework
- Transportation Opportunities
- Open Space Opportunities
- Funding & Implementation Opportunities
- District Energy Concepts

Project Scope

- Engage major property owners in Lawrenceville from 31st to 48th Streets to document an achievable strategy for Lawrenceville
- Establish areas for collaboration between the development proposals
- Prepare a Plan Update that integrates the current proposed development
- Consider how to improve perpendicular connections extending inboard from the River into the neighborhoods
- Incorporate infrastructure and mobility improvements that can potentially integrate into the Mayor's Complete Streets Plan
- Improve linkages to other neighborhoods
- Create a development typology for the District representing national and international best-practices for auto-free, live-work lifestyles

Transportation Opportunities

Framework Plan



- Green Boulevard (multi-use path)
- Key Building
- Primary Street Connection
- Retail Edge
- Existing Pedestrian Connection
- Proposed Pedestrian Green Connectors
- Existing Overlook
- Proposed Overlook
- Existing Kayak Launch
- Proposed Street Connection
- Proposed Waterfront Trail

Parking Opportunities

Proposed Garage

@ Willow & 40th
41,000 sf / lvl
5 lvls
205,000 gsf

~624 space capacity

Potential uses

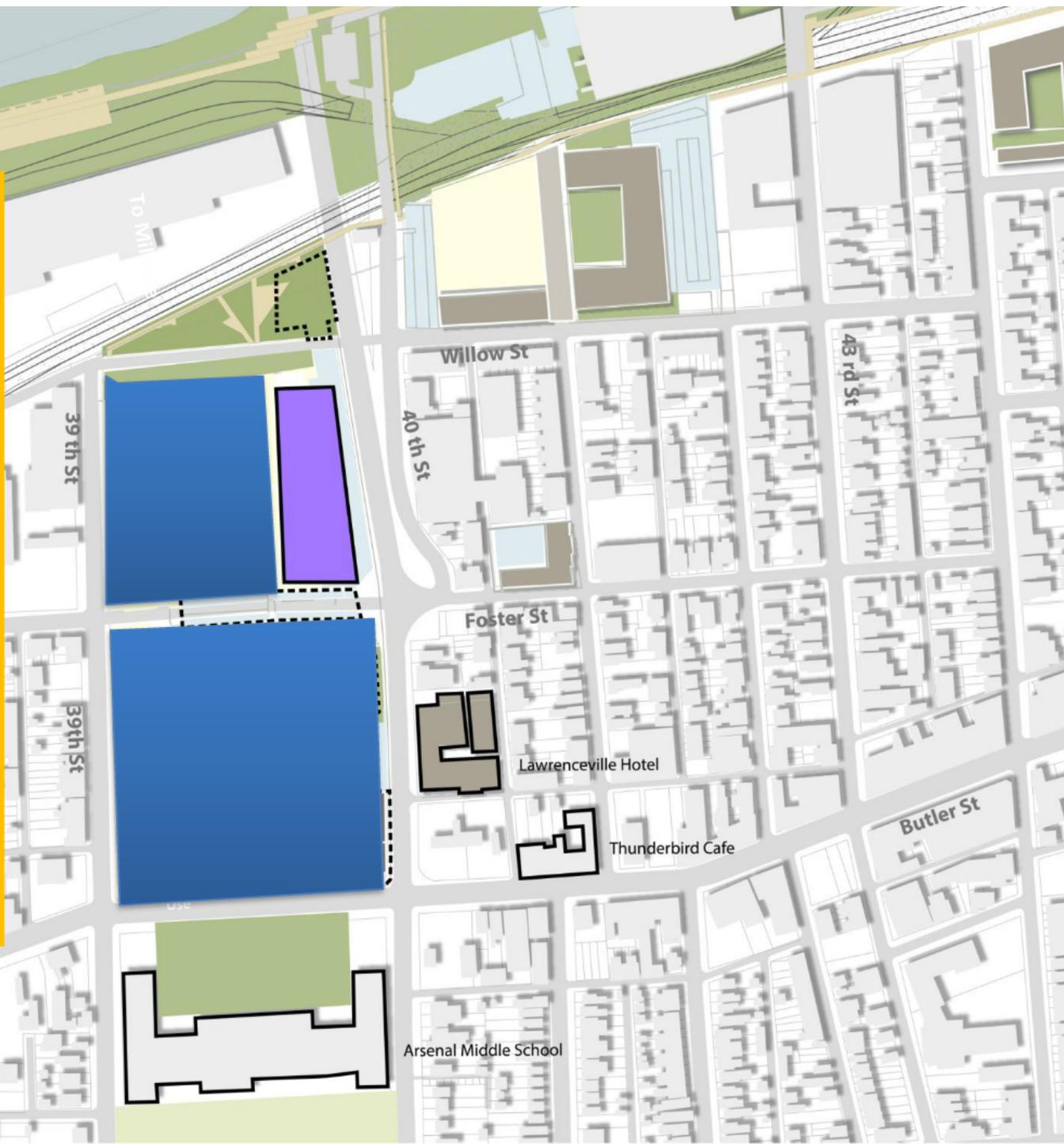
- 20 sp Arsenal Middle School
- 75 sp Thunderbird Café
- 90* sp Lawrenceville Hotel
- 230 sp Displaced from Millhaus

- 415 sp

209 spaces available

(District retail / Park & Ride)

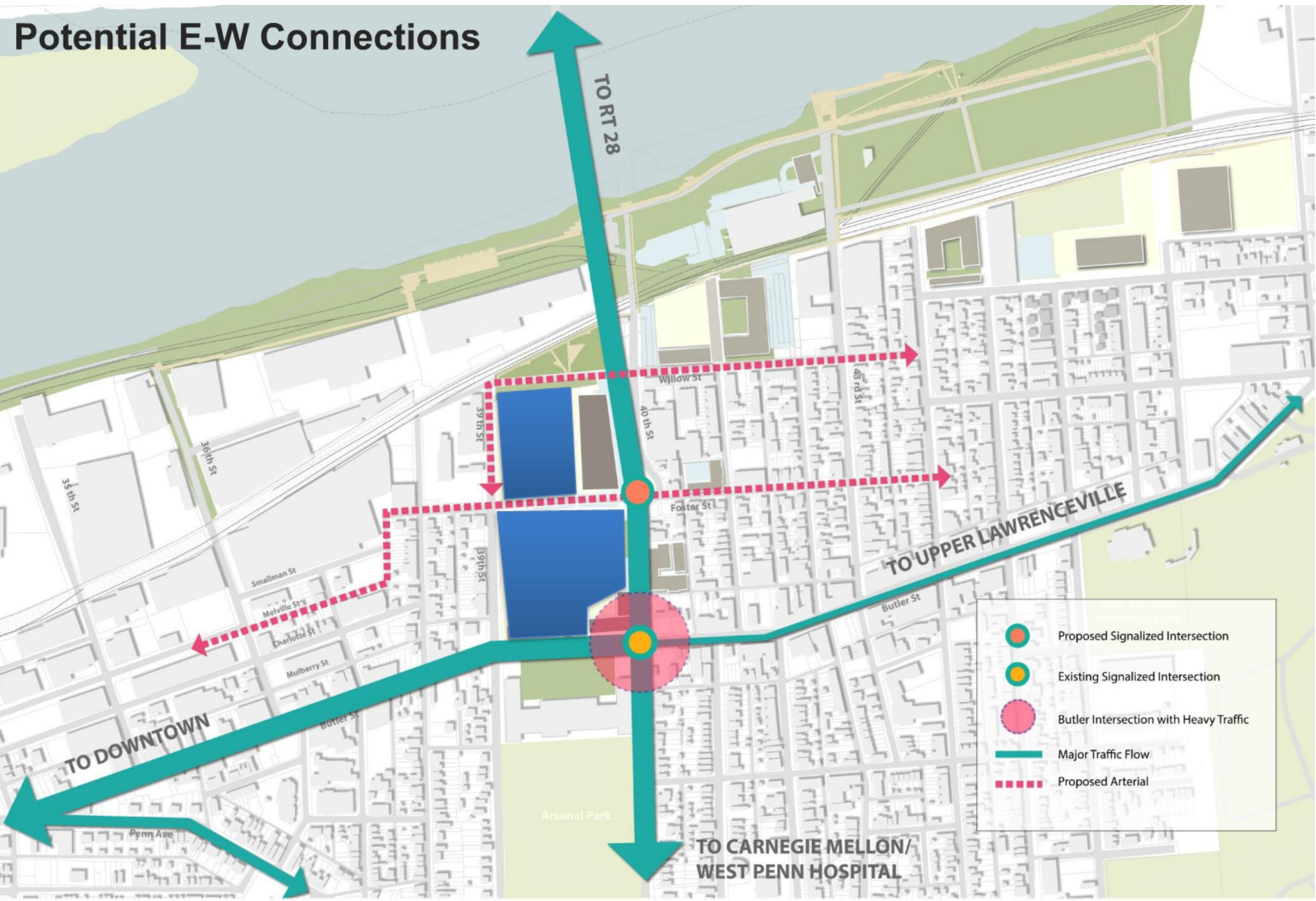
* Current proposal to valet 90 cars off site (@ Buncher) and provide 55 spaces on-site. Total demand ~ 125 spaces.



Green Infrastructure Opportunities

Bioswales

Potential E-W Connections



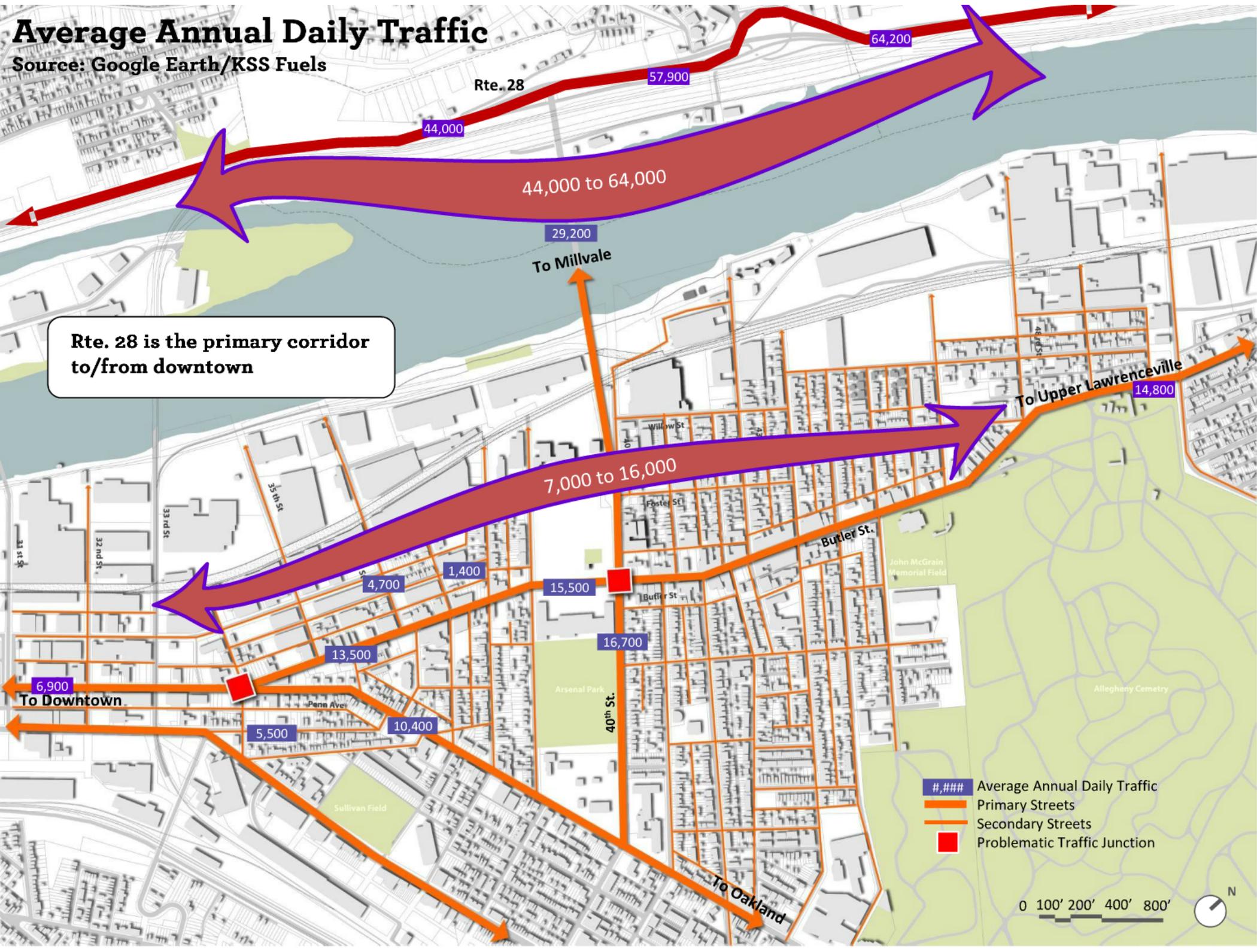
Proposed E-W Connection of Foster and Willow to provide for better street grid connectivity. Foster Street will continue onto Smallman Street to better connect to Downtown, easing the traffic problems on Butler Street.



Average Annual Daily Traffic

Source: Google Earth/KSS Fuels

Rte. 28 is the primary corridor to/from downtown



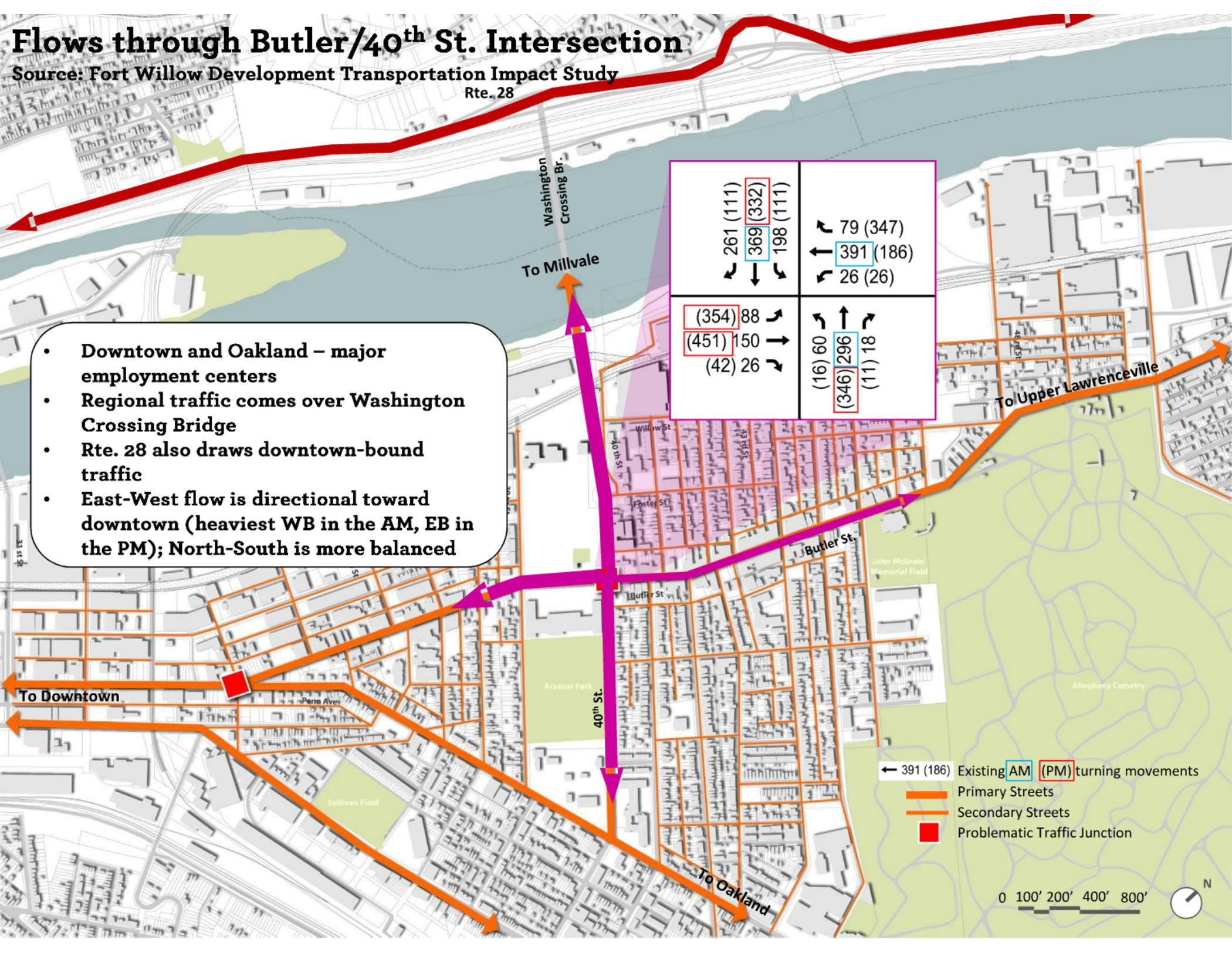
Flows through Butler/40th St. Intersection

Source: Fort Willow Development Transportation Impact Study
Rte. 28

- Downtown and Oakland – major employment centers
- Regional traffic comes over Washington Crossing Bridge
- Rte. 28 also draws downtown-bound traffic
- East-West flow is directional toward downtown (heaviest WB in the AM, EB in the PM); North-South is more balanced

261 (111) ↙ 369 (332) ↓ 198 (111) ↘	79 (347) ↗ 391 (186) ← 26 (26) ↖
(354) 88 ↗ (451) 150 ↓ (42) 26 ↘	(16) 60 ↖ (346) 296 ↑ (11) 18 ↗

← 391 (186) Existing AM (PM) turning movements
 — Primary Streets
 — Secondary Streets
 ■ Problematic Traffic Junction



40th/Butler Projected Traffic Operations, 2019

HCM Signalized Intersection Capacity Analysis 1: 40th Street & Butler Street

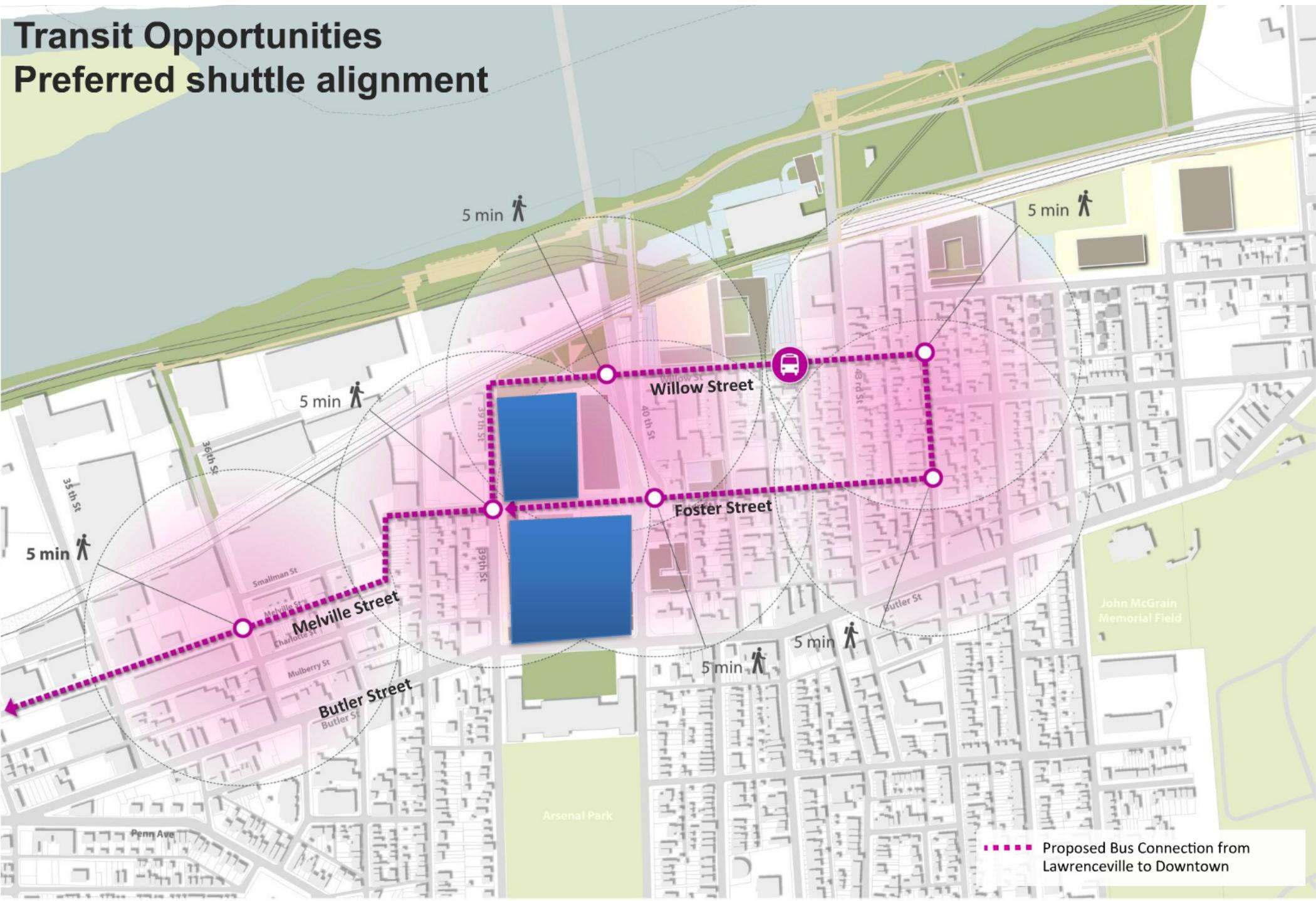
5/7/2015

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕		↔	↕		↔	↕		↔	↕	↔
Volume (vph)	375	460	43	31	196	354	16	362	11	113	340	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	9	9	9	9	9	9	10	10	10
Grade (%)		1%			-2%			-6%			2%	
Total Lost time (s)	5.0	5.0			5.0	5.0	5.0	6.0		5.0	6.0	6.0
Lane Util. Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frbp, ped/bikes	1.00	0.99			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Fipb, ped/bikes	0.98	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	0.99			1.00	0.85	1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	1.00			0.99	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1567	1627			1625	1439	1671	1727		1634	1721	1492
Flt Permitted	0.43	1.00			0.87	1.00	0.29	1.00		0.16	1.00	1.00
Satd. Flow (perm)	717	1627			1418	1439	508	1727		268	1721	1492
Peak-hour factor, PHF	0.97	0.89	0.81	0.81	0.89	0.91	0.80	0.95	0.83	0.96	0.89	0.84
Adj. Flow (vph)	387	517	53	38	220	389	20	381	13	118	382	136
RTOR Reduction (vph)	0	0	0	0	0	209	0	0	0	0	0	75
Lane Group Flow (vph)	387	570	0	0	258	180	20	394	0	118	382	61
Confl. Peds. (#/hr)	46		22	22		46	6		12	12		6
Confl. Bikes (#/hr)			8			4			1			
Heavy Vehicles (%)	1%	2%	7%	12%	4%	2%	0%	1%	10%	2%	2%	0%
Turn Type	pm+pt	NA		Perm	NA	Prot	pm+pt	NA		pm+pt	NA	Prot
Protected Phases	5	2			6	6	3	8		7	4	4
Permitted Phases	2			6			8			4		
Actuated Green, G (s)	72.0	72.0			44.6	44.6	33.8	31.0		42.2	35.2	35.2
Effective Green, g (s)	72.0	72.0			44.6	44.6	33.8	31.0		42.2	35.2	35.2
Actuated g/C Ratio	0.57	0.57			0.35	0.35	0.27	0.25		0.33	0.28	0.28
Clearance Time (s)	5.0	5.0			5.0	5.0	5.0	6.0		5.0	6.0	6.0
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	560	929			501	509	162	424		165	480	416
v/s Ratio Prot	c0.12	0.35				0.13	0.00	c0.23		c0.04	0.22	0.04
v/s Ratio Perm	c0.27				0.18		0.03			0.20		
v/c Ratio	0.69	0.61			0.51	0.35	0.12	0.93		0.72	0.80	0.15
Uniform Delay, d1	16.6	17.8			32.2	30.1	35.0	46.4		32.8	42.1	34.1
Progression Factor	1.00	1.00			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	3.7	3.0			3.8	1.9	0.3	26.5		13.7	8.9	0.2
Delay (s)	20.2	20.8			35.9	32.0	35.3	73.0		46.6	50.9	34.3
Level of Service	C	C			D	C	D	E		D	D	C
Approach Delay (s)		20.6			33.6			71.1			46.6	
Approach LOS		C			C			E			D	
Intersection Summary												
HCM 2000 Control Delay		37.9			HCM 2000 Level of Service						D	
HCM 2000 Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		126.0			Sum of lost time (s)			21.0				
Intersection Capacity Utilization		95.9%			ICU Level of Service						F	
Analysis Period (min)		15										

• LOS 'D' is ideal for urban peak periods

Transit Opportunities

Preferred shuttle alignment

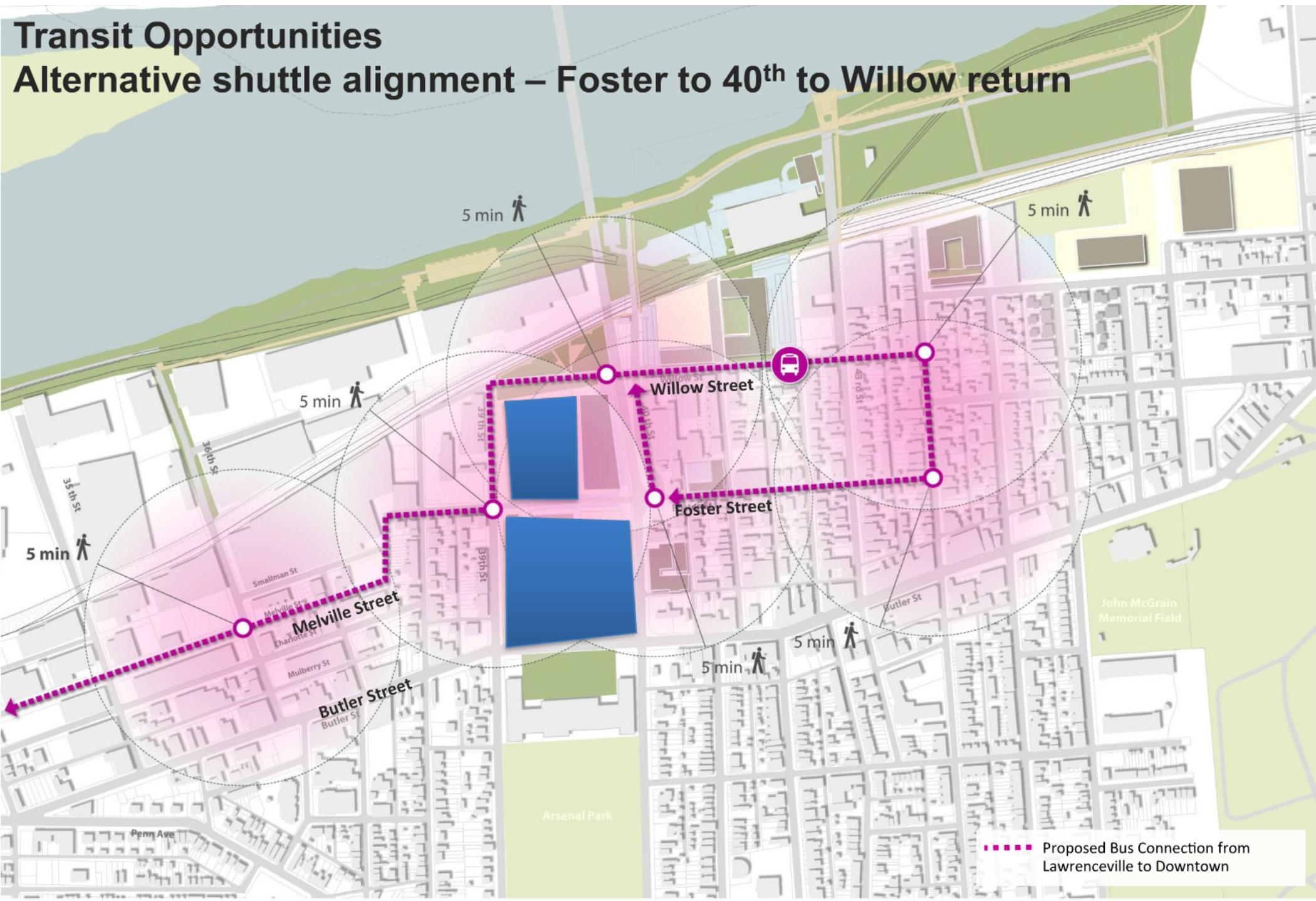


Propose Bus Connection through Melville, Willow and Foster for better connectivity to Downtown and ease major traffic away from Butler Street



Transit Opportunities

Alternative shuttle alignment – Foster to 40th to Willow return



Propose Bus Connection through Melville, Willow, Foster and back to Willow for better connectivity to Downtown and ease major traffic away from Butler Street



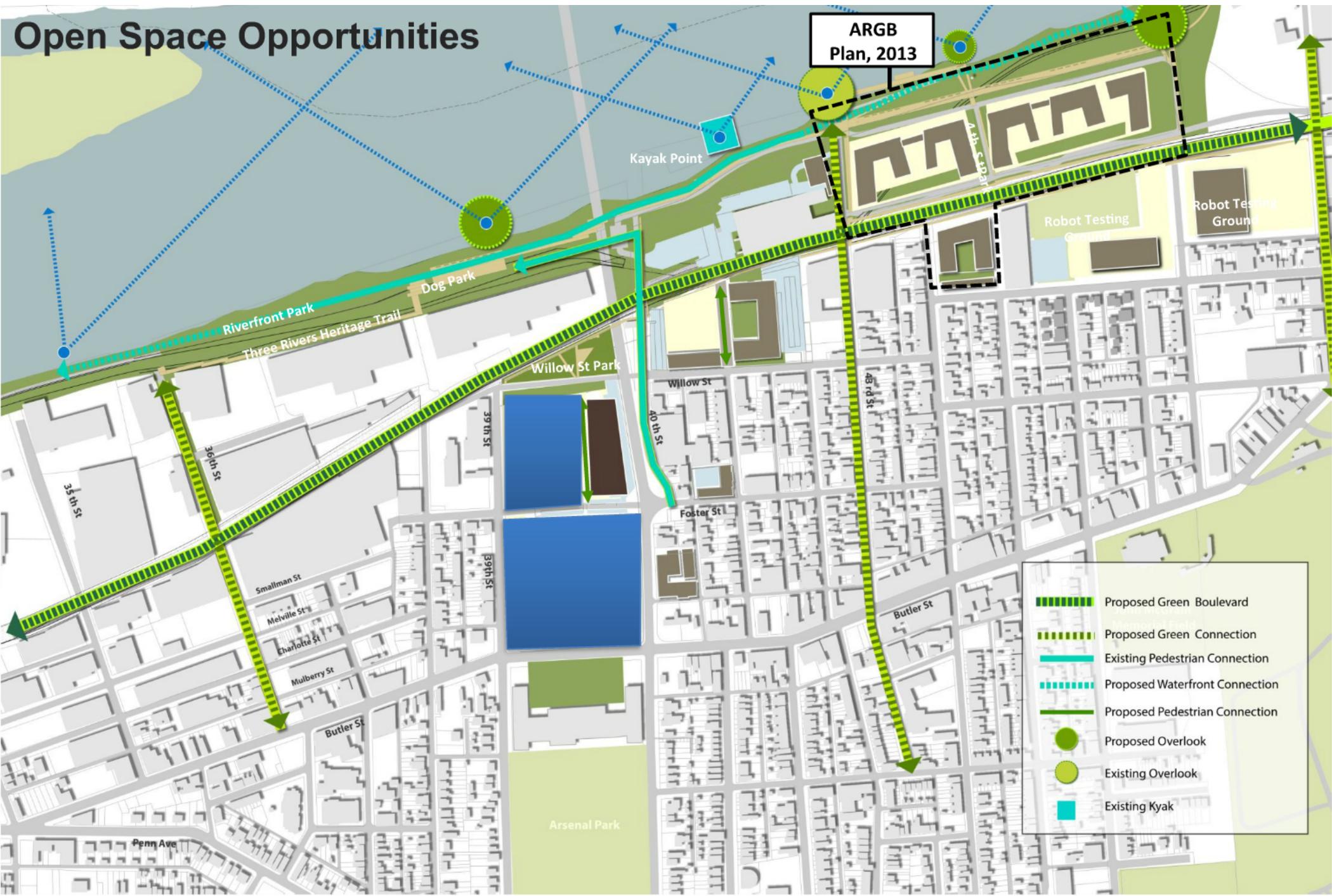
Transit Opportunities

Preferred shuttle alignment



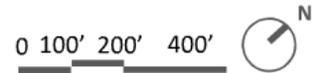
Open Space Plan

Open Space Opportunities

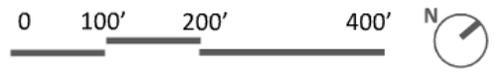
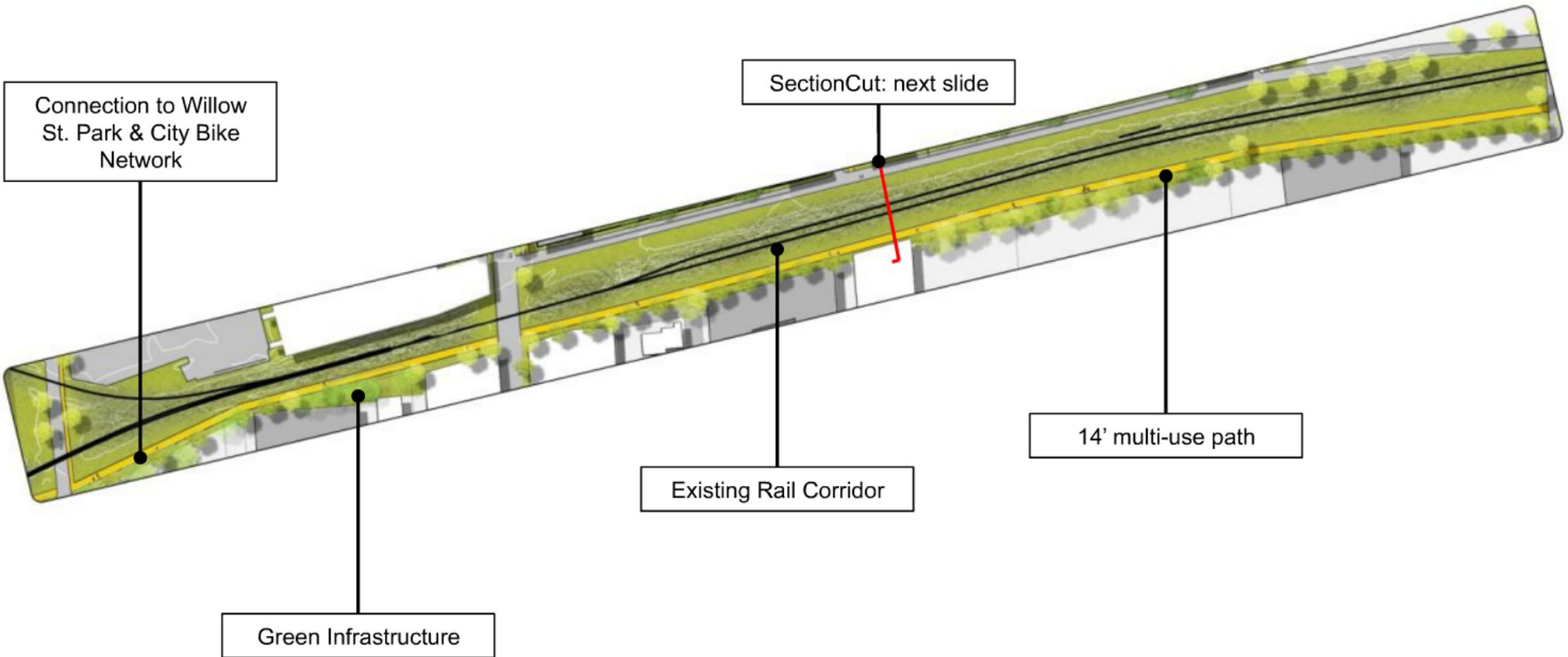


	Proposed Green Boulevard
	Proposed Green Connection
	Existing Pedestrian Connection
	Proposed Waterfront Connection
	Proposed Pedestrian Connection
	Proposed Overlook
	Existing Overlook
	Existing Kyak

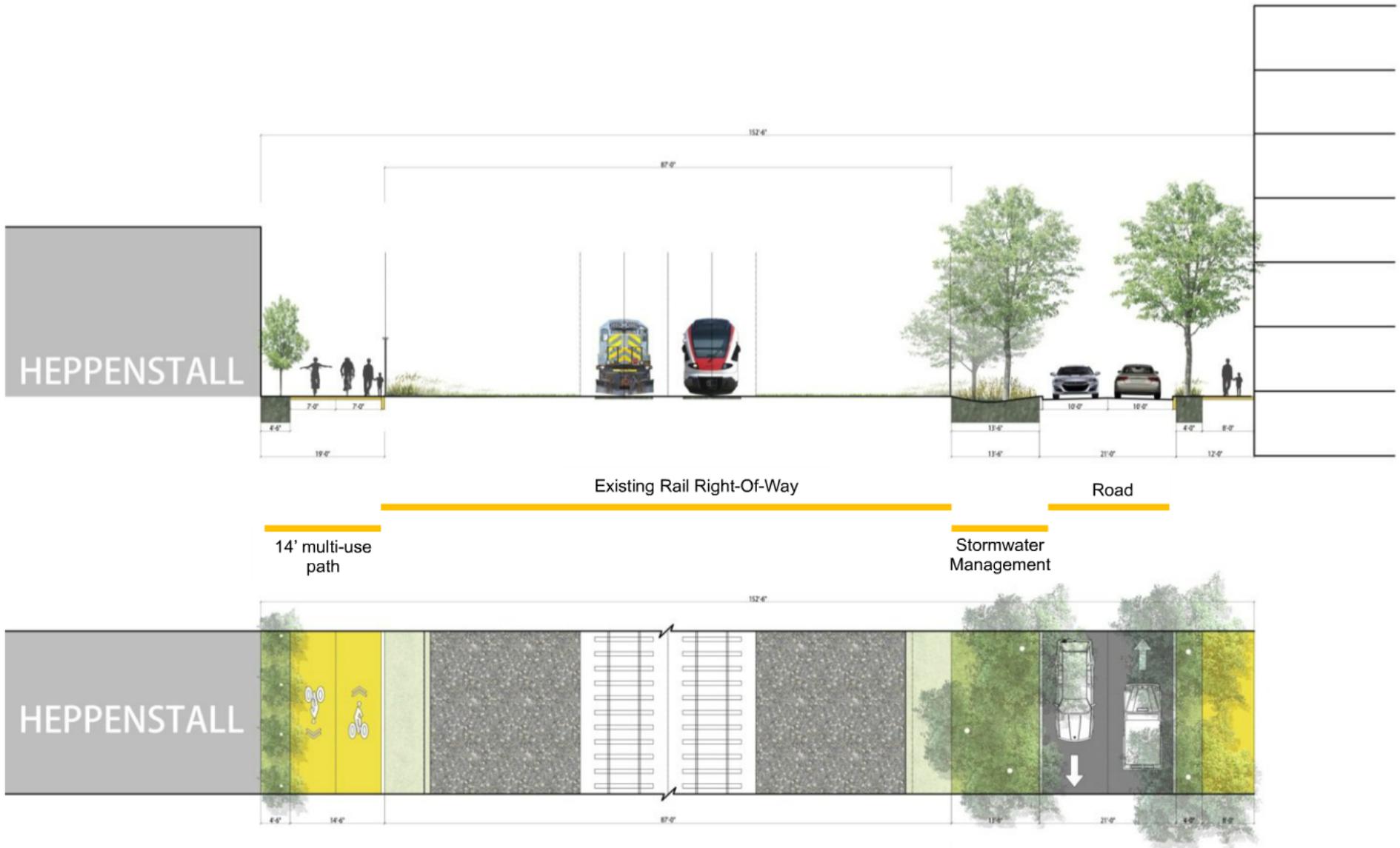
Proposed Riverfront Green Space, extend the existing Three Rivers heritage Trail, and establish Perpendicular Green Connections from the Neighborhood onto the River. Willow St Park, 45th St park and Robot Testing Ground could add program and points of interest along the Green Boulevard. Propose Overlooks at the River at the termination of the Perpendicular Green Connections from the Neighborhood.



Multi-Use Path



Multi-Use Path



Sited along the existing rail corridor, the path acts as a green unified urban corridor for cyclists and pedestrians.

Stormwater Infrastructure Opportunities

Parcel	Total Area (sf)	Typical Development			Development With BMPs				
		98 Roof (sf)	79 Landscape (sf)	98 Paving (sf)	84 Green Roof (sf)	98 Roof (sf)	80 Porous Paving (sf)	98 Paving (sf)	79 Landscape (sf)
1	609,164	258,892	42,538	307,734	194,169	64,723	153,867	153,867	42,538
2	208,185	84,431		123,754	63,323	21,108	61,877	61,877	
3	580,763	255,579		325,184	191,684	63,895	162,592	162,592	
4	35,557	23,696		11,861	17,772	5,924	5,931	5,931	
5	21,466	8,241		13,225	6,181	2,060	6,613	6,613	
6	37,574	27,209		10,365	20,407	6,802	5,183	5,183	
7	47,005	37,291		9,714	27,968	9,323	4,857	4,857	
8	363,770	77,900	157,960	127,910	58,425	19,475	63,955	63,955	157,960
9	536,492	157,503	106,923	272,066	118,128	39,376	136,033	136,033	106,923
10	256,834		256,834	-	-	-	-	-	256,834

2-YR Storm		Parcel	1	2	3	4	5	6	7	8	9	10	Total
Runoff Volume (cf)	Typical Development		102,714	38,071	106,504	6,534	3,920	6,882	8,625	41,208	78,452	12,720	405,630
	Development with BMPs		65,427	23,566	65,776	4,008	2,439	4,269	5,314	29,664	54,624	12,720	267,807
Peak Flow (cfs)	Typical Development		49.45	17.65	49.25	3.02	1.82	3.19	3.99	21.87	39.61	6.77	197
	Development with BMPs		34.95	12.5	34.91	2.14	1.29	2.26	2.83	16.13	29.33	6.77	143.11

10-YR Storm		Parcel	1	2	3	4	5	6	7	8	9	10	Total
Runoff Volume (cf)	Typical Development		162,958	58,588	163,481	10,019	6,055	10,585	13,242	74,618	130,941	29,664	660,152
	Development with BMPs		120,400	42,689	119,093	7,275	4,400	7,710	9,627	1	102,192	29,664	443,050
Peak Flow (cfs)	Typical Development		76.48	26.73	74.57	4.57	2.76	4.82	6.04	38.33	63.92	16.16	314
	Development with BMPs		62.36	21.93	61.19	3.75	2.26	3.96	4.95	31.66	53.29	16.16	261.51

Utilizing green infrastructure (assuming 75% green roof/25% standard roof and 50% of paving converted to porous paving), the 2-year storm results in a 36% stormwater reduction for the 2-year storm and a 35% stormwater reduction for the 10-year storm. Utilizing green infrastructure, the average decrease in peak flow for the 2-year storm is 28% and for the 10-year storm is 18%.

40th Street Responsible Growth District Planning	Activity
Street Connection Opportunities:	
	Extend Willow Street from 39th - 40th Street under the 40th Street Bridge: Continue feasibility work for extension; capitalize project, relocate Allegheny County DPW station under the bridge.
	Extend Foster Street from 39th to 40th Street through the Milhaus development: Provide secondary analysis to Trans Associates work to ascertain whether there are alternative ways to establish this connection.
Intermodal District Parking Opportunities:	
	Pursue multi-level structured parking garage on Arsenal Terminal site
Multimodal Pathway / Stormwater Opportunities:	
	Pursue Green Boulevard 2.0 Demonstration: Secure Letters of Intent from relevant parties; conduct Design and engineering phase; Capitalize Project
Transit Opportunities:	
	Pursue public shuttle concept to connect Downtown to Central Lawrenceville: Submit Smart Cities Challenge
Affordability:	
	Pursue creative neighborhood-born solutions through Lawrenceville Community Land Trust (in partnership with the City) and LIHTC; Create regional solutions through Affordable Housing Taskforce

Questions & Answers

Meeting Calendar

Tuesday, January 19th 7:00 pm

St. Mary's Lyceum, 329 45th Street

9th Ward Block Meeting - Police will be in attendance.

Thursday, January 21st 6:30 pm

Goodwill Multi-purpose room, 118 52nd Street

Meeting Regarding Air Quality Issues in Lawrenceville

Representatives from the Allegheny County Health Department's Air Quality Program will present information on their air monitoring program, permitting processes, and will share updates and Me to specific issues in Lawrenceville.

Monday, January 25th 6:30 pm

Pittsburgh Arsenal 6-8 Auditorium, 220 40th Street

Meeting Regarding the Milhaus Development 40th/ Butler (Former Arsenal Terminal Site)

Representatives from Milhaus Development will present their plans for a multi-phased multi-use development at 40th/ Butler.

Milhaus scheduled to present to ZBA on March 3rd.

Meeting Calendar

Tuesday, February 2nd 6:30 pm

Location TBD (Tentatively Woolslair Elementary)

Meeting Regarding New 7 Townhome Development at Woolslair/ 38th Street.

Developers Lukes, LLC will present plans for a town-home development.

Scheduled to present to ZBA on February 4th.

Tuesday, February 9th 6:30 pm

AOH, 5203 Carnegie Street

10th Ward Block Watch - Police will be in attendance

Monday, February 22nd 6:30 pm

Pittsburgh Arsenal 6- 8 Auditorium, 220 40th Street

City Planning Meeting Regarding National Historic Designation for Lawrenceville

MARCH - TBD

Community Event on Affordable Housing

LAWRENCEVILLE



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HISTORY IN THE

Remaking



Green Infrastructure Opportunities

Bioswales



Porous paving



Green Roof