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# LAWRENCEVILLE



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HISTORY IN THE  
*Remaking*





**LAWRENCEVILLE**



**UNITED**



**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. 40<sup>th</sup> 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



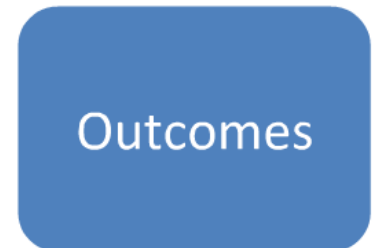
- Meeting between LU, LC, and developer or business owner to share plan.



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



- 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:

- 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



## COMMUNITY PLANNING

[HOME](#) » [ABOUT](#) » **COMMUNITY PLANNING**

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**

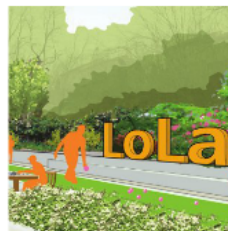
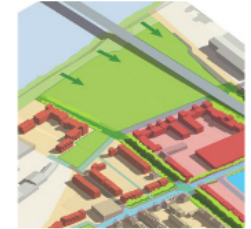
- [Lawrenceville Parking Study](#)
- [Upper Lawrenceville Plan](#)
- [3400 Doughboy Square Urban Design Program](#)

**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](http://www.lvpgh.com/about/community-plan)**

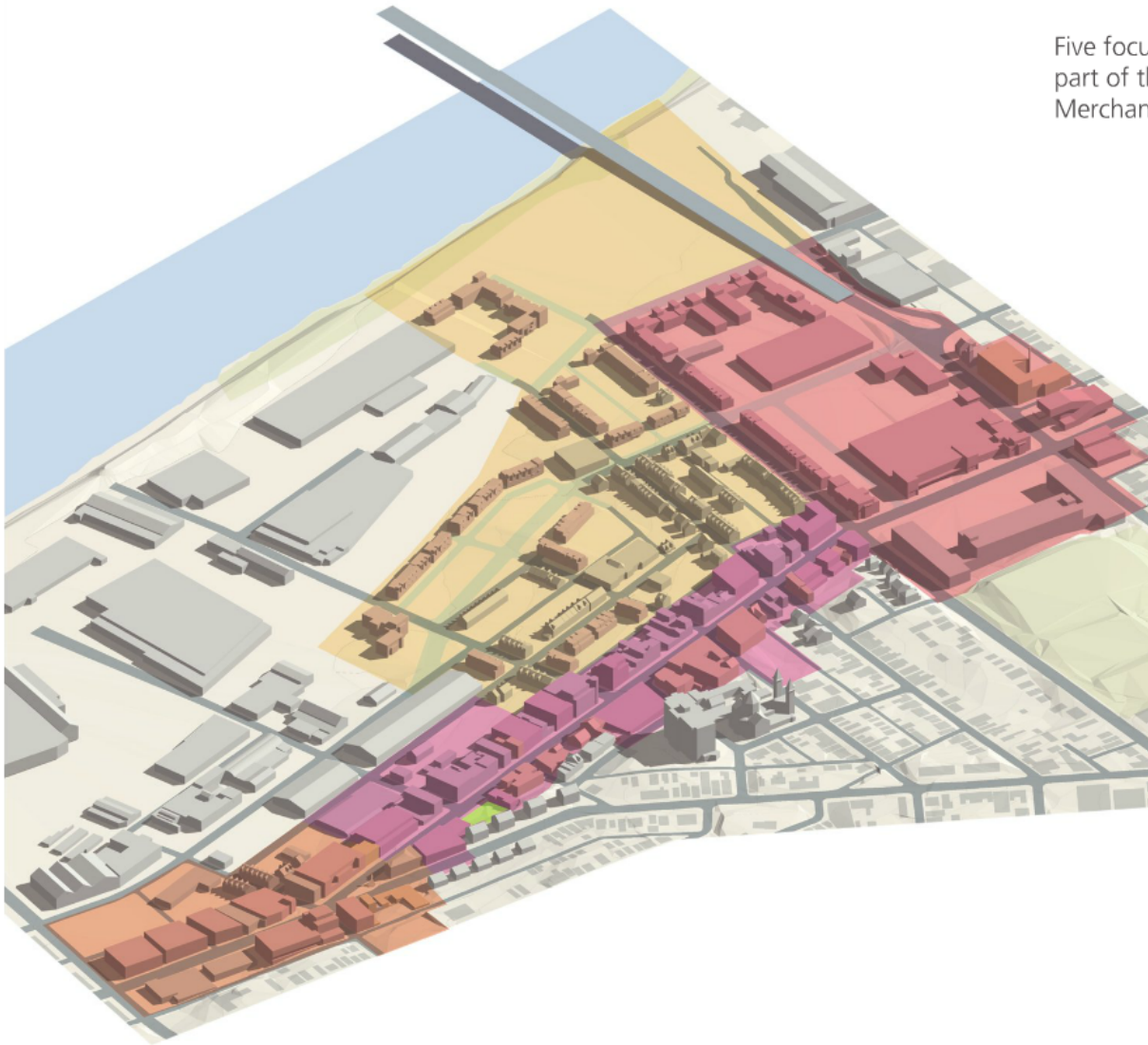
# The LoLa Plan



# 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

■ Renovated Buildings

■ Existing Buildings

■ New Public Parking Lot

■ New Public Parking Garage

■ New Streets

■ Existing Streets

■ New Park Space

■ Existing Park Space

● New Trees

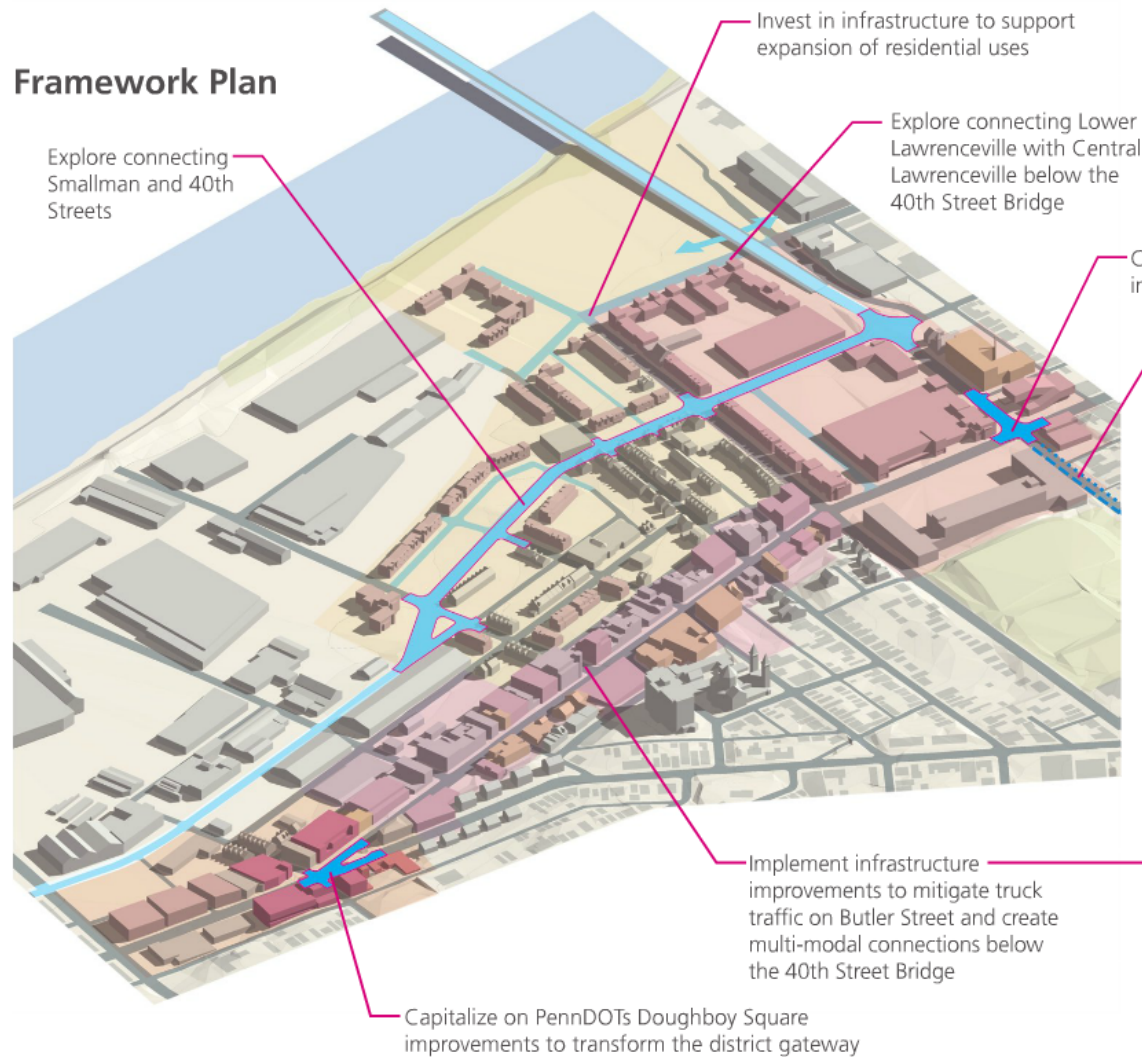
● Existing Trees

0 100 200 300 400



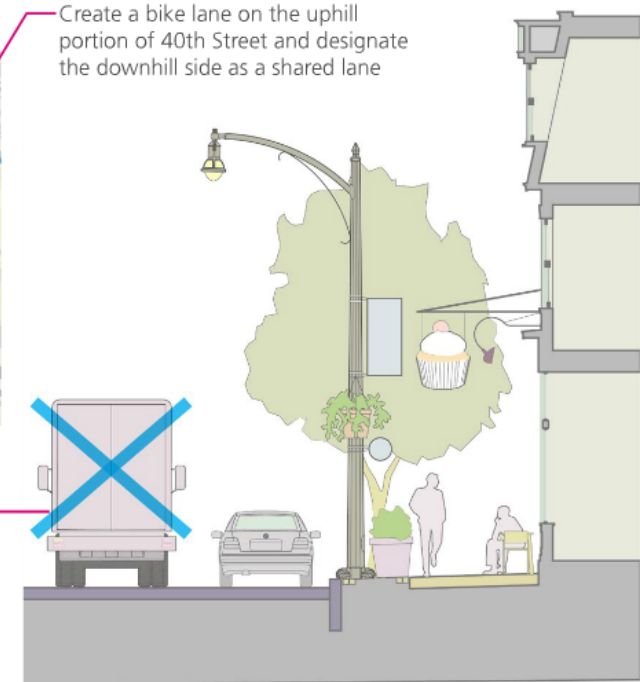
# Movement Strategy

## 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

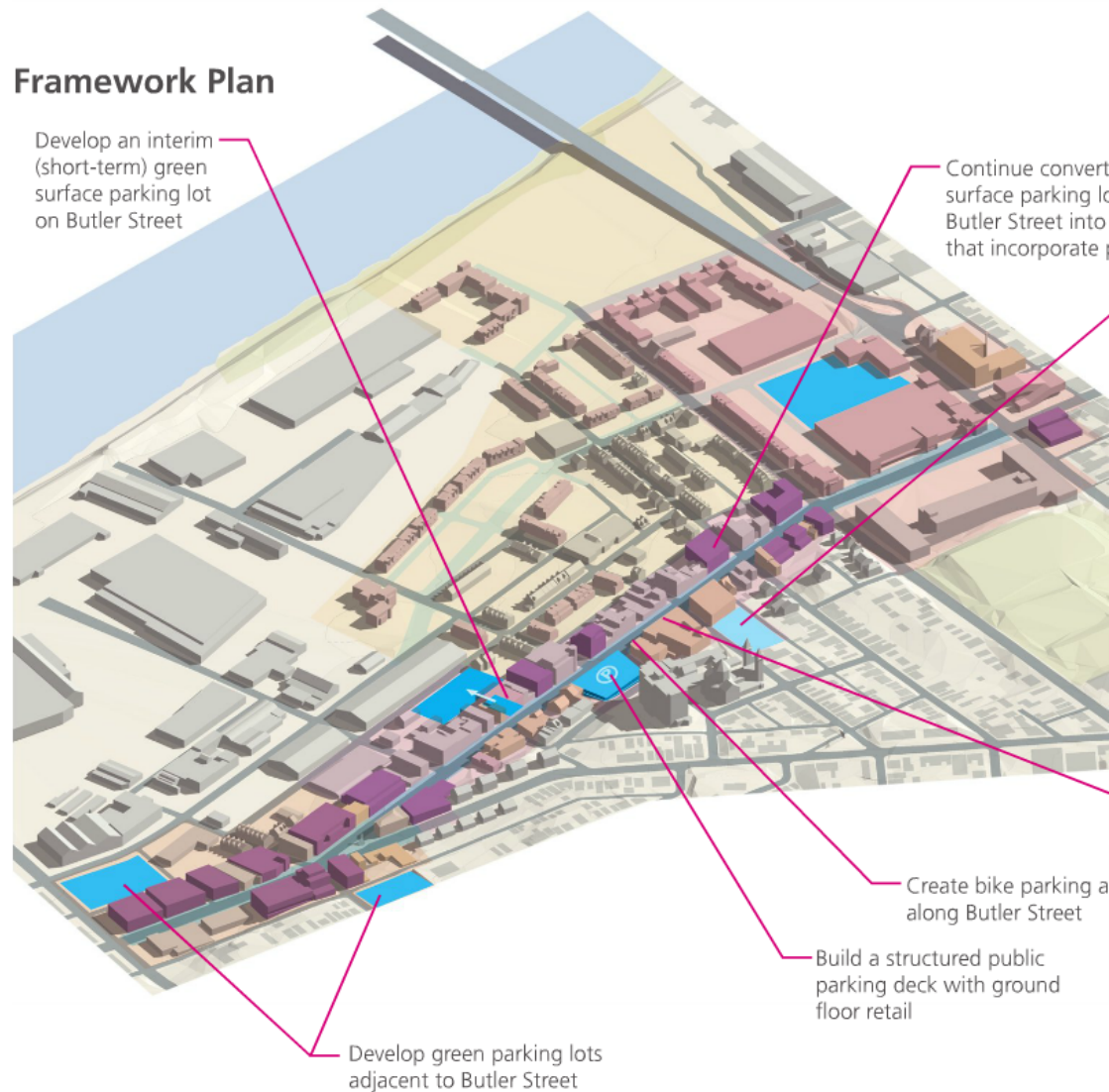


## New Streetscape Elements



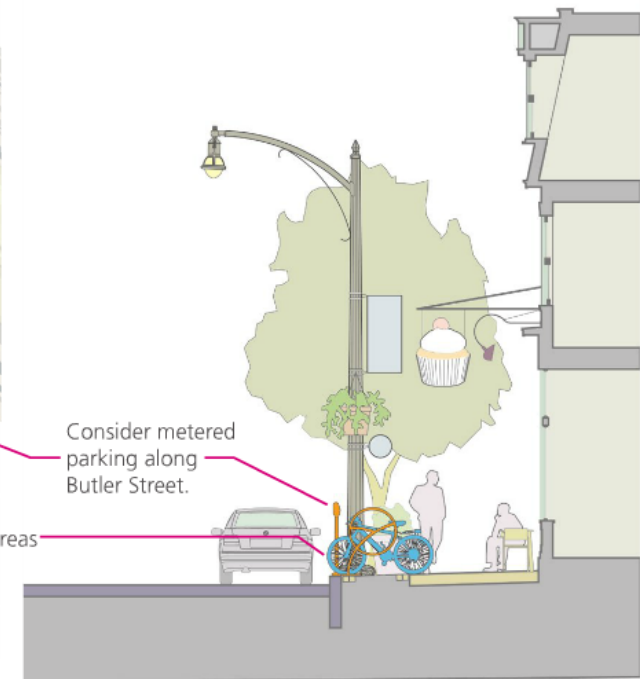
# Parking Strategy

## 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

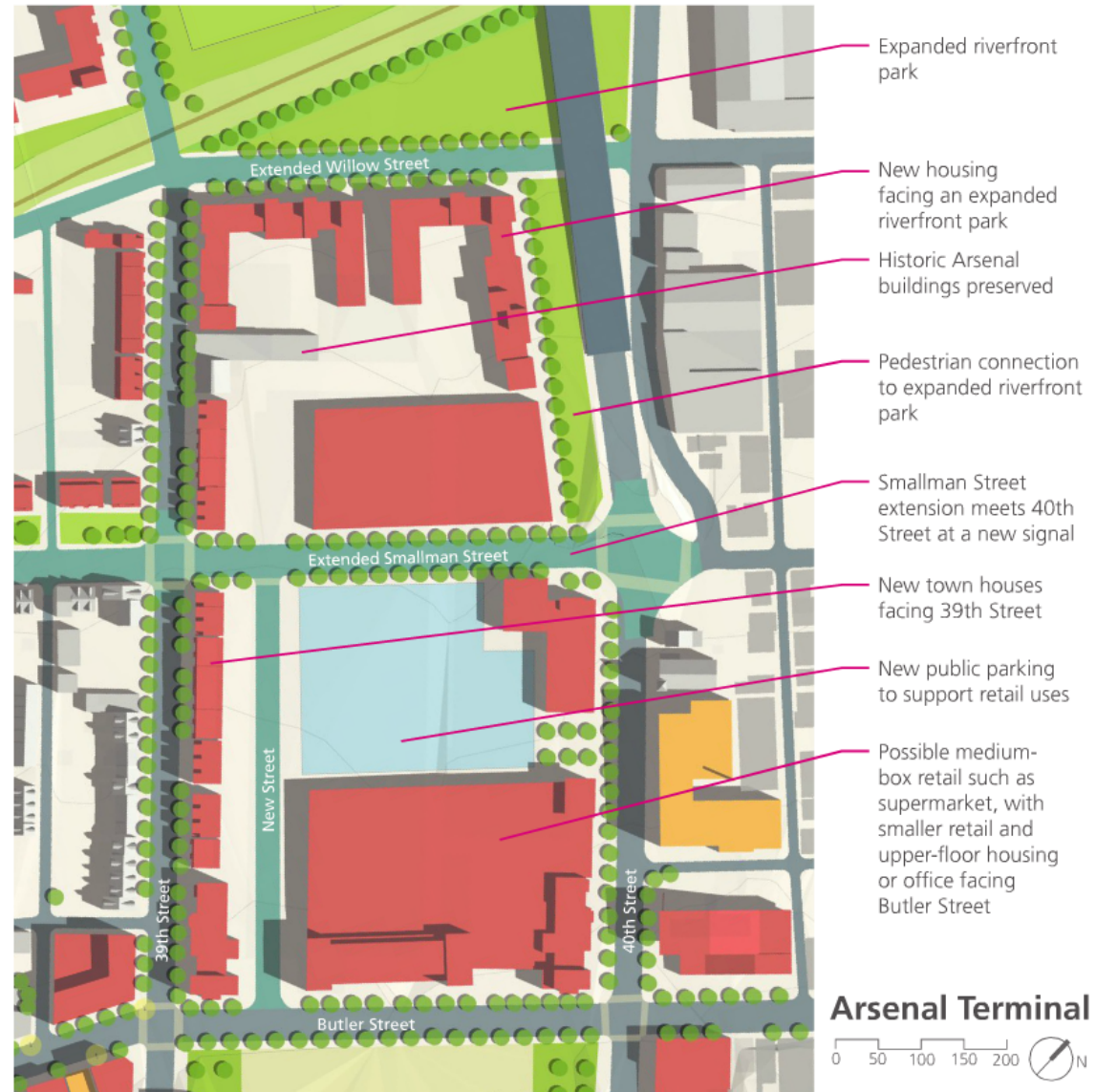
52

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.



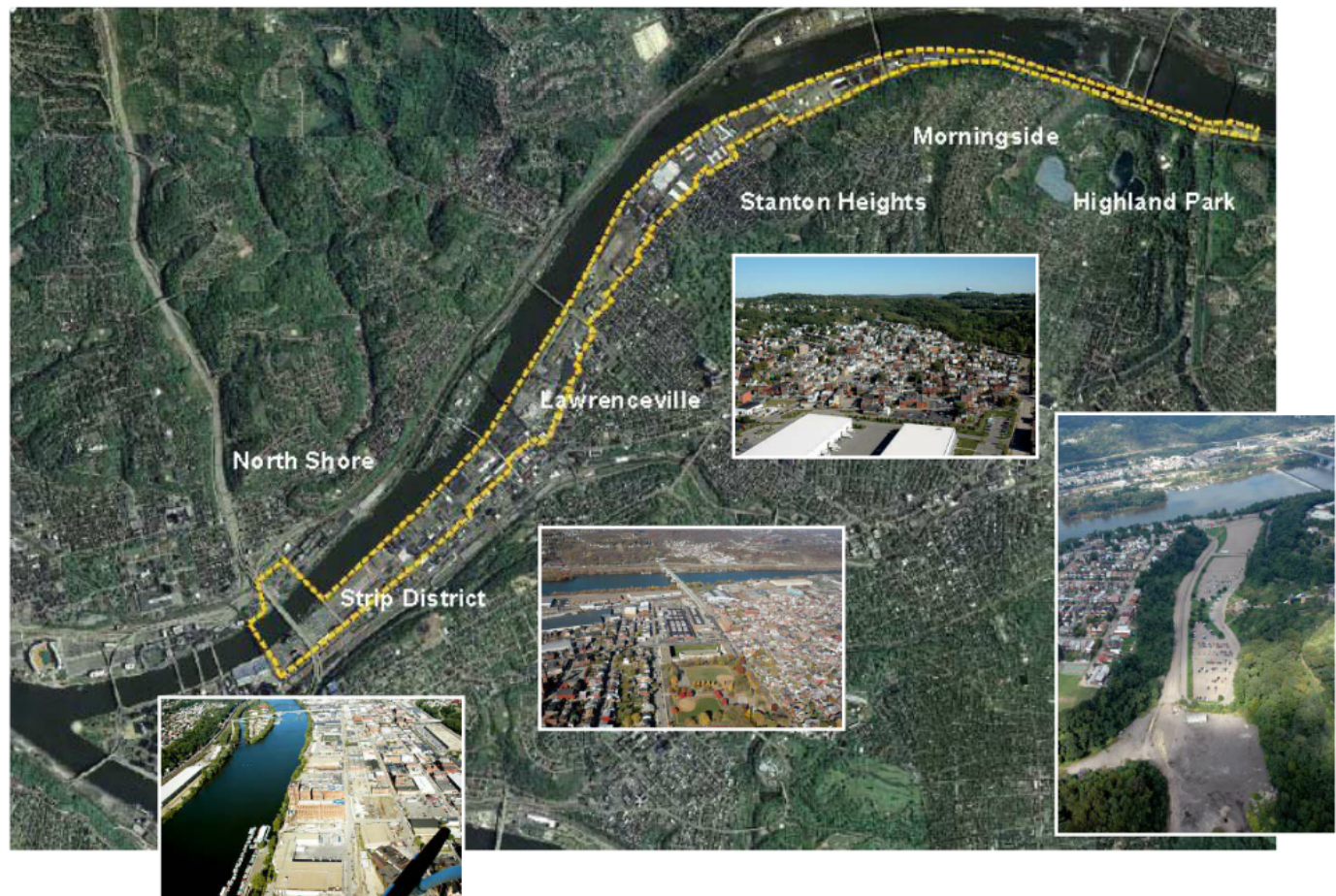
Photo: Payton Chung  
Box-retail mixed with upper-floor housing - Vancouver





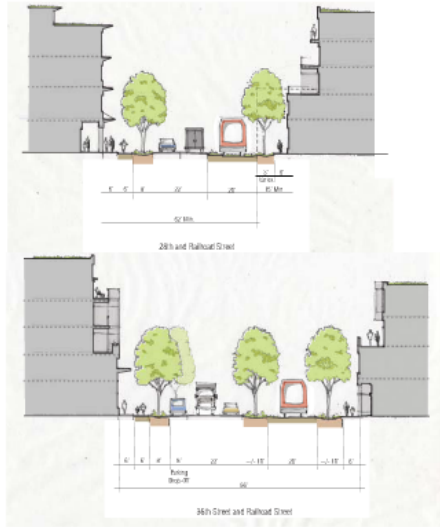


# allegheny riverfront vision plan





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



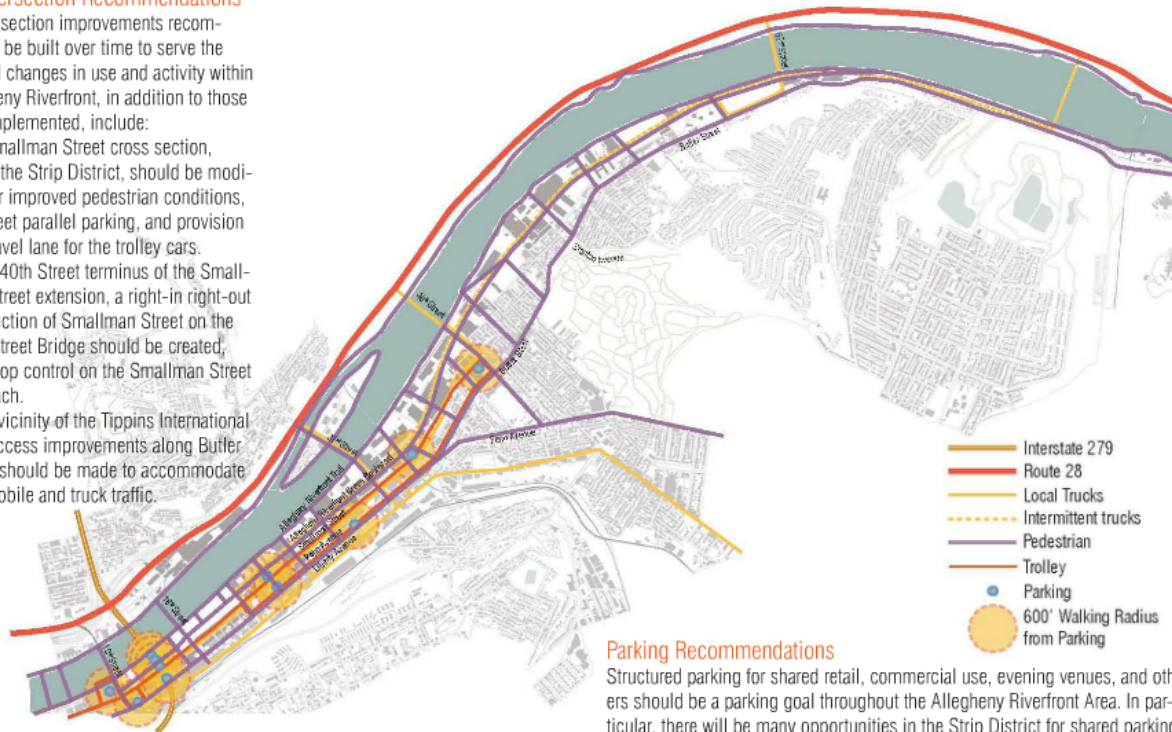
## Green Agenda



### 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

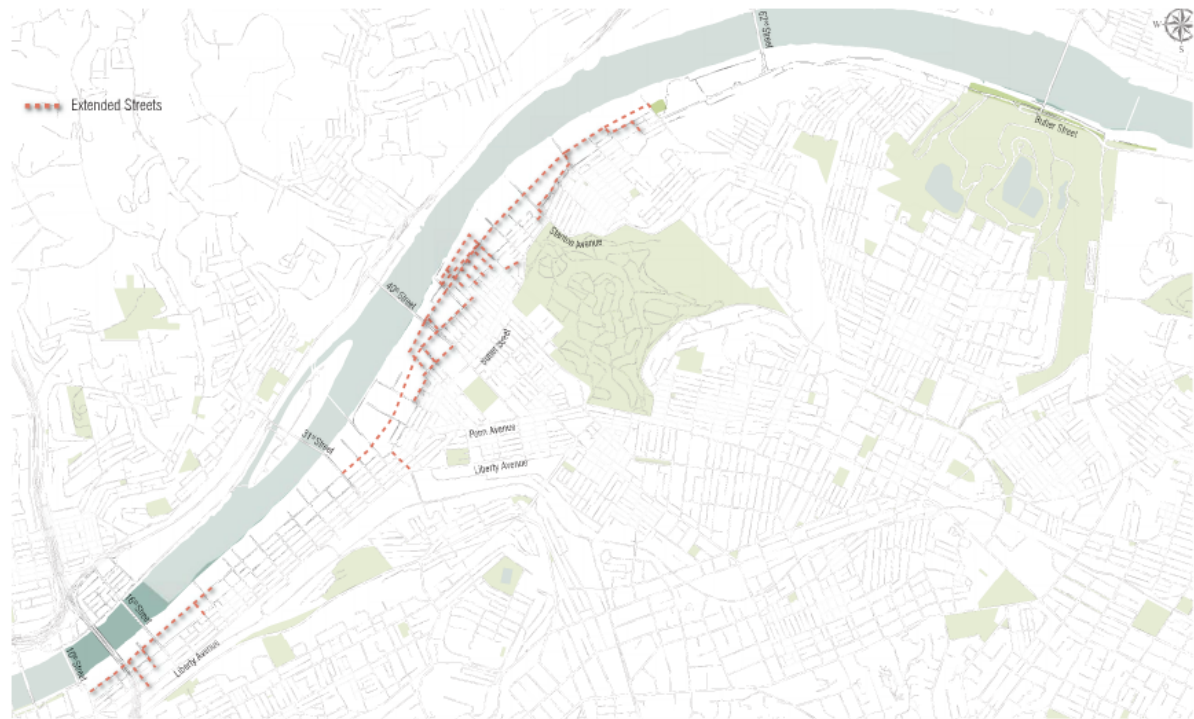
Truck traffic originating outside the Allegheny Riverfront or destined for other places would move along arterials, which are designated to prioritize through-movements. Only in order to enter/exit truck facilities and make local deliveries, trucks would use collectors and local roads, which tend to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



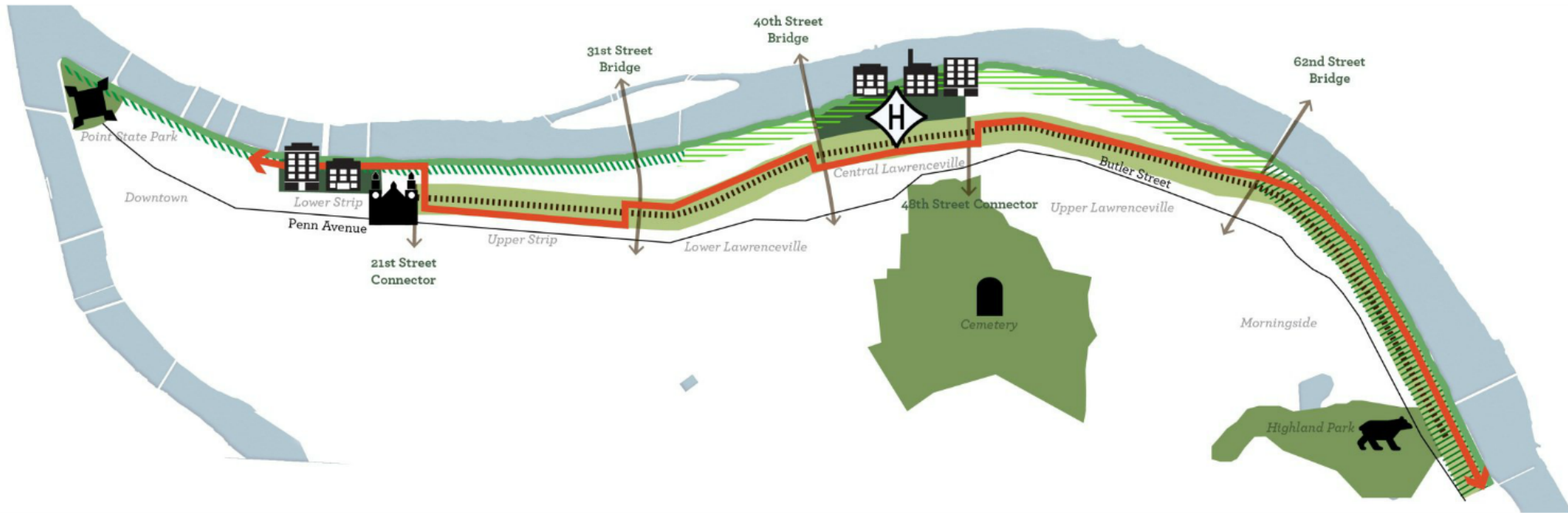
## 43rd Street District



## Transportation



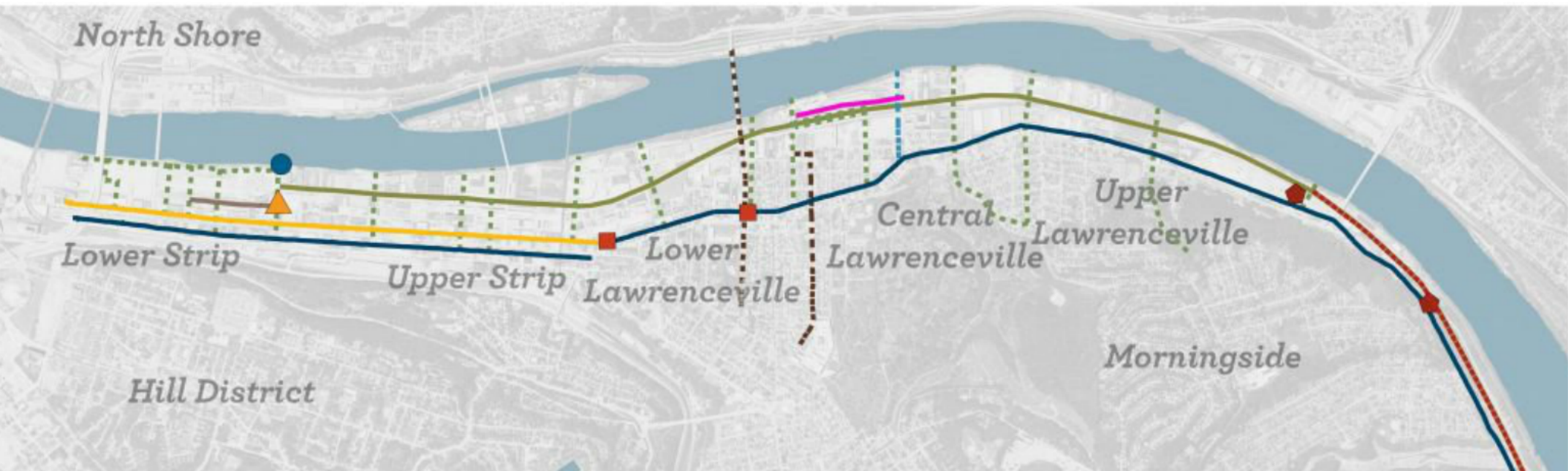
# The Green Boulevard Plan
















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

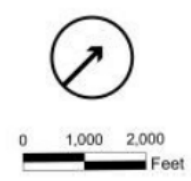


# Area-wide Transportation Improvements



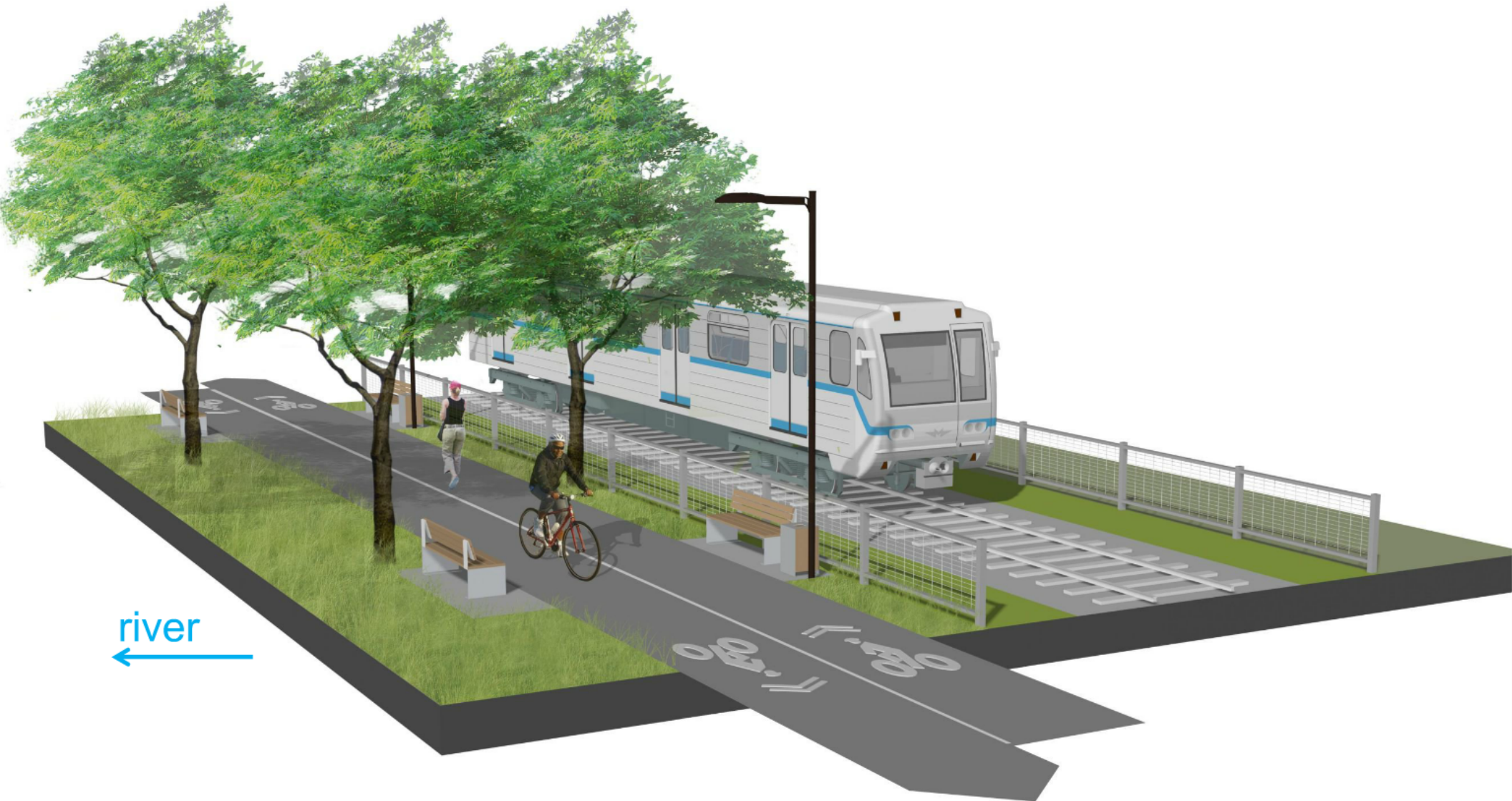
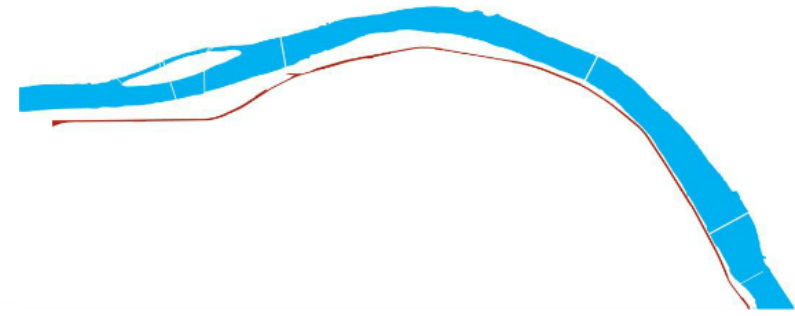
## Legend

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



# Multi-Use Path

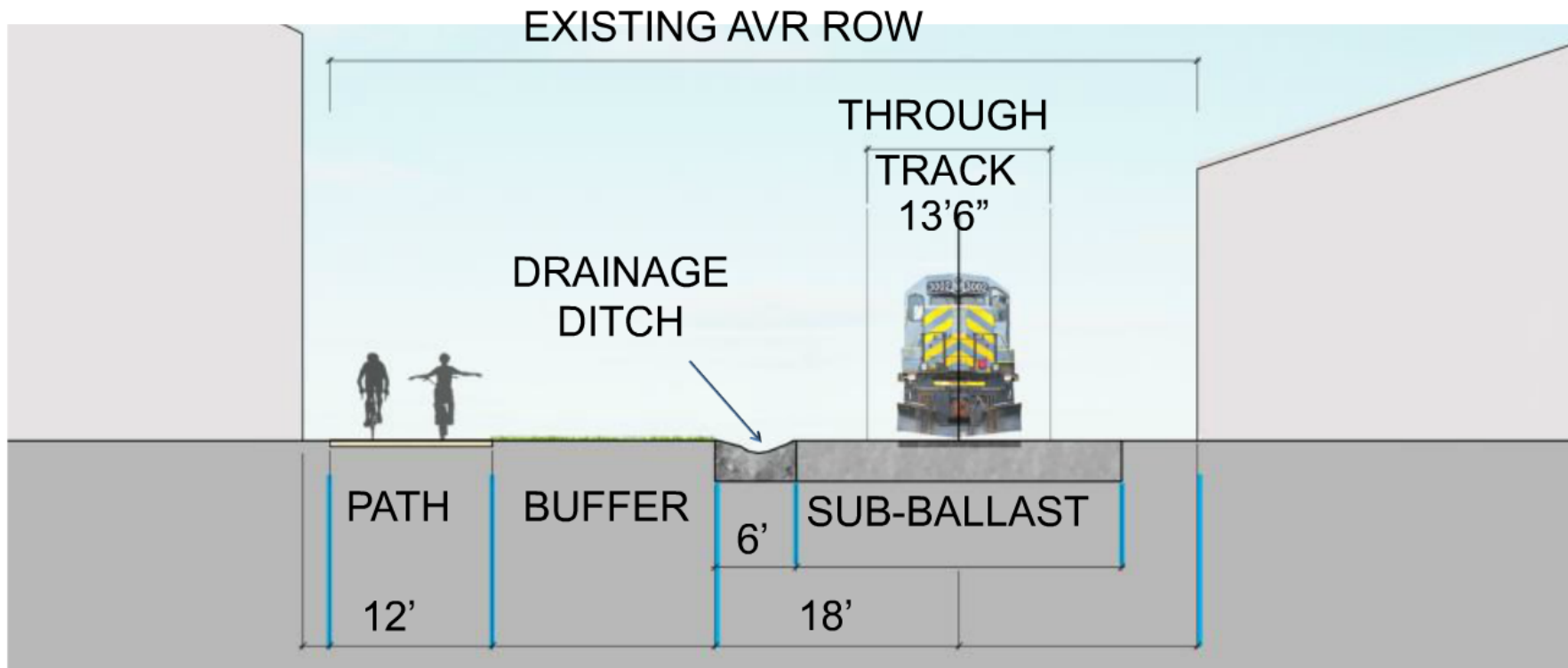
Proposed Condition at 31<sup>st</sup> and 32<sup>nd</sup> Streets



river

# 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



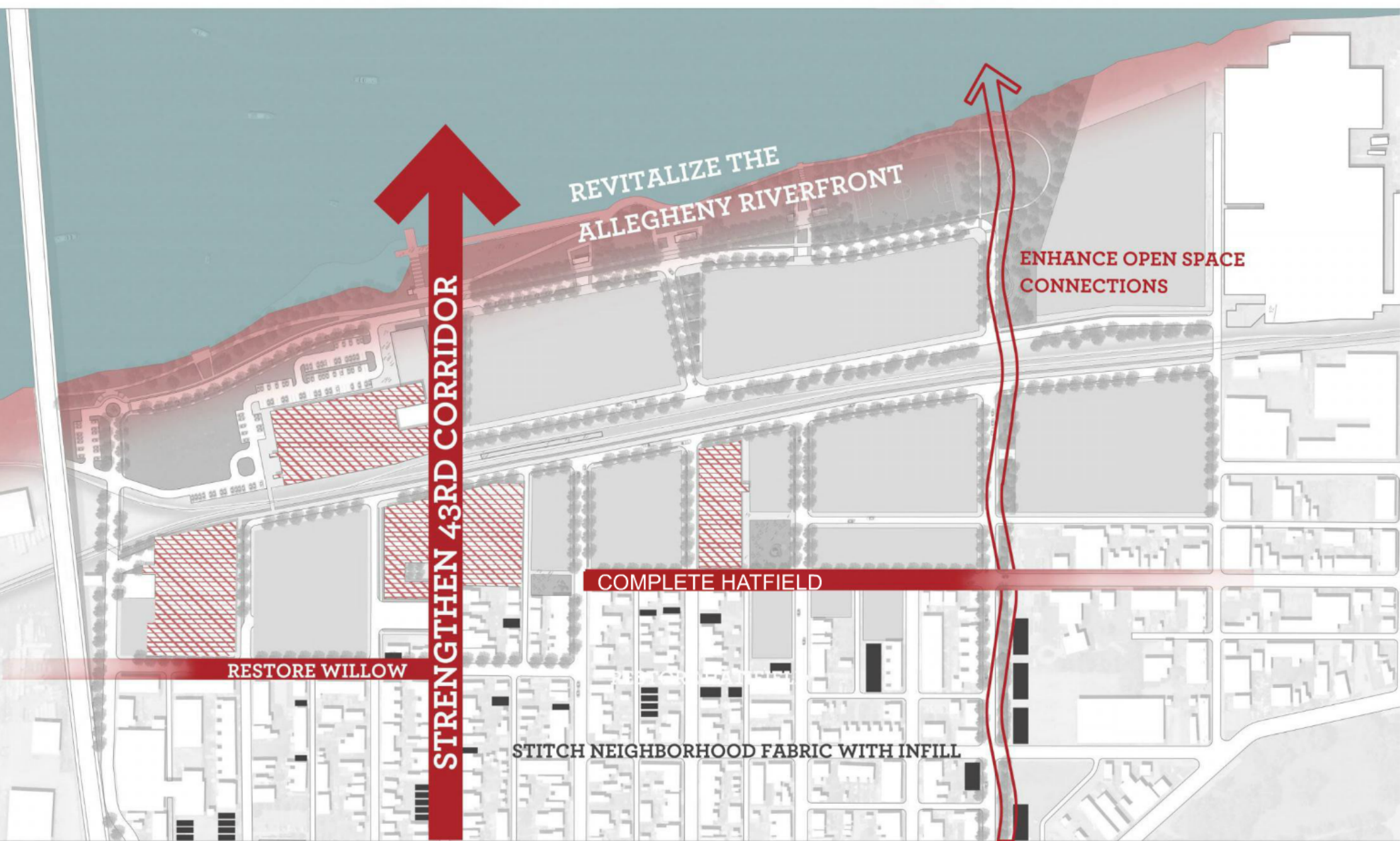
# 43rd Street District Redevelopment

## Existing Conditions



# 43rd Street District

## Framework Plan





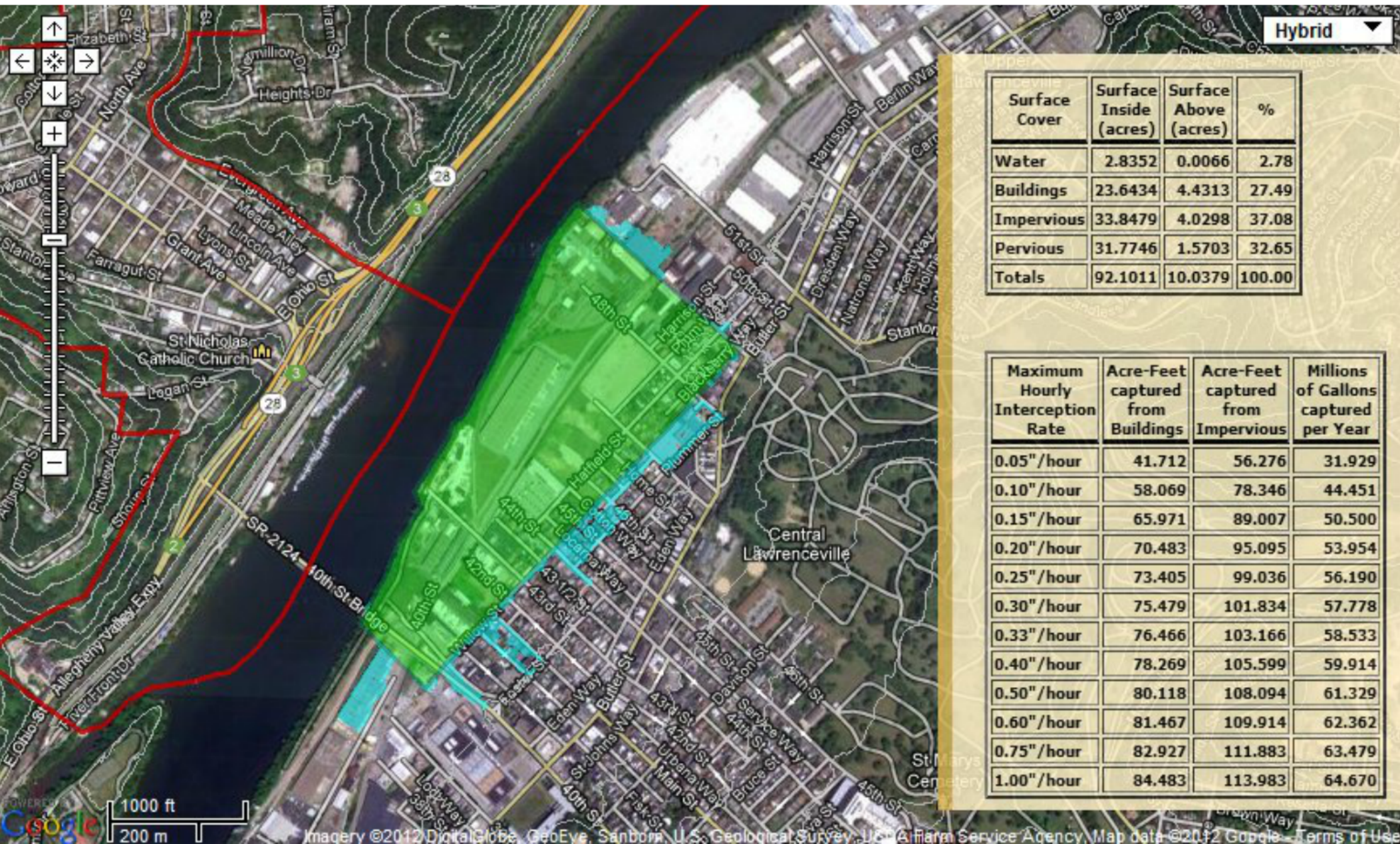
# 43rd Street District Redevelopment

## Future Development Plan





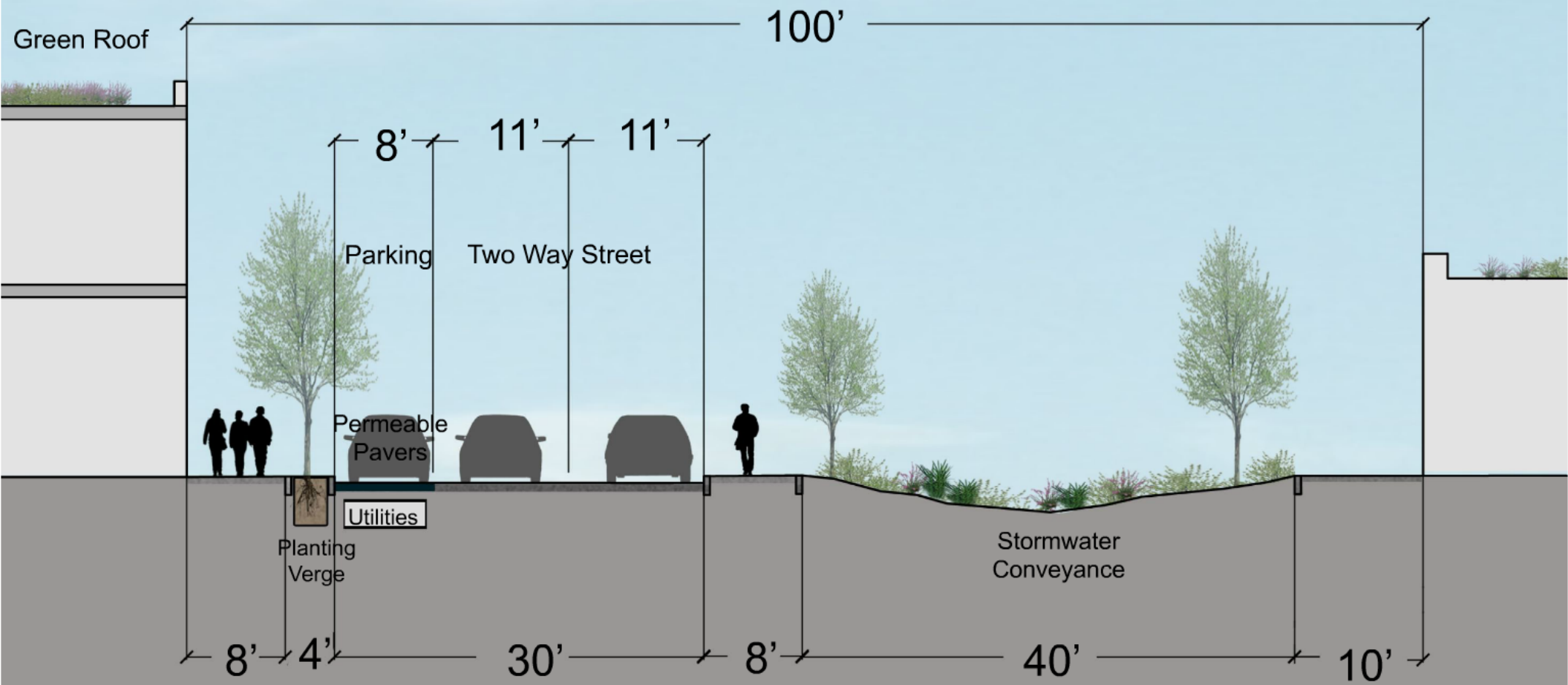
# 43rd Street District Stormwater Management Opportunities





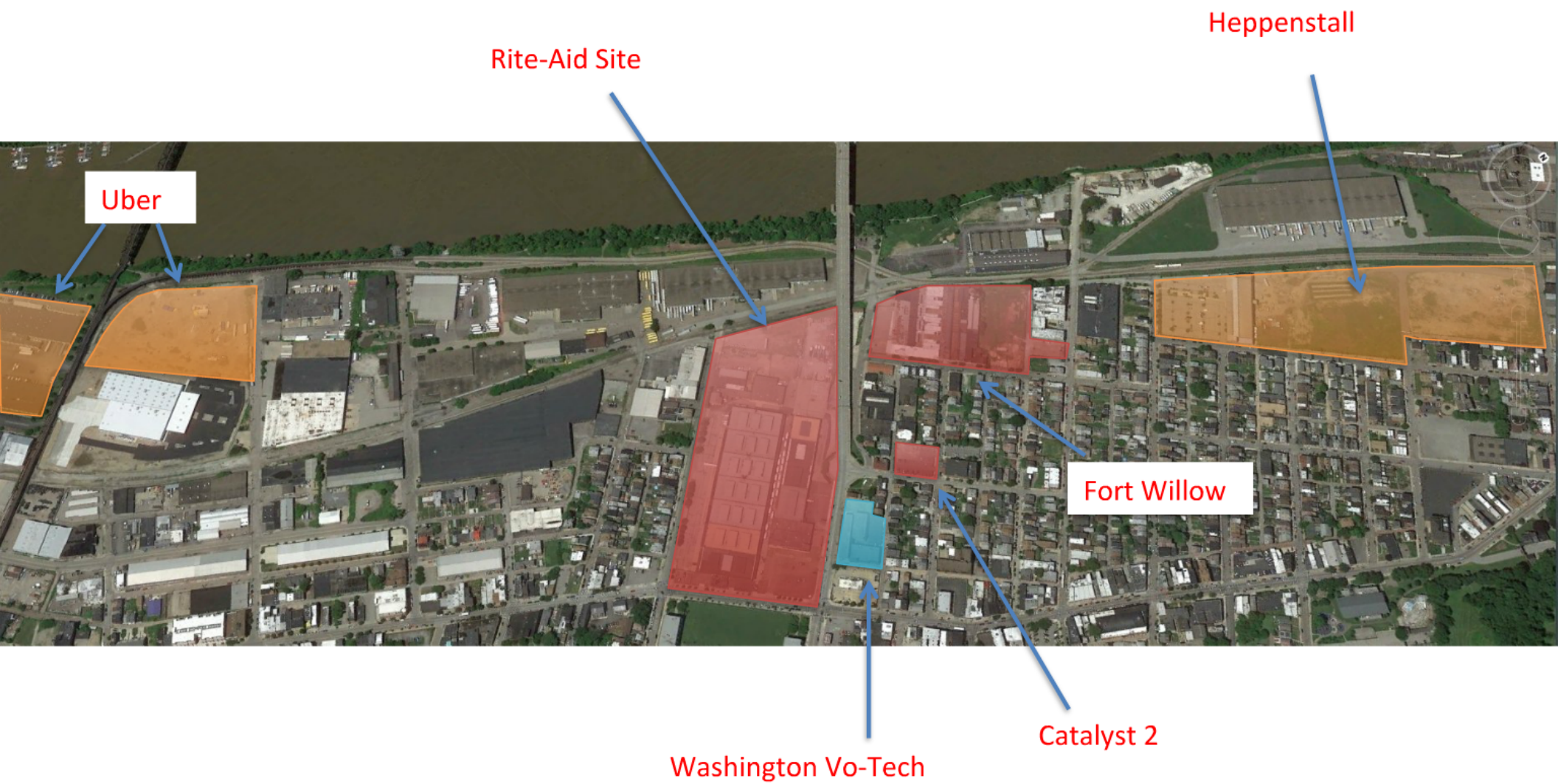
# 47<sup>th</sup> Street Stormwater Streetscape

Proposed 47<sup>th</sup> 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.



# 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

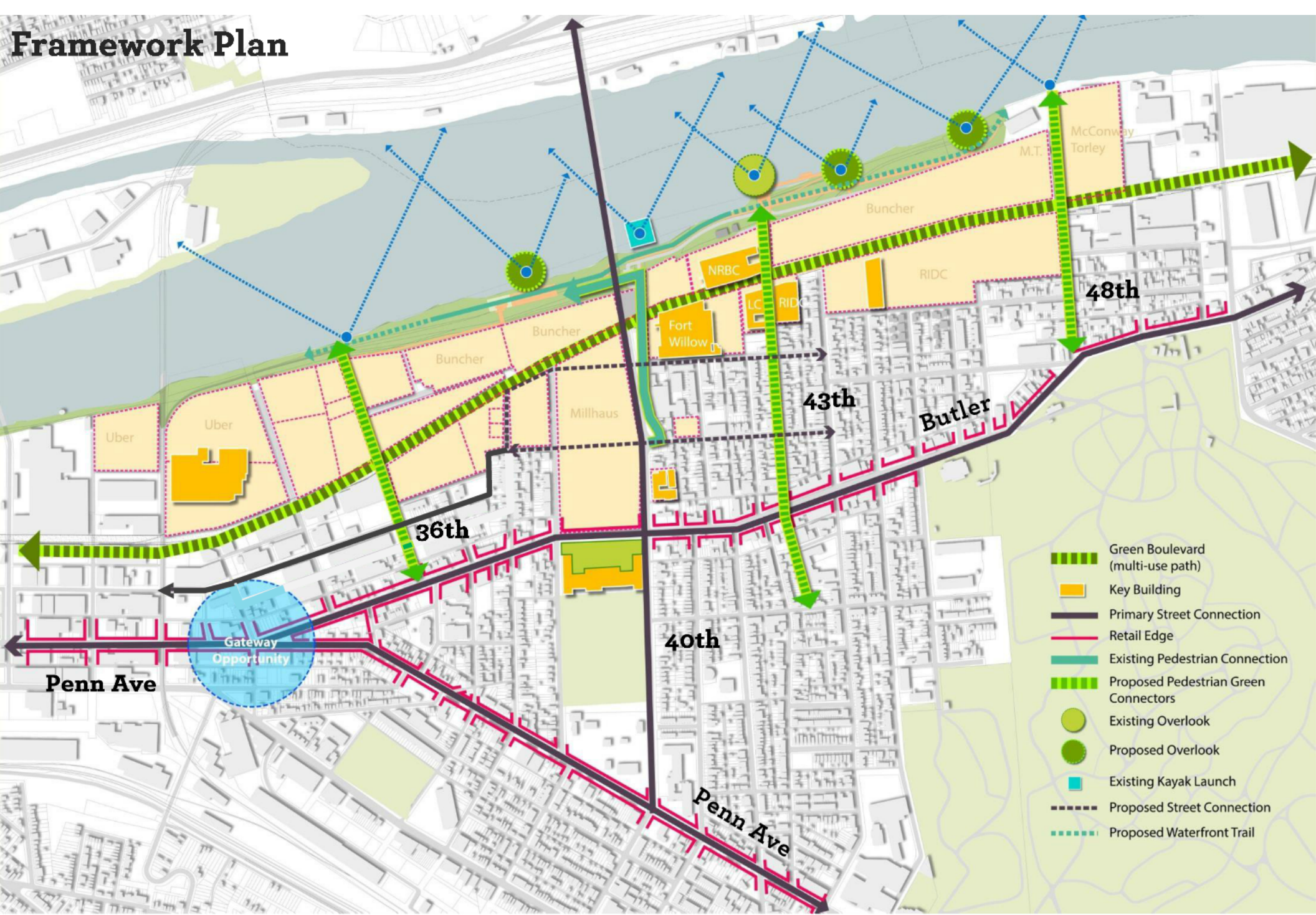
- Engage major property owners in Lawrenceville from 31<sup>st</sup> to 48<sup>th</sup> Streets to document an achievable strategy for Lawrenceville
- Establish areas for collaboration between the development proposals
- Prepare a Plan Update that integrates the current proposed development
- Consider 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

Transportation Opportunities

# Framework Plan



0 100' 200' 400'





# Parking Opportunities

## Proposed Garage

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

### ~624 space capacity

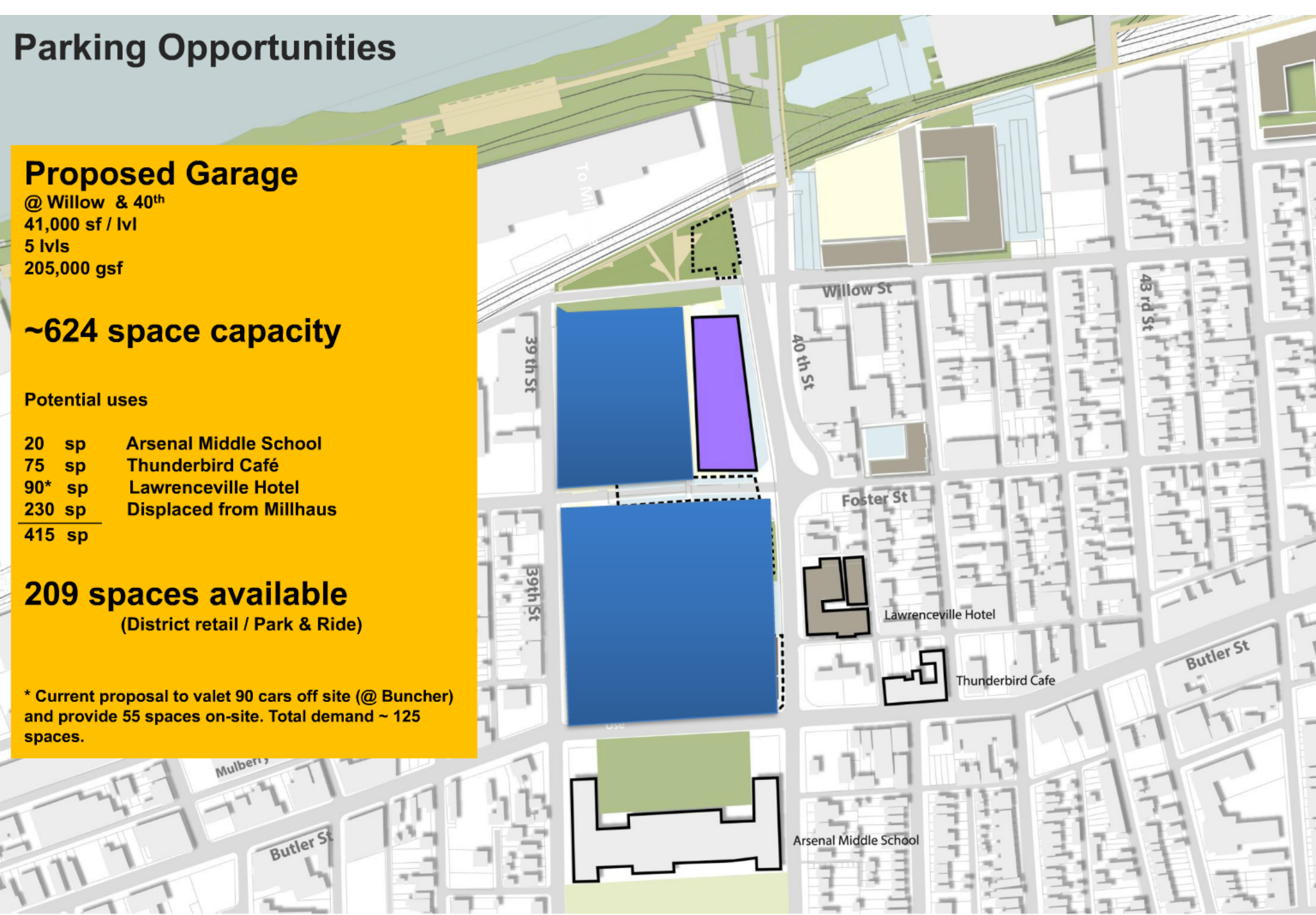
Potential uses

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)

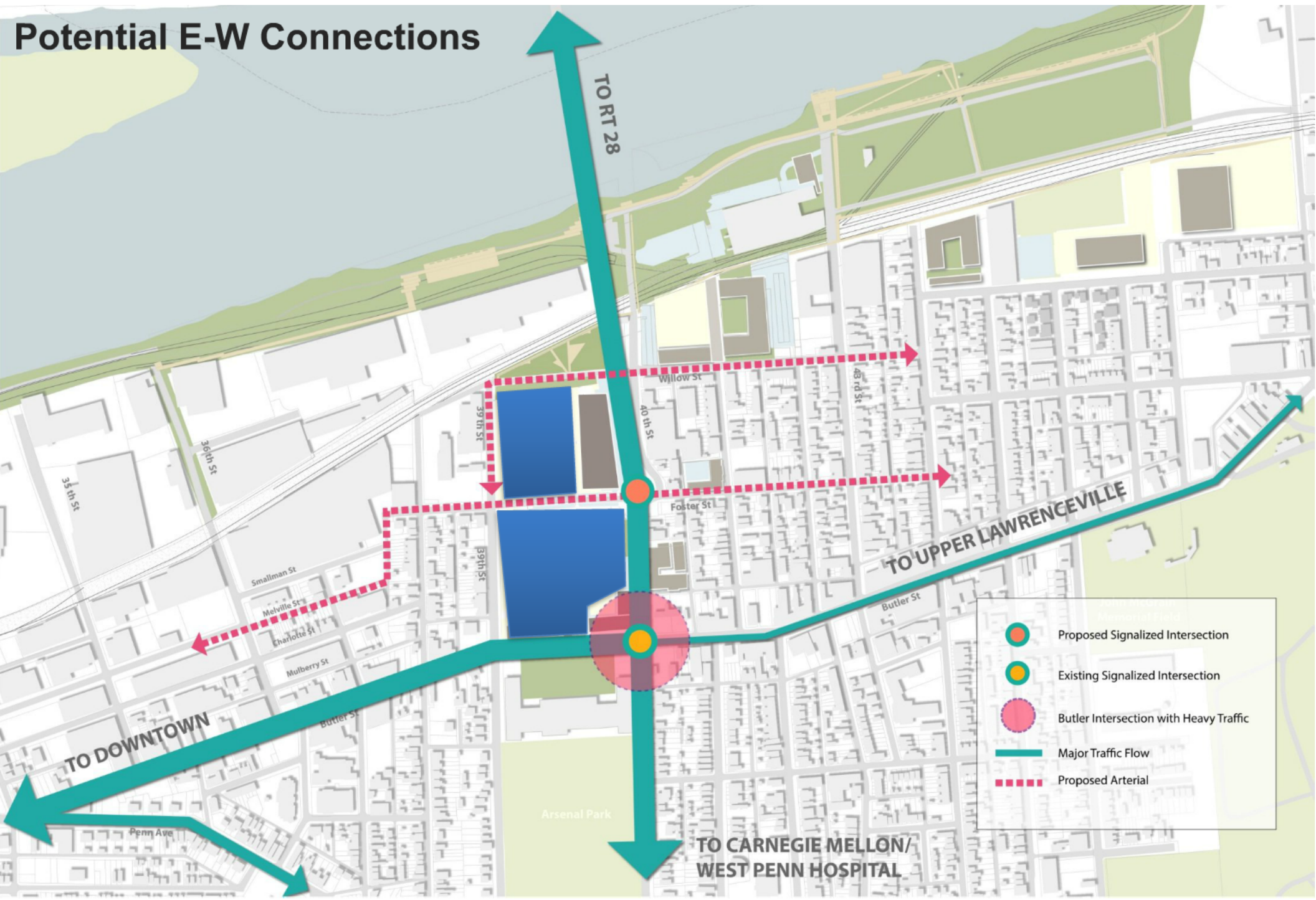
\* Current proposal to valet 90 cars off site (@ Buncher) and provide 55 spaces on-site. Total demand ~ 125 spaces.



# Green Infrastructure Opportunities

Bioswales

# Potential E-W Connections

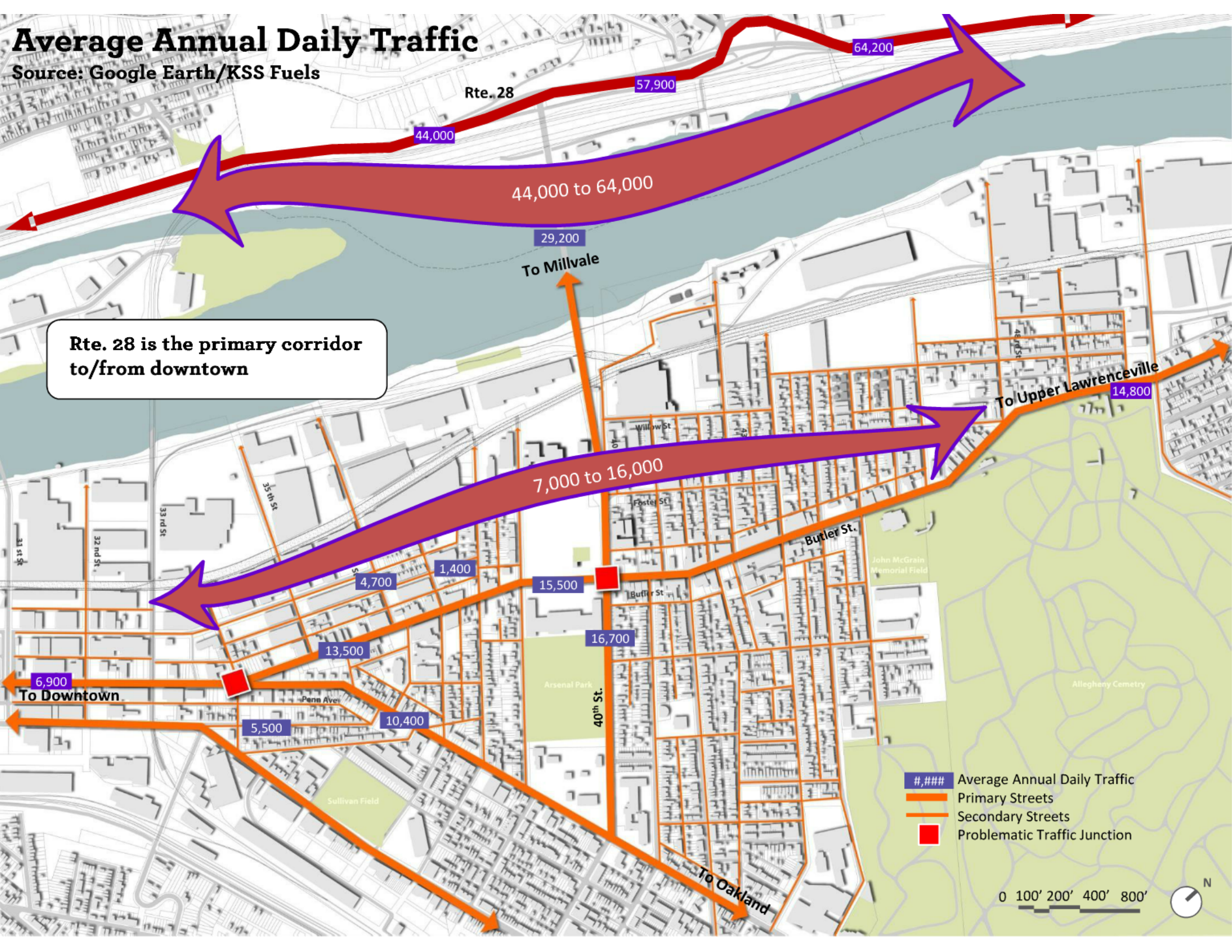


Proposed E-W Connection of Foster and Willow to provide for better street grid connectivity. Foster Street will continue onto Smallman Street to better connect to Downtown, easing the traffic problems on Butler Street.



# Average Annual Daily Traffic

Source: Google Earth/KSS Fuels



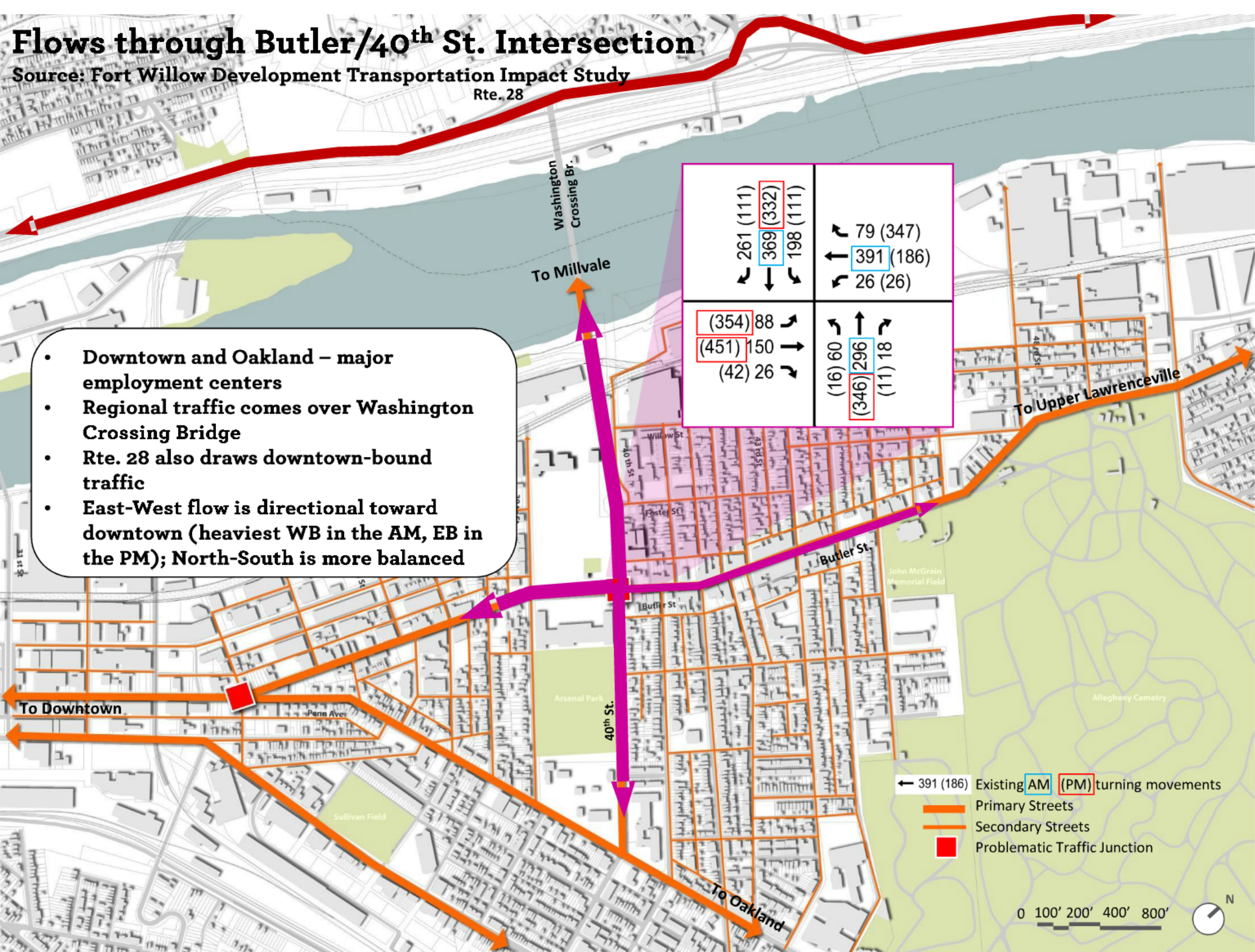


# Flows through Butler/40<sup>th</sup> St. Intersection

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



# 40<sup>th</sup>/Butler Projected Traffic Operations, 2019

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

5/7/2015

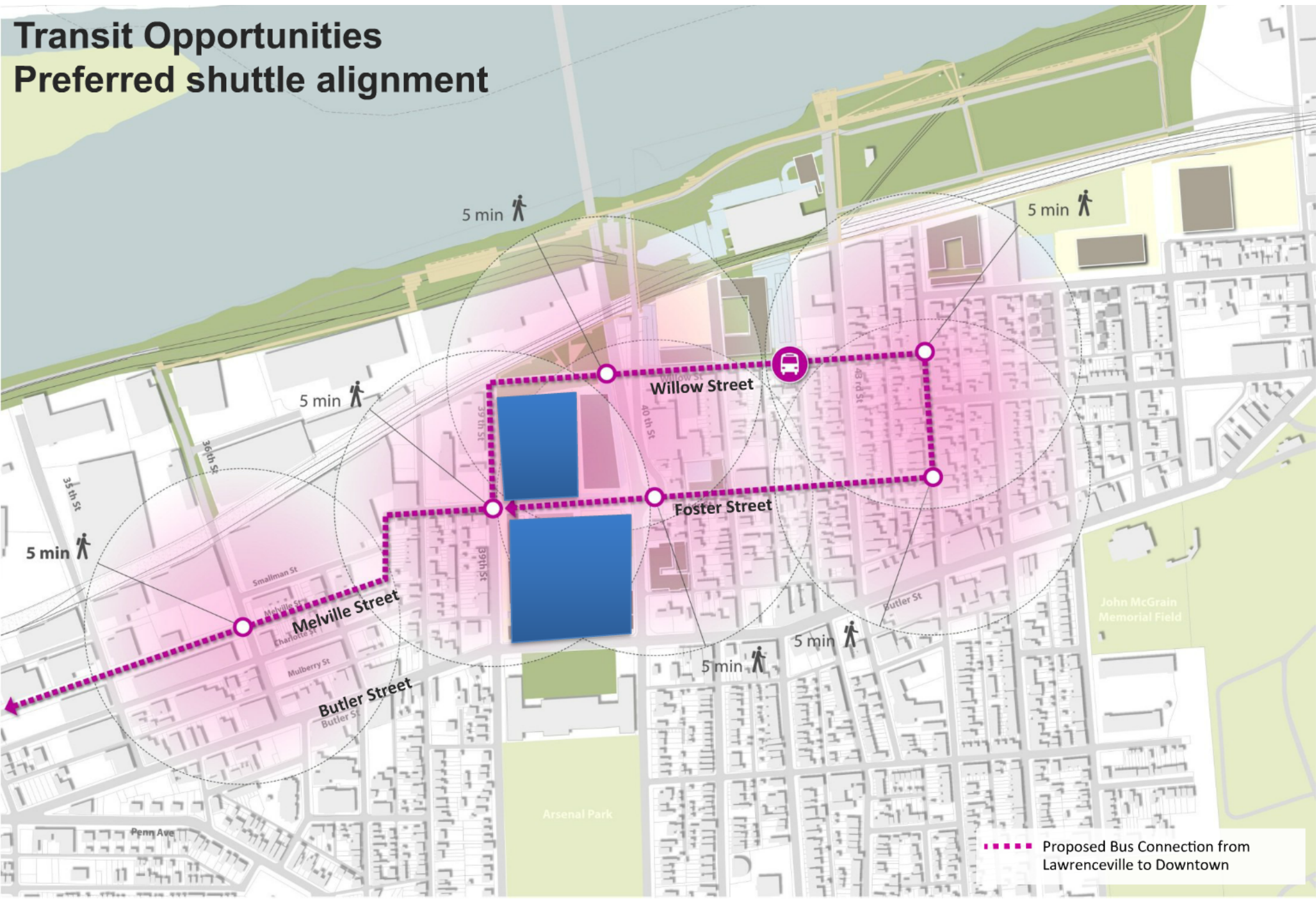
	↖	→	↗	↖	←	↗	↖	↑	↗	↘	↓	↙
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEB	SEB	SEB
Lane Configurations	↖	↑		↖	↑	↗	↖	↑		↖	↑	↗
Volume (vph)	375	460	43	31	196	354	16	362	11	113	340	114
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width	9	9	9	9	9	9	9	9	9	10	10	10
Grade (%)		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
Frpb, ped/bikes	1.00	0.99			1.00	1.00	1.00	1.00		1.00	1.00	1.00
Flpb, 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	369	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	
<b>Intersection Summary</b>												
HCM 2000 Control Delay		37.9			HCM 2000 Level of Service							
HCM 2000 Volume to Capacity ratio		0.79										
Actuated Cycle Length (s)		126.0						21.0				
Intersection Capacity Utilization		95.9%						F				
Analysis Period (min)		15										
c Critical Lane Group												

- LOS 'D' is ideal for urban peak periods

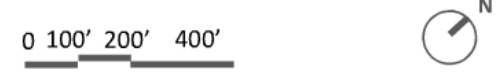


# Transit Opportunities

## Preferred shuttle alignment



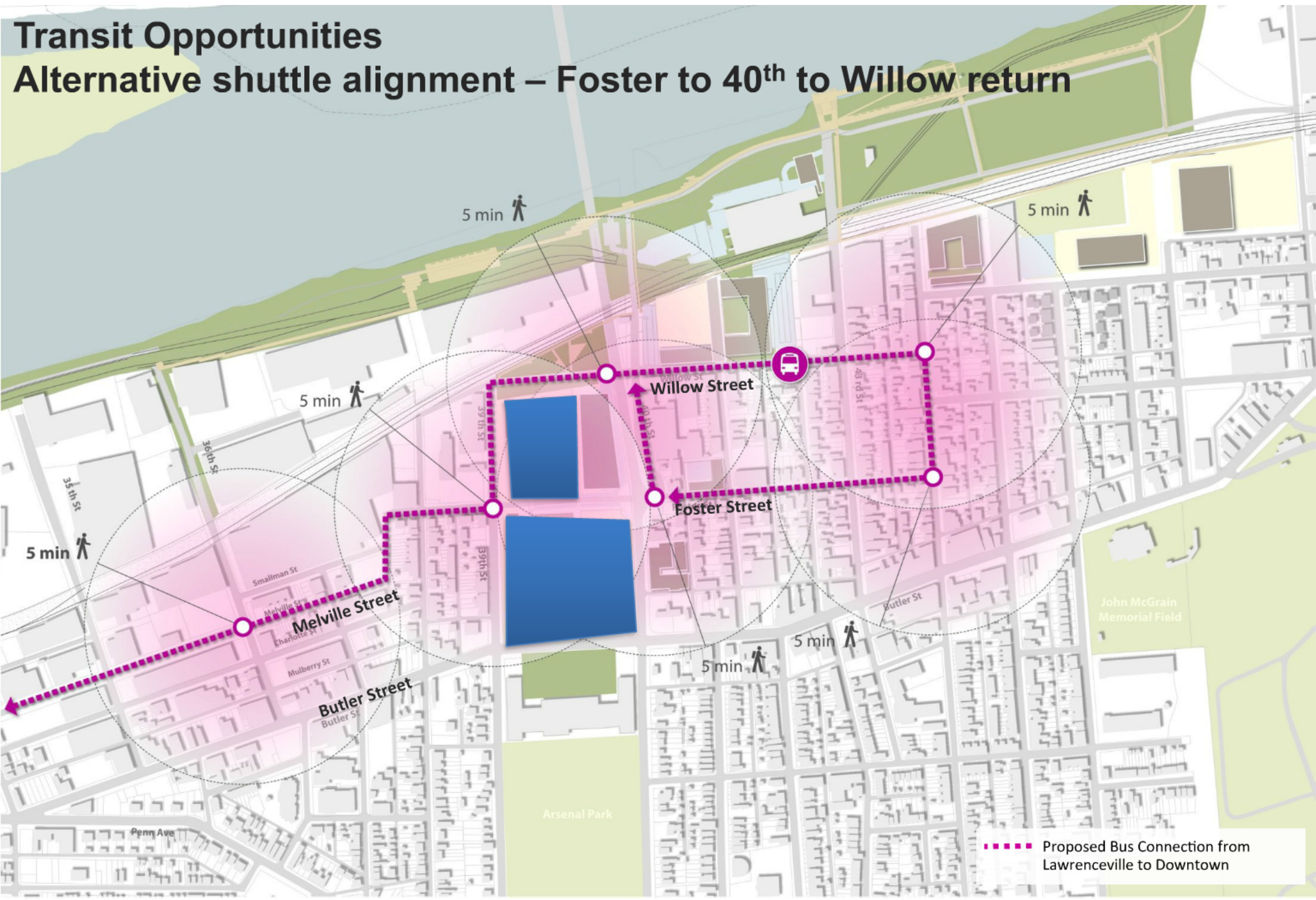
Propose Bus Connection through Melville, Willow and Foster for better connectivity to Downtown and ease major traffic away from Butler Street





# Transit Opportunities

## Alternative shuttle alignment – Foster to 40<sup>th</sup> 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

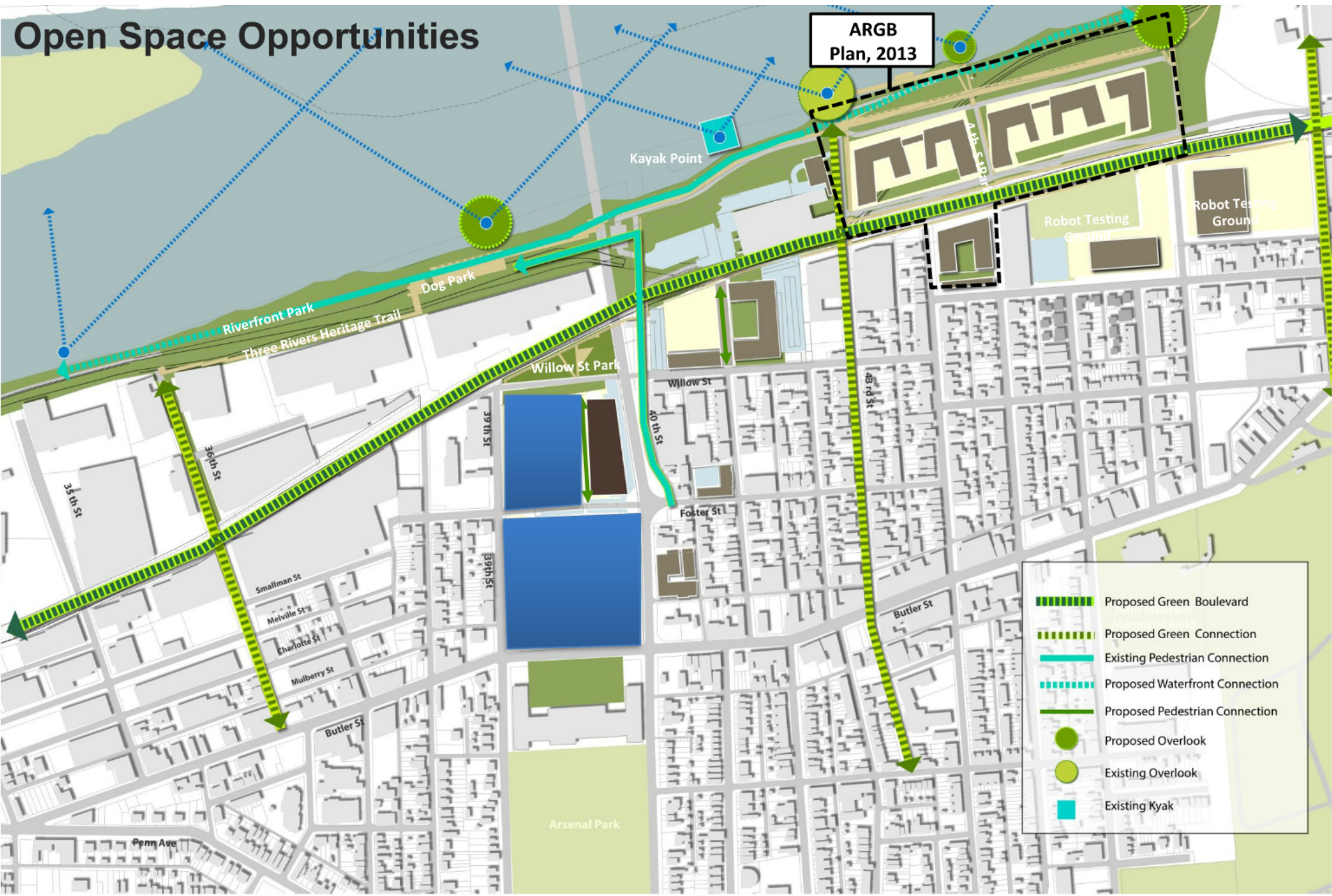
## Preferred shuttle alignment



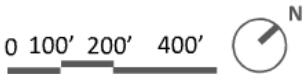
# Open Space Plan



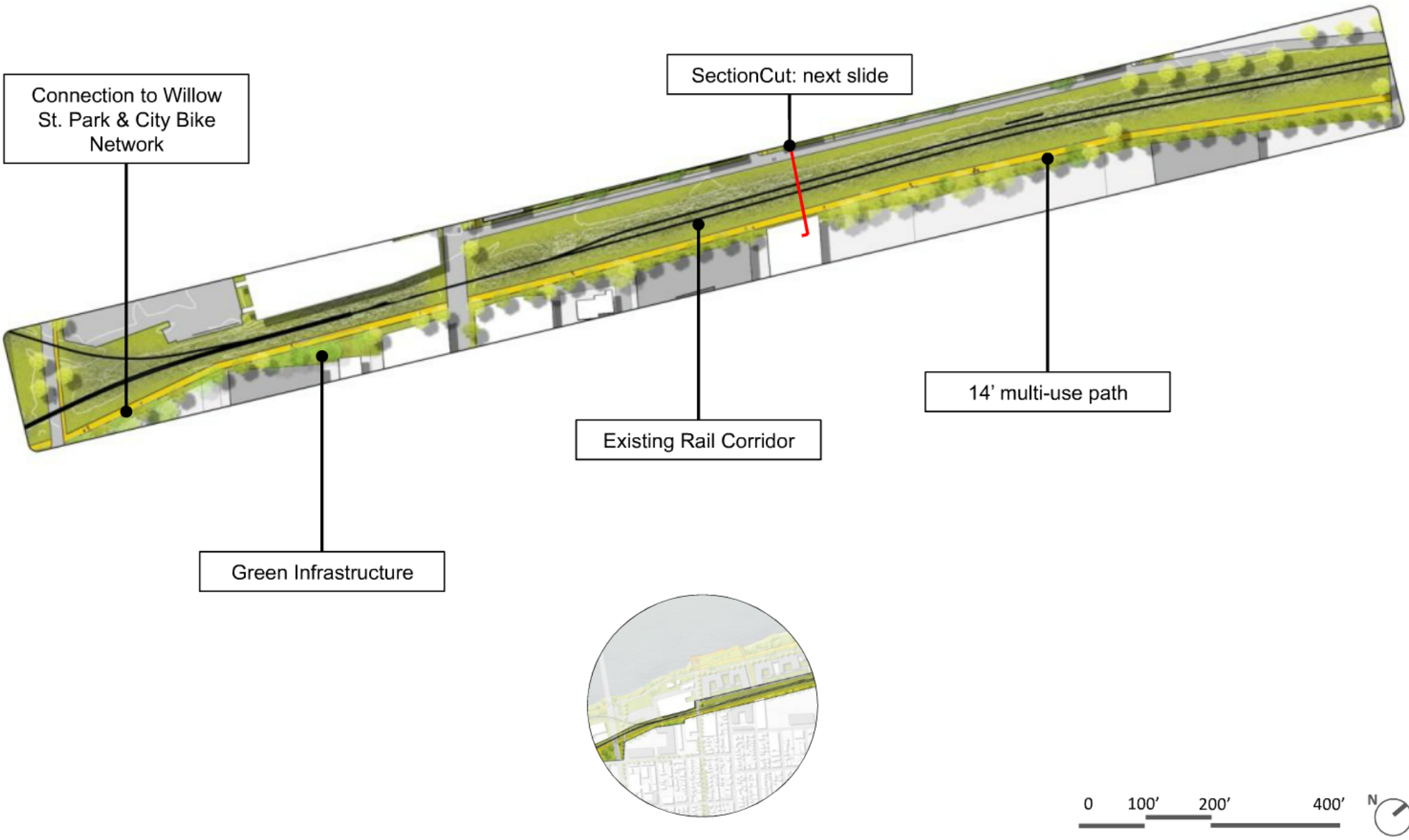
# Open Space Opportunities



**Proposed Riverfront Green Space, extend the existing Three Rivers heritage Trail, and establish Perpendicular Green Connections from the Neighborhood onto the River. Willow St Park, 45<sup>th</sup> 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	79	98	84	98	80	98	79
		Roof (sf)	Landscape (sf)	Paving (sf)	Green Roof (sf)	Roof (sf)	Porous Paving (sf)	Paving (sf)	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**

10  
11



# LAWRENCEVILLE



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HISTORY IN THE

*Remaking*



# Green Infrastructure Opportunities

Bioswales



Porous paving



Green Roof