**July 11, 2019, 6:30 p.m. @ Teamster Temple**

**Arsenal 201 Phase Two Community Meeting**

Lawrenceville United and Lawernceville Corporation reviewed community process and ground rules.

Project Intro from LU and LC: This is Phase 2 of a multi-phase project. This is an area between 39th and 40th St, the former Arsenal terminal buildings, the part that’s not Rite Aid, and we were engaged with Milhaus soon after they purchased the property.

**-Timeline pictured.**

Many of you guys were part of that process. It started in October 2015 when we did a 101 development community meeting. What are we signing up for with development? We walked folks through that, and in January we had a conversation about planning priorities in 40th St. zone. We had our first meeting with Milhaus in January 2016 and presented preliminary plan. We then had facilitated discussion in February 2016 without Milhaus present. We also distributed a survey to neighbors about general Lawrenceville priorities. On Feb 25, there was a second meeting where we talked about survey results and Milhaus presented. We used that info to work with Milhaus to refine plan and comply with community plans and they agreed to certain things that were incorporated with letter on March 3, 2016.

Very soon after that, zoning board approved their plans subject to our conditions. The last formal meeting was at a block watch on July 31st, 2017. All of the presentation and meeting notes are on LU’s website. We are walking through this deliberately because some folks were not a part of that process. We want to make sure people see this site historically. Priorities were part of the survey. Really 11 or so areas. They are things that come up regularly in community meetings: affordability, mobility, parking, infrastructure improvements, historic preservation, environmental health and stormwater management, public safety, education and opportunities, a real desire for the neighborhood to feel connected to development. Engage the schools. Construction impact. How we deal with that. Responsible hospitality, balancing quality of life with the vibrancy of business district. Business authenticity. Small and independent business a priority.

In zoning process, Milhaus committed to: public spaces, they agreed to provide public pedestrian way, there’s a public way as part of that process, they agreed to public green space park toward Railroad, intended to be a second phase intervention, streetscape improvements, since the project they’ve done parking lane, pedestrian scale lighting, etc.

In the future, there was the issue of upgrading public transit shelter, that was a commitment they made, and I’m sure we can get an update on that. Historic preservation of the old officer’s quarters. Preserving stone wall as well. Landscape design: agreed to remain consistent with neighborhood ReLeaf Lawrenceville plan. Connectivity: they made some commitments on extending Foster from 39th through 40th and agreed in future phases to extend Willow from 39th to 40th Street.

Streets and connectivity: dedicating easement for a green boulevard. We have worked with the City of Pittsburgh and URA and Foundations to design vision with a multi-modal pathway from downtown to city line. No RPP for tenants was another commitment.

All of those pieces were conditions of their original zoning approval.

The following commitments were made in good faith (not required by zoning but encouraged by us): downtown circulator, to complement existing PAT buses that could work between Strip and Lawrenceville. They said they’d look into affordable and workforce housing in future phases, better construction management, and then sort of community benefits like partnerships with schools, local sourcing of jobs, etc.

One thing that has changed is IPOD, an affordable housing policy we have been advocating for. This is based on affordable housing task force and has included many studies over the years. Essentially the mayor appointed an inclusionary zoning exploratory committee. This is a policy for affordable housing shortage. This legislation based on those recommendations made it so that any residential project above 20 units, 10% are required to be affordable. Priced for people earning 50% of AMI. It is a pending ordinance. It is in effect right now. Those units must be integrated within and throughout; can’t be segregated. There is a public hearing on Tuesday 7/16 at 1:30 pm at council chambers. We have flyers. Any questions?

**Dave B acknowledges that Councilwoman Gross is present.**

**Milhaus presents:**

**Alex Sanders:** Hello, I’m Alex Sanders from Millhaus. Would like to thank my team. 7-8 people here so we can answer every question. Arsenal 201 Phase 2. Off of 39th and Butler. Phase 1 is there now. We’re here to intro Milhaus for anyone who’s not familiar, a recap of timeline, Arsenal 1 review, intro to Arsenal 2, share some the of concept designs, talk about affordable housing initiative, and discuss next steps.

A little bit about Milhaus: We are headquartered in Indiana. I’m based in Pittsburgh. We were established in 2010 and are a developer who predominantly works with Class A multi family urban residential buildings. We are also long term owners.

Quick project timeline. We purchased the land in September 2016, We have the land for Phase 2 already. Opened up Phase 1 in 2018. We had multiple meetings with Matt from LC, Dave from LU, the Mayor’s office, the Councilwoman’s office. We wanted to make sure Arsenal went along with IZ and the function of the neighborhood.

Phase 1, which opened in June 2018, holds 243 units, including micro studios and 1, 2, 3 bedroom apartments. The apartments are 99% full. We do have 19k square feet of commercial space and are currently in negotiations with new retail to fill some empty space.

Arsenal phase 2: opening date is fall 2021, this will consist of 343 units behind phase 1, closer to 39th and Foster. Toward office building and warehouse. We have a temporary parking lot there as well as other warehouses so we’ll be taking down those and adding this building. It will be a mixture of micro, 1, 2 and 3 bedrooms amongst those 343 units. 35 affordable units to comply with IPOD. It will have a parking garage, public green space and dog park, green trail through site. There will also be a historical renovation of officer’s quarters on the interior. The exterior will remain the same.

There will be 445 spaces in the garage to handle parking for phase 2 and phase 1. It will be a one to one ratio. The garage will be where temporary parking lot is. We are going to have 3 surface parking spots and 200 bike parking spots. My tenants love bikes and kayaks; they definitely will use those. Milhaus will provide 35 affordable units. Monthly rent shall not exceed 30% of their income for folks earning 50% of area median income.

**Location Map Shown:**

**PVE Engineer:** Thanks Alex, here is the overall location map. Try to orient you all with the exact location. Area highlighted in yellow is phase 2. This is the overall site plan for phase 2. Everything in white is the apartment building. Lot will face Foster street. Access to garage will be Foster street. The main entrance to building is corner of 39th and Foster. Existing stone wall which runs all the way will remain intact. Halfway down 39th street this area is the pool and courtyard. The pool will be elevated 3-4 feet above 39th street. It’ll be a nice view from the street as you walk by. Thee officer quarters will remain. Access will be at rear. Sidewalk will run from public 39th street to the original door location.The proposed Willow street extension will have parallel parking and public parking. Other main entrance will be halfway up building location. There will be a fire pit, outdoor seating, herb gardens, hammocks, etc. The long Willow street will be open space between there and railroad. About an acre area. A dog park will be fenced in with sidewalks and seating. Pedestrian and bike easement will have temp easements until the city builds the rest. At the very end of the walkway, there will be a small seating area. From butler street to open space area. This location will be the 75 temp parking lot. It will remain during construction and then it brings you all the way around to Foster street, privately owned and maintained.

**Vinay, architect:** I’m going to talk about the design goals for this project. This is a big building with 5 story wood frame. Pretty cool site because the site transitions from what is pretty vibrant downtown Butler Street. It runs down 39th with townhouses on one side and the development that’s already there, and then warehouse district that picks up from Foster to Willow. It’s an interesting mix because how do you fit units in but also meet basic and vital design guidelines? We want to make this a building that will be a good element. Foster and 39th: 2 critical elements there were the existing officer’s quarters and stone wall. They’re historic landmarks. The first basic design decision we made was to create the courtyard on 39th so you don’t have a big building right up on the sidewalk. Gives more visual space. The other critical element was to maintain access that’s already there and the design elements. The garage is necessary; we consciously decided to put it on Foster, which is a public street. The building is set back, officer’s quarters and stonewall maintain their own identity, relate to 39th more closely. Even the warehouses moving down 39, we wanted to make sure it wasn’t built right up against the street. This is 39th and Willow. There is a 1 story drop between 39 and Willow. This elevation and façade was modified based on feedback, etc. This façade is important because you can see it from the river, bridge and park. We made a lot of revisions to address this façade. The focus was maintaining activity along the street. There are a lot of stoops and entrances. No dead sidewalk; you get an active sidewalk to match the city environment. This is Willow and Arsenal Alley. The exterior leads back up to Butler. There is a mini setback here. This is Arsenal and Foster, a private street and setting the garage on this façade and stepping it back makes for a good design decision.

Cindy will be now talking with you about traffic.

**Cindy Trans Associates:** My name is Cindy and I am principal of Trans Associates, transportation engineers for the project. We did do the study for the overall master plan and for phase 1 and we have continued with phase 2. This diagram shows the study area required by DOMI. The Phase 2 site is in green. Intersections we studied are shown in circles. One’s a signalized intersection, everyone’s favorite Butler and 40th as well as intersections along 39th and 40th and Foster. The first thing we did was to go back and do new traffic counts and observations. There’s an update on how things are since first data collection. Other local developments have expanded. What we found is that in general the traffic volume is actually lower than we projected. This is probably related to the fact that projections were done with national data. In this area, there are multiple modes that are available. There are many options for public transit, bikes, walking. They can provide alternatives to accomplish different trips. This is the illustration of port authority routes. We did perform intersection analysis to determine delay times and operation of study. Intersections that are functionally acceptably are shown in green and most of them are green; the places where delay is identified with the project is 40th and Foster. That has been a long time community location where you sit and wait. The signs have been placed over the years to prohibit left turns from Foster onto 40th to avoid that. We did do videotaping of all these intersections. At 39th street, we anticipate delay there related to addition of the traffic for the phase 2 development. The last time we were here we anticipated new 39th and butler traffic signal. However, we’ve done analysis and we determined we do not meet the state and city criteria for installation of new traffic signal. Even if we want to, we can’t install a new traffic signal. Not among phase 2 recommendations.

First thing is optimization of signal timings, along Butler at 39th and 38th.There will be a replacement of high visibility pedestrian crossing pavement markings, and on 3 driveways, application of stop signs at driveway action spots. That’s the summary of recommendations.

**Alex Sanders:** Again we want to thank you for your time. Now we’ll open it up to a q and a.

**Dave B Lawrenceville United:** Please raise your hand. One question, one follow-up question. Pease raise hand and identify yourself.

**Mary Coleman, 43rd Street:** Is Foster going to be a through street crossing 40th?

**Matt Galluzzo Lawrenceville Corporation:** With Councilwoman Gross’ assistance, the city hired a traffic analysis entity called Sam Schwartz. 3 years ago. They looked at Butler and 40th and Foster and determined that it would cause the intersection to fail, the bridge traffic would fail and back up. It was our hope we’d be able to create connection but as it stands, the plan is not to connect, juxtaposing that with Willow, the plan is to connect Willow when DPW substation moves from that site. The city is working with the county to locate them to a new site in the next year, plus.

**Owen Lampe, Fisk Street:** Originally plans were for 4 phases. Since then the Rite Aid property has been sold. Are there still plans for phase 3? There is that 75 space temp parking….how far is phase 2 going to be? Same width as phase one?

**Alex Sanders:** phase 1 and 2 will be the same width. Phase 2 is going to go all the way to Willow, the rest will be green space. Phase 3, no plans. Open green space for now. As of today we have no plans. Phase 2 is it for now.

**Other questions?**

**Andrea Lavin Kossis, city planner:** A correction. The light installation at 39th has not totally been ruled out. Nothing is going to be waived until DOMI colleagues have opportunity to look over study and decide whether it is acceptable. It’s not entirely out yet.

**Kathy Brogan, 39th and Foster:** There’s a garage next to the officer’s quarters, will that been taken down?

**Alex Sanders:** Yes, garage will be taken down. Building will be surrounding quarters. Yeah, the building will be around then.

**Eric Gidley, 38th**: I was wondering how parameters for which units to use were decided. I know there’s not many 3 bedrooms in grand plan, but is there a 3 bedroom being included in the affordable space for families who might need that?

**Alex Sanders:** Right now we’re going on percentage of units, but for IZ, we talked to Dave earlier and it sounds like we may have to offer more 2 bedrooms, as of today we don’t have 3 bedrooms just because there’s only 5 for the project total. We’ll make sure we hit the standards for IZ, of course.

**Eric Gidley, 38th**: In lieu of traffic light, is it possible to get crosswalk light?

**Cindy Trans Associates:** that is exactly something we will talk to DOMI about. In our lingo it’s called an RRFB, Rapid Rectangular Flashing Beacon. It’s an installation on both sides of street. Pedestrian activated and then it will make lights flash to make vehicle stop. If that goes forward, that will be on one side of the intersection. That is certainly something that could be looked at for installation. We didn’t meet criteria; we do recommend coming back and doing new counts when phase 2 development has been done to see if criteria has been met. We’ll see where that goes.

**Matt G Lawrenceville Corp:** DOMI is the czar of the city for that kind of implementation and study. The department of mobility and infrastructure.

**Janet, 38th St:** How tall is the building?

**Alex Sanders:** Five stories and steps down from Foster to Willow. Way below the bridge. If you’re looking at existing building, it will be lower than that.

**Janet, 38th St**: Where that asphalt is now, that’s part of building?

**Alex Sanders:** Yeah.

**Janet, 38th St**.: Where are you going to put the cars?

**Alex Sanders:** We moved to temporary parking lot, and the garage is going to be built before units. It should alleviate parking on 39th street. We are going to charge for parking. Our parking garage is full now, which is why we’re adding more. We’re working with school district so teachers have parking during the day, also.

**Laurie Bonnett, 45th St:** Where are construction vendors from? Interested to hear from tenants as to quality of property? For the 35 mixed units, I think a 3 bedroom is important because if we’re being fair, micro studio 1 2 and 3 would be same as market rate. For officers’ quarters, will it be open to public? Run by someone? Also can we see a copy of the transportation study?

**Alex Sanders:** Construction: Franjo, same as phase 1. We haven’t had too many tenant complaints. They love the product. It’s 99% leased. We do have a waiting list. Officers quarters: using it as office space. Looking for an office or tech company. Privately leased. Right now empty. We’ll renovate with the goal to lease out. Transportation study is a public document that DOMI has right now. We can make sure it gets on the website for you to see.

**Bob Haddad, 43rd:** If the parking lot isn’t full, will you make parts of it public?

**Alex Sanders:** Just private.

**Bob Haddad 43rd** : From the pull up chart with layout in green, it looks like it will run from Foster to Willow.

**Alex Sanders:** Yes!

**Bob Addad 43rd:** What part of that is building versus green space?

**Alex Sanders:** Green space is on opposite side of Willow.

**Bob Haddad 43rd:** What is your demographic?

**Alex Sanders:** We do have a nice mixture. Majority of tenants are 28-36. But we do have all age groups.

**Bob Addad 43rd:** Vendor for retail space? Why has it been empty?

**Dave B. Lawrenceville United:** to refresh, one of proposed tenants was the Vault Taproom. That also went through our community process. Self serve taproom. We objected to that self serve nature, scale, proximity to school, and opposed it, and he did eventually lease in South Side.

**Michelle, 42nd St:** How does this benefit the neighborhood overall? Since the officers’ quarters are private how do we benefit? Aside from wall and office quarters, how is this maintaining historical relevance? Is it industrial? The building now is kind of atrocious. Does it fit in with rest of Butler Street?

**Alex Sanders:** The green space is public; there will be some public parking. Dog park public. As well as green boulevard. All of that is important to the community. That will be available as soon as the city is ready.

**Vinay, architect:** I hope the buildings not atrocious but…this is a new building type. A five story wood frame. It does have its challenges. Part of the material palate we used, it relates to how you experience the building and how it relates to sight, we paid attention to that. Obviously we can’t match the architecture that’s already there. In terms of the language of the architecture, we tried to do as much as we could to maintain quality. There are very strict design guidelines that we met to comply with project requirements.

**Michael Linn: Banner way:** 35 units from that are affordable; how will they be fairly distributed? Veterans, disabled, minorities?

**Alex Sanders:** We will be able to meet any guidelines. Not sure about protected class but we will hit the required number of affordable housing for sure.

**Andrea Lavin Kossis, city planner:** More detail as to dog park and park space?

**Alex Sanders:** We want to provide a connection to future pedestrian easement trail. Tenants come straight out with/bikes and enter into easement area. As part of that you can walk down along edge and see some seating. Small little plaza area with pavers, etc. On the other side of that is open green space, passive recreational use, providing a temp easement there so bikes and pedestrians could walk over and access Willow.

**Matt G. Lawrencville Corp:** We worked with county and Councilwoman Gross and the Mayor, before county departs, they’re creating a 8-10 foot wide pathway thru county’s site that will line up with Willow, and it will take an angle to get down to pathway there. Dept of DOMI will be working on it in the fall. Secret handshake from Willow onto the site. So we can start connecting those to the strip district, etc.

**Mary, neighbor**: this is a wood frame construction: what’s the exterior material? Wood siding?

**Renee, architect:** The actual structure is wood, but façade is brick, panel, masonry, whole gamut of materials.

**Chris O’Brien, 38th:** Parking. How many parking spots is at current facility vs. how many tenants? How much will there be in the end versus how much tenants?

**Alex Sanders:** Currently, in garage now, between100 and 120 spaces, surface is 75. Toward the end, the new garage will have 445 and altogether it will be 1 to 1 ratio between 242 and 343, so about 585 all together. That’s not with temporary parking.

**Chris O’brien, 38th:** 75 surface spots, including lot over by butler and all the parking in between and the auxiliary lot?

**Alex Sanders:** 75 spots is the parking between buildings. Temp lot will move here. 99 more spaces for phase 1 will be added to get that one to one ratio.

**Chris O’Brien, 38th:** Would you consider including parking with rent?

**Alex Sanders:** We don’t have to answer to that.

**Tim, 44th Street:** Any type of access on roof? Is there anything planned anything for ground of phase 2?

**Alex Sanders:** No rooftop access. Phase 2 will be leasing units on first floor. Just residential. Other than officer’s quarters. No commercial space like Phase 1.

**Jesse Gidley, 38th St**: could you speak on how the RIV district affects the building? Why are there so many materials used? The design is nice but in my opinion, less would be more on some of those. Trying to break down scale. Could you discuss the intent of using so many materials.

**Vinay, architect:** the biggest challenge was height. Right off, the limit was 60 feet, and it was a challenge because of way it was calculated. Some of the other design guidelines we had to comply with were activating the street, having entrances on major facades. It’s a pretty unique building in the sense that everything is very public. Dealing with materials always a challenge. You want people to be able to say “Oh, I live in that blue panel building with the balcony” to give it that home feeling. Mainly a matter of being able to relate to people at the residential level. A building of this nature, there are only so many materials you can use: metal panels, brick, siding. We tried to use it best way we could to break up scale. This isn’t limestone where less is more pays off. Have to be careful with materials. Using materials and breaking it up helps bring interest to façade.

**Jesse Goodley, 38th St**: my only request would be if there’s a way to make it to more Pittsburgh-y. it looks like almost every other five story wood structure. Up to that design standard, which is a good thing, but any way to make this more of Pittsburgh and not just any new apartment building.

**Judy, Main St:** the parking ratio will be 1 to 1. Are the tenants required to rent the space?

**Alex Sanders:** tenants are not required.

**Judy, Main St:** If they don’t, it means they’re on the street. And then what happens to the empty parking spaces?

**Alex Sanders:** All tenants are choosing to rent for the most part; we really haven’t run into that.

**Judy, Main St:** Your tenants come and park in front of our houses and never move. We don’t want to pay to park. Include parking in rent to make it guaranteed.

**Alex Sanders:** Right now our parking is full and I do understand we run into those issues, but for the most part, if the parking is there, people will use it. No guarantee but based on history, they use the parking we provide.

**Kathy Brogan:** When Franjo (construction) was putting stuff up, they never even swept streets. They didn’t do anything. Councilwoman Gross’ office didn’t do anything even after I complained. How will you make sure the sites and street stay clean?

**Alex Sanders:** following up, we do want to have a rep from construction company here at these meetings so we can walk through those concerns. But we will make sure they get the message.

**Carrie Urbanic 39th Street:** My name is Carrie Urbanic, 39th: hospice nurse, I come home at midnight, and I have to walk to the river to park. Your tenants park in front of my house for 3-5 days at a time.

**Alex Sanders:** that’s one of the reasons we are stressing that ratio, tenants come to us and ask for more parking. That goal would be to help that problem with the new garage.

**Carrie Urbanic 39th Street:** If you include parking in rent, it would alleviate that concern for sure. Residents would not be included in permit parking?

**Dave B Lawrenceville United:** There is no RPP below butler. The intent was at some point we could get there. We have worked with Councilwoman Gross’s office to work for a PED. South Side piloted. RPP for areas of neighborhood, changed hours to better reflect when people enter neighborhood, extends into evening. It would create dynamic pricing. That continues to be a conversation we have with the city.

**Councilwoman Deb Gross:** I apologize about the sweeping, we did work on that, working with PLI and DOMI. DOMI can issue fines, so hopefully we’ll have more responsible construction management. RPP system is now 30 years old. There were some rules. When we asked to do it, especially in 6th Ward, we were told no, but now working with council colleagues to change those rules. It’s been around since 1989 and not the same as 1989, but still important. When so much construction is happening, we are working with planning and parking authority to tweak that legislation moving forward.

**Alex Sanders:** We are adding those 24 public spaces along Willow. Hopefully that will alleviate additional parking concerns as well.

**Cory Ricci:** I encourage go above and beyond. 3 bedroom added within the affordable housing etc. Keeping that in mind, you have to charge for parking and legislation, all amenities. Would you consider offering affordable residents inclusionary parking?

**Alex Sanders:** Definitely will keep in mind.

**Alexis, 38th:** Is that parking a one to one ratio after the teacher parking?

**Alex Sanders:** the teachers need it during the day and our garage is usually empty then. They use the empty spaces. We’re working through that right now, so it’ll be a secure garage.

**Neighbor:** I live in a 125 year old house on Main. Life span of new buildings?

**Alex Sanders:** Not exactly, but we hope at least 100 years!

**Vinay:** fundamentally not that different from what was there. The biggest change would be style! That changes obviously from decade to decade.

**Matt G. Lawrenceville Corporation:** We have time for two more questions.

**Jesse Perkins:** I want to thank for comporting with community including green boulevard and affordable units. I wanted to ask about green space next to temporary parking? Not much talk about that space? Could that be commitment to keep green?

**Alex Sanders:** Currently, we don’t have any plans. If we’re going to do anything at all.

**Question:** Traffic study? Published online? Explain in a little more in detail some of your findings? 39th and butler didn’t necessarily meet requirements for the signal, but what are you doing to mitigate traffic?

**Cindy** **Trans Associates**: The projections don’t indicate that we could install but one of the things we discussed was pedestrian signal equipment. Flashers. Replace or install markings on ground that look like piano keys. Those are measures we can take until we do the new counts and seeing if the signal would happen.

**Question:** Not just 39th and butler, but public walkway down Willow, connect to Foster?

**Cindy** **Trans Associates**: they’re still gonna end up getting out at 39th. Some might do 38th.

**Matt G. Lawrenceville Corporation**: Now we’re going to thank the folks from Milhaus, they’’ll leave and we can have a neighborhood informal, recorded convo.

You can also fill out the form in front of you with further questions or concerns.

**Owen Lampe, Fisk Street:** I had a question for you guys. Milhaus made promises for phase 1. General consensus that it’s been made?

**Matt G Lawrenceville Corporation:** Yeah, I can say from our perspective they have complying with an ordinance that Councilwoman Gross helped us establish. Green boulevard pieces were voluntarily agreed to. Commercial space: we have had detailed meetings about programming for that and desire to see independent biz. We have vehemently opposed national tenants. With all that perspective they are trying to comport with neighborhood priorities. Some credibility with zoning board, etc. They are a big multi family development corporation and they have their product and they are trying to make it work the best they can.

**Dave B. Lawrenceville United:** I heard my neighbors talk about construction issues and the room for improvement with construction. It’s a different group now at Milhaus and I did ask Alex to convene with GC and establish some parameters with neighbors, so that’s great he’s agreed to that. He said he could do that and establish relationships with us so we know who to call as construction starts.

**Comment:** For the historic landmark, restoration is great, but it doesn’t really turn it into a public piece. Do we have any leeway with that?

**Matt G Lawrenceville Corporation:** It has been an office in the past. I think there’s a different question at work there: if they were able to grant limited public access is that something we could get benefit out of? Certainly.

A museum? Reconstructing it as officer’s quarters? Renovate and make office space?

**Dave B Lawrenceville United:** one of the commitments was to restore it to original. They do not plan to renovate the exterior. Would love to know Historic Society’s perspective on that.

**Question:** Could we do something like the placard in front of school? Is it possible to do something like that to point out historical significance?

**Andrea Lavin Kossis:** When Dollar Bank restored downtown branch, they have a spare room that is publicly accessible to customers that includes artifacts from the renovation. Might be possible to do a little interpretation inside, you could go see a cannonball or whatever

**Matt G Lawrenceville Corporation:** SHPO, did get involved w Phase 1, they should maybe reengage for 2. Interpretative signage maybe?

**Dave:** Or working with schools for signage along Arsenal Alley. That is one thing that is not as great that could be better: engagement with schools. Blame to go around on that one. There could be an archaeological dig of Arsenal 201, etc. teach the kids about history pre civil war, Shannopin Town, etc.

**Resident Question:** With all commercial space, what’s the likelihood we could request the grocery store?

**Dave:** We have requested it a lot. We cannot force them but we’ve tried.

**Matt:** It’s tough square footage. It’s 20k. grocery stores that fit in that square footage are Trader Joe’s or a small Aldi’s.

**Resident Comment:** I’d love an Aldi!

**Resident Comment:** I like the idea of preserving office quarters, if we request it to be a museum, that’s gonna increase the parking lot. Office is lowest parking use. I like the Exterior placards, but a museum is going to make it worse for parking. Otherwise I think this has the most done to address community concerns.

I appreciate that. A good starting point.

What’s up with the Rite aid lot?

**Matt Galluzo Lawrenceivlle Corparoation:** Parking lot and rite aid is owned by midwood. They bought it in 2017 and are operating it as those two things. They have a lease that runs until 2027. Part of the reason Milhaus sold it is that lease because they wanted to develop and didn’t want to wait another ten years. Midwood bought on butler street too. Where evolve is and the crazy mocha. It’s a problem because of vacancy. They unloaded the rite aid side because they were going to have to wait another decade. That is the highest value corner in the neighborhood. Seeing that developed sensitively is important. Another part of the community.

**Neighbor Question:** What’s up with the Arsenal retail space?

**Matt G Lawrenceville Corporation:** It’s a cost per square foot issue. Overshot the market. Limited tenant improvement allowances. A small merchant to that space at 30 bucks a square foot is a heavy lift.

It’s a unique space because of footprint. You can divide it up, but juxtaposing that with 750 sq ft bike shops. What they encountered is they priced it too high and no dollars in place to sweeten the deal. The big challenge is if we’re not having corporate tenants, then other likely uses are entertainment. They’re going to have to figure out a new strategy for that probably. It’s paralyzing because you don’t want to see vacancy and couple that with vacancy in 4000 block. It’s a real challenge.

**Resident Question:** Variance for temp spots on phase 3? Any reason why that wouldn’t stick?

They telegraphed this a little bit but I think they plan to develop. They haven’t shown us anything but I think they’ll develop it as something. They are thinking incrementally on this site, to their credit. They want to keep options open.

**Dave B Lawrenceville United:** good segway, they will be at zoning board next week for the temporary lot because under RIV zoning it’s a variance. One week from today.

**Dave B Lawrenceville United:** So what I’m hearing is: push for 3 bedrooms for the affordable units. And celebrating history of the site. Parking, too. Including parking as rent. Counterpoint to that would be that it would directly contrast what city recommends. They encourage developers to charge because if it’s free you’re more likely to drive a vehicle, and not use alternate methods of transportation. I just want to note that. And that means we need to push for more frequent public transit in neighborhood. A lot of people that could potentially be hopping on buses.

Bus shelter at 39th street. Maybe provide port authority pass to tenants.

Andrea: I was surprised we didn’t have more feelings about the green space addition. How does neighborhood benefit? Frankly the attention they gave to design on green space is not what I hoped to see. My personal read. What would our options be?

**Neighbor Questions:**

We don’t have a dog, so we don’t really benefit from a dog park.

Is it flat? Programming? Trees? Etc? Really good opportunity for us to create process. Those are public amenities.

Could we put that as condition? Could we say there needs to be some community input? There could be engagement to make it a really high quality space.

What’s the pedestrian connection between that green space and Bernard dog run?

It’s true that it’s very close but it’s not gonna be a hop skip and a jump. Seems like it’s more for their tenants.

**Matt:** Those tenants could get out. We could help facilitate and reply on our city planners to help on that. They’re going to have that in budget.

**Dave B, LU:** We’re going to continue discussions with PAT buses. They sometimes pass in the morning. We have data showing we are filling up at rush hours etc. they have crazy levels of data and every time I’ve used my little anecdotal scenario. We continue to liaise with them, etc. The best thing to do to promote it is use it. The more we use the buses the more those counts go into those metrics. Thanks everyone. Please fill out those forms and give them to us.