

HERRON/DOUGHBOY SQUARE/33RD STREET CORRIDOR FROM LIBERTY TO THE RIVER

Map Diagram: Hub of this area is between 33rd Street and 35th Street from Liberty at Iron City Brewery to the River; center of hub along 33rd Street around Smallman/AVRR. Link Polish Hill residences to the study area via Herron. Iron City Brewery site could be converted to a residential development, similar to the Cork Factory. Daylight the water flow down the Busway and into the Herron/Liberty intersection. Provide a bike trail along the Busway, connecting to Smallman Street at 33rd Street and connecting over to 35th Street and the River. Create a public park/open space at the intersection of Herron and Liberty. "Push" Lawrenceville residential down Penn and Liberty into this area all the way to 33rd Street. Convert city-owned land at 29th/Tow Pound site to a public park. Demolish the AVRR spur along the riverfront. Integrate artwork under the railroad bridge at Liberty and along the 33rd Street trestle. Integrate commuter and freight traffic on the CSX (33rd Street trestle) over to Oakland.

Identity: This area lacks identity. Artists are crucial in storytelling of district. Put artists on transit-oriented design teams; can work with architects and developers. Art can be integrated into the design process. Potential for more artwork at Herron – maybe with ecology? Lawrenceville looks to be far away from the River (more than ¼ mile).

Uses: This area needs more residential uses, from 33rd Street going east. Could recycle place be relocated?

Mogul Mind: Bringing in a major production. Needs a place and amenities for their people.

Iron City Brewery: The next spot for a large-scale residential development. "Iron City Square."

Development: Build a ¼-mile radius around the hub.

Riverfront: Too much concrete along the riverfront. This needs to be reduced.

33rd Street and Elevated Railway: A freight corridor along 33rd Street. Unfunded light rail connection could justify new funding. CSX connection to Oakland is crucial. Make the train trestle a "living wall." Street, itself, needs to be improved. 33rd Street can be unique and gorgeous.

AVRR: Eliminate the AVRR spur tracks near the river; could then create a continuous trail from 28th Street to 48th Street. The off-loading line from the CSX overhead line (at 33rd Street and the River) could be demolished; used only one time per day. It would be great to ride the trail along the River to Lawrenceville.

Connections: Transportation is Pittsburgh's biggest problem. Could use Smallman and Railroad Streets as thoroughfares.

Pitt-Ohio: Could be ready to move. This would have a major impact on traffic patterns.

The following are general comments received from an attendee of this charrette area discussion session:

1. This section is considered by those of us who live here (and I believe I am the only person who lives here, owns property and runs a business here) as a no man's land. There is no social community to speak of and it is zoned (and used as) Urban Industrial. That situation does not encourage the myriad of businesses that exist here to interact or care about the folks who do live here...including those who rent section eight houses.

This section already has "ties" to Oakland - perhaps not in the way envisioned by the transport specialists. Herron Avenue is the short cut to Oakland and is used constantly all day long by people wanting to avoid Liberty Avenue traffic. If a transport hub is established then parking is even more of an issue for folks who live in Millvale, Etna, Lawrenceville, and the Strip and would prefer to leave their cars in this area in order to take local transport. That will make this area even more congested and parking even more contentious for those folks who do not have off street parking. It's an issue I did not hear raised at the meeting since only two of us who live here were at the meeting. It is important to get more input from folks who live right here - seems as if that is not even considered because most folks don't think anyone does live here.

2. I'm not fond of the word "should" under the Urban Form section. Mixed use is what the area is and, most likely, will continue to be - except it can become cleaner, more visually pleasing and attractive to potential home/condo owners or renters. Traffic is an issue - particularly the tractor trailer trucks as they come up Liberty onto Ligonier and try to turn left on 34th to get to Penn or Butler. The problem is much greater than the logistics of truck driving - Public Works Head Costa doesn't care about it, passes it off onto the police who come speeding down Herron, across Ligonier and over to Butler.

If the Brewery property offers housing (or mixed use) parking and traffic are likely to become horrendous unless addressed as an integral part of the development. Lawrenceville is perceptually divided by the residents which is why most think of this area as "the fringe," unworthy of much attention. Why should it have yet another identity? Why not work on having the organizations work on including it as part of the whole?

3. The terrain has been altered many years ago - at this point not every block and street can end up at the riverfront. People are pushing for "more urban density" and housing - frankly, I don't want to look out over more roof tops and parking garages. Of course it should be more "green" - but don't throw up more buildings and set aside a small patch and think somehow this area will be green. At the moment this area is full of cement walls and tons of garbage - which I resent because I live here.