

Riverfront Vision Charrette Area Survey--Community Meeting 2

1 Which charrette area discussion did you participate in?

Answer Options	Response Frequency	Response Count
11th Street to 16th Street from Liberty to the River	9%	3
Area centered on 21st Street from Liberty to the River	9%	3
Herron Avenue/Doughboy Square/33rd Street, busway to the River	13%	4
39th Street to 44th Street from Butler Street to the River	34%	11
48th Street to McCandless Street from Butler Street to the River	34%	11
<i>answered question</i>		32

2 I am here this evening because:

Answer Options	Response Frequency	Response Count
I live in the study area (11th Street to Washington Blvd.)	55%	22
I work in the study area	18%	7
Other	28%	11
Spend time on the river		
Use the area		
Own investment property		
Spend time in the Strip district		
Want to see bike and pedestrian trails		
Own a business		
General interest		
URA board member		
<i>answered question</i>		40

3 I live in:

Answer Options	Response Frequency	Response Count
Strip District	15%	4
Lawrenceville	59%	16
Stanton Heights	4%	1
Morningside	11%	3
Highland Park	11%	3
<i>Number of responses</i>		27

4 What is your age?

Answer Options	Response Frequency	Response Count
15 years and younger	3%	1
16-25 years	9%	3
26-35 years	31%	11
36-50 years	23%	8
50+	34%	12
<i>Number of responses</i>		35

## COMMUNITY MEETING 2

### CHARRETTE AREA NOTES

5. **What do you like best about what you heard today for your charrette area, and about the study area in general?**
- Adding greenery, connecting neighborhoods.
  - All good ideas.
  - Parks, river access points. I am very glad to see the community come out in masses to talk about a very important subject. And I think a lot of us are on the same page.
  - That the river front is being looked at seriously to be developed.
  - Hi-tech development, light rail use.
  - Transportation hub with new rail. More green space.
  - Defining what we think the area should be – residential and the needs that go with this – transportation, parks, trails.
  - It would be interesting to see the riverfront made into a park setting where outdoor concerts could be held.
  - Putting the incline back between the Strip and Polish Hill/Hill District. Revamping the public spaces possibly with a performance area near the History center.
  - More green space, less industry, long term thinking, environmental concerns.
  - River destination.
  - Creating a more pedestrian friendly, 24-hr. use area.
  - The interest in reducing or eliminating the industry that uses trucks. The 43<sup>rd</sup> St. Park is exciting. Senior Housing – new construction on Hatfield – great idea.
  - Medium industry, improving existing hauling, bike trails.
  - Urban Piazza, mixed use, but not too heavy industry – green & public access friendly; walking and biking trails connection; outdoor spaces to “hang out”. Green.
  - Community input.

- The organization and research of community outreach for concerns and ideas. Also identifying hubs and focuses of development.
- Green above the river edges.
- River access and river greenery
- Possibility of transit on Allegheny Valley RR and of sharing right-of-way with bicycles. The river buffer should also be used for bikes and pedestrians. Trail: there's no better way to provide access to the river.
- That people are thinking about the large area and have ecology in mind.
- Each group supported connectivity of the green areas.
- Very thorough planning, engaging community, many levels of improvements in process.
- The value of green spaces. The necessity of public transportation.
- Bringing nature back to the river's edge.
- The consensus that public access to green space and river amenities is of vital importance. Job-creating industrial is okay in the above mandate; we must be picky.
- Recreational and transportation connectivity – co- existence. Art promenade from cemetery to riverfront stage, athletic park –recreation.
- Greening, connection to river, trees too, benches, respite.
- I like that we were all focused on the same ideas; green space/bike trail/connect river to neighborhood; river access for kids, family, fishing, park area main access to river being McCandless Ave. Strip District should have open green space so folks can have picnics, hang around Strip and enjoy river.
- Green space – boutique hotel – amphitheater – making Smallman, Penn and liberty more pedestrian friendly.
- The idea of integrating art into ecological development (i.e. living walls, green space). Also, I liked the idea of connecting the residential areas of Strip, Polish Hill and Lawrenceville.
- Diversity of interests and backgrounds; varying stakeholders.

6. **What are your concerns about what you heard today for your charrette area, and about the study area in general?**

- I think housing plus retail are bad ideas. They will ruin the landscape of the river, and will make it harder for outsiders to access the river.
- No concerns. I'm very excited about the potential in this area regarding housing, high tech jobs, etc.
- That transportation could be too oppressive through the Strip on Smallman St. that competes rather than compliments the residential development. Need to be careful with this plan.
- That we can only do what Buncher and the RR will allow us to do. This is our city.
- Residents not concerned about long term projects and not thinking about the extension of Arsenal Park to the river.
- Moderators need to get people to comment at a schematic level looking 20 years out, not 2 months out.
- A lot of "this won't be possible" .... "that'll never happen because" .....comments.
- The Smallman St. connection to 40<sup>th</sup> and on to Foster. Foster Street is terribly congested and dangerous during the am and pm rush hour.
- Railroad presenting a barrier; increasing traffic generally problematic.
- Grand ideas, but really a trail and river access needs to be primary focus. Continuous trail.
- Historic preservation of Arsenal site below Butler. Existing historic walls could be rebuilt, along with historical archeological digs. Possibly, historic structures could be rebuilt; many of the stones are buried on the site.
- Developer involvement. Small business would be a better and long-lasting investment. City parking and transit service were not discussed enough in the development presentation.

- What about the no man's land between 62<sup>nd</sup> and the Highland Park Bridge? Green hillsides, an overlook @ Morningside and Baker.
- Add view corridor, such as at Baker and Morningside for an overlook.
- Not sure there's a firm commitment to complete continuous bike-pedestrian trail all the way out to Washington Blvd. Any interruption in continuity presents a major obstacle to using the route for commuting, shopping, or tourism. Since retail in this area is mostly outsiders, this loses out on an opportunity to reduce car traffic.
- The moderator talked about bike loops rather than continuous bike trails. I think this does not solve any existing problems.
- Not coming to actually see the changes, cost escalation, changes in URA and politicians with other venues.
- My concern is about people wanting to ride bikes and walk their dogs in the cemetery. I think that's rude.
- That the community stays active and alert in the development of the area. That transparency is apparent always.
- #1 concern – cooperation with the railroad.
- Concerns include the over-development of homogenous (high end) residential (private) vs. public park space along the riverfront.
- Heavy industry, gentrification.
- No great solutions for parking areas. They're not friendly, but they are hard to get rid of.
- I am glad that there is a focus on 48<sup>th</sup> to McCandless. However, it should not end at McCandless. It should go to 57<sup>th</sup>. There is a huge trucking company that starts at McCandless, but riverfront development can and should go behind it.
- I didn't understand all the talk about the railways at all. Very confusing and I think it's confusing to a lot of people.
- What is short term vs. long term?
- What is possible and what is rhetoric?
- Site control – property owner buy-in.