

THE NORTHSIDE

A Four-Month Urban Design Study on Pittsburgh's Northside
Prepared by the Students of the
Carnegie Mellon University
School of Architecture
Urban Laboratory
Fall 2005

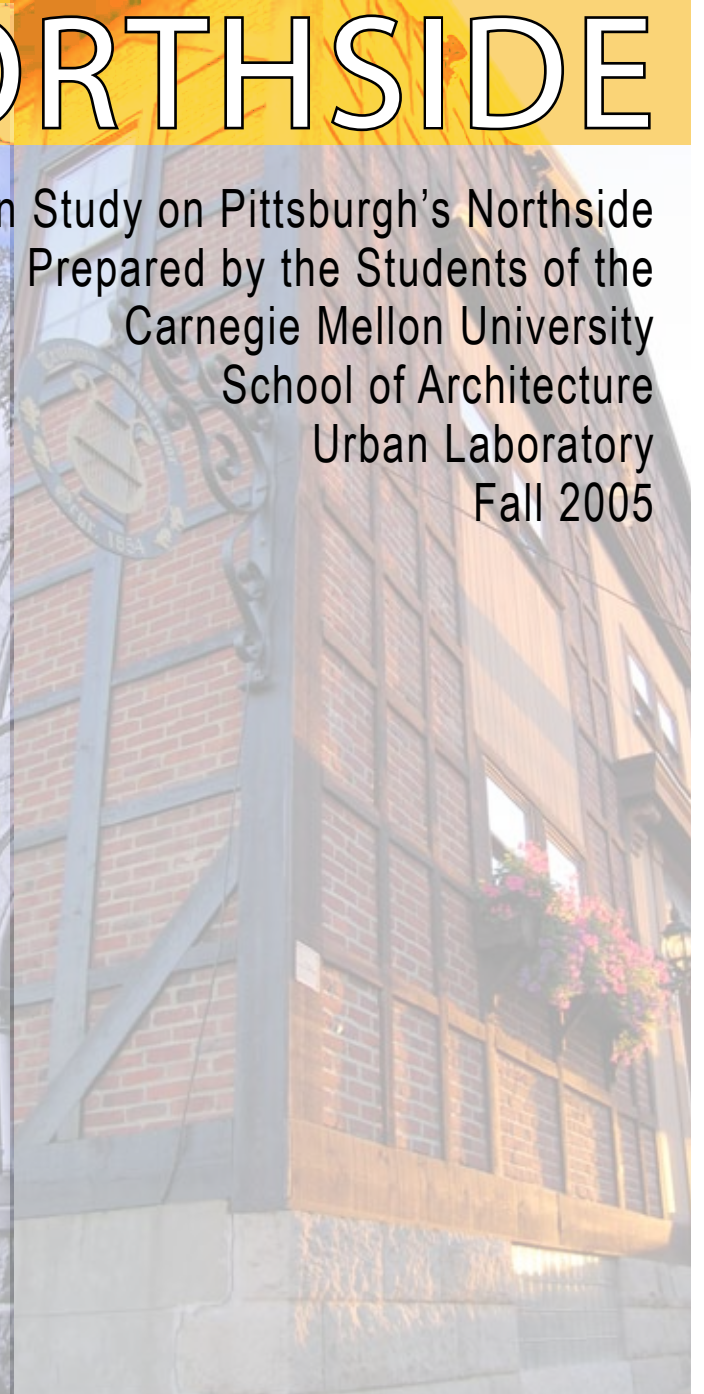




TABLE OF CONTENTS

THE NORTHSIDE STORY



Jeremy Forsythe
Editor

2-3

INTRODUCTION

An overview of the Urban Lab

4-7

MAPPING AND ANALYSIS

Getting to know the Northside
First Community Workshop

8-11

FRAMEWORKS AND OBJECTIVES

Connections, Pathways and Nodes
Second Community Workshop
Defining Strategies

12-13

CATALYTIC INTERVENTIONS

Final Community Workshop
Student Proposals
Post-Gazette Coverage

WEST



Kelly Hutzell
Studio Coordinator

14-19



NORTHSIDE STRIP FARMS

Dianne Chia
Jonathan A. Scelsa
Kevin C. Wei

20-25



LOCOMOTIVE LANDING

Geoff DiBeneditto
Stephen Mrdjenovich
Rebecca Rhamlow
Samantha Triolo

26-31



ALLEGHENY CORRIDOR

Elizabeth Beck
Liz Jordan
Matt Piccone

32-37



ALLEGHENY SHORE

Will Allured
Anne Roy
Steve Song

CENTER



Daniel Rothschild
Ken Doyno
Studio Coordinators

38-43



GREEN BUILDING BLOCKS

Xian Huay
Sae-Mi Lee
Ben Straus
Gary Tsai

44-49



THE THIRD PLACE

Jim Chambers
Joan Lee
Hye-Keung Yang
Matt Zink

50-55



PERIPHERAL CATALYST

Flora Bao
Stella L Hsu
Paul Warlop

EAST



Anne-Marie Lubenau
Studio Coordinator

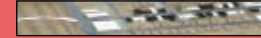
56-61



NORTHSIDE STRIP SHOW

Jeremy Forsythe
Jesse Gidley
Seth Hunter
Deniz Seclimis

62-67



SUISMON CORRIDOR

Emily Bush
Diane Loviglio
Tina Mathews

68-73



HEINZ GARDENS

Ellen Gedopt
Jon Lindstrom
Joanna Perez

74-79



NORTHSIDE LOOP

Jenefer Bubnash
Sarah Steinberg
Jenenfer Verbeke

Every fall semester, the Carnegie Mellon University School of Architecture conducts an Urban Lab for students in their fifth year of architectural education, a dynamic learning experience that focuses on interaction with community members as the foundation for urban design.

Neighborhoods around Pittsburgh are chosen as areas of study, and the students set out to create an urban design intervention by analyzing and mapping their sites, interacting with real community members, and designing a catalytic intervention based off of their gained knowledge. For the Fall of the 2005, the chosen neighborhood of focus was Pittsburgh's Northside, the once vibrant area of the city that suffered significantly from failed urban renewal efforts in the 1960's, and the terribly invasive construction of Interstate 279 in the 1980's. The description of the studio, as listed in the syllabus, reads as follows:



Students interact with community members

Architects are leaders who envision material change in order to increase the value of the built environment. The value of a community has three components that must be in balance for an area to thrive: Economic Value, Social Value, and Physical Value (E-S-P). Together, these categories are the basis of well-function communities that balance individual rights and responsibilities with common interests. This balance is reflected by the conditions, continuity, and character of private property, public spaces, and infrastructure – the urban fabric.

Architects have an obligation to explore, study, envision, and improve the urban fabric through the material changes that they design. Valuable architecture will have a positive impact beyond and between the imposed boundaries of property lines. Architects can improve these outcomes by showing how good design improves economic performance and the social conditions of our communities sustaining a higher quality of life.

Through the studio experience, students will learn leadership and communication skills while they work to articulate their observations, establish community goals, and formulate a vision for enhancing corridors, districts, and places in Pittsburgh's Northside. Through this process, Students will Deepen their understanding of how architecture and urban design are inextricably intertwined.

The studio is organized in three sections that each culminate in community oriented weeks with presentations and feedback sessions:

- I Analysis: September 21 and 23
- II Urban Design Frameworks: October 26 and 28
- III Place-Making and Vision Plans: November 30

The entire Urban Lab will work together and collaborate over the course of the semester with Phase II and III done in 3-person teams organized into three studios:

Studio A: Kelly Hutzell – Is a graduate of Roger Williams University with a Master of Urban Design from Columbia University and is employed by the architecture and urban design firm of Machado and Silvetti Associates of Boston, MA. <http://www.machado-silvetti.com>

Studio B: Dan Rothschild and Ken Doyno are principals of Rothschild Doyno Architects a Pittsburgh based architecture and urban design firm whose sketchbook design process focuses upon collaboration, exploration, and communication. <http://www.rdarch.com>

Studio C: Anne Marie Lubenau – is a registered architect, graduate of Carnegie Mellon University and is Executive Director of the Community Design Center of Pittsburgh, a non-profit organization that encourages good design of the built environment. <http://www.cdcp.org>



Physical model built by students

From this charge, students embarked on a semester long journey, documented in these pages, to discover and learn about the history and heritage of the Northside, document, map the strengths and weakness of each of its' distinctive communities, develop frameworks for studying those communities, then generate strategies to form the basis of a final catalytic intervention to illustrate how a small scale urban design and architectural design can influence the 40 year future of a whole community. Along the way students learned how to interact with community members, develop visions for the future, and come to understand and respect the Northside and its' citizens for all the wonderful assets they contributes to Pittsburgh.

INTRODUCTION 3

COMMUNITY & URBAN DESIGN STUDIO			
Studio Schedule			
Week	Monday	Wednesday	Friday
01.	Studio Introduction <i>Exercise #1. Issued: Think Piece</i> KD Au 29	Site Visit Meet Community Client Au 31	Desk Crits <i>Exercise #2. Issued: Systems Analysis</i> AML/KH/KD Sp 02
02.	Labor Day - No Classes Sp 05	<i>Exercise #1. Think Piece</i> PIN UP Sp 07	Urban Design Associates Analysis Workshop Don Carter Sp 09
03.	Desk Crits Sp 12	<i>Exercise #2. Analysis - INTERIM</i> PIN UP w/ UDA Sp 14	<i>Exercise #3. Issued: Identifying Issues & Setting Objectives</i> KH Sp 16
04.	Community Week 1 – Sharing Understanding & Setting Goals (Analysis Presentation & Discussion) Sp 19		
05.	<i>Exercise #4. Issued: Issue-Based Intervention</i> Desk Crits KD Sp 26	<i>Exercise #4. Issue-Based Intervention</i> PIN UP <i>Exercise #5. Issued: Place Precedent</i> DR Sp 28	Urban Design Associates Frameworks Workshop Ray Gindroz Sp 30
06.	<i>Exercise #5. Place Precedent</i> PIN UP <i>Exercise #6. Issued: Urban Design Framework</i> AML Oc 03	Desk Crits Oc 05	<i>Exercise #6. Urban Design Framework</i> PIN UP w/ UDA <i>Exercise #7. Issued: Defining Strategies</i> KH Oc 07
07.	<i>Exercise #7. Defining Strategies</i> PIN UP <i>Exercise #8. Issued: Strategic Vision</i> KD Oc 10	Desk Crits <i>Exercise #9. Issued: Defining an area of focus</i> AML Oc 12	Desk Crits Oc 14
08.	Midsemester Peer Critiques PIN UP ex. 1-8 Oc 17	Midsemester Peer Critiques PIN UP ex. 1-8 Oc 19	Midsemester Break - No Classes Oc 21
09.	Community Week 2 – Defining Objectives, Frameworks & Alternatives (Design Charrette on Preferred Scenarios and Areas of Focus) Oc 24		
10.	<i>Exercise #9. Defining an area of focus</i> PIN UP <i>Exercise #10. Issued: Catalytic Precedent</i> KH Oc 31	Desk Crits <i>Exercise #11. Issued: Site Forces Analysis</i> DR Nv 02	<i>Exercise #10. Catalytic Precedent</i> PIN UP <i>Exercise #12. Issued: Identifying Typologies</i> KD Nv 04
11.	<i>Exercise #11. Site Forces Analysis</i> PIN UP <i>Exercise #13. Issued: Placemaking</i> AML Nv 07	<i>Exercise #12. Identifying Typologies</i> PIN UP Nv 09	Urban Design Associates Placemaking Workshop Paul Ostergaard Nv 11
12.	Desk Crits <i>Exercise #14. Issued: Representation</i> KH Nv 14	Desk Crits Nv 16	<i>Exercise #13. Placemaking - INTERIM</i> PIN UP w/ UDA Nv 18
13.	<i>Exercise #14. Representation</i> INTERIM PIN UP Nv 21	Thanksgiving Break - No Classes Nv 23	Thanksgiving Break - No Classes Nv 25
14.	Community Week 3 – Final Presentation & Community Reception Nv 28		
15.	School wide Peer Critiques PIN UP Dc 05	School wide Peer Critiques PIN UP Dc 07	School wide Peer Critiques PIN UP Dc 09

Students worked intensely for a semester to develop these projects

Students worked through a clear process during the semester based around three community meetings.

The first meeting focused on information gathering. Students worked on dissecting and understanding the Northside through analysis and mapping work, as well as a physical model to show community members what they believed to be the assets and liabilities of the Northside. They then used the documents as a springboard to generate input from community members present as to what they believed the strengths and weaknesses of the neighborhood to be.

Students then took this information, and through a series of framework exercises broke off into small teams of three-four people to develop an area of focus, and strategies and objectives for transforming that neighborhood. This led into the second community meeting, where students presented their frameworks, objectives, and strategies to community members, then lead them in a charrette process, where everyone present was encouraged to draw and sketch on top of the documents the students had created, as a means of trying to solicit input from

the residents who would be impacted by these potential schemes

The final step in the process was for each team to use the input from the community and develop a catalytic intervention to help revitalize their chosen area. Teams worked on master plans, developed building typology, and defined detailed plans for each intervention. For the final community meeting, each team prepared an architectural presentation to show the community how each intervention could be realized. Community members were then encouraged to critically comment on the designs, and share with the students their opinions from the point of view of having to live within the visions and dreams of each student project.

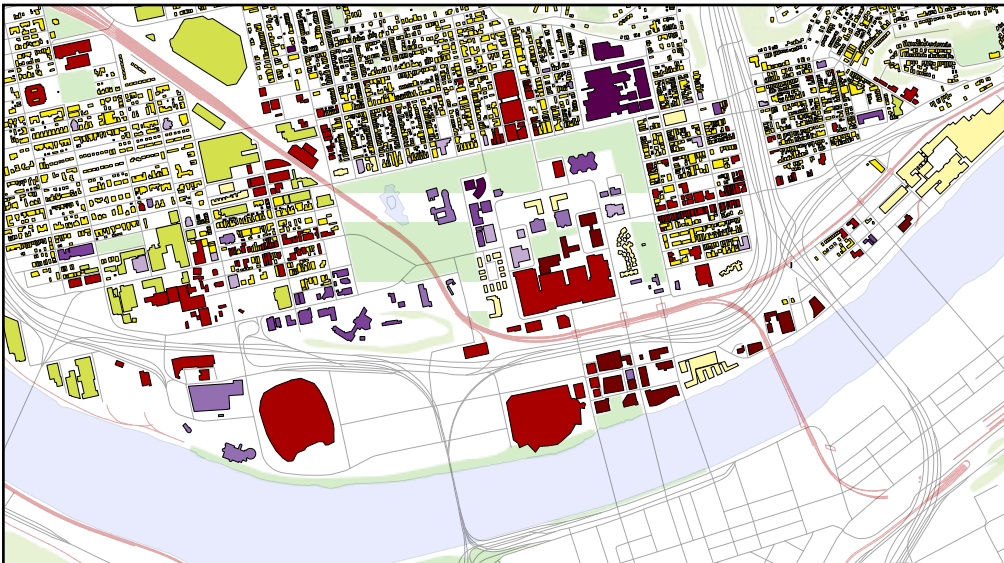


Students working on documents

In order to create a meaningful intervention, a valid understanding of the neighborhood must first be gained through a series of mapping and analysis exercises.

The first step undertaken by the Urban Lab was a thorough analysis of the Northside as a neighborhood. Groups set out to learn about the History of the area, map and understand the demographics of the area, discover what transportation networks exist, and where the disconnects are. Students walked the streets of each area of the Northside, learning about the distinctive differences of Manchester, Beech Avenue, the Mexican War Streets, and East Ohio Street, amongst many

others. A physical model was built to help understand the varying scales of neighborhoods, and shape of the land visually. Lastly, Don Carter, FAIA of the nationally recognized locally based urban design firm UDA, worked with the students through a series of lectures and seminars to deepen their understanding of how important community involvement is, and how vital solid mapping and analysis is to that process.



Land-Use Map, depicting the different uses and scales of the built environment in the Northside



Transportation Network Map, showing major roads and the large amount of one-way streets

The first, and easiest conclusion to draw from the exercises is the disconnects and barriers that exist in the neighborhood. When urban renewal efforts in the 1960's altered the structure of Allegheny Center, the shift in scale from small scale street scapes of single family houses to the large scale land use of the shopping mall and hi-rise apartment buildings.

This shift in scale, especially in juxtaposition of the very close, very tight knit communities surrounding the area, is part of the reason economic decline has hit the area. That is evident in the building usage map, but also evident in

the transportation network map is what the introduction of Allegheny Center did to the street network grid in the Northside. Cutting off East Ohio Street and Federal Street, the imposing hulk of Allegheny Center made it much more difficult, physically and cognitively, to transverse the center of the Northside.

In addition the four lane, one-way road that runs along the periphery of Allegheny Center presents a significant boundary for pedestrian traffic to cross, discouraging pedestrian movement both into and out of the site. Historically, Allegheny Center was the true lynch pin of the Northside, acting

GETTING TO KNOW THE NORTHSIDE 5

as the Main Street of the neighborhood, and housing such beloved building as the old Market House, an original version of the modern day supermarket that not only served the communities shopping needs, but was a place to gather and catch up with neighbors as well. Today, it has the opposite affect on the neighborhood.

The introduction of the interstate in the 1980's created another huge disconnect in the neighborhood fabric. Slicing through East Allegheny, whole city blocks were razed to clear room for the highway, and rather than delivering more traffic to the remaining community as the Government promised, traffic passes through the area at reckless speed leaving the small shops and boutiques of East Ohio Street behind. Furthermore, the noise and pollution of the interstate create a huge barrier that makes it difficult for pedestrians to make the crossing. The result has been to the utter decline of the residential area that was once a part of East Allegheny, but now identifies with Spring Garden.

The Northside has many assets in addition to these specific problems too. Rooted in Pittsburgh rich history, several thriving residential neighborhoods accompany a



Areas of observed pedestrian activity, note the absence of walkers in Allegheny Center

strong cultural presence. The streets of lower East Allegheny around the Priory are full of well restored brick homes. The Mexican War Streets continue to thrive as more and more prospective home buyers become aware of the rich building stock there, and Beech Avenue maintains the same charm it held 100 years ago when it was home to some of the Barons of the steel industry.

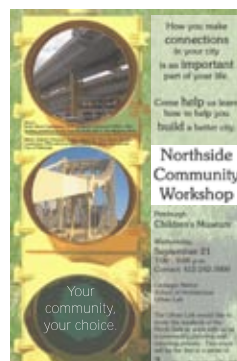
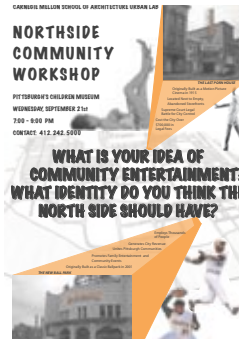
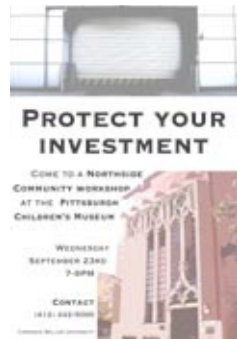
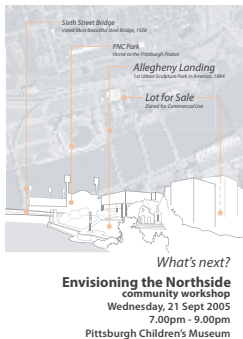
Residents living in these neighborhoods know of the many cultural landmarks that exist within the Northside. The Mattress Factory, and The Andy Warhol Museum are two internationally recognized cultural centers, and the popular Children's Museum help make the Northside the richest cultural district in Pittsburgh. The

popular Pittsburgh Steelers call the North Shore their home, which also houses the baseball Pirates. Both parks are within short walking distance from many of the neighborhoods in the Northside. A beautiful central park, access to the rivers and river trail network help round out some of the many positive aspects of the neighborhood, alongside Allegheny General Hospital, and the many churches and community centers that dot the local neighborhoods.

The key to creating a meaningful intervention here is to tap into the assets of each community, leveraging the existing strengths to envision a more dynamic and thriving urban center in the future.



Map of Abandoned Properties, note the especially high occurrence East of I-279



Students designed posters based on neighborhood landmarks to advertise the first community workshop

The First Community Workshop, held Wednesday evening on September 21st, was a success. Students introduced their studies, and gathered information from the community member's perspective.



Brian O'Neil opens the Workshop

Lead by a rousing opening from Pittsburgh Post-Gazette columnist Brian O'Neil, the students made a short presentation to the community members before breaking off into groups to discuss the perceived problems and successes of the neighborhood. Students lead the residents and community leaders who came to the meeting in a roundtable type discussion,

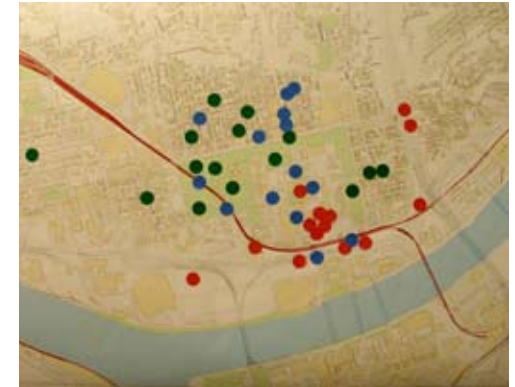


Residents of the Northside participate in roundtable discussion

GETTING TO KNOW THE NORTHSIDE 7



A physical model built by students proved to be vital in communicating with the residents



Dot Exercise completed the night of the community meeting.



Students gather and record input from the community members

culminating with a "Dot-Exercise", a means of visually trying to extract the perceived strengths and weakness of the community are. Each community member was given 9 sticker 'Dots', and asked to place each of them on a map of the Northside. A green dot represented an asset, a red dot a liability, and blue dots were for areas that the community felt could be assets with some work or development.

The exercise gave both students and attendees of the meeting a chance to visualize the characteristics of the neighborhood, and evaluate which direction should be chosen next.

The perspective of the community

gained during the meeting was vital to understanding what action should be taken in the future. Students learned of the modest hopes for having a good local food store and bowling alley, an increased emphasis on local businesses with local owners, along with a clear desire to maintain the assets of the community.

Also clearly expressed was a disdain for the behemoth of Allegheny Center, and the barriers that separates the community from the River, most notably the imposing underpasses of the raised train tracks and highway crossings. All present had a tangible hope that through diligent work, the community of the Northside could become vibrant once again.

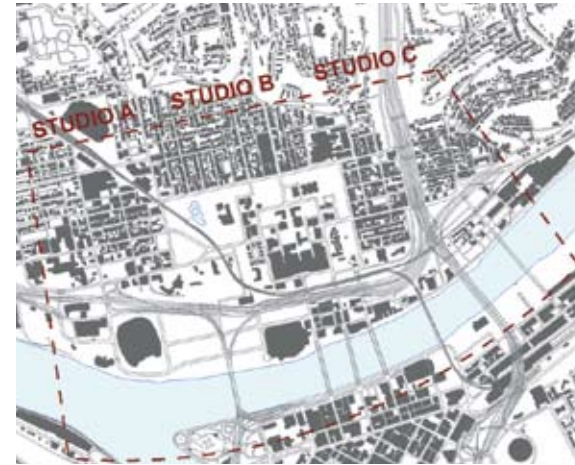
STRATEGIES FOR CONNECTIONS

Students broke off into three studios to study the Northside in greater depth. Within each studio, teams of three to four were formed to develop strategies for exploring disconnects, pathways, and nodes within the neighborhood.

This step in the design process was illustrated by another lecture and seminar with an Urban Design Associates Principal - Ray Gindroz, FAIA. He explained the process of breaking down neighborhoods by sketching and exploring their frameworks. Students worked on exploring disconnected street grids, looking at walking distances between zones of interest, mapping destinations and landmarks, uncovering historical master plans and former site conditions,

Using this methodology, each student team dissected different parts of the Northside. In Allegheny Center, the historical building massing and street grids were discovered, giving students a clear idea of how this community that once thrived was structured. A simple charting of landmarks within the Allegheny Center region clearly illustrates just how many assets that community possesses.

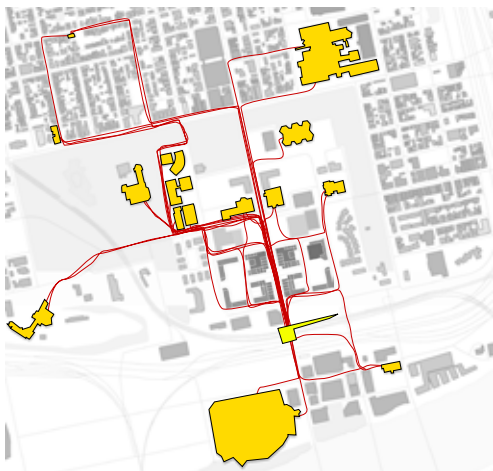
Likewise, examining the street-grid networks leads to an understanding of the



Map indicating defined area for each studio



Proposed Allegheny Center street grid



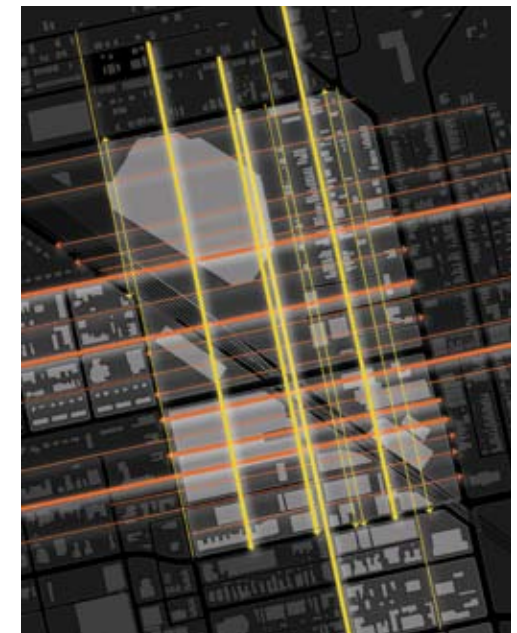
Destinations around Allegheny Center



Historic map of the old Allegheny Center

hierarchy of traffic patterns through the site. The mapping of traffic patterns of the old Federal Street were to be restored appears vastly different then what exists today. Also evident is how divided Manchester is from the Mexican War Streets simply because of the interruption of the street grid by the sunken railroad tracks. A study of the topography of Spring Garden and East Allegheny helps illustrate how continuous the site is topographically, helping to illustrate how the divides between the neighborhoods are caused by the many man-made barriers, not natural ones.

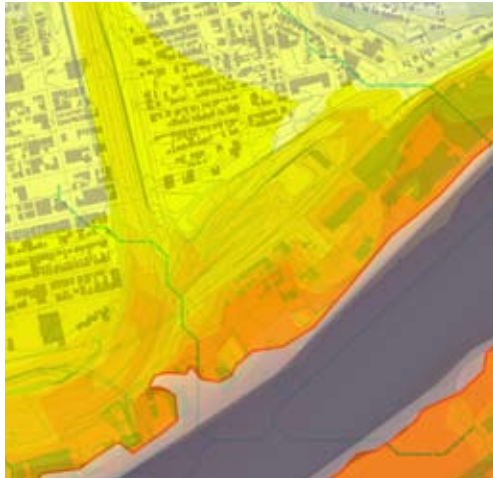
Students then took these studies and created large scale plans based upon them. Using each framework as a foundation,



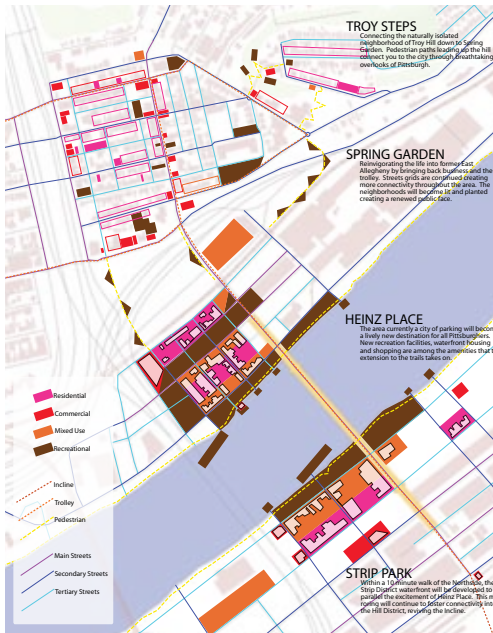
Underlying Street Hierarchy of Allegheny West

PATHWAYS, AND NODES

9



Topography of East Allegheny

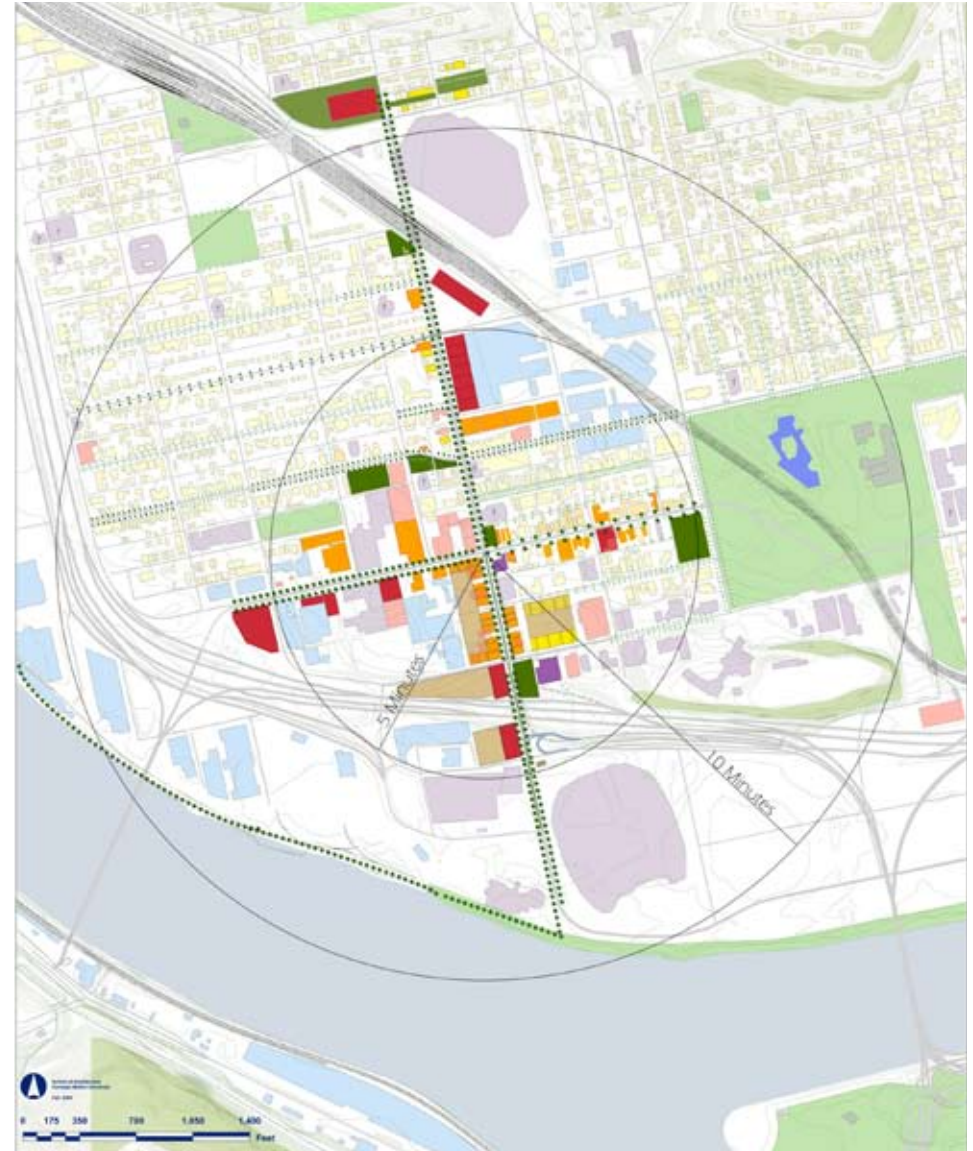


Student 40-Year Plan

objectives and strategies were laid out to best address each issue uncovered. Each team would define an area of focus, choosing a piece of their assigned neighborhood to be developed. Laying out ideas that were to be in the scope of a 40-year master plan, teams reconnected streets, re-zoned districts, and sought to reconnect communities that had been separated for years.

Strategies of using views of destinations to help close gaps, infilling vacant lots, and using water as means of defining space were some of the ideas the students employed. Using tools such as pedestrian bridges, allocations for commercial, residential, and mixed use development, as well as adding green space, teams prepared visions of a future neighborhood that would thrive and grow, becoming a valued part of Pittsburgh.

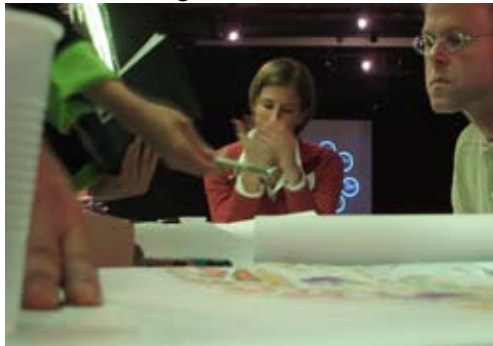
Students tackled some of the big issues in these schemes; how to deal with Allegheny Center, what to do with the severed portion of East Allegheny, re-connecting Manchester and the Mexican War Streets, and how to connect the Northside to the River, perhaps its largest unused asset. Focusing on the desires of the residents, students created these long term visions to present to the community and gather another round of feedback.



Framework Drawing completed by student group for Allegheny West

STRATEGIES FOR CONNECTIONS

The second community workshop was more focused, as students lead the community members present in an integrated design process to allow the residents to draw what they believed belonged in each neighborhood.



Armed with their best drawings, rolls of tracing paper, and handfuls of markers, students set out to try and extract as much information as possible from the community. Because each team had a specific area and specific objectives defined, the critique was much more focused on reactions to student ideas, rather than just open ended discussion



Community members gather around student drawings



necessitated during the previous meeting. Each attendee was encouraged to bend over a table of drawings alongside the students, grab a marker, and start putting their dreams down in the form of quick diagrams.

The importance of this step lies within the need to try and understand exactly how the people who live in the neighborhood want it to behave in the future. While the students learned it was somewhat challenging to get everyone to feel comfortable sharing their ideas through drawing, allowing the residents present to sketch alongside the students, and make changes as part of the discussion helps illustrate to them just how fluid the design process is and the importance of

gathering as much information as possible at the beginning of it.

Likewise, with more solid ideas to present, students found the reactions of the community members to be extremely valuable to their design process. Having everyone bent over a table with drawings on it helped increase the level of discourse, as the residents felt more comfortable sharing their ideas and concerns, and the students were able to describe the entire thought process behind their strategies instead of simply presenting them as set-in-stone finished products. This created a springboard for the design process, helping to guide the students to the strengths in their schemes as they moved forward in the design.

PATHWAYS, AND NODES

11



Discovering that sometimes this was not as easy as it looked, students tried to take comments from the community members as a means to decide what to pursue next.

While students came into this meeting with large scale, holistic ideas about what the future of the neighborhood should be, they needed to be able to use the comments gathered to choose how to create a small scale intervention to catalyze the whole scheme. This necessitates distilling down the large ideas into a plan that will jump-start the revitalization of the Northside.



This community meeting was the means to bridge the gap from large scheme to small project. After the meeting was over, students first categorized and documented carefully all of the input received, and used that analysis to choose a specific area to work on in more detail. Understanding where the strengths in their design were from the residents was essential in this process, helping guide them to the aspects with the most potential, the most allure, but mostly the pieces that were the most essential to the future development of the area.

Choosing pieces of their overall scheme, students spent the rest of the semester on the detailed design of how to make them

work. Students began to think in a much smaller scale, looking into the details of how community can be transformed into a long term future. This would begin that final and most critical stage of the process, the creation of a detailed intervention into a neighborhood that would lead to its future revitalization.



The final community workshop was a celebration of the summation of work completed by the students, giving the residents a chance to step into the visionary interventions planned for the Northside. For one night in November, the Children's Museum was transformed into a land where dreams could become reality.



The final step in the studio process was to design a specific catalytic intervention that would serve to invigorate a community into sustained growth and vitality into the future. Students prepared their largest presentation to date to illustrate to the resident precisely how each intervention would be implemented.

There were 11 student teams, each with a unique, specific, resolved intervention for a neighborhood in the Northside. These projects ranged from large scale demolitions and reconstruction of Allegheny Center, to smaller scale urban in-fill projects in Spring Garden. Teams developed these schemes over the course of the final third of the semester, defining types of buildings that would be places in each site, and how these building would interact with the existing urban fabric. Paul Ostergaard, another principal of Urban Design Associates, assisted the students with understanding 'place making', and how to balance the delicate forces that exist when creating urban master plans.

The representatives from the community were very exited with the results of the students hard work. Optimism abounded as the residents discussed their favorite schemes, and the excitement in the air was palatable. Even a reporter from the Pittsburgh Post-Gazette was on hand to record the atmosphere. Documented in the following pages are each of the student teams catalytic interventions. Their reasoning, ideas, and detailed plans are all laid out such that the intentions of each group are clear, and while non may ever be built, the ideas uncovered and represented are strong, and hopefully can serve as a catalyst in future revitalization of the Northside.

Redesign breathes new life into the North Side

REDESIGN, FROM PAGE B-1

"It was energizing for all of us who have been going round and round on these issues for years," said Christina Schmidlapp, leader of the Allegheny Commons Restoration Project. "The students also reinforced ideas the neighborhood has held, that barriers are better off removed, like connecting East and West Ohio streets and upper and lower Federal. It's fun to see such talent trained on our issues with fresh eyes."

Much of the proposed redesign falls into the pipedream category. The railroad isn't likely to remove its overpass. A new pedestrian bridge over Route 279? There's already a chain-link-sided bridge over the rush and roar of traffic now.

But the possibility of public boat slips along the Ohio at Manchester doesn't seem so remote. Neither does a design for better integration of the properties near the 16th Street Bridge that include the Del Monte plant, the Sarah Heinz Home and the Heinz Lofts.

In fact, one idea from a past urban lab has gotten legs in the Hill District.

Kirkpatrick Park doesn't exist yet, but Hill advocates convinced the Community Design Center of Pittsburgh that \$12,000 to the nonprofit Find the Rivers! was a good investment toward a larger vision of connecting the Hill to the rivers, said Jason Vrabel of the design center. The project team for Kirkpatrick Park has gotten additional support from the Local Initiative Support Corp. and should soon be ready to show the project plan to funding and

other support agencies, he said.

David Lewis established the urban lab at Carnegie Mellon in the 1960s "to include a whole sector of the population that wasn't being heard," Mr. Lewis said. The concept did not take off until he returned from Yale University in the 1990s. Since, he said, "we have worked in 20 communities in the region."

Mr. Lewis said all exciting results start with the excitement of imagining. "We are working with communities and leaving behind a [model] of how things can be done."

Rebecca Davidson-Wagner, director of the Central Northside Neighborhood Council, said one affordable and instantly-transforming idea would be to place

murals of cityscape housing along the unfriendly interstate bridge.

"We could do that. There are so many artists over here. Anything to jazz that bridge up would be nice."

Diana Nelson Jones can be reached at djones@post-gazette.com or at 412-263-1626.

WHO ISN'T GETTING A ROSE?

REALITY SHOW ANSWERS NOW AVAILABLE

AT WWW.POST-GAZETTE.COM/TV

post-gazette.com

'Urban lab' redesign breathes new life into North Side

By Diana Nelson Jones
Pittsburgh Post-Gazette

The North Side has been redesigned. Its main arteries — Federal and Ohio streets — are reconnected, and the shadowy, concrete expanse of Allegheny Center sits reformed in the middle of traffic grids, drenched in sunlight and greenery.

Not only that, there are more walking paths, water features, street lights, a theater for all tastes, and coffee shops. And the drippy, pigeon-infested, badly-lit railroad underpass that separates the North Shore from the North Side? Gone.

On the practical side of fantasy, 42 Carnegie Mellon University architecture students redesigned the North Side to the delight of most of the 30 people at an "urban lab" workshop at the Children's Museum Wednesday night. It

was the last of three such workshops.

Each fall semester, Carnegie Mellon's fifth-year architecture students focus on a neighborhood, studying its history, identifying its design flaws and social needs, then set about redesigning it. The project helps students develop as designers.

The finished product — a full-color booklet of all 11 schemes — needs a funding source.

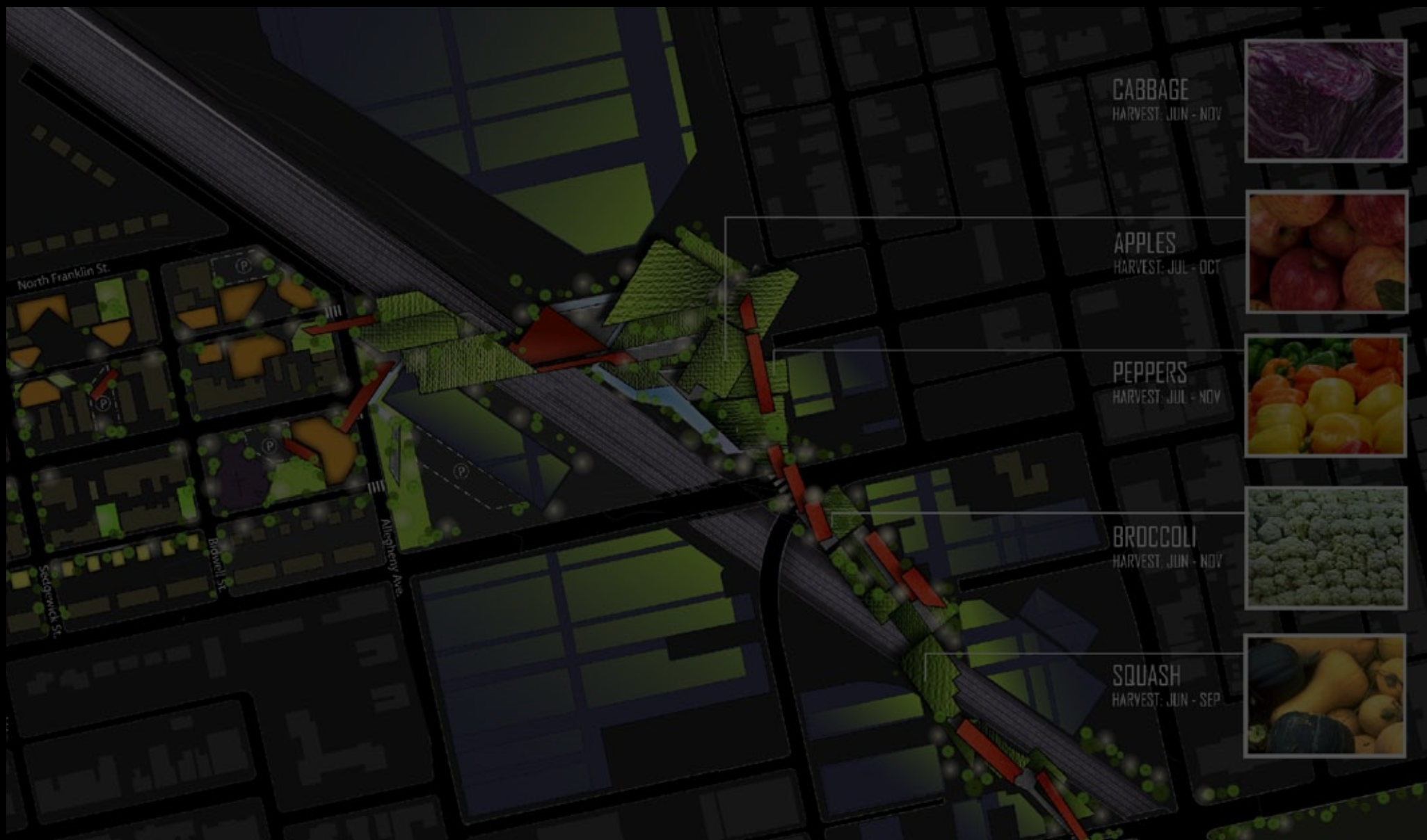
The final presentation drew more people than the first two, but student Flora Bao expressed regret that more didn't wander in.

"We handed out more than 2,000 fliers," she said. "We wanted to get more people who weren't already plugged in."

"Maybe it's a good thing, though. The people who are here already know these things, and maybe they can make things happen."

SEE **REDESIGN**, PAGE B-5

NORTHSIDE STITCH FARMS





Stitch Farms, Night Perspective



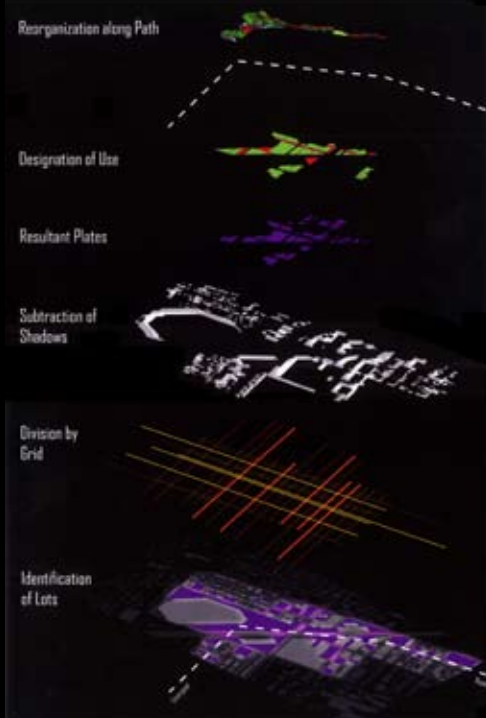
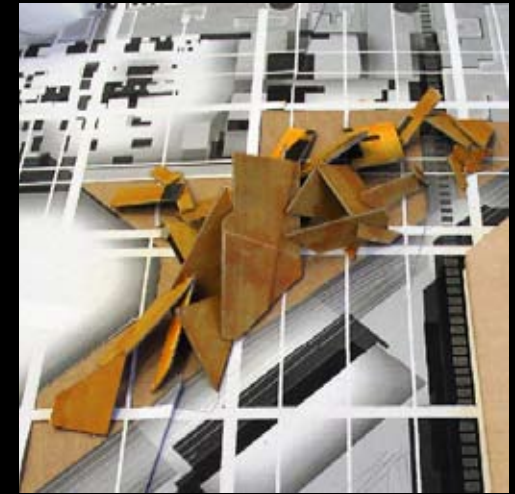
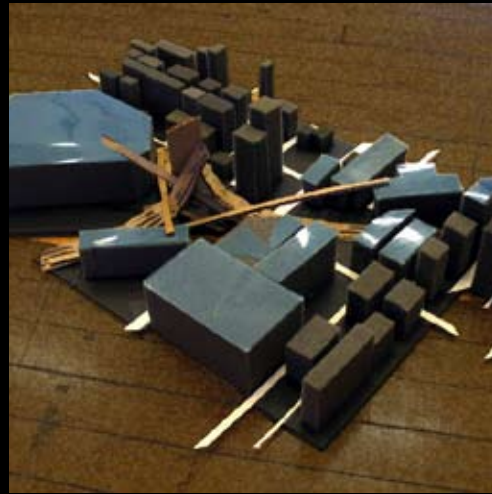
1"= 50' Model, Stitch Farms Modeled at Night

Allegheny West and Manchester are separated from the rest of the Northside by both the sunken railway and the elevated highway. In addition they are separated from each other by a barrage of industrial buildings. Our scheme seeks to connect the two neighbourhoods with a linear park of gardens and urban farmland that bridges over the railway, promoting community involvement and a sense of ownership amongst residents.

This particular site was selected for the linear park as it was an intersection point of Rope Way and Liverpool Street, two areas that we had examined in an earlier phase of the design. We propose a series of tilted plates of green, supporting community gardens, park space and urban farms, forming a new landscape in the urban environment. The roofs of the industrial buildings adjacent to the farms will also be adopted as farmland. The tilted plates and building roofs drain rainwater into a linear pond that runs through the landscape. The water collected in the pond will be used to irrigate the farms and gardens, promoting sustainability. With different crops, flowers and recreational activities, a constant flow of visitors and pedestrians is ensured. Even in the winter, the fallow plots can be used for sledding. The formal language of the urban farms would evolve from the new developments on Rope Way, Decatur Way and Warlo Way, such that there is a coherent design language throughout the linear path.

The idea of urban farming is an extension of community gardens, providing community involvement and promoting ties within the neighbourhoods. Not only will the crops feed residents, but the surplus can be sold at a produce market located on Decatur Way, the profits of which can go towards maintaining the farms and gardens and supporting other community activities.

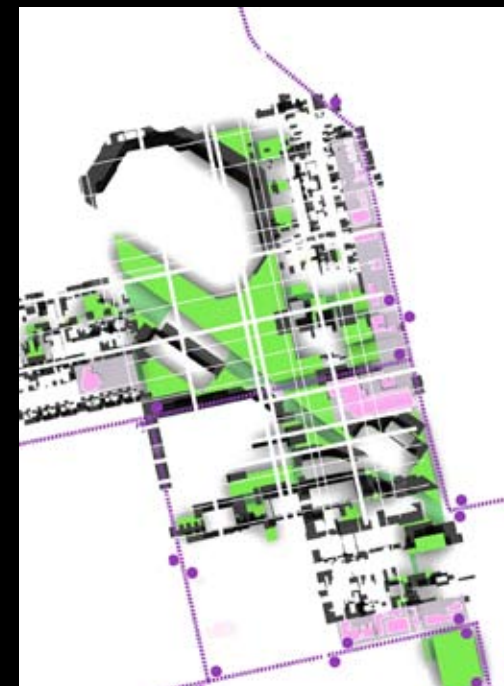
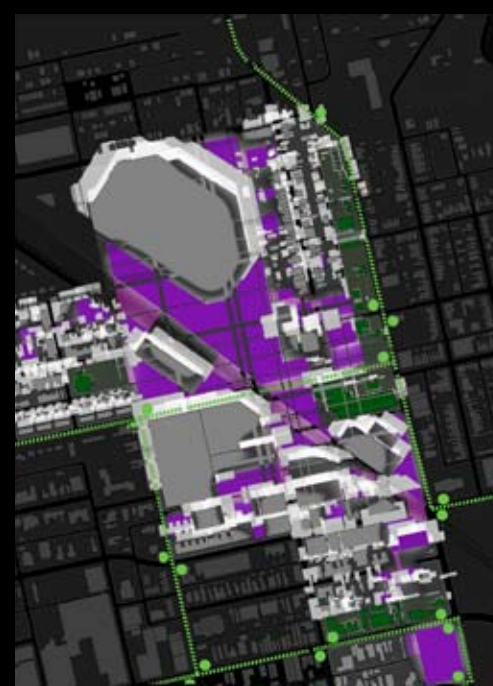
NORTHSIDE STITCH FARMS



In developing this site, we looked at 4 site forces in particular: extended gridlines of the grids of both sides of the railway, winter shadows cast by existing buildings, empty lots and existing bus routes.

Our process was to break down the massive scale of the empty lots using the extended gridlines, forming geometric shapes that informed the plates of the urban farms and community gardens. These plates were then reconfigured along a path that would connect Rope Way to Decatur Way, Liverpool Street and Warlo Way. This is graphically illustrated in the axonometric diagram on the left. We built a variety of physical models to investigate the three-dimensional implications of this process, as well as to experiment with issues of placemaking on this site.

Other programmatic spaces in the linear park include a library of resources on sustainability, an auditorium for community use, and support spaces for the farms, such as sheds and barns.



NORTHSIDE STITCH FARMS



Liverpool Street is one of the main streets in Manchester, with well-kept Victorian houses on either side. Decatur Way and Warlo Way are smaller streets, serving the backyards of these houses.

These alleyways have become a source of intimidation to the community, because of their dark and secluded corners, abandoned buildings, and empty lots. These forgotten spaces can be utilized to rejuvenate the neighbourhood by introducing community gardens and new buildings with sustainable retail on the first floor and apartments above. The garages on Warlo Way can be converted into carriage houses, with studio apartments on the second floor, to attract more residents to the Northside. Potential tenants include students of CCAC, extended family members of the people in the adjoining house, or people who have just moved to Pittsburgh. These put eyes on the streets and raise the level of safety and quality of space, not just in the alleyways, but in the neighbourhood as a whole.



Another site force is the Manchester Craftsman's Guild, currently separated from the residential area by the elevated highway. Our proposal tunnels underneath the highway, extending the pedestrian zone beyond the highway, encouraging greater interaction between the Craftsman's Guild and the residents. New galleries and performance spaces are also introduced beneath the highway, to supplement the spaces at the Guild.



Rope Way was selected for its historical relevance to the Northside. It had been the location of a ropeworks, the first industry in the Northside, and it retains a scale that matches the pedestrian. Starting at the foot of the hill of the CCAC campus, it runs northwards until terminated by the railway, intersecting with major streets such as North Avenue and Beech Avenue.

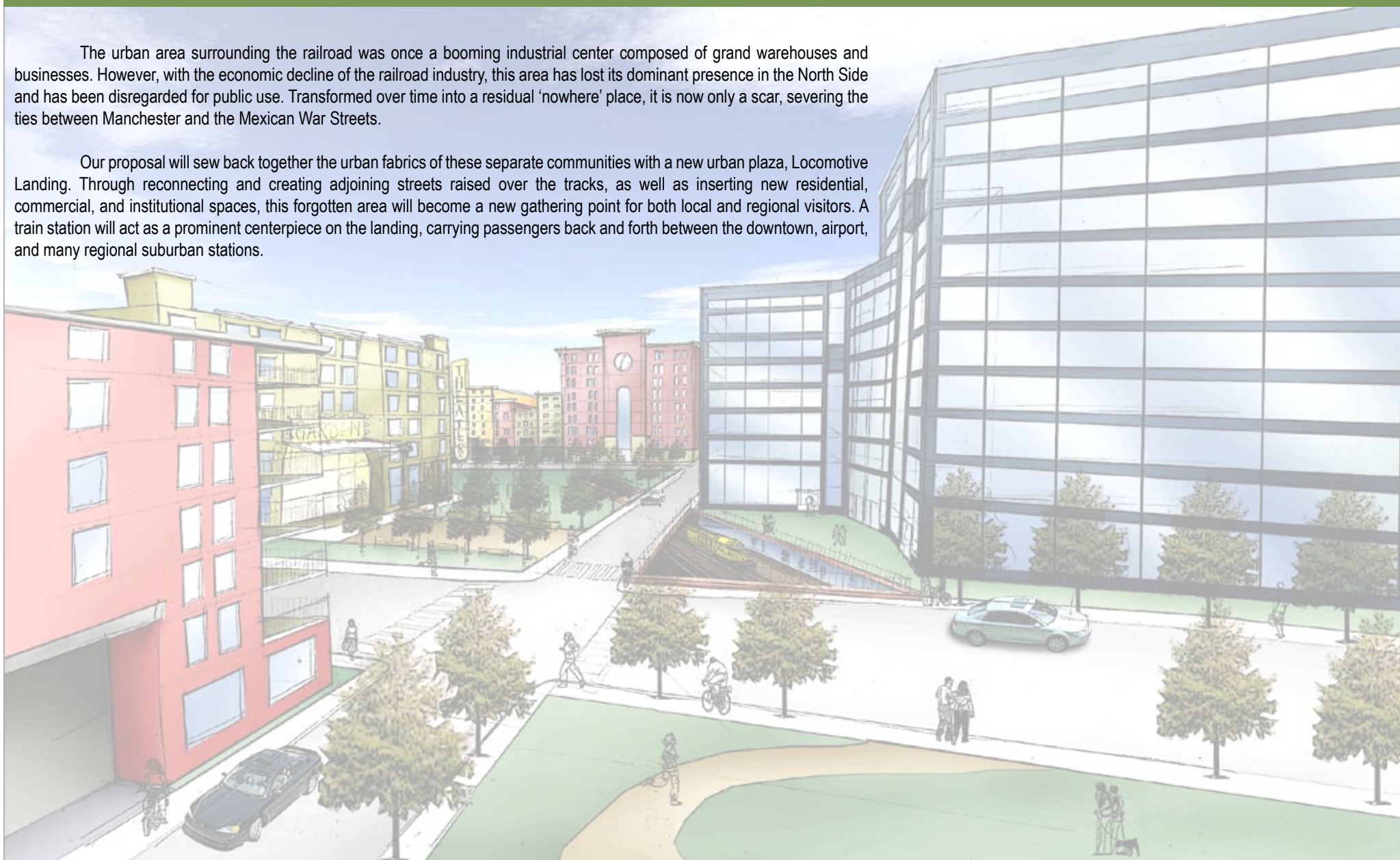
CCAC has great potential to attract people to the Northside. The college is expecting to expand its intake by 2000 students over the next 2 years, and our intervention aims to facilitate this growth. In a similar strategy of identifying forgotten spaces for rejuvenation, we propose an assortment of carriage houses and new housing development to cater to the needs of students. A sprinkling of community gardens and park spaces are also proposed, shaded by trees and dotted with pavilions, for the use of student groups.

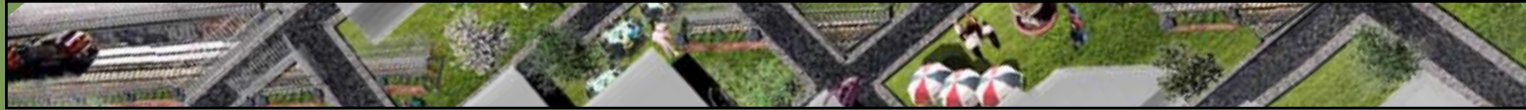


LOCOMOTIVE LANDING

The urban area surrounding the railroad was once a booming industrial center composed of grand warehouses and businesses. However, with the economic decline of the railroad industry, this area has lost its dominant presence in the North Side and has been disregarded for public use. Transformed over time into a residual 'nowhere' place, it is now only a scar, severing the ties between Manchester and the Mexican War Streets.

Our proposal will sew back together the urban fabrics of these separate communities with a new urban plaza, Locomotive Landing. Through reconnecting and creating adjoining streets raised over the tracks, as well as inserting new residential, commercial, and institutional spaces, this forgotten area will become a new gathering point for both local and regional visitors. A train station will act as a prominent centerpiece on the landing, carrying passengers back and forth between the downtown, airport, and many regional suburban stations.





PROBLEM:

-Railroad acts as a physical and economic barrier, dividing Manchester and Mexican War Streets

OBJECTIVE:

-Draw local businesses and cross-generational residents
-Become city-wide commercial, business and cultural attraction
-Integration of economic diversity

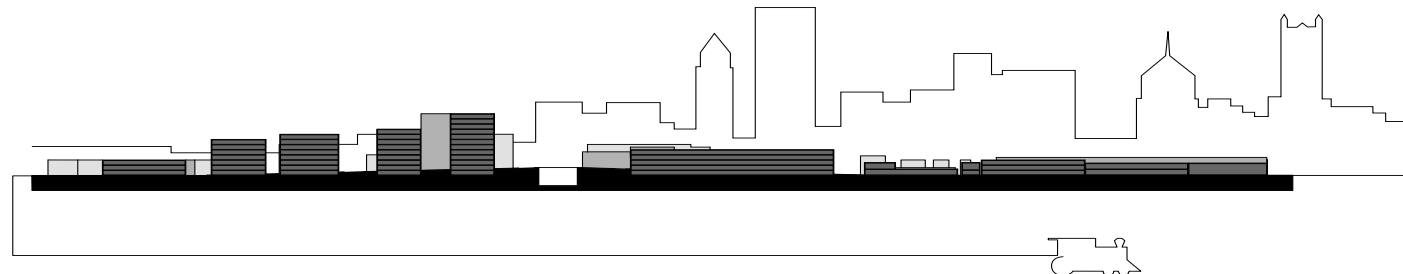
SOLUTION:

-Establish vibrant center of mixed use, cultural, commercial, businesses, residents, and institutions
-Green corridor and programmed outdoor spaces connecting neighborhoods and acting as gateway to West Park
-Re-stitch urban grid and provide vehicular access through extension of the urban grid
-Vertical programming to relate site to downtown and provide sense of place
-Programs of activity that provide amenities such as library and grocery store
-Restoration of the historical fabric by reinstating rail line access to downtown and greater Pittsburgh
-Provide alternative public transportation access to airport



FUTURE:

-Expand commercial heart of the North Side along North Avenue and population expansion



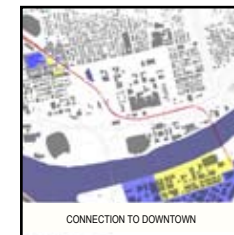
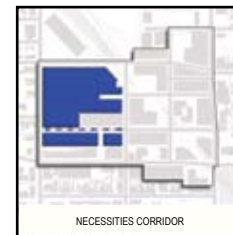
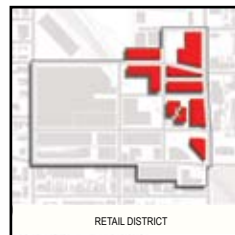
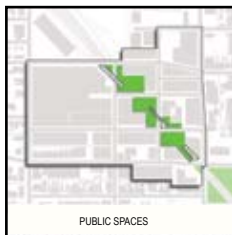
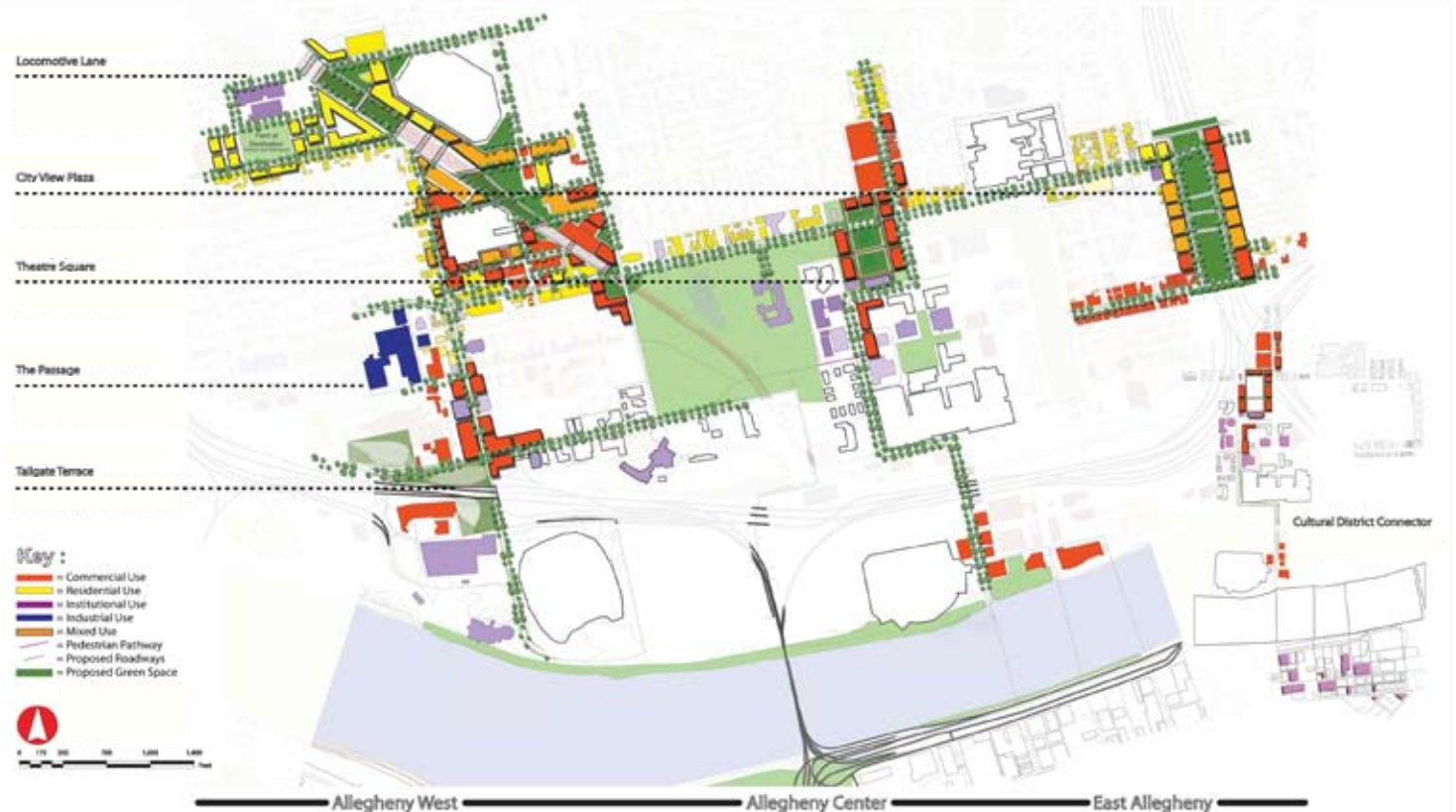
LOCOMOTIVE LANDING

FRAMEWORK

Our initial design approach focused on an overall framework that would encompass the broader area of the Northside, thus having a more significant impact on the community as a whole. North Avenue stood out as a main axis spanning through various residential, commercial, and industrial areas as well as distinct zones of major institutional facilities and urban blight. Our initial design approach focused on an overall framework that would encompass the broader area of the Northside, thus having a more significant impact on the community as a whole. North Avenue stood out as a main axis spanning through various residential, commercial, and industrial areas as well as distinct zones of major institutional facilities and urban blight.

Our framework proposed that North Avenue be used as a ribbon that stitched back together these disparate zones. By strengthening this path with "Main Street" corridors and prominent nodes, residents would be encouraged to visit this area for new employment and entrepreneurship opportunities as well as commercial and cultural events.

This framework also strove to create and strengthen connections to the North Shore and downtown areas by extending cross-axi perpendicularly from North Avenue. These connections would feed off of the already





New Buildings

Road Structure

Elevated Landscape

Renovated and Existing Buildings

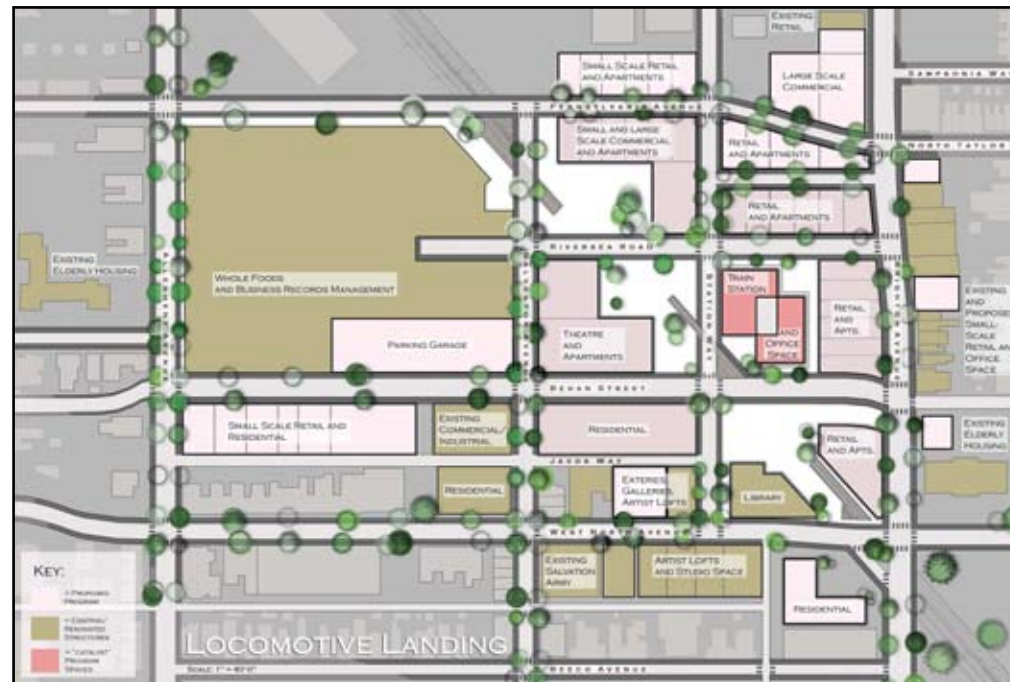
Demolished Buildings

Aligned with the street grid and oriented to take advantage of programmed open green space, the added program consists of a train station, amenities and multi-storey commercial/residential structures.

Currently, streets terminate at the rail line and few create connections across. The Locomotive Landing Scheme proposes connections across the tracks, creating a complete street grid along with the addition of Station Way.

In order to accommodate double-decker trains to pass through the site, the entire project is slightly raised approximately one storey above the current conditions.

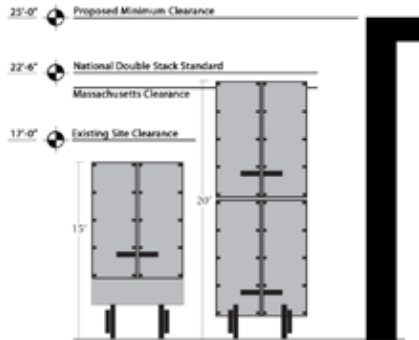
Existing warehouse buildings will be converted into artist work/live lofts. The programming also includes using current rental space for needed amenities such as a grocery store.



The intersection of Brighton and North Avenue is often busy with car and bus traffic. However, this node does not serve as an ending point, but rather, it is more a route between other more desirable destinations throughout the Northside.

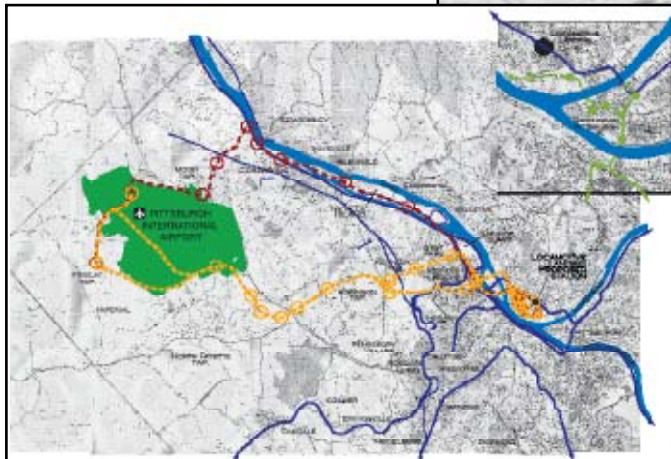
Our proposal will make this intersection a more engaging destination by strengthening both Brighton and North Avenue with a higher density of commercial, residential, and institutional attractions. Also, an additional diagonal activity corridor will be created above the railroad where pedestrian programs and activities can occur. Thus, the intersection will assume a more appealing identity, and in turn will benefit the surrounding areas by drawing in more activity, business, and investment.

LOCOMOTIVE LANDING



Gross Square Footage

Retail	199,000	
Small @ 3,500	47,600	13 Stores
Large @ 7,000	93,200	13 Stores
Whole Foods	50,000	
Residencies	500,900	
Lofts @ 1,000	156,800	156 Units, 468 residents
Apt. @ 1,400	344,100	245 Units, 735 residents
Office	186,400	
Cultural	120,800	
Theater	51,200	
Library	30,000	
Artist Studios	39,600	
Trans.	94,700	
Train Station	11,500	
Garage	83,200	260 Spaces



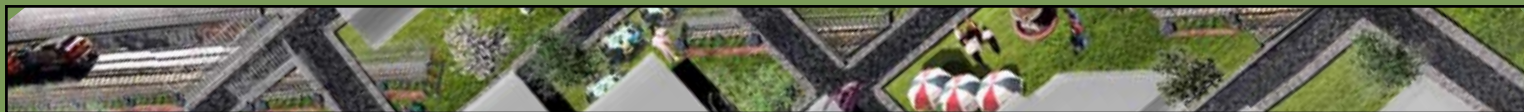
Proposed Transit Connectors- LRT

Airport Connector

- Existing Railroad
- Robinson Corridor Transit Route
- Ohio Valley Transit Route
- Proposed Station For Ohio Valley Transit
- Proposed Station For Robinson Transit

North Shore Connector

- Proposed LRT
- Existing LRT
- Proposed Station For Ohio Valley Transit
- Proposed Station For Robinson Transit



=Brighton Avenue is one of the closest commercial strips adjacent to the Mexican War Streets. However, the relatively high economic status of this community is not well accommodated by the type of services offered along Brighton. Our proposal will make a variety of commercial, office, gallery, and residential spaces available to these residents at a distance that is easily walkable from their homes. Not only will this new strip provide more commercial availability for local families, but at the same time it will offer a number of new employment and entrepreneurship opportunities or nearby residents who are willing to make long term investments in the North Side.

PHASE ONE

Connect Galveston to Pennsylvania and create necessities corridor serving Manchester, Allegheny West and the Mexican War Streets.

PHASE TWO

Demolish industrial buildings to make way for new retail district and build up perimeter structures to increase residential density.

PHASE THREE

Complete street grid bridging the railroad and infill retail district. Convert records management to Whole Foods Market and construct parking garage to support non-locals.

PHASE FOUR

Construct commuter rail station and tower. Convert one track of Norfolk Southern line to commuter rail, connecting southern to station downtown and north through Sewickley, and west to Pittsburgh International Airport.



PHASE 1



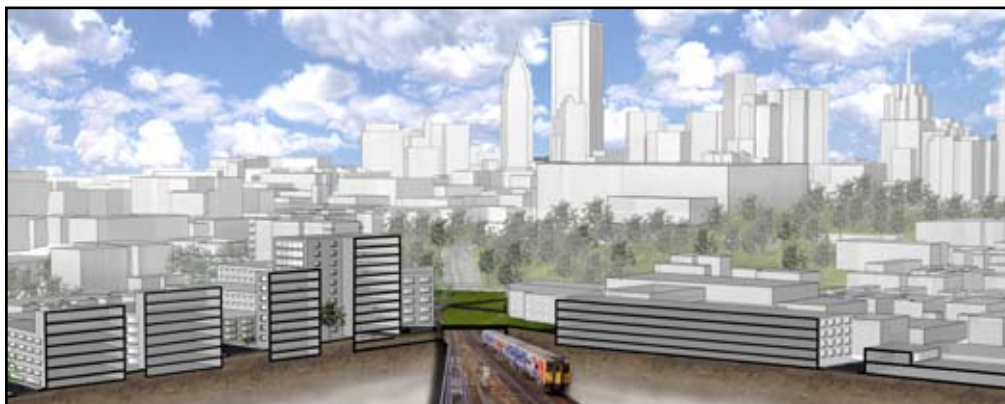
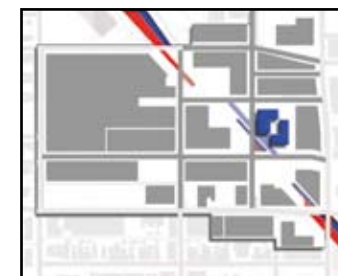
PHASE 2



PHASE 3

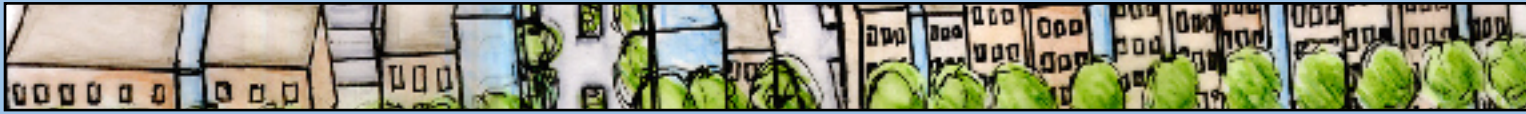


PHASE 4



ALLEGHENY CORRIDOR





With the creation of mixed-use corridors, we strive to eliminate the physical and visual barriers that currently exist in the North Side. In order to increase the perceived and actual walkability, we propose to infill and develop Allegheny and Western Avenues with commercial and residential use.

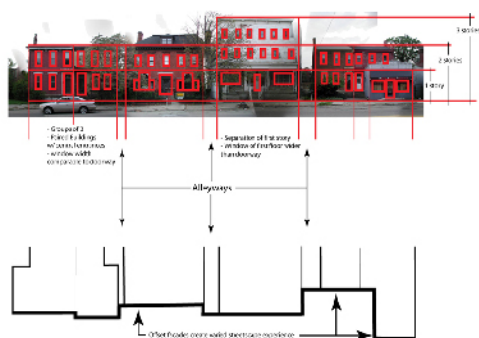
In our analysis of Allegheny West, we observed that the area was not only disconnected from downtown Pittsburgh, but also from the rest of the Northside. Barriers, such as the highway to the south and the railroad to the north, fragment the neighborhoods within Allegheny West. This problem is further exacerbated by the lack of a commercial center or unifying node for the area. Therefore in order to revitalize the area and address the issues of connectivity, we proposed the introduction of mixed-use axes along Allegheny and Western Avenues



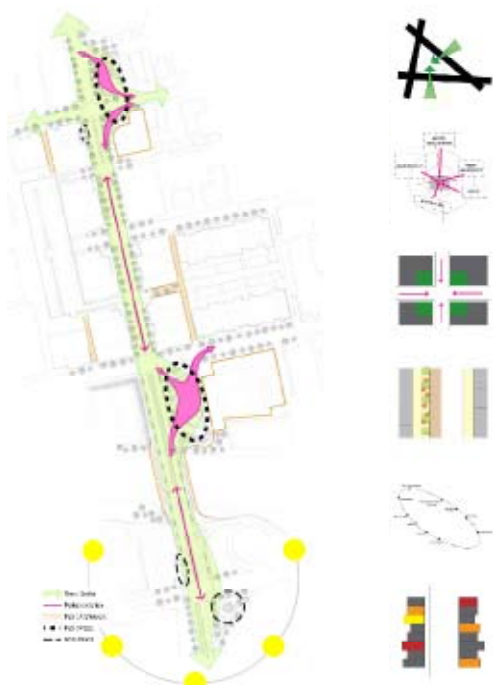
The intersection of these mixed-use corridors creates a center or destination for Allegheny West as well as helps to connect Cal-Bride and all neighborhoods to the riverfront and to the park. Currently, Allegheny Avenue serves as an edge; however the extension of Western and the improvement of Allegheny will transform this edge into a main axis. Based on a ½ mile walking radius, it only takes 20 minutes to walk from the northern most part of Allegheny to the river. As there is no incentive to make this walk, it seems much longer. The introduction of these axes improves the perceived walkability; takes advantage of mixed-use potential along Western Avenue, West Park, and CCAC; as well as utilizes North Shore activity from Heinz Field, PNC Park, UPMC Sports Works, and the Carnegie Science Center.



ALLEGHENY CORRIDOR



Design Strategies



Bridge Disconnects

Existing connections within the Northside and to downtown will be improved through new vehicular and pedestrian access and a network of green corridors; the area will develop a more cohesive identity and become more walkable. This could include extending the Heritage Trail, adding more street trees and public spaces, and creating a series of public artworks.

Strengthen Unity

Introducing mixed-use axes will create higher density districts within the existing residential and commercial fabric. This will activate the streets and provide a center, strengthening the perceived walkability and connectivity of the area. Thus, the separate communities will become more accessible to one another because they will be tied to a central node.

Develop Public Plazas

An intersection may function as a center and a destination point if it is defined as a place, where people meet and interact. It can also serve to improve unity by attracting people who are from different areas and may not otherwise come into contact with each other.

to improve unity by attracting people who are from different areas and may not otherwise come into contact with each other.

Activate Streetscape

Removing a lane of parking and extending the sidewalk will encourage a vibrant streetscape. It will provide space for street cafés to have sidewalk tables, enable neighborhood interaction, and create a more pedestrian-oriented path.

Infill Mixed-Uses

Main corridors can be established and strengthened with mixed-use development, including commercial on the first floor and residential above. Establishing varying degrees of density promotes activity and interaction amongst diverse groups. Residential infill strengthens existing communities, while commercial strips support the communities by providing necessary services.

Generate Connectivity

Analysis yielded the conclusion that not only should there be a system of connectivity within the Northside, but also that there should be greater accessibility to other destinations in Pittsburgh as a whole, such as Downtown and the Strip District.



connectivity within the Northside, but also that there should be greater accessibility to other destinations in Pittsburgh as a whole, such as Downtown and the Strip District. We propose re-routing the 16D bus route to fulfill these requirements.



Redevelopment of Western Avenue strengthens and extends the existing mixed-use fabric into the industrial district west of Allegheny Avenue. Vacant buildings will be turned into work-live lofts on the upper floors while maintaining commercial street fronts. This will bring more activity into the area during all times of day and contributes to the walkability of the area. Allegheny Avenue south of Western is currently referred to as an 'urban wasteland,' therefore, we proposed a mixed-use corridor that provides a gateway to Allegheny West as well as helps to bridge the disconnect created by the highway underpass.



ALLEGHENY CORRIDOR



Potential along Western Avenue, numerous institutions, and the massive disconnect created by the highway underpass and southern Allegheny Avenue led us to focus on this area for our catalytic intervention. The redevelopment draws people and resources to the area, thus allowing further revitalization of the rest of Allegheny West and the Northside. Introducing a series of public plazas and buildings as well as mixed-use development creates a continuous streetscape. The language of street tress, continuous sidewalk paving,

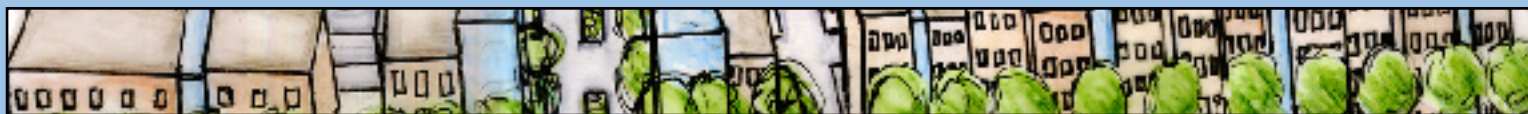
and a planted median unites the area and to increases walkability. Additionally, we propose a series of public artworks, such as a mural and lighting for the underpass, to bridge disconnects in the area.

At the intersection of Allegheny and Western Avenues, we propose the creation of a square as a main node in our catalytic intervention. One of the main features of the square is a plaza that provides a public gathering space and outdoor seating for an adjacent café. The Arts Center offers

the opportunity for both indoor and outdoor small-scale gallery and performance space. The Information Center serves not only as a resource about Pittsburgh and the Northside but also as a major stop along the new 16D bus route.

The new mixed-use corridor along Allegheny extends from Western Avenue to Ridge Avenue. This area will draw CCAC students and visitors to the North Shore into the area as well as provides a destination for the residents. Parking for residents and businesses is located in a structure behind the western side of the development. After analyzing the typology of the area, we chose to vary façade setbacks and widths in order to relate to the existing conditions on Western Avenue, which allows for the integration of street café seating. East of Allegheny Avenue, between Lincoln and Ridge Avenues, we propose multi-unit housing for students and professionals.





The

Cultural Center has classrooms and a theater for use by both CCAC and the community, as well as an amphitheater for outdoor performances and movies. Located on the façade, the movie screen allows the parking lot across Allegheny Avenue to be used as a drive-in theater. The bowling alley and sports bar will be a destination not only for residents of the Northside but also for visitors to Heinz Field, UPMC Sports Works, PNC Park, and The Carnegie Science Center. Both the Cultural Center and the bowling alley will help to bridge the disconnect created by the highway underpass.

Similarly, the addition of a Recreational Center south of the underpass offers athletic courts and fitness facilities, relating to the scale of the sports institutions already present on the North Shore.

After analyzing the existing traffic patterns, we relocated the highway on-ramp south of the underpass. This allows the Ridge Avenue area to become more pedestrian friendly, particularly with the introduction of a sidewalk on the eastern side of Allegheny Avenue between Ridge and

Reedsdale Avenues. The development south of the underpass also relates to the new underground light rail station adjacent to Heinz Field.

The Allegheny Corridor is the first phase in the revitalization of Allegheny West and Manchester. The new mixed-use corridor will tie the neighborhoods together and will help to improve the social and

economic status of the area. The proposed intervention will serve as a catalyst, generating further development and attracting prospective residents and businesses to the Northside.

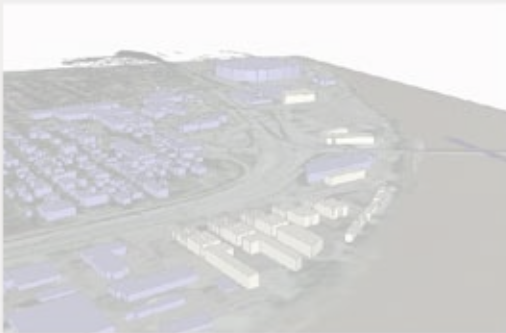


Section through Allegheny Avenue looking north

ALLEGHENY SHORE

Allegheny Shore

A neighborhood's waterfront



Aerial Before & After perspective:

Looking at the residential development area and showing the two important new connections





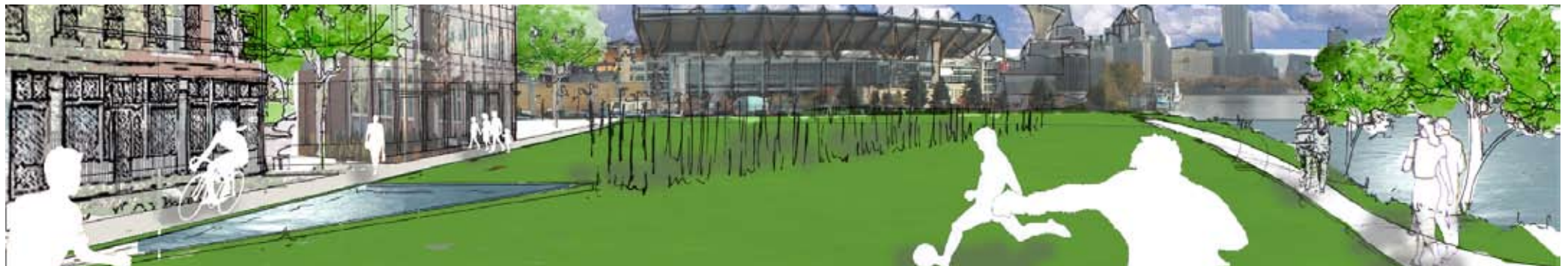
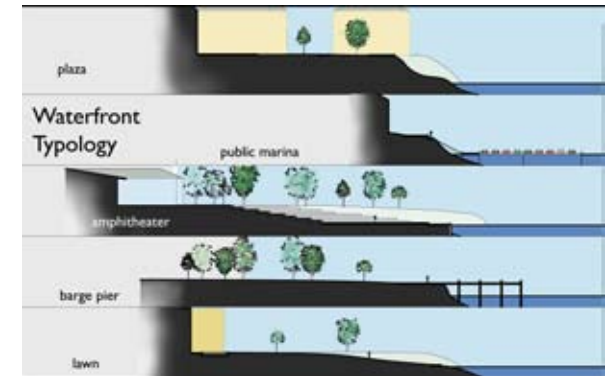
With the construction of Route 65, the residential neighborhood of Manchester was cut off from the shore of the Ohio River. In time, the isolated waterfront became an industrial wasteland, with decaying and vacant buildings as well as a small number of holdouts. To add life to this area, North Avenue will be extended underneath the highway, culminating in a residential and small-scale commercial development at the water's edge. This pedestrian axis, as well as a proposed streetcar route, will ensure that this site is enriched by and beneficial to residents from the entire Northside.

ALLEGHENY SHORE



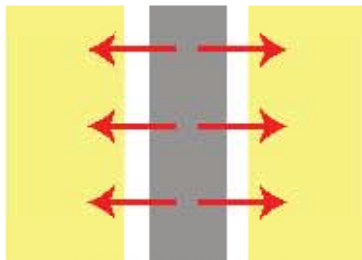


A pedestrian path along the river connects the residential neighborhood with the existing Cordello building, the commercial center, and with a development of offices to the west. The path allows each zone of Allegheny Shore to connect to the river in a different way, bringing activity directly to the water unlike any other place in Pittsburgh.

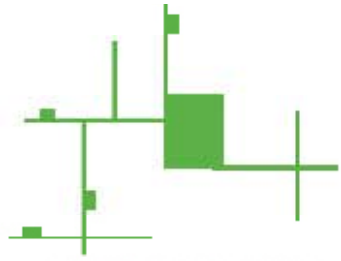


Waterfront park facing Heinz Field and Downtown Pittsburgh

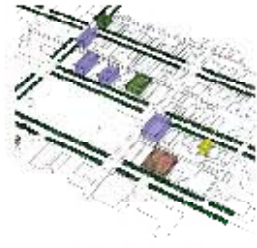
ALLEGHENY SHORE



BRIDGING DISCONNECTS



GREEN PEDESTRIAN NETWORK



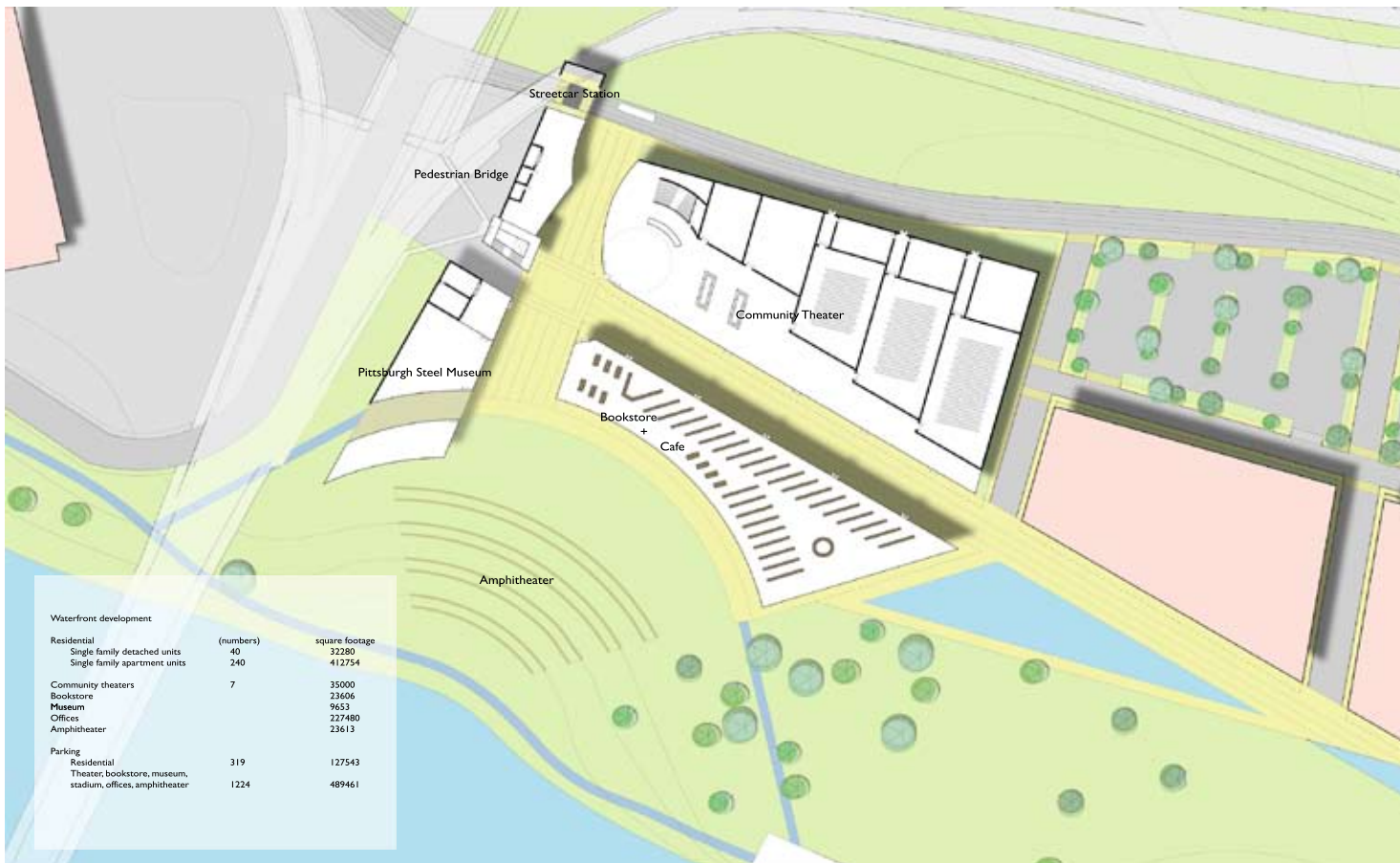
INFILL POCKETS



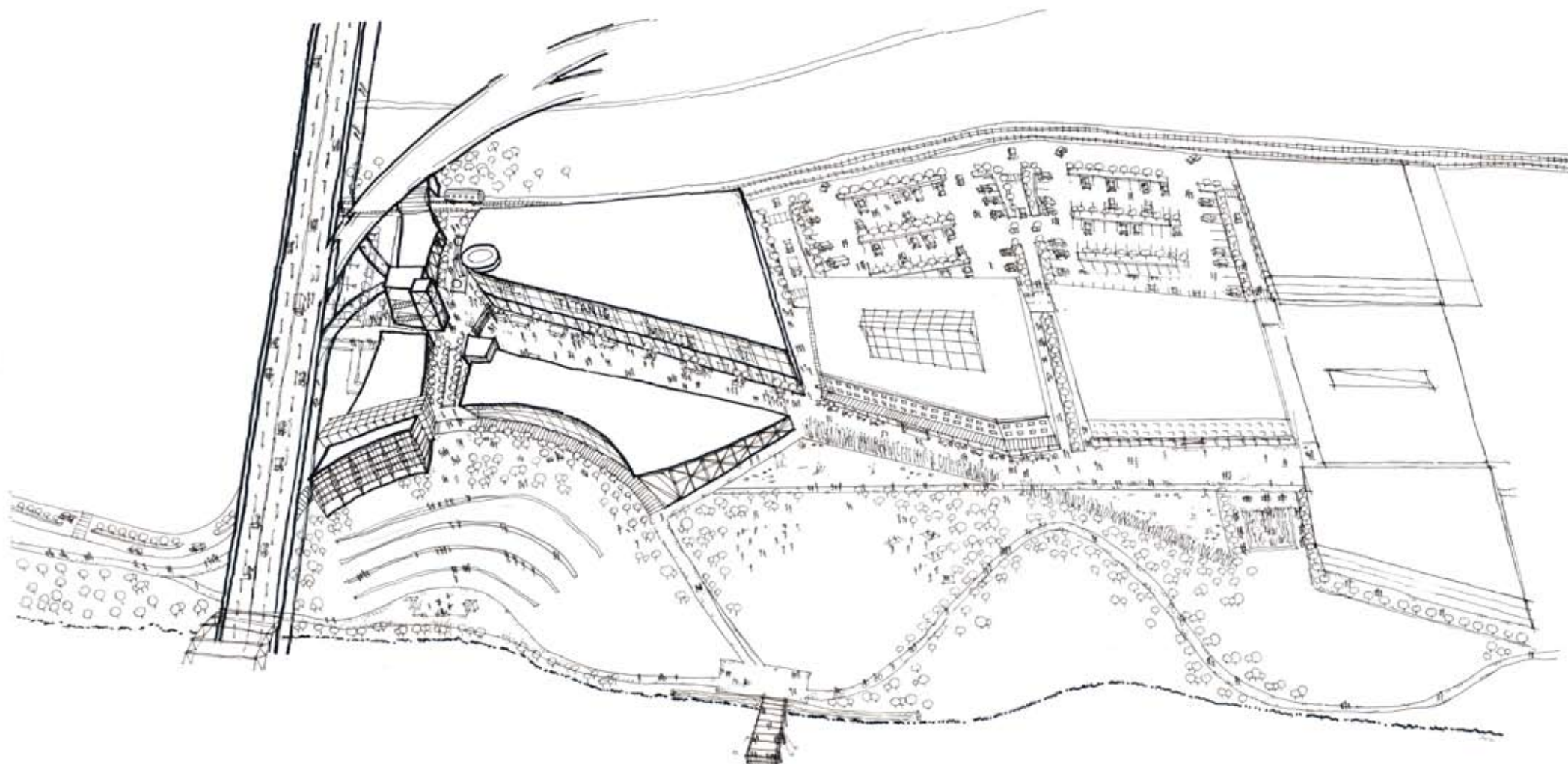
CONNECT TO THE RIVERFRONT

EXTENSION OF NORTH
SHORE CONNECTOR

UNDERUTILIZED INDUSTRIAL AREA



Central to the area is a commercial development alongside the West End Bridge. Consisting of a bookstore, a steel museum, as well as a community movie theater, this zone will draw residents at all times of the day with a nearby streetcar station and convenient parking. Opening onto a riverside amphitheater, there is the potential to activate the space with music, theater, and cinema.



B

SAE-MI LEE
BENJAMIN STRAUS
XIAN HUAY
GARY TSAI

GREEN BUILDING BLOCKS



TURNING LIABILITIES INTO ASSETS

Our vision is to drench the Northside in sunlight and greenery, which would then activate the open public spaces and energize the neighborhood. In line with our environmentally inspired urban design, our strategy is to keep as much of the existing as possible, and turn the liabilities into assets that enhance the economic, social and physical value of the area.

- TRANSFORMATION OF ALLEGHENY CENTER

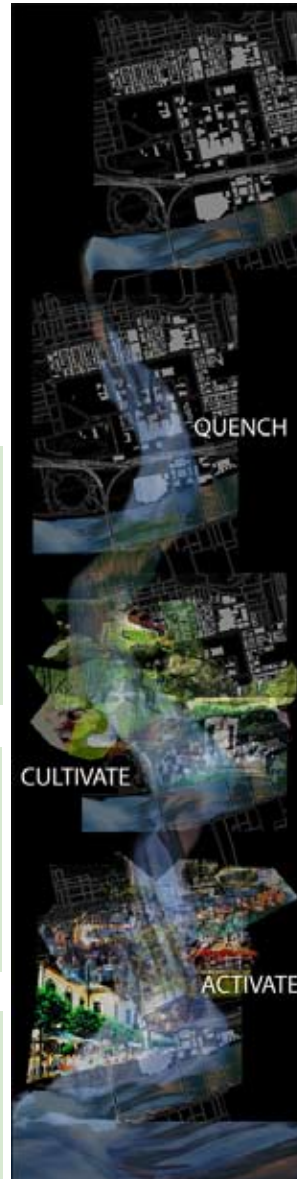
Allegheny center is a mega-structure that is a physical, psychological and visual barrier to access to the Northside. To overcome this, we have broken down the existing 30' structural grid into smaller mixed-use blocks which aids perceived walkability and enhances pedestrian street life. The new 30' grid structure also creates a new formal gateway into Northside, more frontages for businesses, and 2500 parking lots in additional structured parking on top of the existing 1000 underground parking lots in Allegheny Center.

- MAIN WATER PLAZA & ARCHITECTURAL ICON

Currently, the center of the Northside is occupied by a dark, under-utilized concrete plaza with a fountain in the center. Our proposal is to green the plaza with inviting rolling mounds, and to renovate the existing water fountain into an interactive water feature that children would love to play in. To allow sunlight into the plaza, the existing office building is carved into a sculptural icon, becoming a wonderful backdrop to the life and activity in the new plaza.

- GREEN BOULEVARDS & PARKLETS

The dense network of buildings is punctuated with green parklets that increase the economic value of residential apartments and the social quality of the outdoor living space. Green roofs and green boulevards create a pleasant physical environment, and the periodic retention basins along major roads contribute to the cleansing of the Northside.



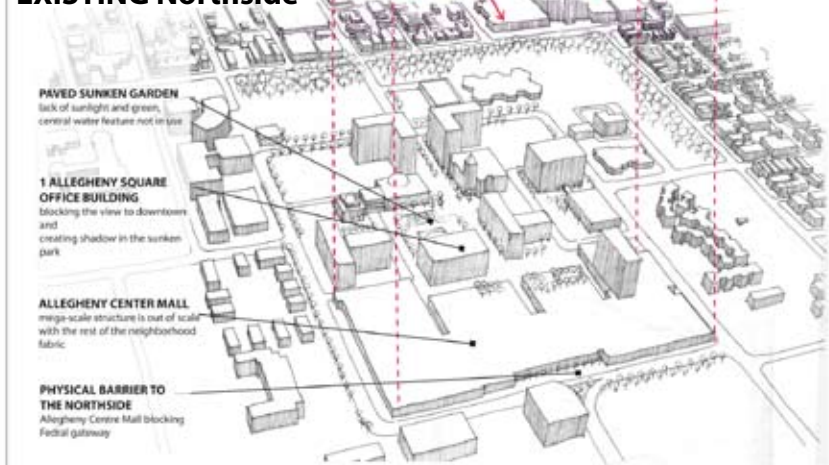
TRANSFORMED Northside



REUSE THE EXISTING

reuse existing 30' x 30' structural bay system of Allegheny Center Mall in smaller blocks, and entire underground parking structure

EXISTING Northside



GREEN BUILDING BLOCKS

FRAMEWORKS

Framework of Roads



Framework of Hydrology and Greenery

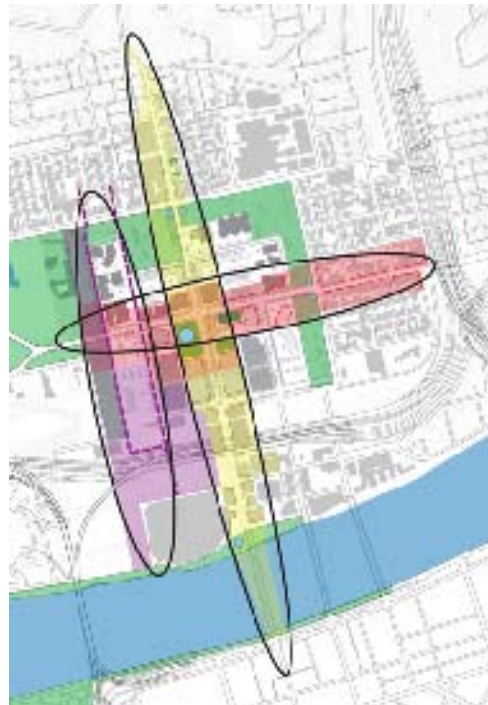


Framework of Development Blocks



MASTER PLAN: DEVELOPMENT PHASES

The various phases, starting with the Federal initiative followed by the East-West Connector and finally the Sherman Stretch, will provide the catalytic approach needed to begin the 40-year vision of the Northside. In this vision, water and nature are seen as elements of growth that will help nurture and cleans the Northside, thereby strengthening the poetic connection to the Allegheny River.



Phase 1 (Yellow) - Federal Initiative
Phase 2 (Pink) - East-West Connector
Phase 3 (Purple) - Sherman Stretch

PHASE 1 FEDERAL INITIATIVE

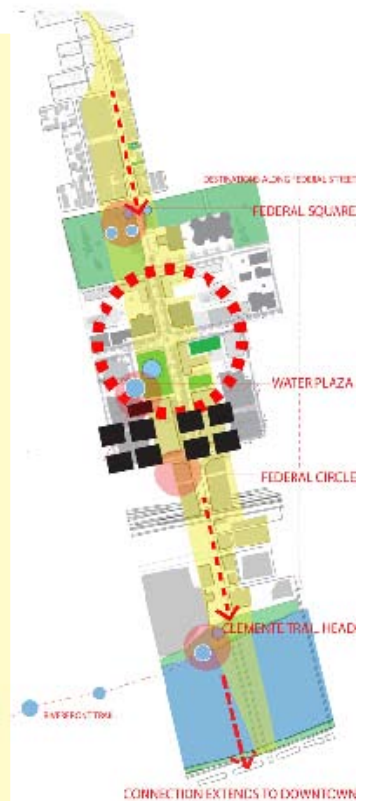
The Federal Initiative will attract both local and regional visitors while strengthening the center. The increase in people and visitor will bring more business to the area, thus, increasing the real estate value. With the increase in real estate value more people will tend to move into the Northside resulting in the increase in population density.

ISSUES ADDRESSED

- Bring back traditional center as a focus of community activity
- Create destination networks within the Northside for increased walkability.
- Provide safe ways of getting to the river front (overcoming physical barrier).
- Provide better and visible access to the river and riverside trail.

STRATEGIES EMPLOYED

- Extend Federal Street through Allegheny Center to Downtown.
- Introduce water plaza in open public space with mixed use development around.
- Convert existing office building, which has 50% occupancy, facing the plaza into a sculptural center piece that add value to the plaza.
- Restore denser grid in place of Allegheny Center using the existing 30' structural grid system.
- Increase density of residential and commercial use.
- Create a gateway into Central Northside with southern facing facade of the new block system.
- Integrate stormwater retention basin along street that help to define street parking lots.



RETENTION BASIN AND LANDSCAPING

- Traps liters and sediments
- Temporary storage of stormwater runoff allows time for infiltration
- Filtration of surface runoff before it returns to the underground pipe system
- Opportunity for these basins to define street parking lots
- Integrates with side wake design

Precedent Study of Water Features





PHASE 2 EAST-WEST CONNECTOR



The higher population density will support the secondary commercial corridor of Ohio Street. In addition, it will strengthen the connections within the Northside among the neighborhoods.

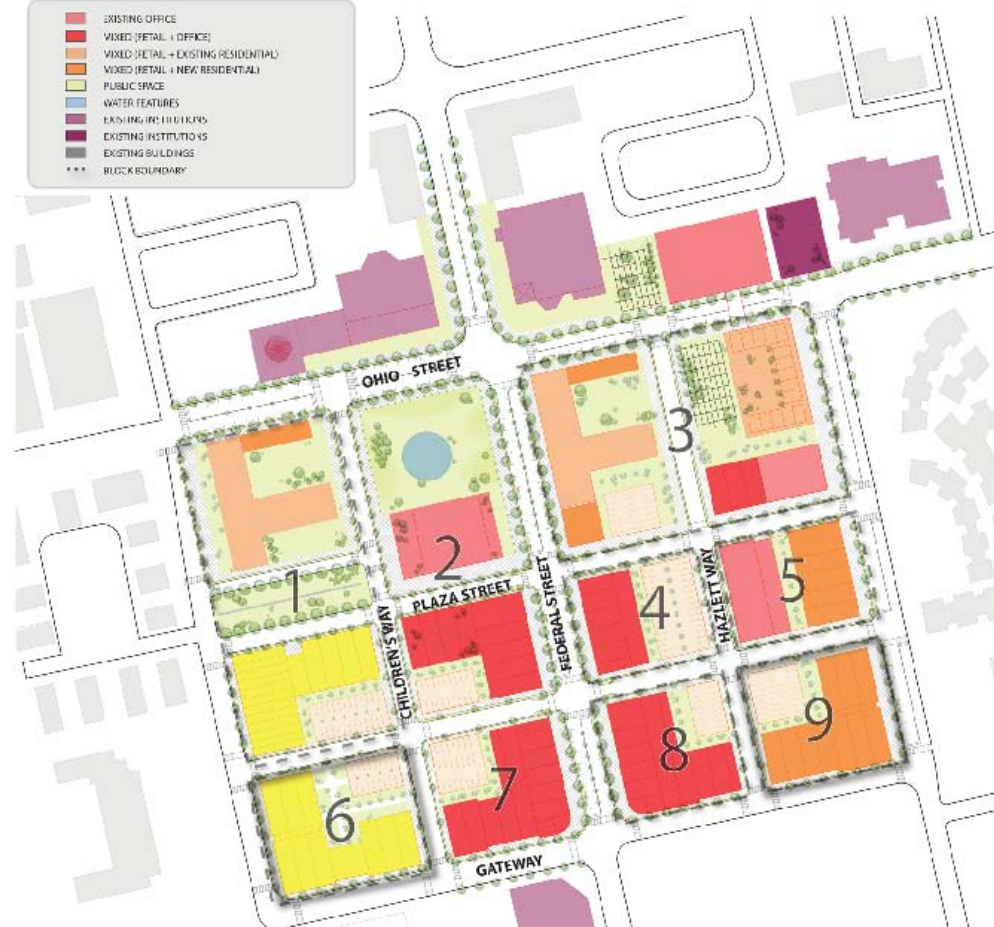
ISSUES ADDRESSED

- Support businesses in East Ohio Street/ Western Avenue
- Bring back old center as a focus of community activity
- Create a safe pedestrian-oriented environment

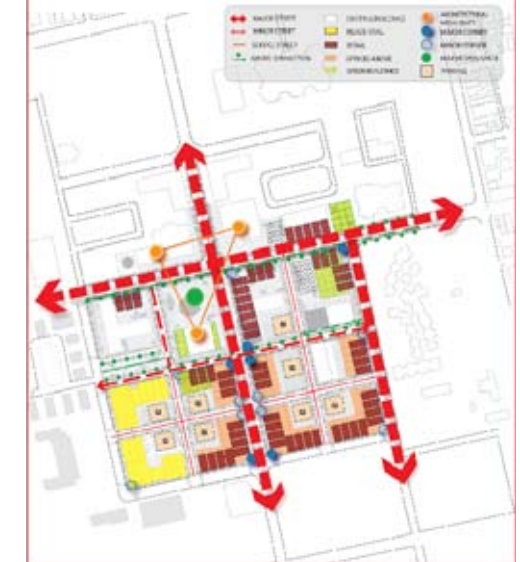
STRATEGIES EMPLOYED

- Connect two existing main commercial corridors (Western Avenue and E. Ohio Street)
- Infill lots with building/program to better define street edges and to increase density/real estate value
- Include multiple cross-walks and implement street parking and landscaping along Ohio Street
- Introduce new uses to existing buildings (parking structure apartment ground floor units) to add value and life to Ohio Street
- Create a new gateway into Central Northside from East Allegheny.

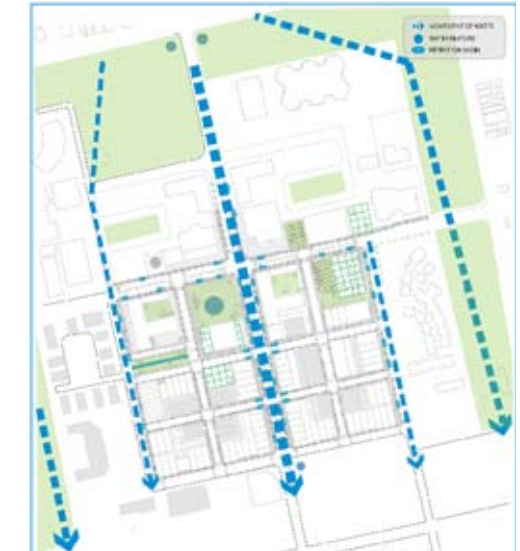
TRANSFORMED CENTRAL NORTHSIDE



Activities at Ground Level & Overall Strategies



Hydrology and Greenery



Sections through Outdoor Rooms

The Water Plaza and Green Corridors



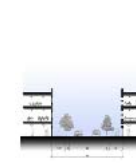
Major Street



Major Street



Minor Street



B

SAE-MI LEE
BENJAMIN STRAUS
XIAN HUAY
GARY TSAI

GREEN BUILDING BLOCKS

1 ALLEGHENY SQUARE

THE GOOD (✓) AND THE BAD (✗)

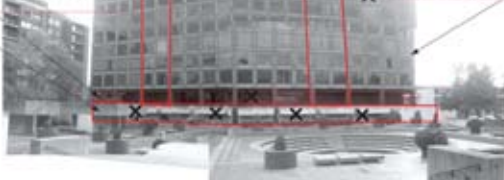
FRONTAGES

- Front ground floor is a solid wall that does not create any visual interest or commercial activity to the plaza.
- Potential for facade to be a backdrop to activity in the plaza.
- No direct access to building from plaza. Entering away from the street to use the site.
- First floor is vacant and houses no program.
- Non-operable windows and curtain wall face the plaza.

EXISTING BUILDING CORES

MASSING

- Monolithic mass blocks sunlight from entering the plaza.
- Monotonous and undifferentiated architecture does not add economic or social value to place.
- 3rd structural bay coincides with the grid rhythm generated by Allegheny Center.



WATER PLAZA

THE GOOD (✓) AND THE BAD (✗)

100% HARDSCAPE

- Insufficient greenery and lighting in the plaza.
- Uncomfortable surface and unattractive use of paving material.
- Impervious surface material contributes to stormwater runoff.

MULTIPLE ENTRIES

- Multiple ways of access to plaza is good, but many are not visible enough.

ICONIC INSTITUTIONS

- Historical tower and dome activate public space and mark important corner.
- Public institutions draw people to the plaza.
- Central historical focus in the water plaza has potential to be something more.

RESIDENTIAL UNITS

- Visual access to the plaza creates value environment and activates public open space.
- Apartment with place does are more valuable economic rally.
- Ground floor of apartments does not address place frontage.

BRUTAL CONCRETE FINGERS

- Block visual and physical access to plaza.
- Do not contribute to the street level activity of the place.
- Creates confusion and ill-defined space underneath.
- Invisible and dark spaces breed crime.



OHIO GATEWAY

THE GOOD (✓) AND THE BAD (✗)

NEW FRONTAGES

- These frontages at the termination of a major road providing from the back of the block.
- Corner of parking structure is visible.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

EXTERNAL FRONTAGES

- Block square facade of parking structure is a dominant feature.
- Ground floor of parking structure and office building facade are not lively.
- Artistic street life.

INTERNAL FRONTAGES

- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

INTERNAL FRONTAGES

- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

INTERNAL FRONTAGES

- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

INTERNAL FRONTAGES

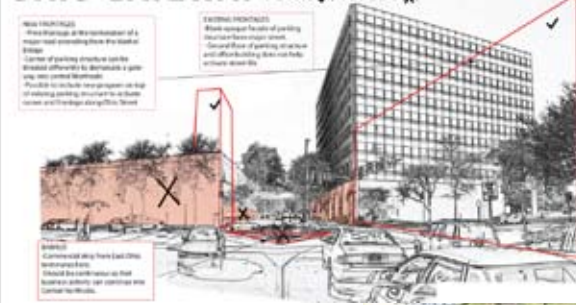
- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

INTERNAL FRONTAGES

- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.

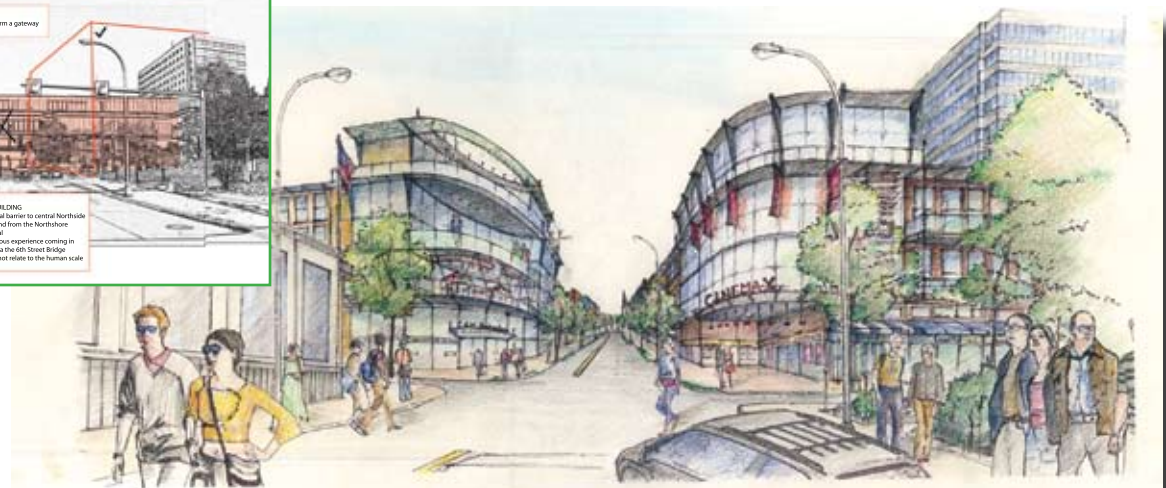
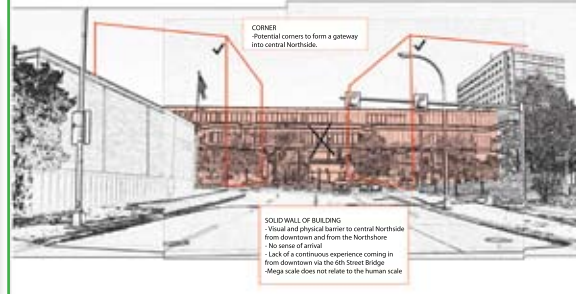
INTERNAL FRONTAGES

- Commercial strip from East Ohio.
- Brutal concrete is a dominant feature.
- Should include more open space on top of existing parking structure to create a more vibrant and lively atmosphere.





FEDERAL GATEWAY THE GOOD (✓) AND THE BAD (✗)



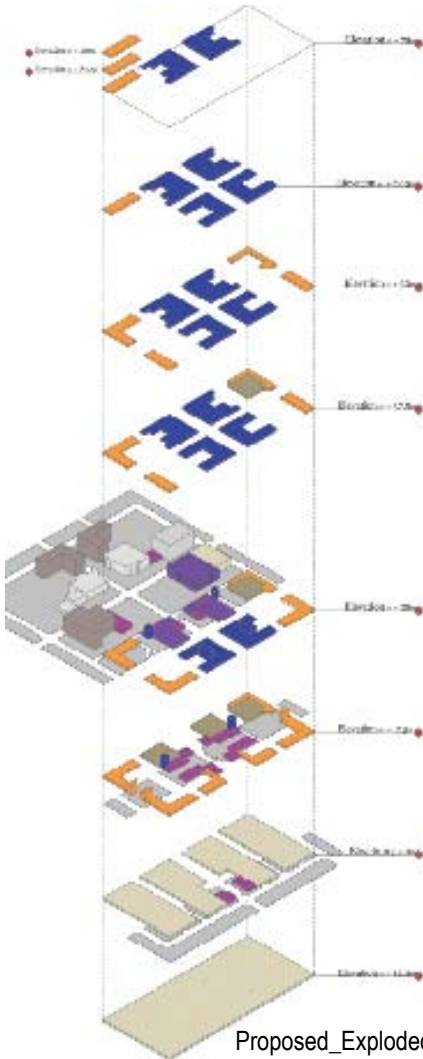
NEW ALLEGHENY: THE THIRD PLACE



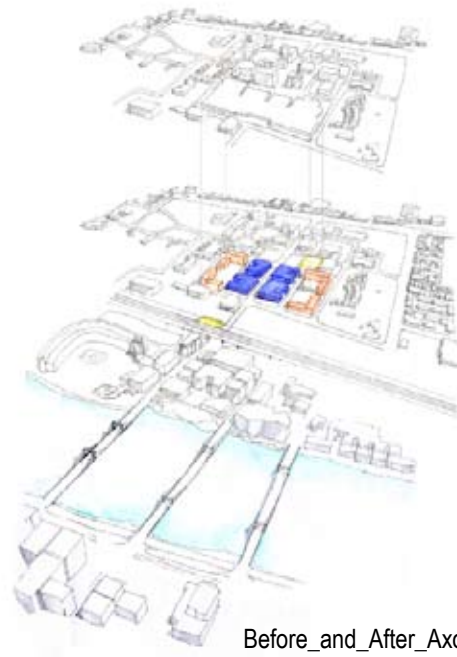
Proposed_Redesign_of_Allegheny_Center



When Allegheny Center was built 40 years ago, the architects did not realize the impact it would have on the community. This “modern” building has been prohibiting the very thing that make cities sustainable: diversity. Diversity, according to Jane Jacobs, is what makes cities alive. Allegheny Center is an example of Modernism’s failure. This project is about reinstating the heart of the community that had stopped working since the center was built. We are combining old and new buildings, creating various scales of public space and diversifying the economy. We are also re-stitching the existing network of roads and bringing back the grid system that had worked for the community once before.



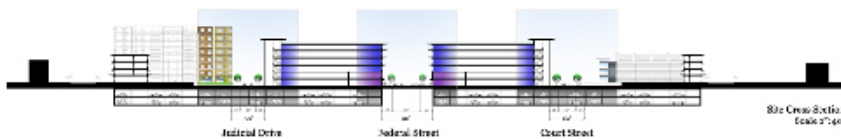
Proposed Exploded Axon



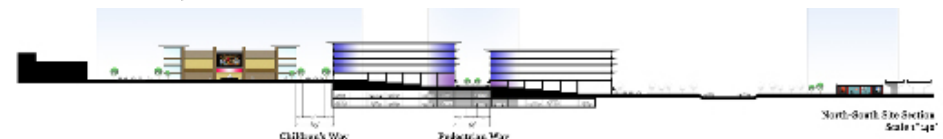
Before and After Axon



Site Locator



Side Cross Section Scale 1"=40'



North-South Site Section Scale 1"=40'

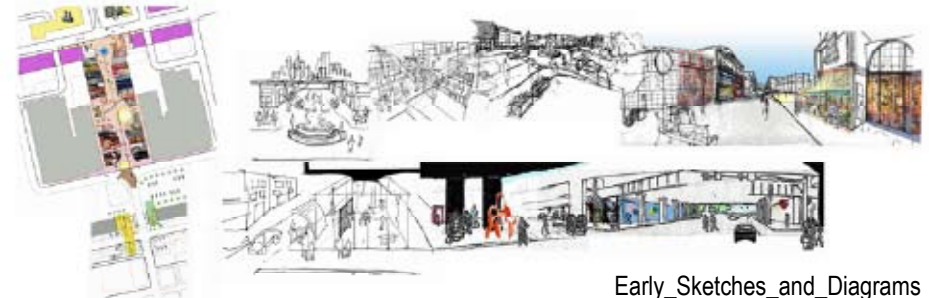
NEW ALLEGHENY: THE THIRD PLACE



With the creation of Allegheny Center and its ring road in the mid-1960's, the central core of the Northside was lost, and the community became very segregated. In hopes of correcting this wrong, we have chosen to reestablish the Federal Street and East Ohio Street cross axis through Allegheny Center. The result is an easier linkage between downtown and the Northside and between the Eastern and Western portions of the Northside. This creates the groundwork for a strong economic center for the entire Northside community.

Allegheny Center now becomes a destination point for Northside residences as well as other Pittsburghers. After their home and place of work, we hope that Allegheny Center becomes their third destination, or third place. A place where they come together with their fellow community members.

As a means of further activating out space, we have drawn from the extensive set of cultural assets present in the Northside creating a concentrated region of cultural activitie~



Existing Parking	Proposed Parking
Existing Commercial	Proposed Commercial
Existing Residential	Proposed Residential
Existing Institutional	Proposed Institutional
	Proposed Small Box Retail
	Proposed Medium Box Retail

Primary Legend





We felt that the perfect place to exhibit the Northside's cultural assets is in the underpass below the highway and railroad, which is currently a dark and dreary thoroughway. We call it the "gateway". The gateway is a billboard for the Northside, exhibiting artwork from the cultural institutions in the Northside and community artwork by Northsiders and students in the district. The gateway further bridges the disconnect between Downtown and Northside, celebrates the cultural offerings of the Northside, and welcomes population into the new Allegheny Center.

We are creating a diversity of scale of social spaces. The largest and most public social spaces are the open plazas proposed in front of the Hazlett and Children's Museum. The west plaza with a central fountain was inspired by the early diamond plaza with its fountain in the 1900s. It sits adjacent to a Barnes and Noble, with café on first floor, which creates a dialogue between the library, and the museum.



Proposed_Childrens_Way_and_west_plaza



Proposed_Gateway

NEW ALLEGHENY: THE THIRD PLACE

The east plaza provides an outdoor performance space, with benches around, for professional artists or students, a meeting place while viewing movie previews on the outdoor screen in front of the movie theater.

Small, intimate social spaces within the proposed apartment blocks for residents and patrons of ground level establishments. Even smaller social spaces in the east-west pedestrian walkways, lined by street side bars and cafes, linking apartment blocks to Federal Street.

With this reestablishment of the past street grid, we have created a wide-variety of economic opportunities for this area of the Northside. Along Children's Way there will be small-scale retail space geared mainly to local retailers. These spaces are occupied with shops such as a shoe store, newspaper stand, or even a barber shop.

The last economic opportunity in these blocks are the commercial and office spaces. The main entrances of the office blocks are located along our two new secondary roads, as to not completely overpopulate Federal Street.



Early_Diamond_Plaza, The_Market House_and_East_Ohio Street_shops



Proposed_East_Plaza_in_front_of_the_Hazlett



Proposed_Federal_Street



Along Federal Street, we have located most of the national chain retailers. They would create a regional attraction that could provide a large boost to the Northside economy. On the corner of Federal and Children's Way are two entrances to larger scale retail spaces. These spaces would be occupied by stores such as a Whole Foods or Target. Through past community meetings we learned that the community members felt that this scale of a shop is something desirable, and the intersection of these two streets is a prime entryway for these shops.



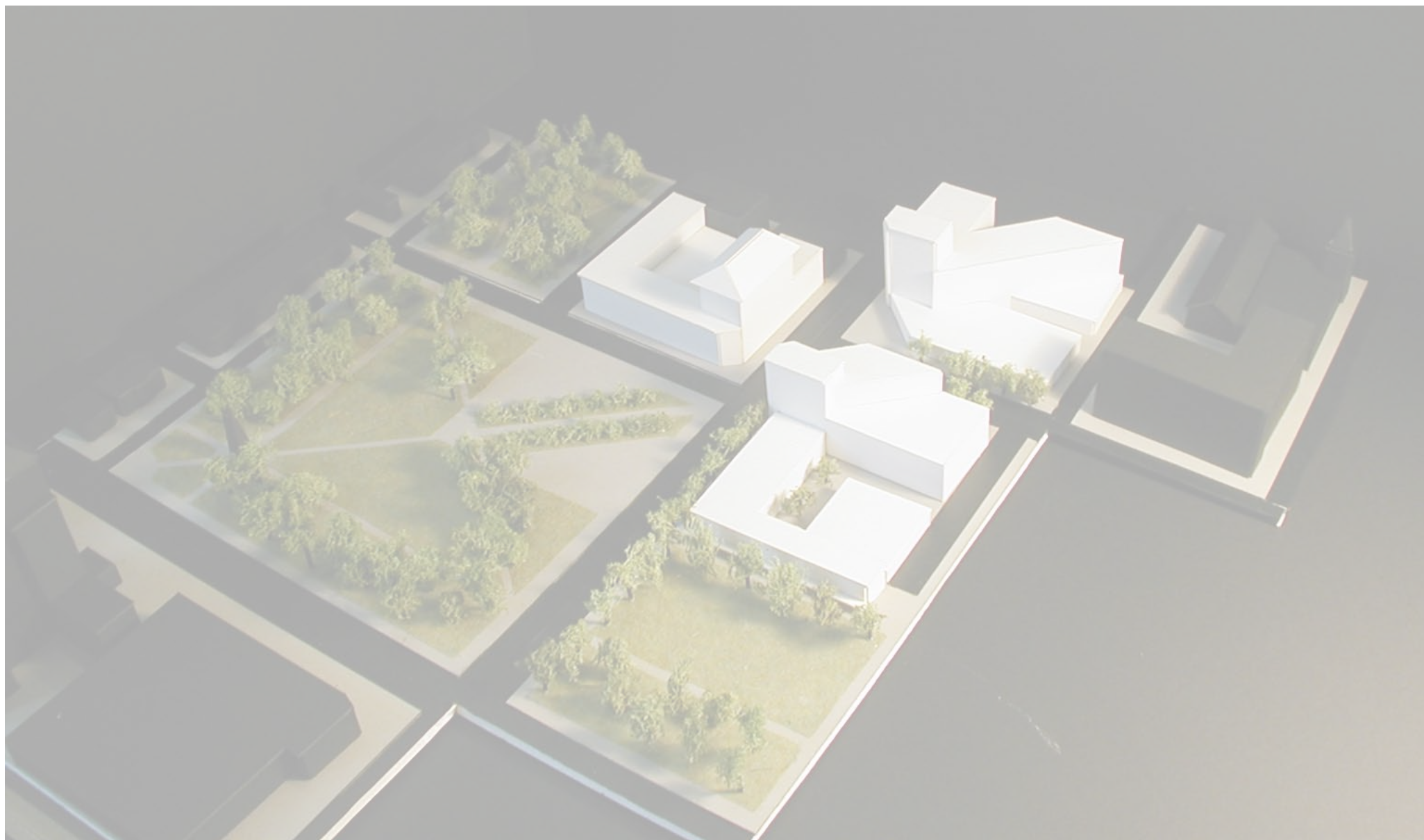
Proposed_Open_Plazas



Proposed_Apartment_Courtyard_viewed_from_commercial_spaces



PERIPHERAL CATALYST



The Pressure is On!

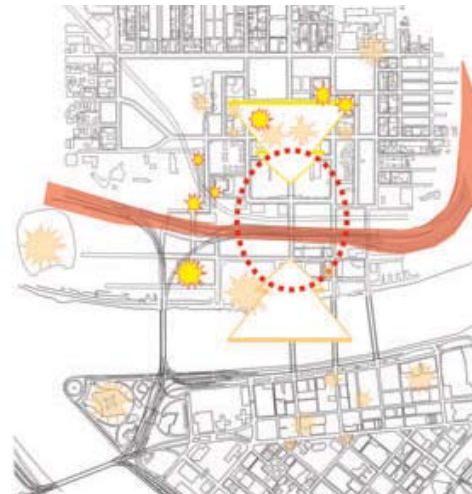
The goal of Northside Development is most critically hindered by the infamous Allegheny Center. It is the most difficult knot to untie at the moment. It is impossible to force action on this project. It is possible to gather local strength and use a peripheral route of action and development surrounding areas to increase pressure from the Northside to encourage a change in Allegheny Center. Coupled with pressures of the North Shore development on the other side of the Highway, change in Allegheny Center in be inevitable.

The project is aimed at setting up the grounds for the ultimate breakthrough. Our main Objectives are:

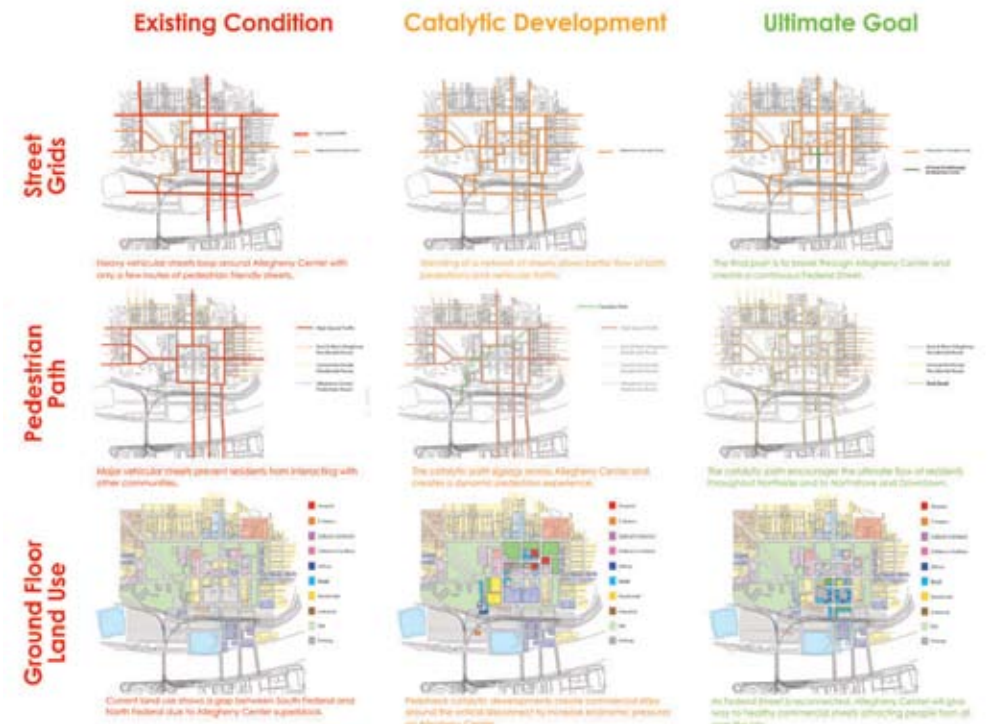
Increase neighborhood Connection

Encourage pedestrian Traffic

Create mixed use commercial streets



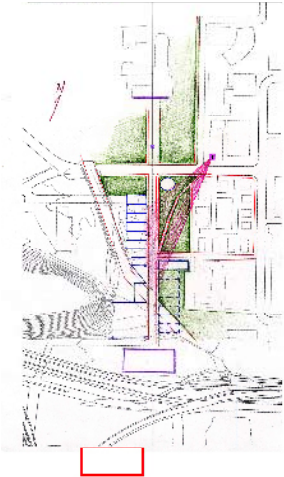
Our Vision, Ultimate Goal



Objectives

1. Mend disconnects and strengthen ties to downtown with a series of networks and destinations
2. Create walkable streets throughout Central Northside and encourage interaction between communities
3. Activate park and encourage usage by various populations
4. Strengthen identity of attractions and landmarks
5. Increase quality value of residential property

PERIPHERAL CATALYST



Follow the Money!

The North Shore Connector is a \$400 Million investment and its importance cannot be overlooked. Merchant Lane is the gateway into the Northside from the new North Shore connector. It is the first step reaching out toward downtown and the rest of Pittsburgh.

Underpass Experience

The railroad underpass is currently under decay and needs to be maintained. To encourage pedestrians to use the path, Merchant Lane is developed into a retail street catering to the needs of both residents of Northside and the tailgators to the games.



Children's Campus



The main catalytic development in this area is the creation of Children's Campus. Martin Luther King Jr. Elementary School is replaced in the corner of Arch and Suismon Street with an indoor shared sports facility program to strengthen the ties of surrounding Educational Institutions that are currently disconnected.



Arch and Ohio Street - Perspective View

The Urban Fabric and Density of Arch street is emphasized with new commercial fronts.

Arch Street - Elevation



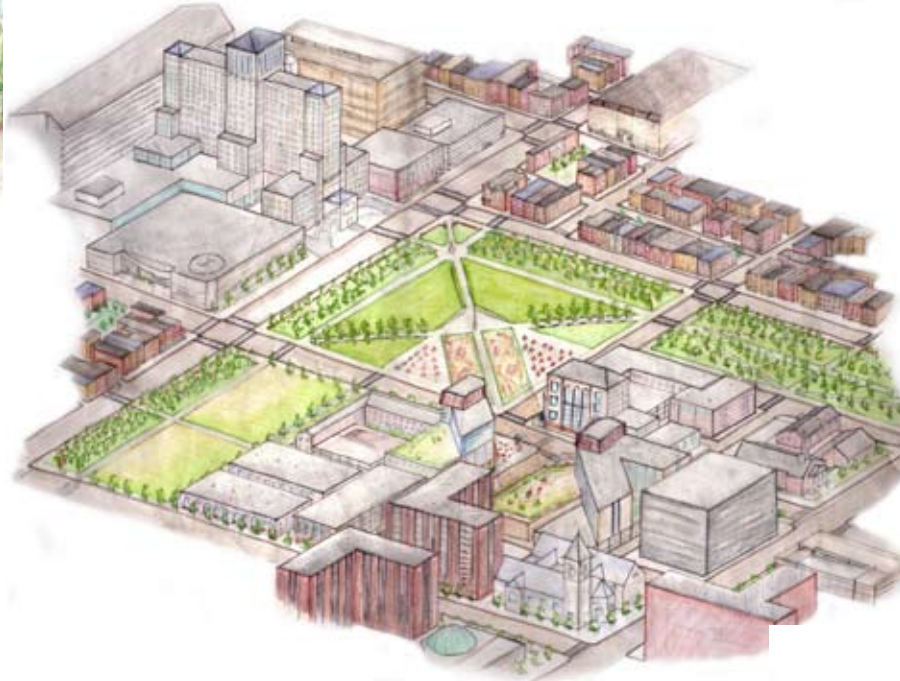
PERIPHERAL CATALYST

Medical Crossroads



Suismon Street Extension

The entire ring Road is converted to two way traffic with parking on both sides. North Commons is slightly shifted to the South to provide for a safer intersection at Sandusky and to be on axis with the buildings at either end. The new road will be planted with street trees to help create a pleasant pedestrian environment.



Sandusky and Suismon

A plaza is created by extending both of these roads to an intersection across the park. By building hospital functions as well as an assisted living facility, the users of Allegheny General become the users of the Park. The cafes and shops on the first floor will be allowed to spill out onto the sidewalks, lending their activities to the street.



Plaza Section

Intersection of Sandusky and Suismon





Framed Views

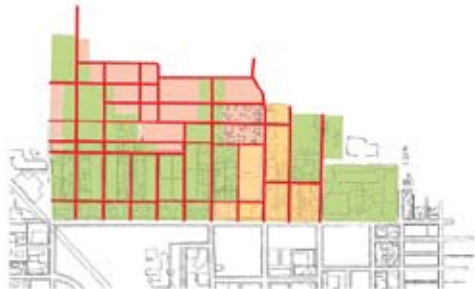
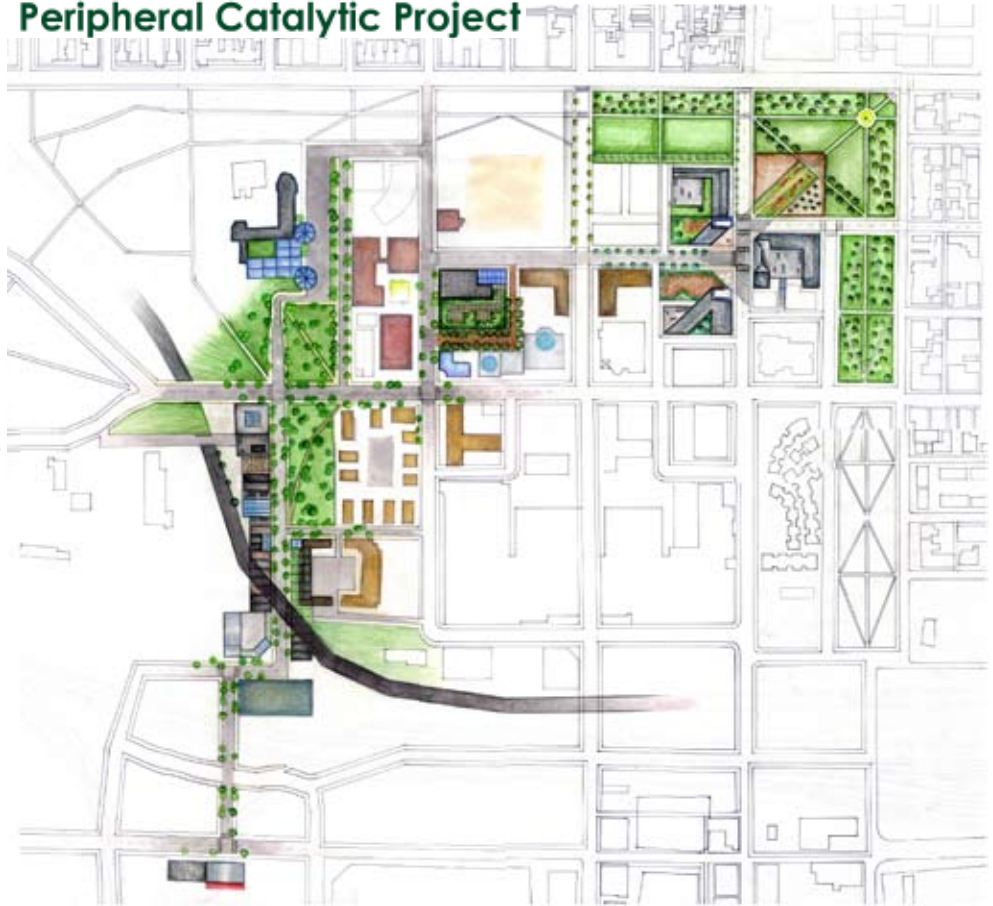
This is an example of a framed view. Views of Neighborhood landmarks are created to physically and visually guide pedestrians to different destinations. This is a view from Allegheny General to the nearby institutions across the park.



Peripheral Development

Development of Medical Crossroads, Children's Campus and Merchant Lane Retail Street are defining the outer perimeter of Allegheny Center to create a socio-economic pressure for the ultimate breakthrough.

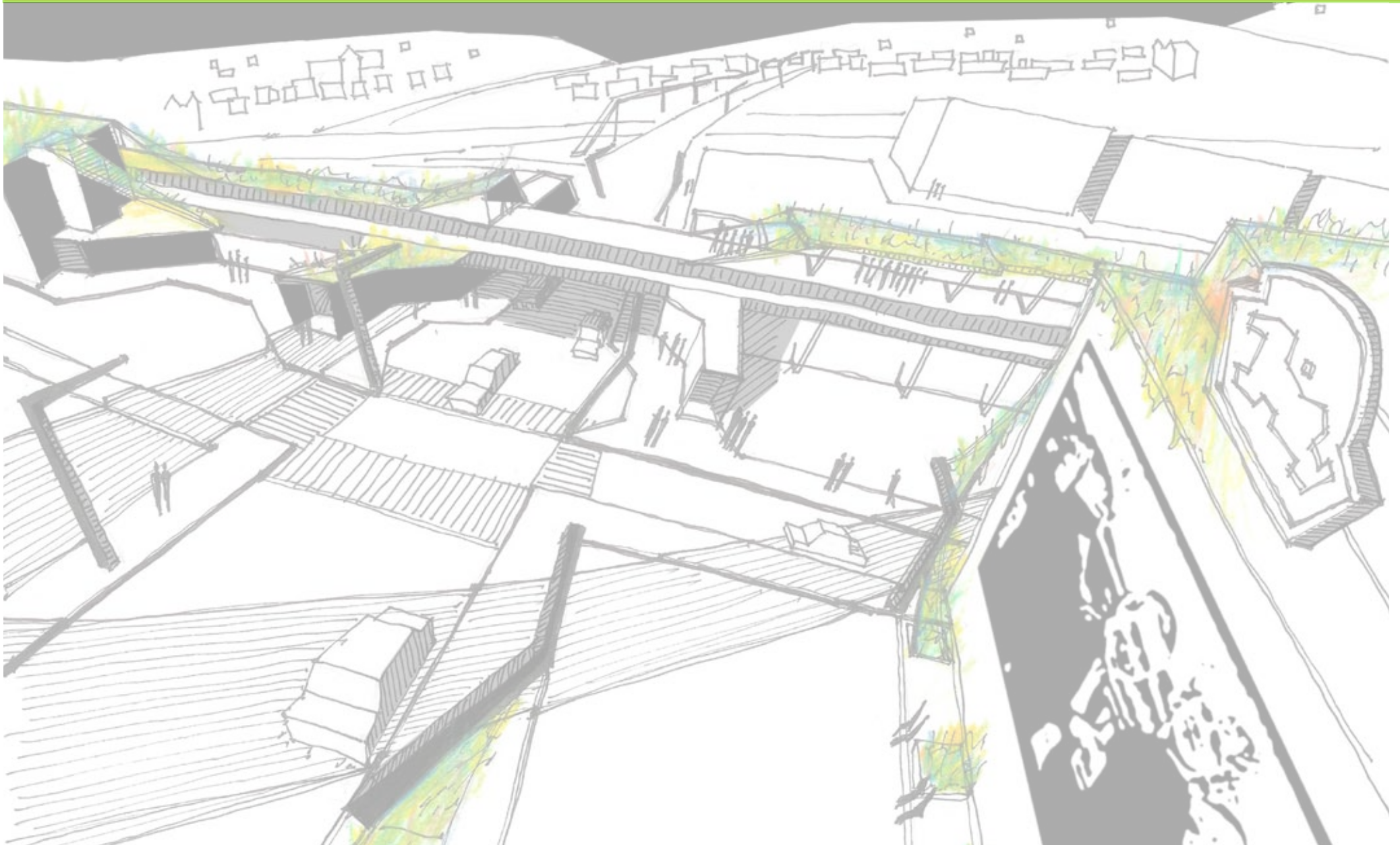
Peripheral Catalytic Project



Residential Land Value Analysis

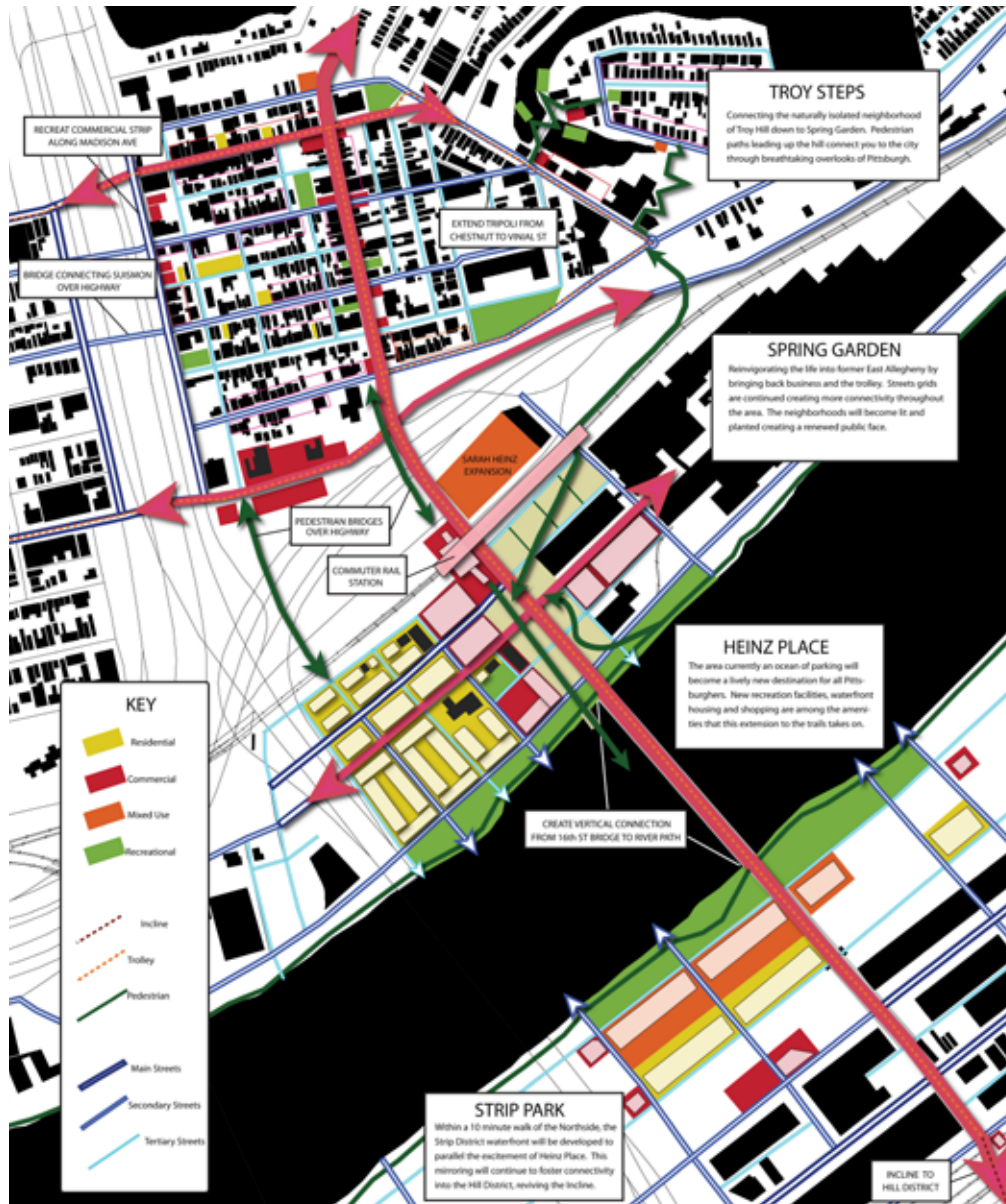
Central Northside is experiencing a unique situation where it is benefiting from dense pockets of well maintained and developed blocks while other areas are fighting depopulation and blight. In any successful neighborhood there must be a sufficient number of residents to support the local businesses and steps must be taken to keep current residents as well as attract potential home owners.

NORTHSIDE STRIP SHOW





Master Plan of Complete Intervention



By tapping into existing strengths, we can re-connect Spring Garden and Troy Hill down to the River, and across it into the currently thriving Strip District.

Initial analysis showed many assets in the Spring Garden area of East Allegheny that are not utilized or connected. The Allegheny River is a clear strength for the community, as well as the river trail system that runs alongside it. The Strip District is a mere 10 minute walk from base of Chestnut St, the popular Sarah Heinz House is located near by, and a significant investment into



the Heinz Lofts development has already been made. Forming a clear means of connecting these assets became critical to the future of the area.



Strategies for Intervention

Strengthen Existing East-West Connections with a North-South Corridor

By focusing on one North-South corridor, we are able to bridge the cognitive gaps separating Spring Garden from the River, and the Strip District. Our specific initial intervention takes place along the riverfront adjacent to the Henz Lofts, and the beautiful 16th Street Bridge. This area will be developed as a destination and a future hub of activity, giving people a means and a reason to be able to travel down to the River and Strip district. Programmed areas

include a grocer/food store, a transportation hub, a public pathway, parking garages to condense the square footage of the current parking conditions, and useable outdoor public space to be occupied by the community during all seasons. This initial development will pave the way for future riverfront residential development, and serve as a catalyst to start the process of bridging the current gap between Spring Garden and the River.

NORTHSIDE STRIP SHOW

To activate the area, and create the North-South corridor to bridge the many gaps, specific strategies were developed to guide the design process. Focus on creating destinations, capturing dynamic views to help guide movement and progression through the site, diversifying means of transportation through the area, and filling in gaps and to define public and open space were key influences to the design.

To realize these strategies, several key components were programmed for the development, the first and most important

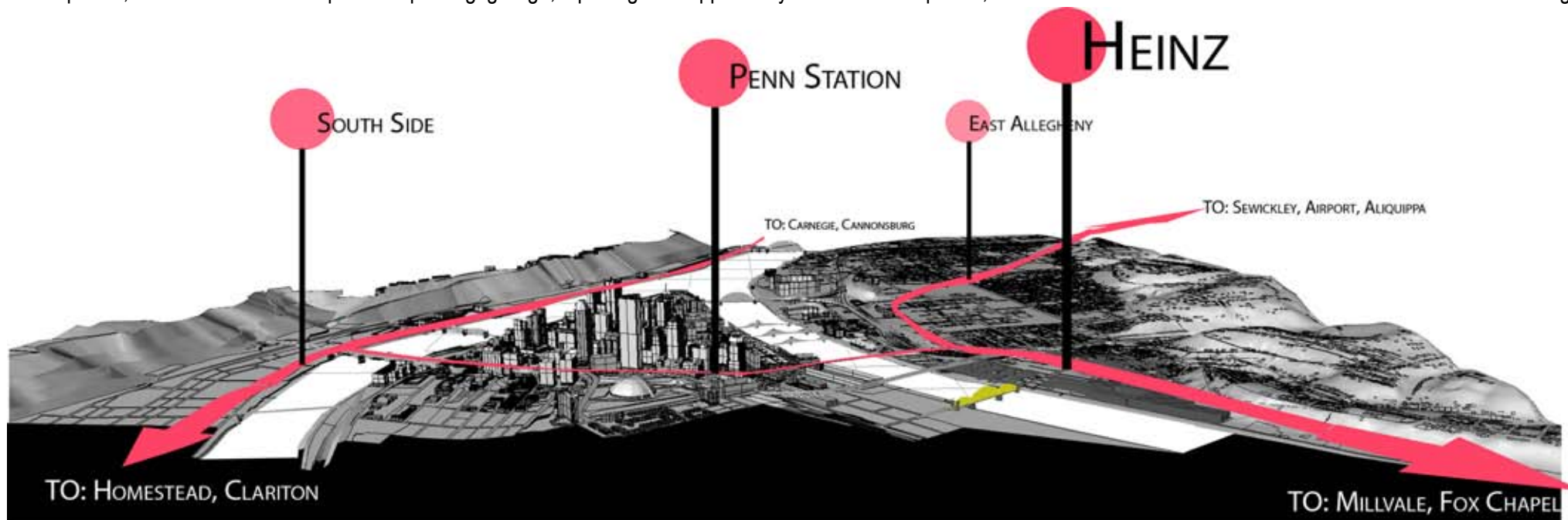
piece being a major transportation hub. An existing raised rail line runs across the site, currently acting as a barrier separating the riverfront land from Spring Garden and Troy Hill. Our proposal takes this liability, and transforms it into an asset by placing a train station along the rail line at its intersection with 16th street. The train station would become part of a larger commuter rail network, helping connect some of the outlying neighborhoods of Pittsburgh with downtown and the South Side. The station would be serviced by a parking garage, opening the opportunity

for Park & Ride services to people coming into the city along I-279 and Rt. 28. In addition, a bus stop would be constructed alongside the station to tap into the already extensive bus route network in Pittsburgh, and increase the connectivity of the area.

The second foundation of the plan is a grocery store to service the local community. This store will become a destination for both the local residents, and anyone passing in and out of the city. Walkable from the current Heinz Lofts development, as well as the future

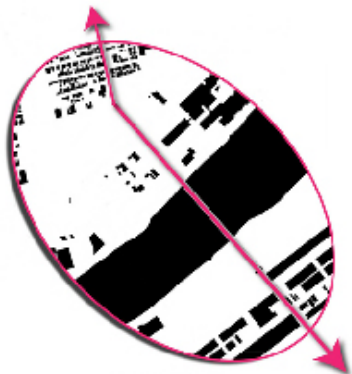
residential development planned, the store is also located adjacent to the parking garage that service the train station, making the store accessible to anyone passing through the transportation hub envisioned for the site.

The train station, along with the grocery store start to redefine the public space within the site, which currently appears akin to a asphalt ocean. But the scheme also revolves around cutting a new pedestrian path into the site that will create a clearer means of transversing it,

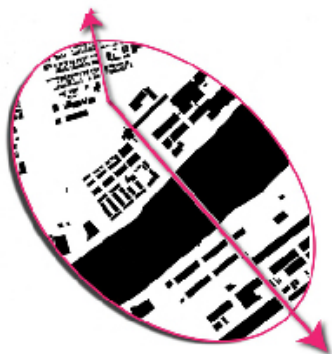




Site conditions, circa 1890



Site conditions, current



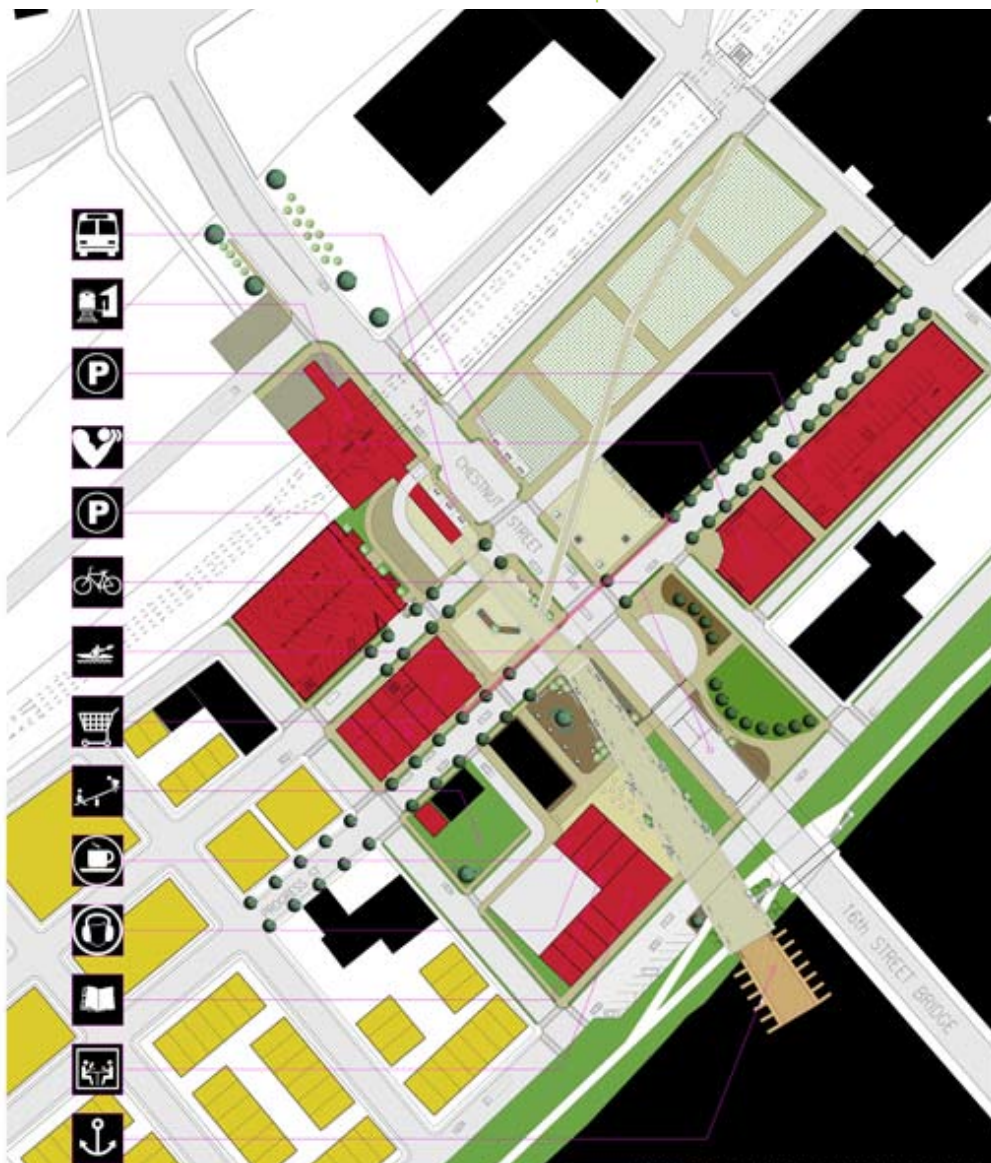
Site conditions, proposed



View of Dock

NORTHSIDE STRIP SHOW

Plan View of Heinz Development

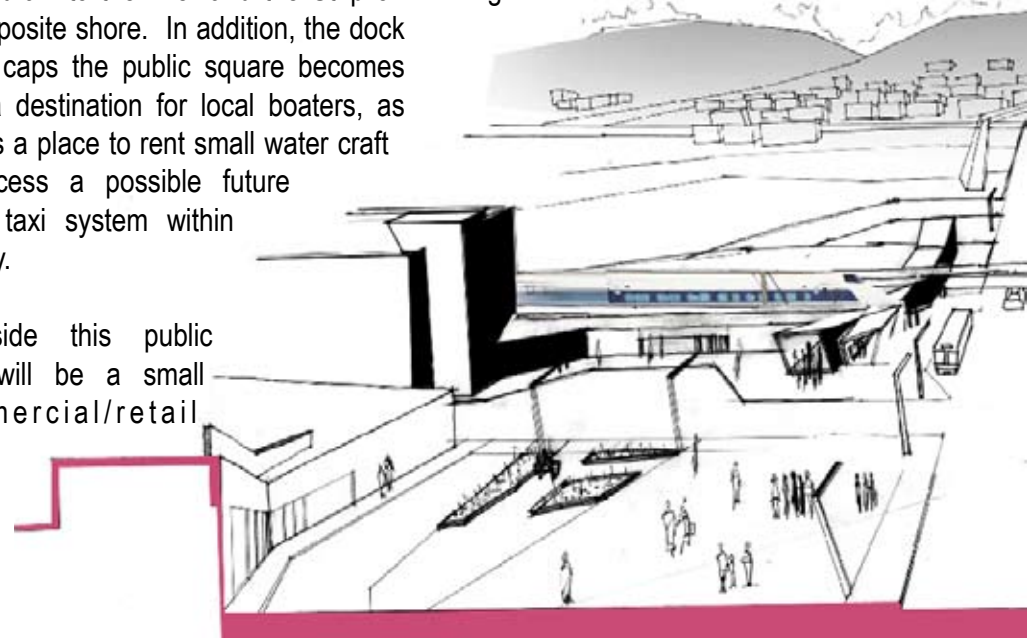


and allowing a clearer path to get to the water. This public path is focused at a point in a public square defined along 16th street, in front of the grocer, and next to the access area for the train station. From this point, the path draws from northern connection to the Sarah Heinz House, which cuts across an open space between the existing rail tracks and the old Heinz warehouse. It then shoots off to the river alongside the 16th Street Bridge, ending at a dock that protrudes out into the water. This cuts a clear view from the main public square down to the water, and creates a visual draw to the river and the Strip on the opposite shore. In addition, the dock which caps the public square becomes both a destination for local boaters, as well as a place to rent small water craft or access a possible future water taxi system within the city.

Alongside this public path will be a small commercial/retail

development as well, allowing for a small cafe, bookstore, or perhaps a bike shop to service the local community. In addition, a playground for the children at the existing Allegheny Playhouse will be constructed along the path, to provide a place for families with children to visit.

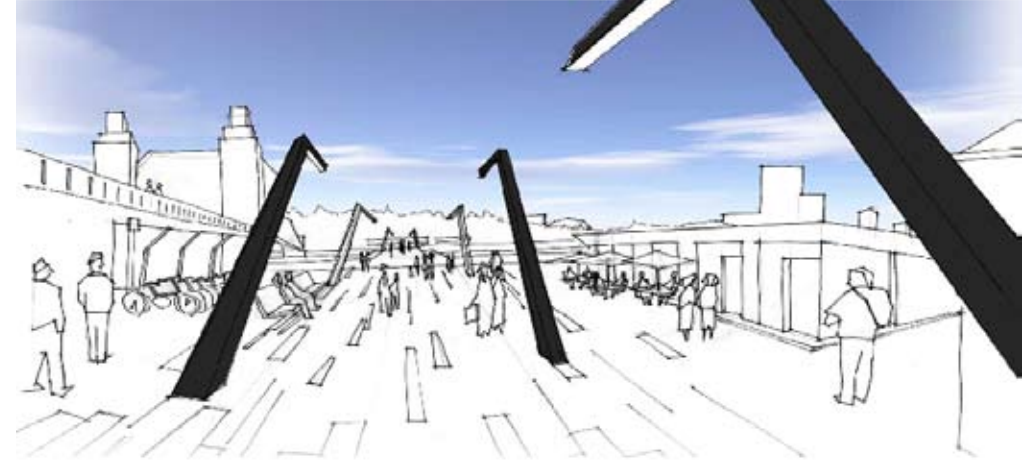
On the opposite site of the bridge, a path meant to service bicyclists will be built to connect the site better to the current trail system. Also, a means of accessing the bridge directly from the trail will be constructed, to give easier access to the bridge and



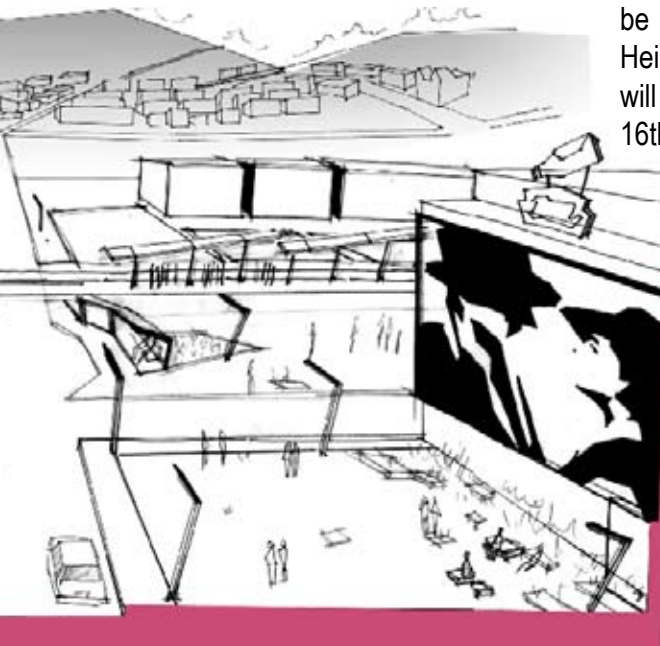


across it into the Strip.

The public square at the nexus of the pedestrian path will be available for several functions. Street furniture allows for a place to sit and eat or relax, the openness of the space allows it to become a place to meet and gather under the current icon of the Heinz ketchup bottle clock, and a screen will be constructed against the blank wall of the Heinz building for many media opportunities including the broadcast of Steelers games.



View down public path, new retail depicted on the right.



Lastly, the corridor along Progress St will be developed as the gateway into the Heinz Lofts. A new mixed use building will be built at the corner of Progress and 16th street, and a parking garage will be constructed to replace all of the displaced surface parking, as well as provide new spaces for the future occupants of the site. Plans to incorporate the current Del Monte building, and the Heinz clock building into the site as residential and retail locations are also considered.



Aerial View of Site, first generation buildings in Red, future residential buildings in Yellow

SUISMON CORRIDOR





Concept

The Northside is home to a vibrant community that would benefit tremendously if the boundaries between neighborhoods, specifically East Allegheny and Spring Garden, were blurred. While examining how to physically and visually connect these two areas, we choose to extend Suismon Street, which currently runs from Cedar Ave to East Ave, breaks at the highway and then continues again from Madison Ave to Vinial St, at the pivotal Pennsylvania Brewing Company. We decided to extend this corridor by making a path through Allegheny Commons, connecting East Commons to Cedar Ave and also building a pedestrian bridge over Interstate 279 connecting East St and Madison Ave. The continual Suismon Corridor embodies pockets of focused commercial development as well as revitalized housing and streetscapes, which in effect promote walkability in the Northside.



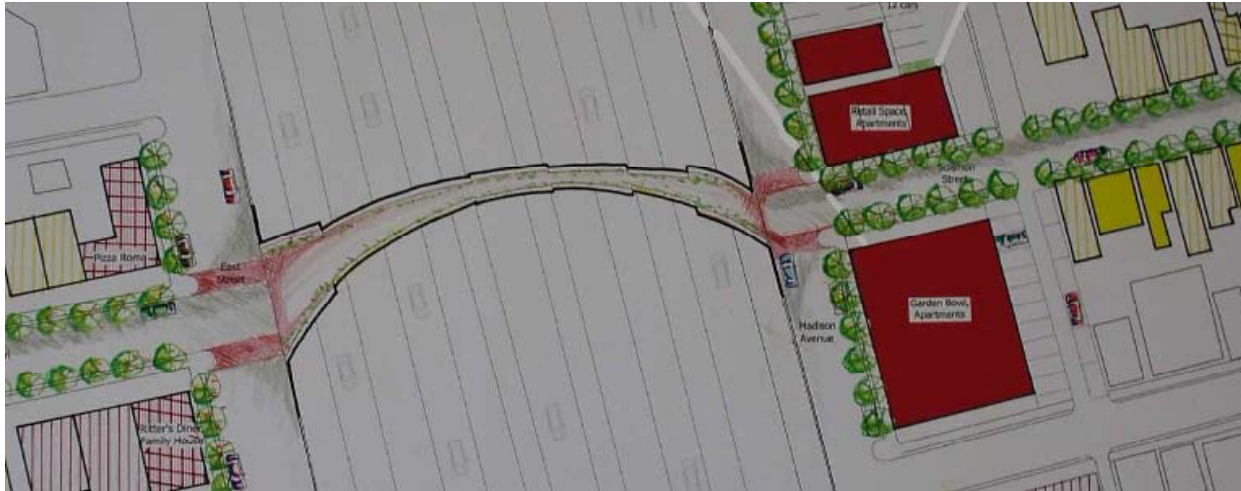
Interventions

Our catalytic interventions are a pedestrian bridge that reconnects East St and Madison Ave and a small town center at the intersection of Suismon and Chestnut Streets.

We created a few more destinations, such as a bowling alley, community garden, small park, video rental, coffee shop, deli and casual dining restaurant along a street that is already anchored by two highly regarded landmarks of the Northside, Allegheny Commons and the Pennsylvania Brewing Company.

Although the walk from the park to Penn Brew is only 7 minutes, it is perceived to be over 20 minutes because of all the visual and spatial disconnects. With our interventions, we hope for the 7-minute walk to be realized and utilized by Northside residents as well as newcomers.

SUISMON CORRIDOR



Pedestrian Bridge

The pedestrian bridge takes the shape of an arc, to visually separate it from the other three West-East pedestrian/car bridges that span the highway.

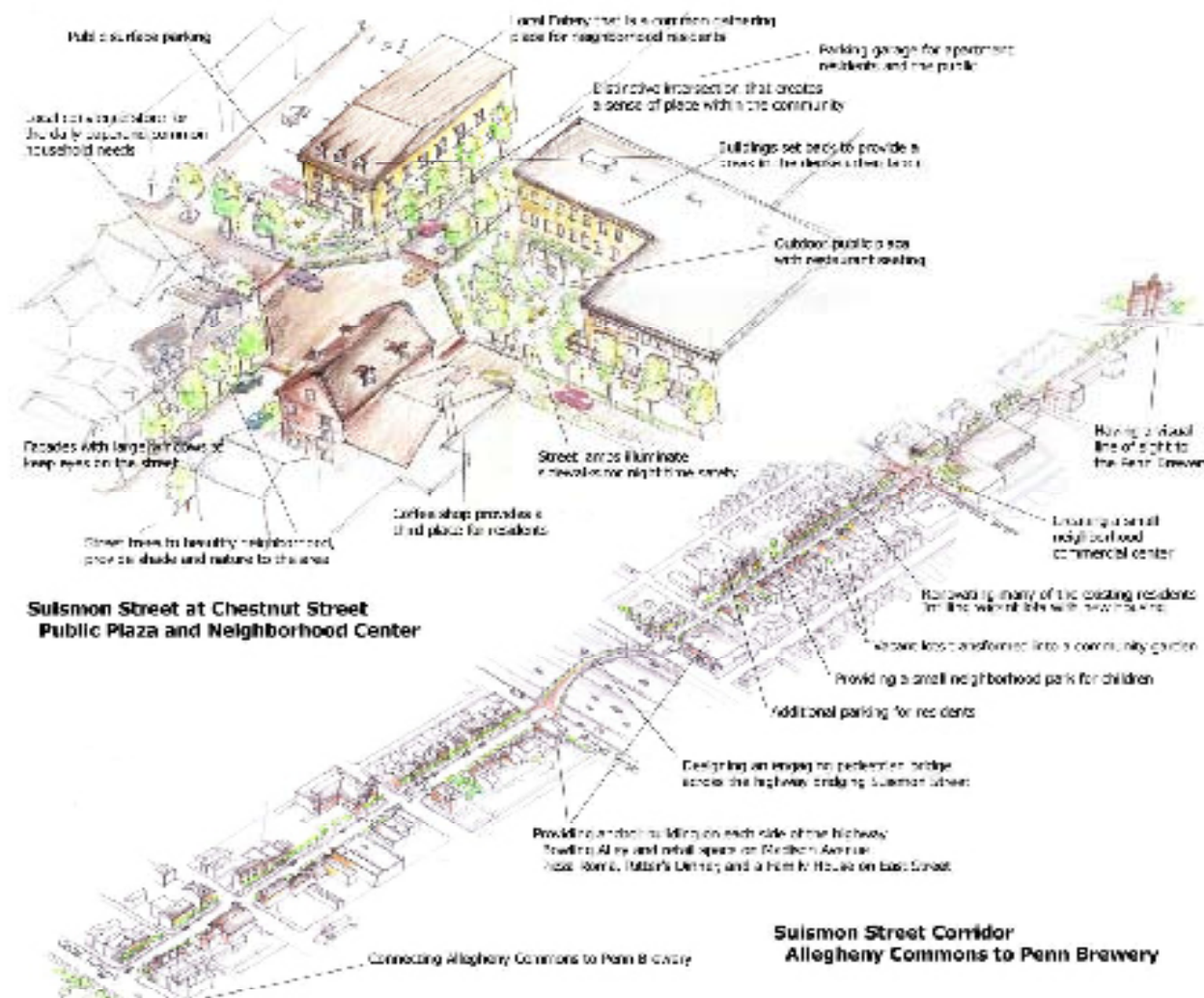
The wall partitions, a future Sprout Fund project, painted by local artists will mimic the experience one would have as if they were walking on any other section of Suismon Street. The walls would be house facades, reminding the cars below that the 9-lane highway used to be a dense urban neighborhood composed of 2-3 story homes much like that of the surrounding area. Some squares are punched out to represent windows but to also frame views of Downtown and Troy Hill. Lampposts help to make the 15-foot wide bridge safe and colorful bushes allow for a more pleasant atmosphere.





Chestnut at Suismon

The four corners at the intersection of Suismon and Chestnut Streets have been converted from boarded up buildings and a parking lot to a small commercial hub. With a casual dining ethnic restaurant with outdoor seating, across from the favorite traditional Pittsburgh delicatessen, a Primanti Brothers, both with residential units on the second and third floors, a small grocery/convenience store where you can grab the morning paper or a gallon of milk, next to a video rental and a coffee shop, this new place will draw local members of the community out but will also attract non-Northside residents to venture in and explore what Spring Garden has to offer.



SUISMON CORRIDOR

Residential on Suismon Street

We renovated fourteen and built four new homes all in the same character of the existing housing stock, following the same window and door opening patterns, but limiting the structural materials to wood and brick. Introducing a few more colored facades into the neighborhood will visually stimulate people as they pass by. We've also placed lampposts every fifteen feet and planted trees every twenty feet, making the neighborhood more welcoming. The sidewalks have been leveled and tiles painted by the children of the local elementary schools have been incorporated into the new brick design. The utility grounds have also been placed underground.



Renovated

Renovated

Renovated

Existing

Existing

Existing

Renovated

Existing

New

Existing



Commercial on East Avenue

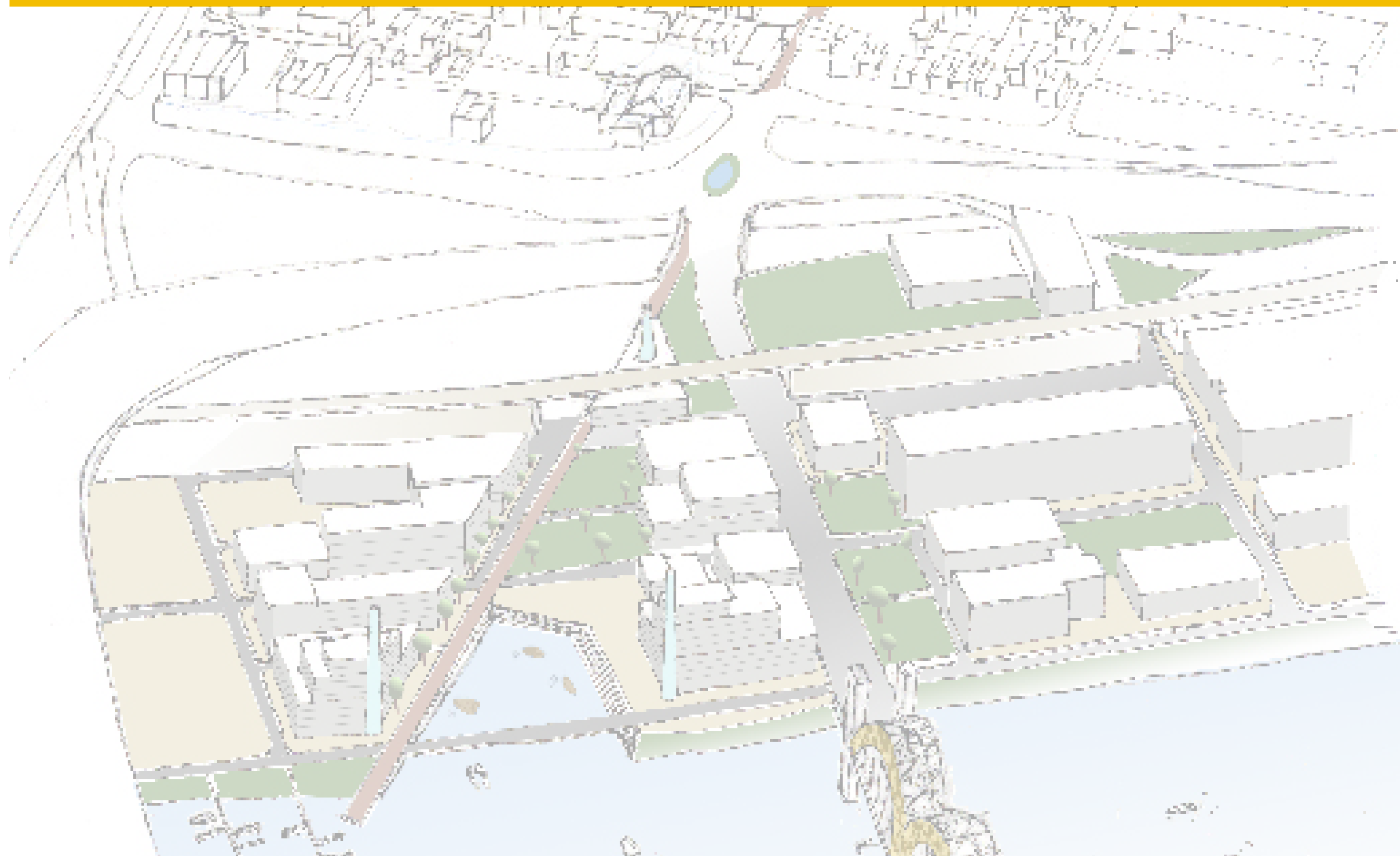
The two buildings on the corners of Suismon Street and East Avenue have been renovated to bring more amenities to the Northside and to anchor the west side of the pedestrian bridge. The old apartment building has been converted to a family diner on the ground floor and the upper four floors are a Family House for the hospital, which is a two-minute walk away. The building across the way still houses Pizza Roma, but the second floor has been converted to studio apartments.

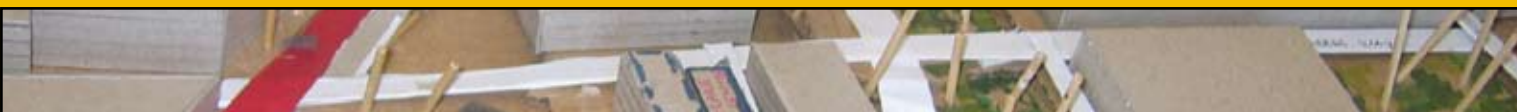
Commercial On Madison

We replaced the single family homes on the corner of Suismon Street and Madison Avenue with two buildings that have commercial retail space on the ground floor and six apartments above to diversify the housing options of the neighborhood. The empty lot across the street has been converted to a seven-lane bowling alley, which adds an entertainment venue to the Northside. Above are two floors of apartments, which are perfectly suited for the elderly who want to downsize.



HEINZ GARDENS



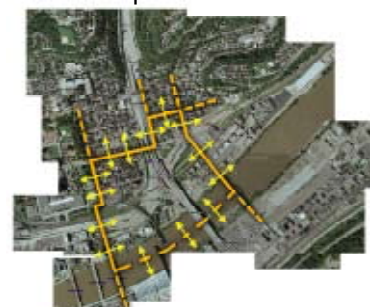


Series of Fragments

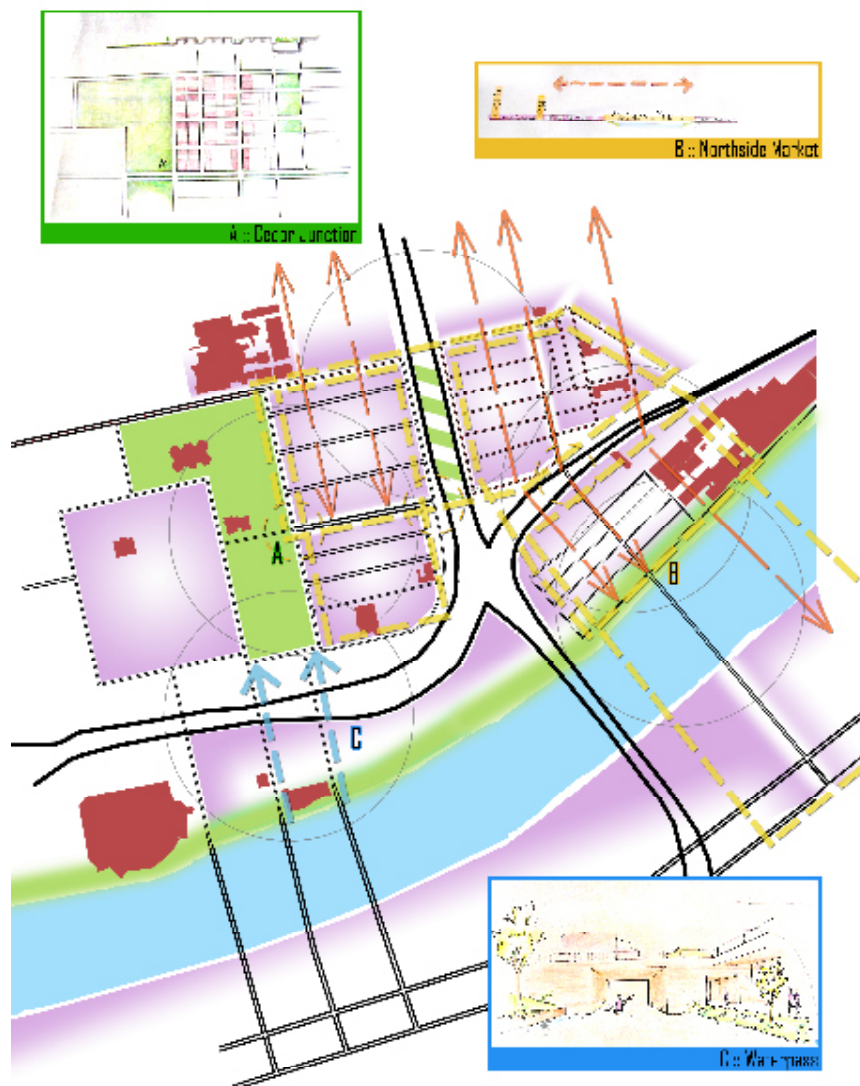
These neighborhoods are separated from each other by natural and manmade barriers such as the railway and the highway. They cut off the commercial district of East Ohio Street from Spring Garden and detach the neighborhoods from the river. An analysis of the traffic patterns in East Allegheny revealed a need for more and better north south connections to improve the relationship with the river.

Combining this analysis with the information we gathered from talking to the community members at our first community meeting, we developed five strategies (see right).

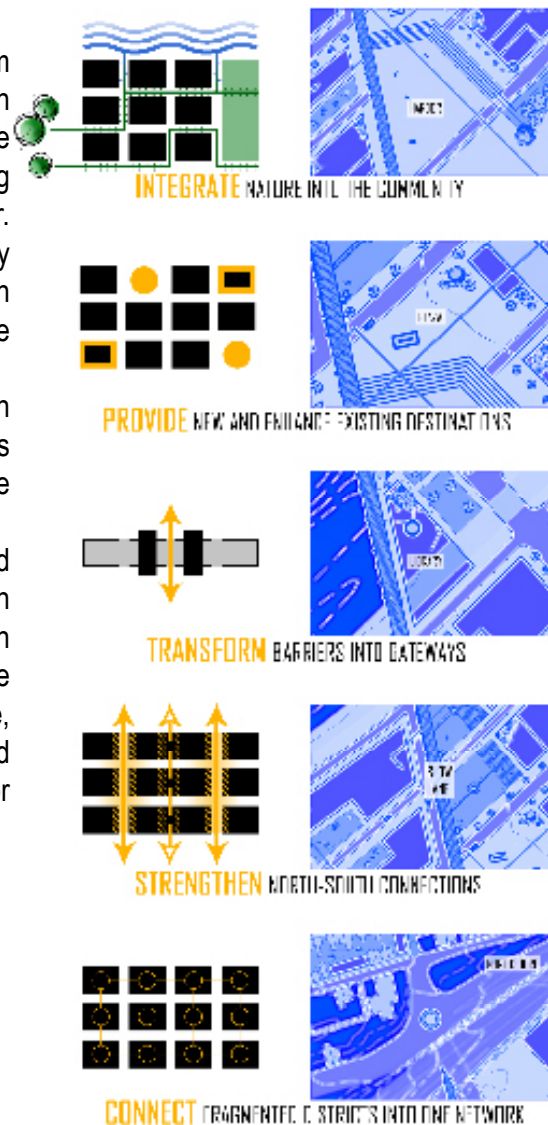
The spine shows where interventions would have the most catalytic effect on the reconnection between neighborhoods and the river. Initial design ideas included creating a canal underneath the underpass to bring the river up to Cedar Ave, connecting East Ohio Street over the highway and making Chestnut Street a new commercial corridor connected to the Strip District.



Spine diagram highlighting areas of focus



Initial framework investigating East Allegheny



Strategies for catalytic intervention

HEINZ GARDENS



A new pedestrian boulevard connects Spring Garden with new riverfront development



Industrial development along the river

Catalyst: Heinz Gardens

The harbor, a new attraction along the riverside, increases the presence of the river in the neighborhood. New commercial, leisure and residential developments create intriguing destinations around the harbor and along Chestnut Street. Proposed buildings around the harbor typically house commercial space on the first floor with residential units above.



Future development along Progress Street



The buildings planned along Chestnut Street are mix ground floor commercial space with office units above. To integrate these new developments with Spring Garden, existing barriers will be transformed into gateways. A new library inhabits the widened underpass at Chestnut Street. This library will complement the Sarah Heinz house, forming a destination for teenagers from Spring Garden as well as Heinz Gardens.



A dark underpass constricts pedestrian movement



Typical housing stock in Spring Garden



Current rivertrail doesn't engage the neighborhood



The plaza surrounding the harbor offers a captivating view of downtown



Proposed development acts as a beacon for the new community

HEINZ GARDENS



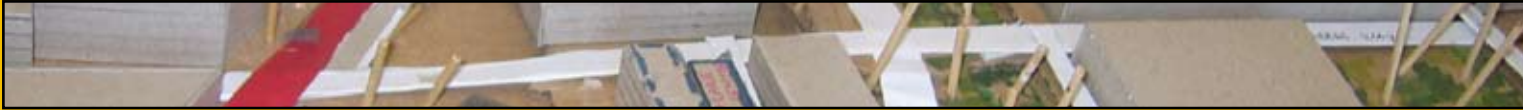
Proposed harbor is framed by residential, retail, and office space



Use diagram of proposed development



A widened Chestnut Street offers a processional from Spring Garden to the Strip District



Physical model

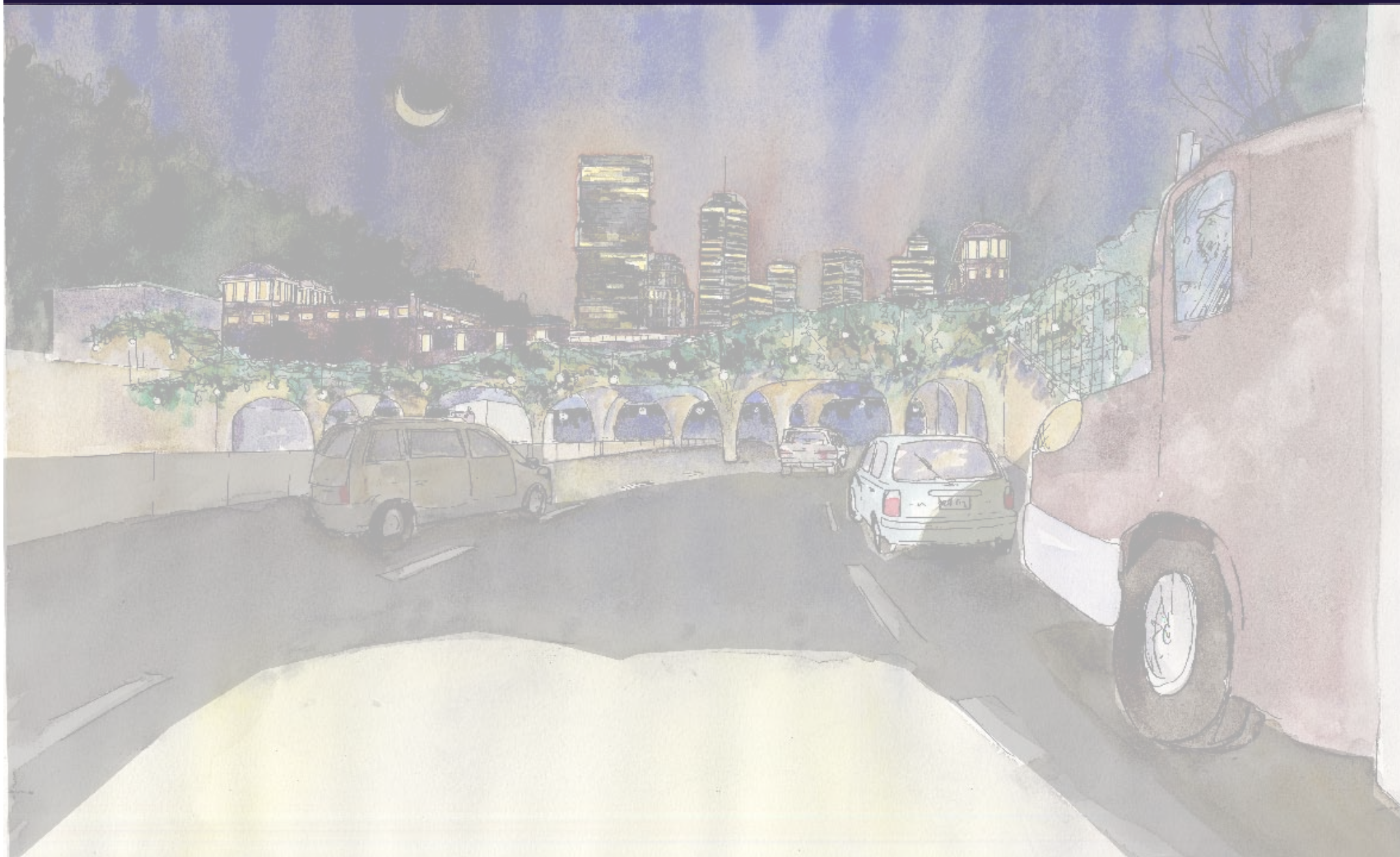
A highway off-ramp is diverted to connect to Progress Street, increasing street-life in Heinz Gardens and freeing up land for future development. A bicycle/pedestrian street connects Spring Garden to the river and encourages circulation between both neighborhoods. A new traffic circle at the intersection of Chestnut Street and Route 28 facilitates this connection by slowing down traffic and increasing the ease and attractiveness of the pedestrian crossing.



North South Harbor Section Scale: 1"=10'-0"

Steps around the harbor allow the residents to access Allegheny River

NORTHSIDE LOOP





Severed into pieces by both manmade and geographic barriers, East Allegheny re-connects at Deutschtown Crossing.

Interstate 279 demolished several thriving blocks, cutting the community of East Allegheny into two pieces, while natural boundaries preserved very distinct neighborhoods. While parts of East Allegheny still function relatively well, communities on the eastern side of the highway, like Spring Garden, suffer massive economic and population decline. With existing building stock deteriorating and a lack of many basic services for both residents and visitors, there is little draw for new residents. The area of East Allegheny functions not as one, but as many smaller elements struggling to survive within the larger network of the Northside.

The crossing of Interstate 279 is the most challenging and crucial issue facing the Northside. Unfriendly concrete sidewalks shielded by concrete jersey barriers divide pedestrians from fast moving traffic, but do not make them feel safe. Re-claiming the area over the highway at North Avenue and Tripoli Streets as “Deutschtown Crossing” reconnects East Allegheny and Spring Garden and serves as a new gateway into Pittsburgh.

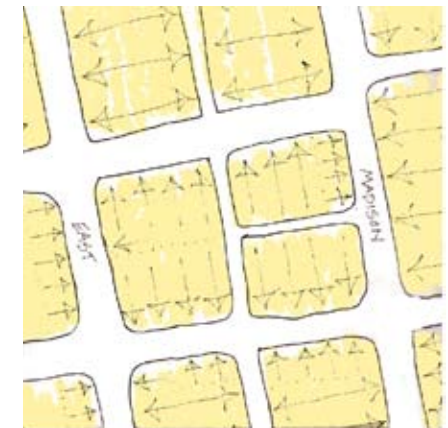
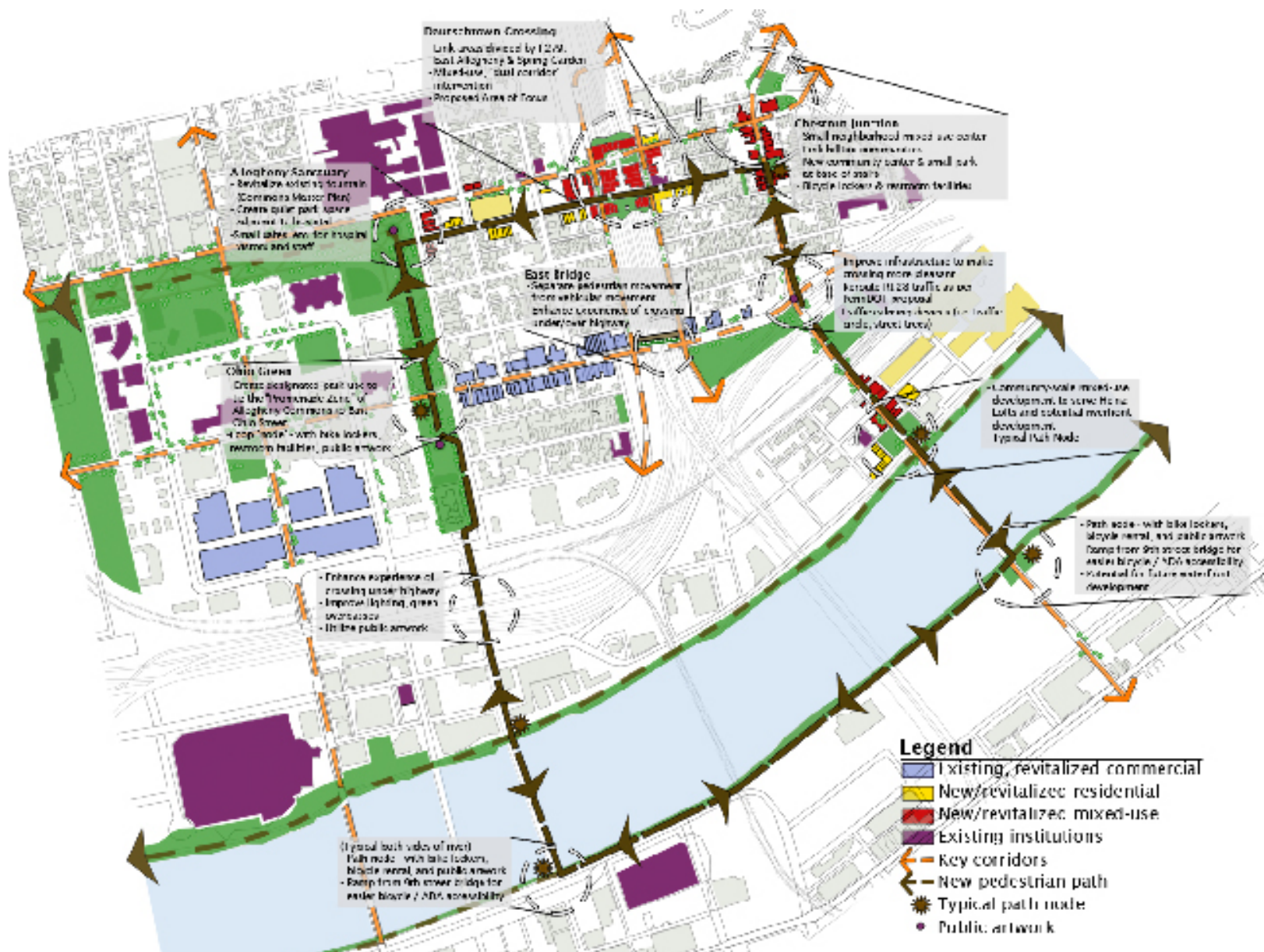
The bridges along North Avenue and Tripoli Street provide easy access to and from the highway. Infilling two blocks of commercial use over the highway creates a protective and welcoming crossing over the gash. It links users and employees of Allegheny General Hospital and other regional assets with Spring Garden.

A combination of hospital-related uses, community gathering spaces, and local destinations make the Deutschtown Crossing a vibrant connector of people and neighborhoods.

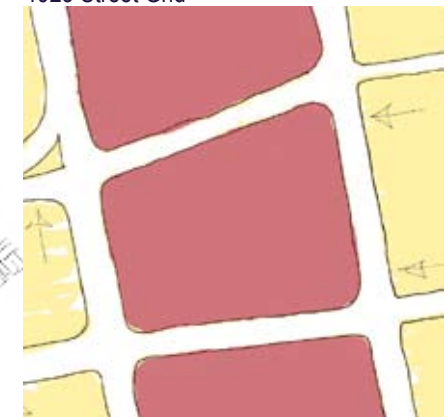


Aerial perspective of proposed North and Tripoli Street corridors, from Allegheny General Hospital to Chestnut Street (at left, rendering of corridor before building the Deutschtown Crossing).

NORTHSIDE LOOP



1925 Street Grid



2005 Street Grid (red highway below)



2005 Traffic Patterns



The Northside Loop connects neighborhoods within the Northside as well as linking to Downtown and the Strip District.

Deushtown Crossing is an integral part of the Northside Loop: a bicycle and pedestrian friendly path that guides people from the existing Three Rivers Trail north through East Allegheny neighborhoods.

The loop serves residents going on short journeys (to the market or walking their children to school in the central Northside), as well as visitors using the trail to explore Pittsburgh.



Proposal to Re-create Blocks over Highway at North and Tripoli Streets.

Nodes of activity punctuate the path, bringing more concentrated uses to parts of Allegheny Commons Park and existing commercial districts like East Ohio Street. Nodes include bicycle lockers, maps, trail markers, and signs to landmarks, as well as public restrooms and other outdoor activities which vary depending on location. Proximity to shops and restaurants will heighten their uses as neighborhood gathering places, bringing together people from the adjacent neighborhoods and hilltop communities.

Making the north edge of the Northside Loop vibrant is crucial. Deushtown Crossing at Tripoli Street links to the Loop, turning the crossing into a node along the path, providing an incredible view of downtown and acting as a counterpoint to the existing Three Rivers trail.

Changing the directionality of the Deushtown Crossing streets makes Spring Garden more accessible, allowing another main corridor to bring people down to Chestnut Street and revitalizing Spring Garden. Additional parking has been provided along the corridors and existing streets with space allotted for parking lots.

Infilling blocks over Interstate 279 between North Avenue and Tripoli Street serves not only to reconnect the formerly adjacent neighborhoods of Spring Garden and East Allegheny but also to entice people from the highway to visit and explore the Northside.



Cross-section of new blocks, looking East.



Section/Elevation of Tripoli Street, with Rt. 279 passing below.

NORTHSIDE LOOP



View of Tripoli Street Courtyard.



Re-connecting the street grid completely transforms the two neighborhoods.

Allegheny General Hospital and Chestnut Street bookend the corridors of North Avenue and Tripoli Street. Chestnut Junction, at North and Chestnut, serves to reconnect the hilltop districts with a community hub at an existing fire station. Following the Allegheny Commons Master Plan, the reincorporation of a fountain and sanctuary space at the corner of Allegheny General Hospital will bring more activity and the opportunity for community based functions, such as flower and fruit markets.

Providing a more solid connection not only enlivens the morning walks of elementary school children to Allegheny Center but also the activity along the northern end of East Allegheny. A district serving needs of two neighborhoods will join them and spur development and improvements on both sides of the highway.



Underutilized Park and Victorians at Allegheny General Hospital (North and Cedar) are transformed into a sanctuary, and small hospital related businesses.



Intersection of Chestnut Street and North (here Spring Garden) Avenue becomes a community center to connect hilltop neighborhoods to the greater Northside.



The noisy, intimidating walk across 279 becomes sheltered by green-roofed buildings housing commercial and entertainment functions, drawing people into Spring Garden.



LOCAL NEWS

LOCAL & STATE BRIEFS

WEST

BEAVER COUNTY

Noon services set for slain soldier

Services will be at noon today for Army Pvt. Dylan R. Paytas, who died Nov. 16 in Baqubah, Iraq.

The Mass will be celebrated at St. Ferdinand Church in Cranberry. Pvt. Paytas, 20, grew up in Freedom in Beaver County, where he graduated from high school in 2003.

The Army said Pvt. Paytas was shot multiple times, but it has not provided any other details. His death remains under investigation, according to the Department of Defense.

SOUTH

SOUTH PARK SCHOOLS

New contract reached

The South Park School District and the South Park Education Association reached agreement Tuesday evening on a new contract that is retroactive to Sept. 1 and runs through Aug. 31, 2010.

Although the previous contract expired during negotiations, the teachers continued to work during negotiations until the new contract was ratified.

This five-year contract provides for annual increases of 3.6 percent in professional staff base-salaries and includes a co-pay for health insurance coverage, which increases during the

term of the contract. Under this contract, the highest-paid teacher in 2010, will receive a salary of \$85,540, and will be responsible for a health care co-pay of \$720.

CITY

LARIMER

Homicide suspect arrested

Versailles police on Wednesday arrested a shoplifting suspect wanted in a homicide that occurred in Larimer earlier this year.

Pittsburgh police confirmed yesterday that Joseph Martin, 38, of the West End, also known as Joseph Partlow, was in custody. Mr. Martin had been sought in connection with the Jan. 28 shooting death of Donovan Ottey, 44, of Wilkinsburg.

Mr. Ottey was shot in the neck around 4 a.m. after two or three men helped him to his car outside the Travelers Club on Hamilton Avenue in Larimer.

Versailles police arrested Mr. Martin on a shoplifting charge at Warehouse Outlet in the Olympia Shopping Center.

A preliminary hearing is scheduled Dec. 2.

NORTH SIDE

'Urban lab' meeting set

A third and last community meeting for North Siders to contribute to a Carnegie Mellon University "urban lab" study will be held Wednesday from 6:30 to 9 p.m. at the Children's

Museum.

CMU architecture students are proposing ways to "mend disconnects within the neighborhood," said Flora Bao, one of the students.

The focus this semester has been on Allegheny West, Central North Side and East Allegheny.

Ms. Bao said students will compile a booklet with the schemes they devise.

They will include improvements to traffic flow around Allegheny Center, possibly breaking through the isolating circle it creates; boosting the presence of destinations such as the National Aviary, the Mattress Factory, the Children's Museum and Allegheny General Hospital; filling in deteriorated lots with homes to increase population and diversity; and encouraging more retail zoning.

EAST

FOREST HILLS

Meetings on proposed auto service center

Two informational meetings are scheduled next month on a proposed auto service center that would be built in a predominantly residential area.

Representatives from Progressive Insurance, which is seeking permission to build a 5,000-square-foot building with parking space for about 175 cars at the top of Digital Drive, will hold public meetings Thursday and Dec. 13 at the Westinghouse Recreational Center on Greensburg Pike and Barclay Avenue.

The sessions, which begin at 7 p.m.,

will detail plans for the five-acre facility, which some residents have said could create unacceptable levels of noise and pollution.

The Ohio-based company has 23 such centers nationwide. Its only other location in Western Pennsylvania is on Rodi Road in Penn Hills.

HERSHEY

Park to add rides

Hersheypark officials got the green light Tuesday to add several water-related rides in time for the amusement park's 100th anniversary in 2007.

Derry Township supervisors passed the plan contingent on approval from the Dauphin County Conservation District.

Officials have offered few details on the plan, which includes a water-play device, three pools, a water slide, a water playground and a fountain.

Hersheypark officials said they could not yet release specific information on the rides because of competition between theme parks.

The attractions will be built during 2006 and open in 2007.

DAUPHIN COUNTY

Boy, 5, has gun

A 5-year-old boy brought a 9mm pistol and two magazines, one of them loaded, on a school van Tuesday morning, police said.

No one was injured.

The boy has been suspended from South Hanover Elementary School pending an investigation, said Lower Dauphin School District spokesman Jim Hazen.

ACKNOWLEDGEMENTS 81

David Lewis
FAIA AICP
566 Doyle Avenue
West Homestead
Pennsylvania 15120
(412) 461-3164
fax: (412) 461-1641
e-mail: dl5i@andrew.cmu.edu

1 December 05

Dear Ken & Dan:

What a splendid community presentation you all put on yesterday evening. Clearly the citizens were deeply engaged by the issues and creative ideas the students presented. They loved being made to think; and to know that these wonderful young people cared so much about them and their neighborhoods. But most of all, it was clear that the students themselves had ^{each} undergone a mind-expansion of great creative quality. Thanks to you, Kelly, and Anne Marie. Good job!

With best greetings

David

And thank you for that nice, but much embarrassing, opening recognition. Goodbye anonymity!!

A Letter to the Studio from Uncle David, founding member of Urban Design Associates

THANK YOU

The Urban Laboratory would like to acknowledge and thank several people and groups, for without their support this effort would not have been possible.

David Lewis, FAIA

Founder of the Urban Lab at Carnegie Mellon, none of us would be studying this today if it were not for him.

Children's Museum of Pittsburgh

For accommodating us in hosting each of the three community workshops.

Larry Berger, and the Saturday Light Brigade

For his welcomed support, and the opportunity to spend time on his radio show promoting our efforts.

Brian O'Neil

For his rousing introduction for the first community meeting.

Donald Carter, Raymond Gindroz, Paul Ostergaard, and Urban Design Associates

For generously sharing with us their knowledge, experience, and insight into the study of urban design.

The Northside Leadership Conference

For selflessly donating their time and sharing their expert opinions throughout the design process.

The Residents of the Northside

For allowing 37 students to wander and study their neighborhood, as well as sharing their time, wisdom, and desires with all of us.