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Agency

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www.epa.gov/smartgrowth

GREENING AMERICA'S COMMUNITIES

ADVANCING SUSTAINABLE
DESIGN STRATEGIES

MANCHESTER CHATEAU
PITTSBURGH, PENNSYLVANIA

GREENING AMERICA’S COMMUNITIES

Greening America’s Communities is an EPA program to help cities and towns develop an implementable vision of environmentally friendly neighborhoods that incorporate innovative green infrastructure and other sustainable design strategies. EPA provides design assistance to help support sustainable communities that protect the environment, economy, and public health and to inspire local and state leaders to expand this work elsewhere.

Greening America’s Communities will help communities consider ways to incorporate sustainable design strategies into their planning and development to create and enhance interesting, distinctive neighborhoods that have multiple social, economic, and environmental benefits.

Pittsburgh, Pennsylvania was chosen in 2019 to receive this assistance as well as Birmingham, Alabama, Bernalillo County, New Mexico and the Shoshone-Bannock Tribes in Fort Hall, Idaho.

More information is available at
<https://www.epa.gov/smartgrowth/greening-americas-communities>



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INTRODUCTION

The city of Pittsburgh requested assistance from the U.S. Environmental Protection Agency's (EPA's) Greening America's Communities Program to assist in developing design options for the communities of Manchester and Chateau on Pittsburgh's North Side. The goal of the design efforts is to re-connect these communities, divided by an elevated highway, State Route 65 (SR 65), using green infrastructure techniques which mitigate heat island and provide both aesthetic and environmental benefits.

The Manchester-Chateau Neighborhood Plan describes Manchester-Chateau as: "a neighborhood with a rich history and an enduring legacy. In many ways, it tells the story of Pittsburgh's history, reflecting both the positive and challenging aspects of the city's identity. Manchester-Chateau has the most historically significant collection of architecture of any neighborhood in Pittsburgh, boasts a proud legacy as a premier African American neighborhood in the city, and links directly to the legacy of Andrew Carnegie. The construction of State Route 65 in the 1960s, however, dramatically changed the neighborhood's landscape. After dividing Manchester and Chateau as well as gutting the commercial core along Beaver Avenue, SR 65 has caused major challenges for the neighborhood, including commercial disinvestment and limited access.

Today, on the east side of SR 65, Manchester thrives with a wealth of historically significant resources and vital heritage as the leading African American neighborhood in Pittsburgh. On the west side of SR 65, Chateau flourishes as an economically successful industrial and institutional area with almost no residential buildings and limited access to the riverfront. Overall, it is a neighborhood physically and practically divided by SR 65. Manchester-Chateau is on the verge of great change. The Pittsburgh community is realizing the amazing assets of this neighborhood and steering investment here. Shifting demographics, interest and policy changes along the riverfront are among the factors driving opportunity and challenges in the evolution of this vital Pittsburgh neighborhood." (<https://pittsburghpa.gov/dcp/mcnp>)

The planning efforts taking place as part of Greening America's Communities will build on the community efforts which contributed to the Neighborhood Plan among other neighborhood initiatives. They will further assist in the re-connection of this community and to improve environmental quality for the residents and the city of Pittsburgh.



Figure 01: Study area context within Pittsburgh, PA
Greening America's Communities - Pittsburgh, Pennsylvania

SITE SELECTION AND EXISTING CONDITIONS

The project corridor, selected by the community, is a linear streetscape which includes the Manhattan and Juniata Streets on the Manchester side and Beaver and North Franklin Streets on the Chateau side. The critical connection point is the underpass of SR 65. The underpass is currently dark and uninviting, carries high volume and high-speed traffic and is both a real and perceived barrier to access between Manchester and Chateau.



Figure 02 Study corridor selected by the city and Manchester stakeholders



Figure 03: Historic home in Manchester



Figure 04: Franklin Street corridor - Chateau



Figure 05: Three Rivers Trail - Chateau



Figure 06: SR 65 underpass

SITE CONTEXT

Manchester-Chateau enjoys a location close to the North Shore of downtown Pittsburgh, with access to the Ohio River and the Three Rivers Heritage Trail. An analysis of Walk, Bike and Transit scores for the neighborhoods reveals a marked difference between Manchester and Chateau. Manchester is better connected and, despite some challenges, enjoys a pleasant pedestrian streetscape, lovely historic architecture and a human scale. Chateau is characterized by industrial uses and has wide streets which are frequented by tractor trailer traffic during the week. Although the Trail is located in Chateau, other features reduce mobility on that side of SR 65.



Figure 07: Context and Destinations



Figure 08: Environmental Features

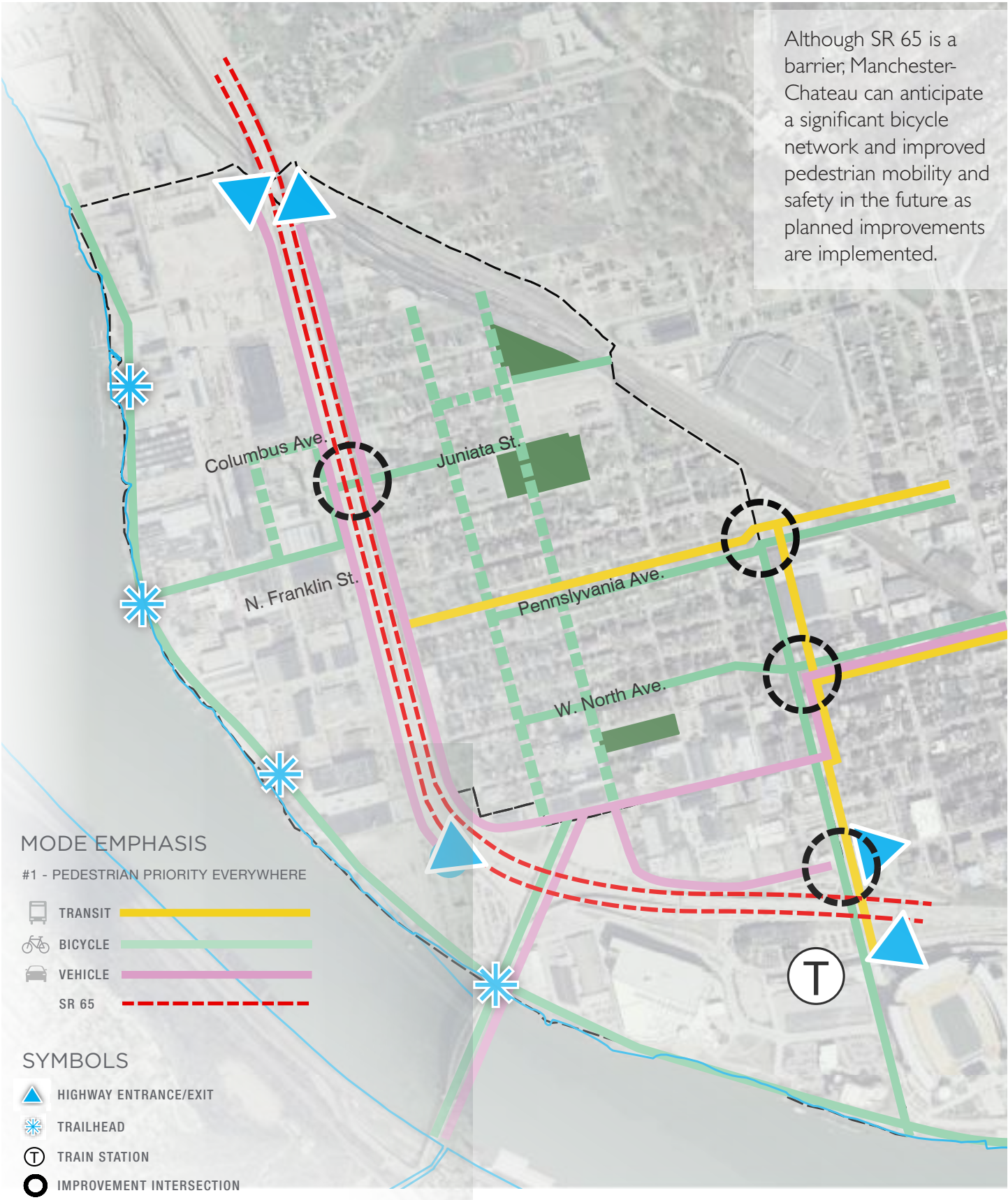


Figure 09: Bicycle and Pedestrian Circulation - Manchester Chateau Strategic Plan

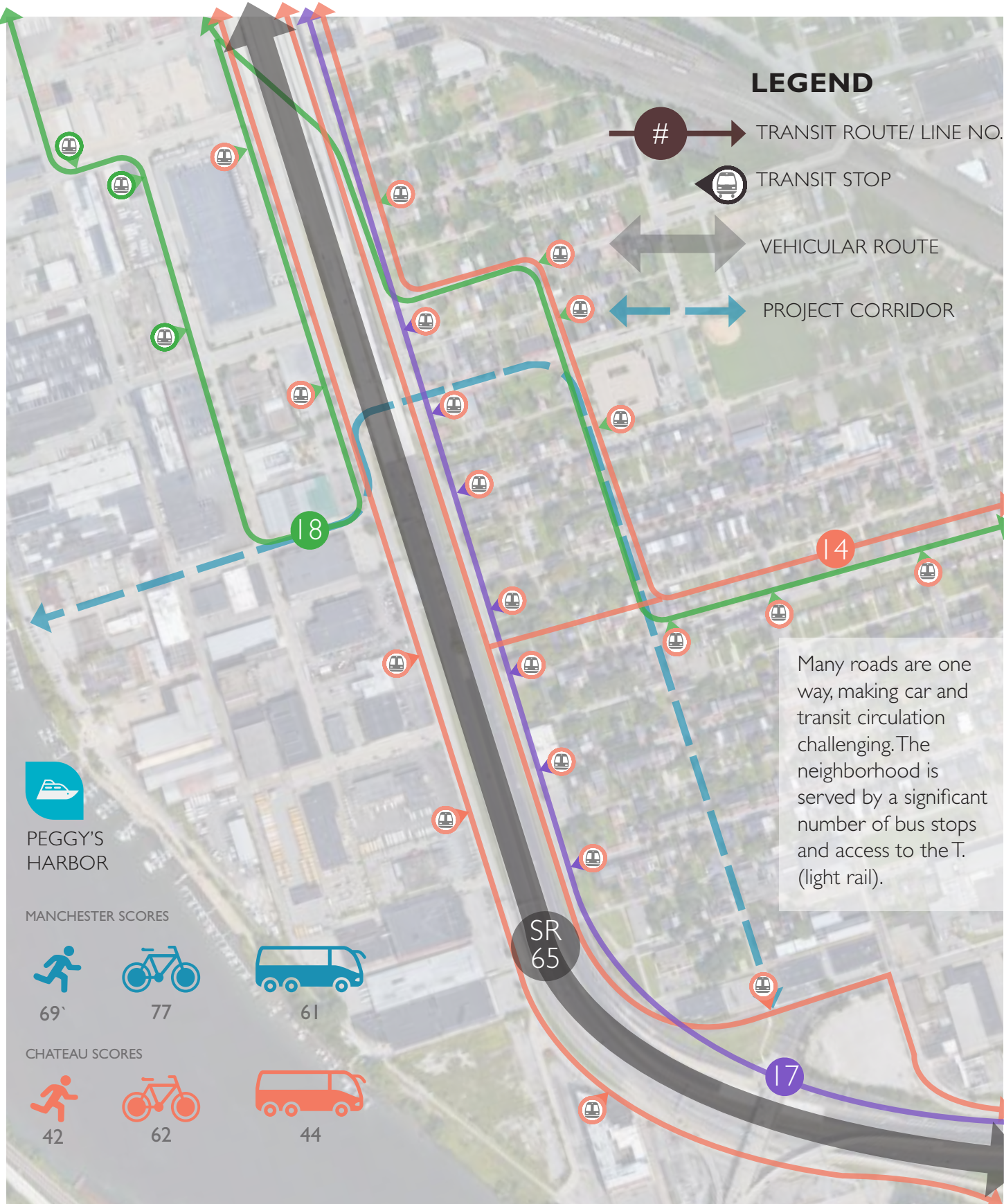


Figure 10: Vehicular and transit circulation

DESIGN PRIORITIES

After a site visit, analysis of existing conditions and discussions with the community and the city of Pittsburgh, design priorities were established for the conceptual design effort which focused on three geographic areas:

GREEN CIVIC CORRIDOR – MANHATTAN STREET

Manhattan Street was chosen because of its historic character, the need for improved pedestrian amenities (wider sidewalks not impacted by tree roots) and improved tree canopy. Priorities for the Green Civic Corridor include:

- A multi-modal corridor to safely access amenities within the neighborhood.
- Promote pedestrian and bicycle safety.
- Incorporate green infrastructure to mitigate stormwater and heat island.
- Design a streetscape that encourages social interaction and physical activity.

THE CONNECTION - THE SR 65 UNDERPASS:

The underpass is currently very uninviting and dangerous due to high speeds, lack of lighting and uneven pavement. Priorities for this area are:

- Improved safety for cars, pedestrians, and bicyclists.
- Strengthen the connection between Manchester and Chateau by improving the underpass to encourage people to cross without their cars.

OHIO RIVER GREEN CORRIDOR – NORTH FRANKLIN STREET (CHATEAU)

Chateau is primarily an industrial area at this time, it is adjacent to the Ohio River and the Three Rivers Heritage Trail. Priorities for the Ohio River Green Corridor include:

- Establish a multi-modal connection to the Ohio River and the Three Rivers Heritage Trail.
- Improve wayfinding and safety for pedestrians and bicyclists on streets that are used by large truck and industrial traffic.

These design priorities guided the design effort and the approach taken to engaging the community to provide guidance on which areas were most important and which features should be included.

MODEL STRATEGIES

Given the linear configuration of the project, the design team engaged the community to suggest priority areas for design. To facilitate this exercise, eleven model strategies, which could be applied in different locations along the corridor, were developed. These strategies were posted on the Engage PGH website, along with an interactive map of the corridor. Respondents were asked to pin their preferred strategy to specific preferred locations.

That exercise resulted in a clustering of points of interest which focused on Juniata Street, the underpass and the connection between Manchester and Chateau.

The model strategies were selected to represent a range of green infrastructure and placemaking options

The model strategies are as follows:

1. Tree Planting
2. Traffic Calming
3. Road Diets
4. Woonerf
5. Wayfinding and Branding
6. Underpass Connection
7. Placemaking and Public Art
8. Green Infrastructure
9. Community Celebration Space
10. Tactical Urbanism/Pop Ups
11. Waterfront Confluence

I. TREE PLANTING

- Right tree in the right place.
- Adequate soil volumes to prevent pavement damage and tree longevity.
- Mitigates heat island.
- Improves air quality.
- Treats stormwater and reduces volume.
- Creates habitat.
- Increases property values.



Figures 11-14: Tree Plantings

2. TRAFFIC CALMING

- The deliberate slowing of traffic in residential areas by narrowing roads, building speed bumps or changing the texture of the roads.



Figures 15-20: Traffic Calming



Figure 21: Traffic Calming Diagram

3. ROAD DIETS

- Lane reduction or road channelization to achieve reduced speed and greater pedestrian and bicyclist safety.



Figures 22-27: Road Diets



Figure 28: Road Diet Diagram

4. WOONERF

- Techniques include shared space for cars, pedestrians, and bicyclists, traffic calming and low speed limits. The concept originated in the Netherlands.
- Pedestrians have the priority right of way in these shared spaces supported by the design and character of the space.



Figures 29-32: Woonerf Precedents

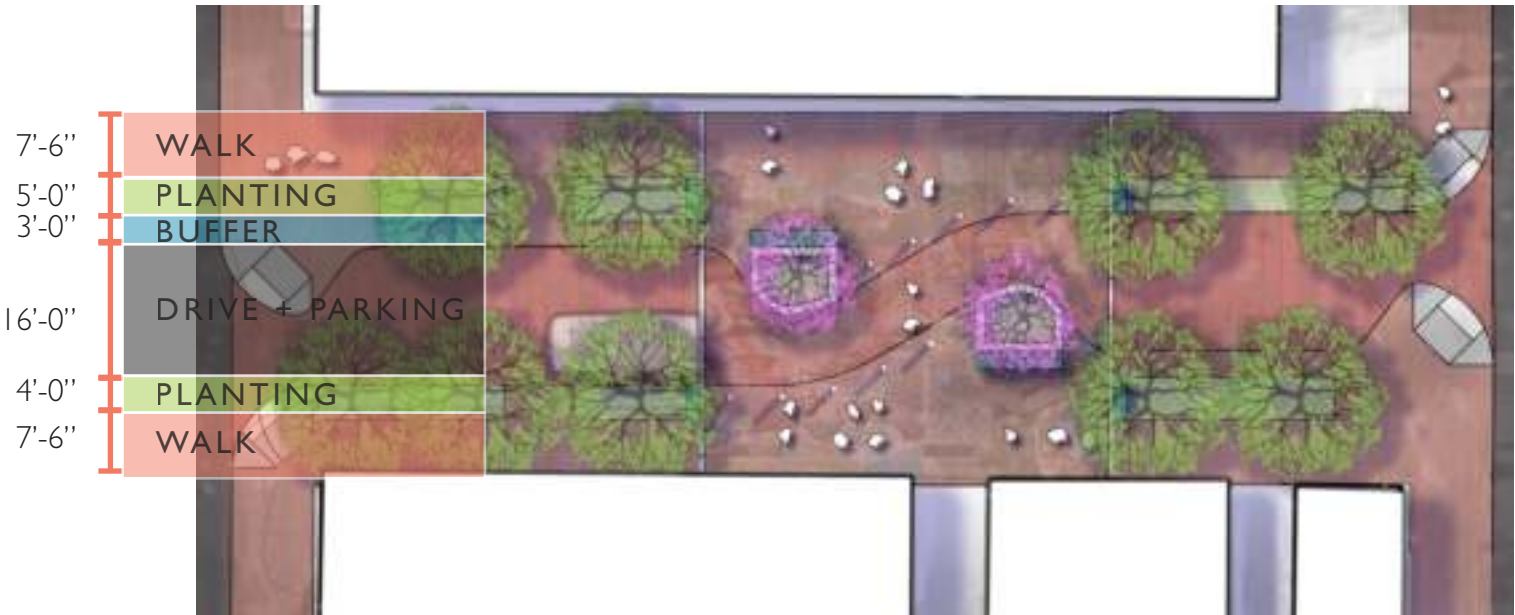


Figure 33: Woonerf Diagram

5. WAYFINDING + BRANDING

- Strong community identity.
- Wayfinding can improve connections.
- Residents and visitors can be directed to attractions.
- Branding can promote community and businesses.



Credit: Alamy



Credit: Jessie and Katey



Credit: San Francisco Public Works



Credit: San Diego Art Institute



Credit: Square One Paving

Figures 34-38: Wayfinding and Branding Precedents

6. SR 65 UNDERPASS CONNECTION

- Road diet and traffic calming along Chateau Street, Beaver Avenue, and Underpass.
- Plantings and streetscape elements.
- Placemaking elements including art, lighting, and gathering spaces.
- Connective waypoint offering amenities and signage to the river trail access.
- Increased streetscape elements.
- Raised crosswalks/speed tables.



Credit: Bill FitzGibbons



Credit: Downtown Baltimore | Twitter

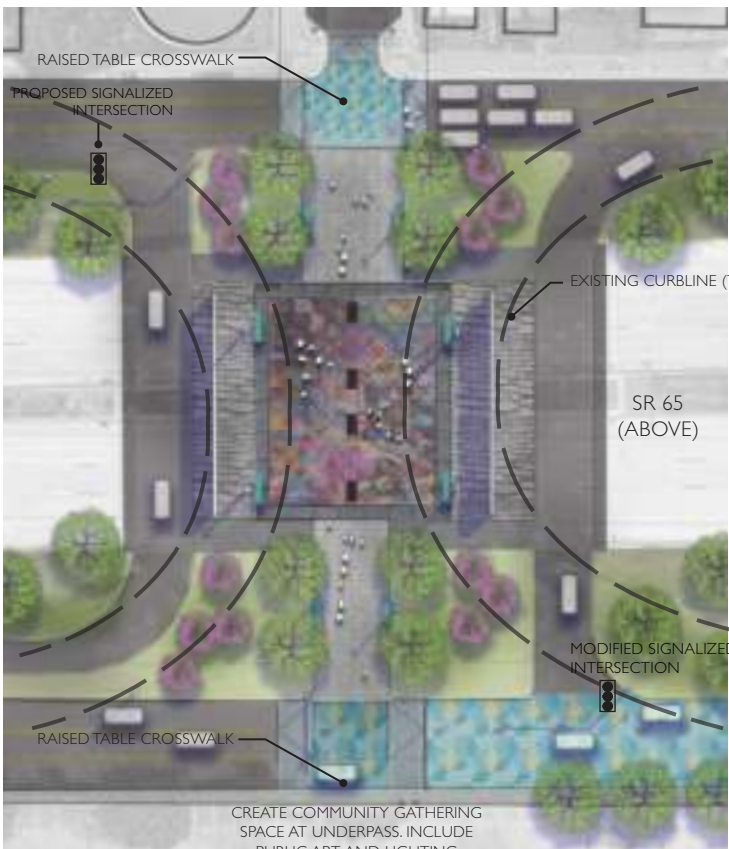


Credit: Tom Arban

Figures 39-41: Underpass Connection Precedents



Credit: Google Earth



Figures 42-43: Underpass Connection Existing and Proposed

7. PLACEMAKING + PUBLIC ART

- Placemaking measures success by the level of community input and identity built into design process.
- Public art provides opportunities to:
 - Infuse beauty
 - Communicate community history and values
 - Define place
 - Incorporate artists of all ages
 - Compliment urban and environmental design



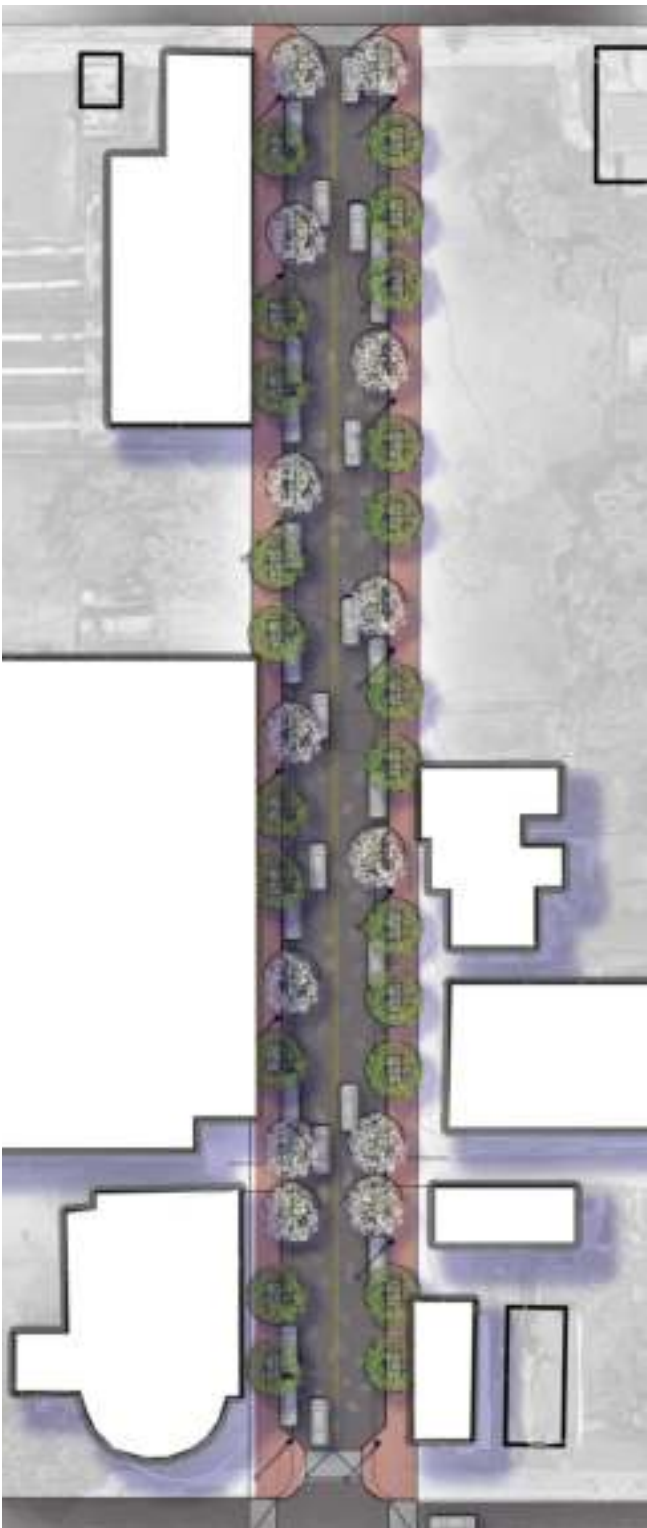
Figures 44-48: Placemaking and Art Precedents

8. GREEN INFRASTRUCTURE

- Green infrastructure is an approach to water management that protects, restores, or mimics the natural water cycle. Green infrastructure is effective, economical, and enhances community safety and quality of life. It means planting trees and restoring wetlands, rather than building a costly new water treatment plant.



Figures 49-53: Green Infrastructure Precedents



9. COMMUNITY CELEBRATION SPACE

- Temporary or permanent location for community celebrations
- Can connect communities
- Showcase local talent



Credit: Peter Griffith



Credit: Street Jackson Band



Credit: Tom Arban



Credit: Downtown Baltimore | Twitter

Figures 55-58: Community Celebration Spaces Precedent

10. TACTICAL URBANISM/POP UPS

- Temporary installations allow ideas to be tested without long term infrastructure change or investment
- Pop ups add excitement and give residents or visitors a reason to return
- Active programming draws people and strengthens social bonds



Credit: parCityatory

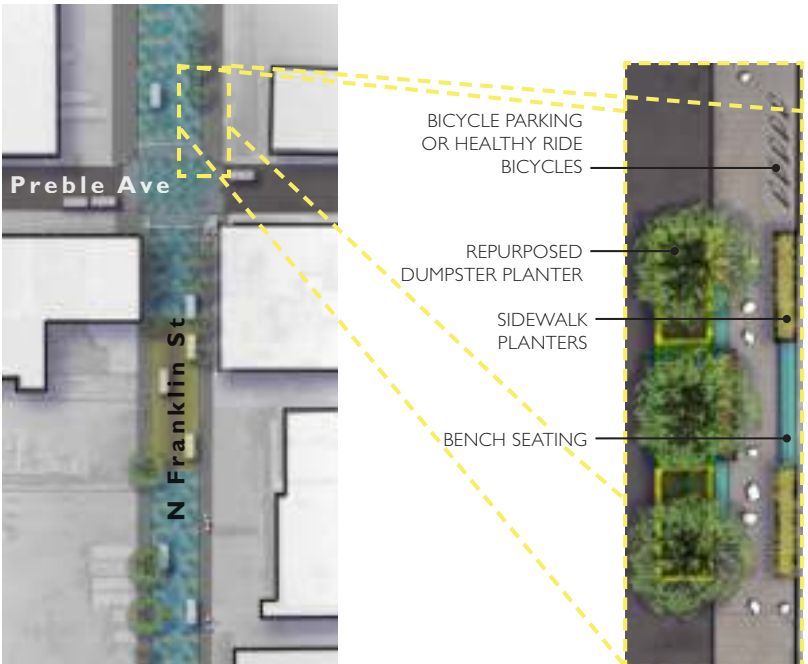


Credit: BikePGH



Credit: Jeremy Shaw

Figures 56-59: Tactical Urbanism Precedents



Tactical Landscape Cluster

Figure 60: Tactical Urbanism Diagram



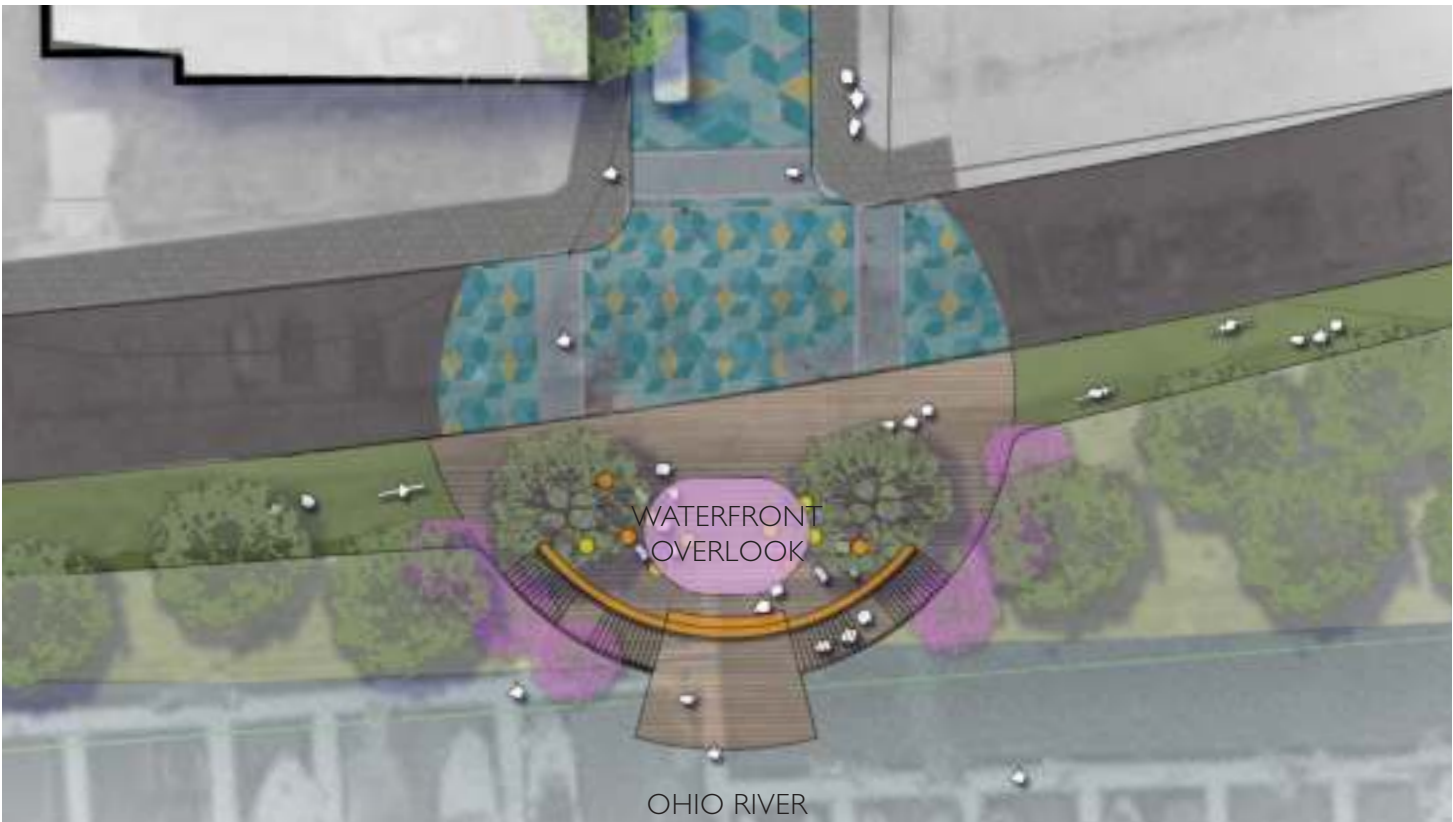
Credit: City of Jersey City

II. WATERFRONT CONFLUENCE

- Riverfront overlook for gathering or passive uses
- Riverfront trail gateway
- Trail waypoint with bicycle amenities
- Potential future river public access point for recreation



Figures 61-67: Waterfront Confluence Precedents



Figures 68-69: Existing and Proposed Conditions of Waterfront Confluence

WORKSHOP DESCRIPTION

The planning effort was to begin in March 2020, but due to COVID-19 restrictions, was delayed until August with the effort going fully virtual. Virtual engagement included public meetings hosted on Facebook Live, small stakeholder meetings held over Zoom and participatory community feedback via interactive maps and other engagement tools hosted on the city of Pittsburgh's Engage PGH website.

<https://engage.pittsburghpa.gov/manchester-chateau>

The first public meeting took place on October 28, 2020. The presentation was broadcast on the Facebook pages of the city of Pittsburgh, the Manchester Citizens Corporation, Manchester Pittsburgh, and Floura Teeter Landscape Architects. The broadcast had a total of 283 views and 46 comments were received during the live broadcast. After the meeting, a video of the broadcast was posted on the Engage PGH page and was available for comment until November 4, 2020.

Community members provided comment on the “treasures” of the neighborhood (the beautiful architecture, brick sidewalks, etc.) as well the challenges. Comments were geo-located to specific locations. This feedback was used to gain understanding about the neighborhood and helped the team select the two sites for development of the design concepts.

Comments were generally supportive with concerns expressed about the stability of brick sidewalks where trees are planted, lighting and the importance of addressing the underpass connection to improve perception and safety to increase use. The desire for “branding” and wayfinding to re-connect Manchester and Chateau was another important theme that emerged from the meetings and virtual feedback.



Figure 70: Screenshot of Interactive map hosted on the city of Pittsburgh's website

Unused space

Posted by D. N. | 2 months ago

Our neighborhood is teeming with potential for community projects. There are so many beautiful buildings that have not yet been modernized or had interior renovations completed, and even empty lots of overgrown gardens waiting to be restored. The park especially seems like it is waiting to be loved as features like the community pool are overgrown with weeds and in an unusable condition. A big problem recently has been the empty unused space under the route 65 overpass. Some neighborhood...

0 Likes 0 Comments

Variety/individuality

Posted by Meda | 2 months ago

Someone walking in Manchester sees a rich array of how people have made homes—a variety of architecture and plantings that express individuals. Most lots have room for trees or shrubs, and there are many gardens. We are reminded that Manchester is a modern urban neighborhood when we see litter, derelict buildings, and sidewalks in disrepair. The challenge is to lessen litter, clean up unsafe sites, make considered esthetic choices, and improve safe conditions without sacrificing diversity. I...

0 Likes 0 Comments



Figures 71-72 Screenshots from first Virtual Stakeholder Meeting

SMALL STAKEHOLDER MEETINGS

Five small stakeholder meetings were held to explore a deeper understanding of the challenges and opportunities of the corridor, specific to topics identified by the city. Staff from the city of Pittsburgh, community members from both Manchester and Chateau, other agencies such as the Pittsburgh Sewer and Water Authority, the Urban Redevelopment Authority and Alcosan participated in the conversations.

Small stakeholder group meetings were conducted via Zoom on October 29, 2020 through November 5, 2020. The following topics were discussed:

- Green Infrastructure and Industrial Uses
- Connections and Mobility
- Placemaking
- Funding and Stewardship
- Performance

GREEN INFRASTRUCTURE AND INDUSTRIAL USES

This meeting focused on the potential improvements, challenges, and benefits of incorporating green infrastructure into the corridor, especially in Chateau where there is limited green space, few trees and heavy truck traffic. Here is a summary of the comments.

- Chateau St. and Beaver Ave. are very dangerous and can use traffic calming. Bump outs might be an opportunity for green infrastructure.
- Green Infrastructure is needed in this area – there are currently sewer overflows.
- Additional trees and trees planted with adequate soil volume and in the right location are important.
- Sidewalks are very narrow on Manhattan and many are buckled from tree roots, making them impassable.
- Residents do park on Manhattan and removing parking spaces may be an issue.

CONNECTIONS AND MOBILITY

This meeting focused on improvements to pedestrian and bicyclist mobility including improving safety for all, slowing traffic on Chateau and Beaver Streets, and improved wayfinding.

- Developing bike infrastructure is important, especially to connect Manchester to the River and to the trail. MoveForward PGH plan will install bike facilities in Manchester. The Chateau lane diet is a beginning of a network. Bike amenities such as bike racks are needed.
- The lane diet has been successful – traffic has slowed and people feel safer crossing the street.
- The flat topography lends itself to use of bike lanes and sidewalks by all ages and abilities.
- Sidewalks in Manchester are buckled from tree roots. People walk in the street and wheelchair users often use the street because the sidewalks are impassible because of topography and impediments such as light poles.
- There is a lack of signage at intersections which makes them more unsafe.
- Truck traffic uses the underpass so lane reduction may not be feasible. The bulk of the truck traffic in Chateau occurs during the weekdays. Weekends, the roads are more open.
- There is drop off traffic at the elementary school on Manhattan in the morning that snags traffic.
- Many streets in Manchester are one way, causing problems.
- The model strategy for the underpass was too ambitious, look at a more practical solution. Underpass is really loud – maybe not best for a destination. There is a bus stop on Chateau Street near the underpass.

PLACEMAKING

Placemaking creates unique identities for neighborhoods, can inspire new development, attract visitors, and provide venues for events and gatherings.

- Manchester does not currently have a branding strategy. It would be nice if it could include lighting, art, infrastructure, wayfinding. This would be particularly useful where trees are not possible.
- Community is not a fan of murals.
- Infrastructure could provide the wayfinding.
- Events that currently take place in the neighborhood are a party on Manchester field, a party in the green space on Juniata, a pop-up brewery at the Trail, historic house tour.
- Space for block parties or a farmer’s market are desired. Other potential events include a truck festival with municipal trucks.
- City has a program called SPARK that allows parking spaces to be used for parks and seating.
- Local arts organizations include the Greater Pittsburgh Arts Council and the Office of Public Art and the Arts Institute. They would be good partners.
- Manchester could be a good candidate for pop ups and public art.

FUNDING AND STEWARDSHIP

The discussion on funding and stewardship clarified potential funding sources for implementation of plans as well as capabilities and challenges in maintaining new features.

- Work is already beginning in the neighborhood.
- City Forestry has been great in planting trees on both public and private property. (ReLeaf Manchester Plan). About 100 trees have been planted along SR 65.
- The Chateau lane diet has been implemented as a temporary installation. Residents hope it will become permanent.

POTENTIAL PARTNERS FOR BOTH PLANNING AND STEWARDSHIP:

- Manchester Bidwell Corporation
- Manchester Schools
- Friends of the Riverfront
- Buhl Foundation
- Heinz Foundation
- Pittsburgh Parks Conservancy
- Riverlife

- Higher Education Institutions – Carnegie Mellon, University of Pittsburgh, Chatham University

Grants and funding discussed in this small stakeholder group are included in the funding spreadsheet included on page 46.

PERFORMANCE

Pittsburgh is a very progressive city and has set the bar high for sustainability in the built environment. The Performance topic was intended to discuss synergies and metrics which might align with initiatives already in place in the city and could guide the conceptual design effort.

What are the most important measures of success?

- Reduced accidents on the streets – Chateau, 1400 blocks of Manchester, Beaver and Western are the streets with the largest number of accidents.
- Bicycle infrastructure, measured by numbers of users, numbers of blocks with bicycle infrastructure.
- Facilities which capture more than 1.5 inches of rainwater: Acreage of impervious vs. pervious surfaces.
- Tree canopy – measured by numbers/ sizes of trees. The Forest Service’s iTree calculator would be a great tool to use to measure this. Student input could be included.
- Heat island - include both tree canopy, physical shade structures and, changes to the color of roofs and pavements to surfaces with higher reflectivity.

CONCEPT DESIGN - FINAL

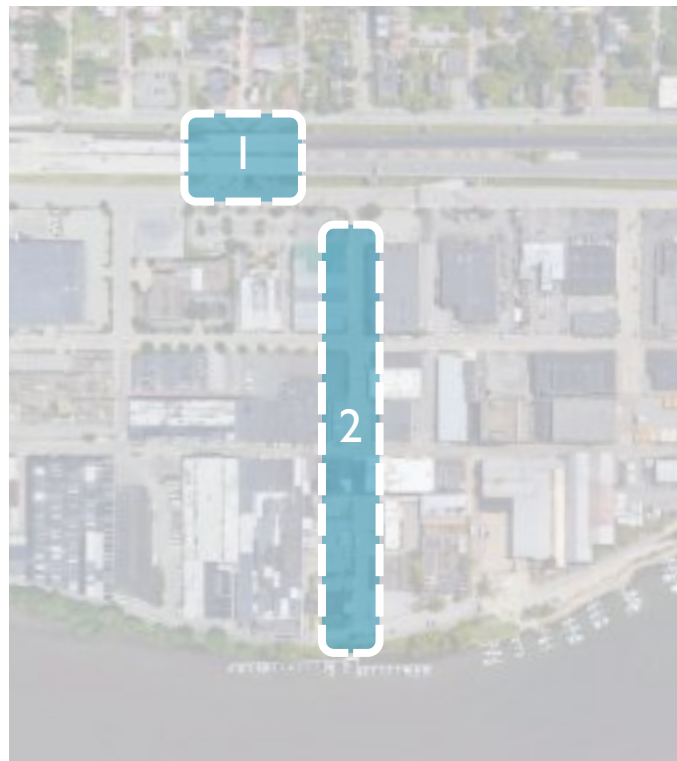
CONCEPT DESIGN LOCATIONS

Based on feedback, and in consultation with the city and the Manchester Citizen's Corporation, two locations were chosen for further design development:

1. The southern intersection of Juniata, Chateau, and the underpass. This design was named "The Connection" and;
2. "Trailer Park" which includes the eastern section of North Franklin Street. Since Manhattan Street already has a strong character, the connection to Chateau was chosen because it has the potential to have the greatest impact to re-connect the neighborhoods and to link the neighborhoods to the Ohio River; the Three Rivers Trail and downtown Pittsburgh.

CONCEPTUAL DESIGNS

Conceptual designs were developed which reflect the feedback received in the first public presentation, from the Engage PGH page and from the information provided during the small stakeholder meetings. In aggregate, this information provided a rich source of inspiration for the conceptual designs.



UNIFYING DESIGN ELEMENTS

Since one of the priorities of Manchester-Chateau residents was to re-connect the neighborhood, divided by SR 65, several elements are proposed to be incorporated throughout the corridor and the entire neighborhood to provide wayfinding, a unified aesthetic that is unique to Manchester-Chateau as well as amenities to support wellness and active lifestyles. These amenities are: seating and trash receptacles; bollard lighting; pedestrian scale street lighting that blends the historic aesthetic of Manchester with the industrial vibe of Chateau; bike racks; tree planting and brick paving. Brick paving is the thread which connects the two neighborhoods and leads people to the river from Manchester and back home again.

Figure 73: Project site selections



Figures 74-80: Unifying design elements precedent images

“THE CONNECTION” - SR 65 UNDERPASS

The Connection is a revision to the model strategy which addressed the Underpass. Keeping the vehicular traffic patterns while narrowing the lanes to slow the traffic, the character of the space under the highway is improved by incorporating new concrete and pavers. Improved lighting – both under the bridge and at the entrances and surrounding streets, planting on either side of the underpass, low walls at the entrances with ground level planting beds and art and wayfinding incorporated into the substructure of the bridge are all proposed elements which will make the Underpass more welcoming and safer.

Traffic calming includes making the lane diet on Chateau a permanent change and introducing a similar treatment on Beaver. Traffic calming includes significant crosswalks on both sides of the underpass to alert motorists of pedestrian crossing.

Green Infrastructure and Heat Island Mitigation is provided by changing the groundcover from turf to a diverse planting and the addition of substantial tree planting along SR 65 and Chateau.

Branding and wayfinding are provided by the extension of the brick sidewalks from Manchester on Juniata Street, through the underpass and onto Beaver and West Franklin. The use of this iconic pavement is the connective thread which reunites Manchester and Chateau and directs people to the River and back home again. A branded tag line - “Manchester-Chateau – 2 Great Neighborhoods, 1 Solid Community” is painted on both sides of the bridge at the underpass. Locations for public art are designated to further strengthen community identity and provide wayfinding.

Day and night perspectives highlight the importance of lighting to cue motorists about the pedestrian crossing, to activate the space under the bridge and to improve both the perception and reality of safety, strengthening the connection during all hours and seasons.

The Connection answers the desire to re-connect Manchester and Chateau with a strong vocabulary of materials, multi-modal safety improvements, green infrastructure and wayfinding and branding that was expressed by the community and the city. By converting this space from barrier to portal, residents and visitors will be comfortable on either side of SR 65.

- 1

ENHANCED CROSSWALK
- 2

SITE WALLS
- 3

SMALL PLAZA
- 4

GREEN INFRASTRUCTURE
- 5

REDUCED LANE WIDTHS
- 6

UNIFIED BRICK PAVING

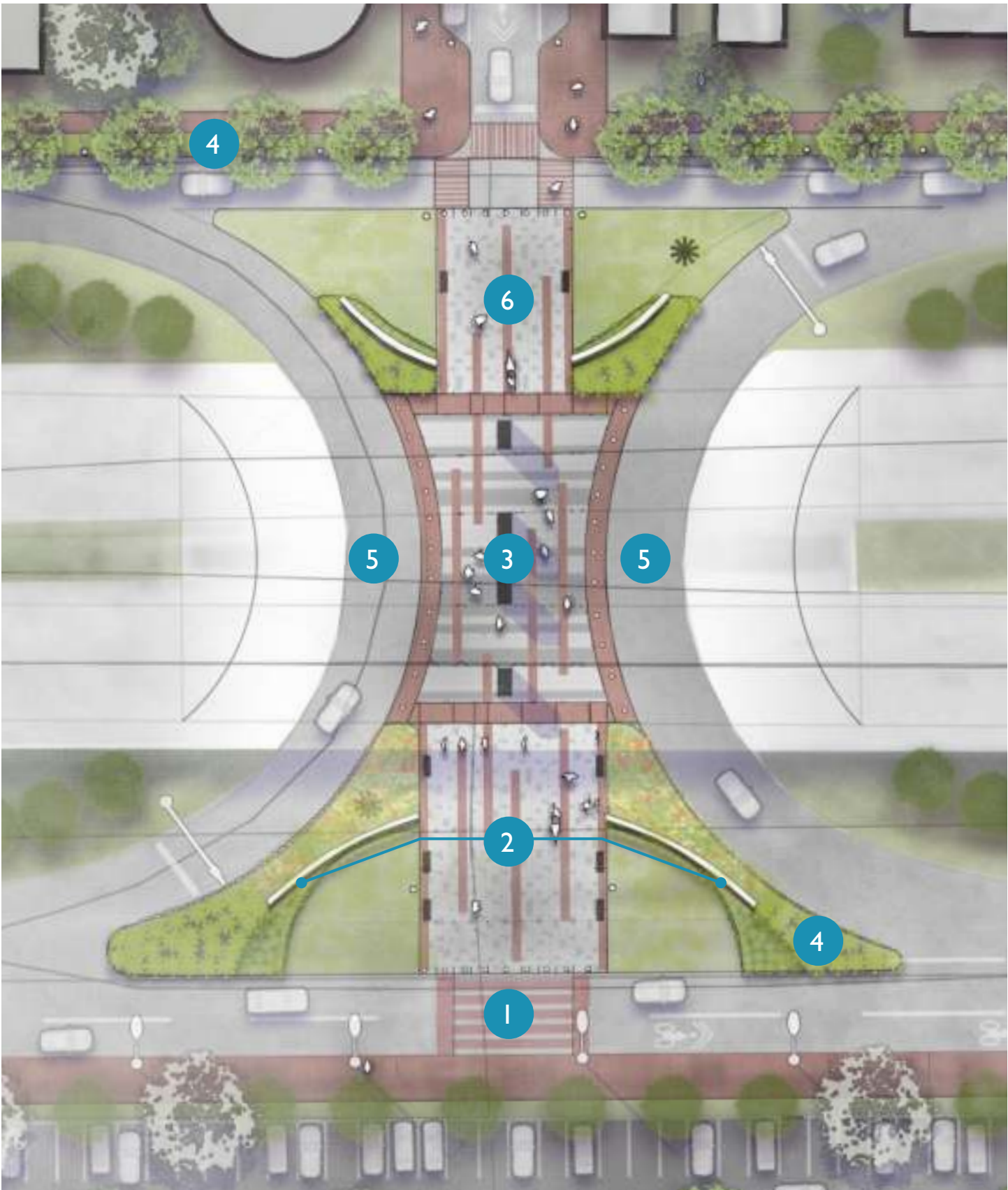


Figure 8 I: “The Connection” underpass enhancements
Greening America’s Communities - Pittsburgh, Pennsylvania



Figure 82: "The Connection" day view



Figure 83: "The Connection" evening view

“TRAILER PARK”

In response to the feedback received from stakeholders and through the Engage PGH website, a design response which focused on temporary or pop-up elements was most appropriate for Site 2 in the Chateau neighborhood. Since the businesses in Chateau generate steady and heavy truck traffic during the weekdays and little during weekends, providing pedestrian and bike amenities which could be enjoyed Saturday and Sunday and which took advantage of the wide streets of Chateau was an opportunity to enliven the neighborhood without interrupting weekday business.

The conceptual designs provide two options – one for weekday and one for weekends. The weekday designs include infrastructure improvements within the parking lane and sidewalk so as not to inhibit truck traffic. A continuation of the brick sidewalk from the underpass to the Three Rivers Trail continues important wayfinding and branding. Site furnishings and lighting are also consistent between the Manchester and Chateau sides. A marked bike lane between on-street parking and the sidewalk provides a buffered bike lane and strong connection to Three Rivers trail. Crosswalks are enhanced at each intersection to improve safety and visibility of pedestrian and bicycle crossing. The road surface receives an artistic treatment in the parking lane to make the road seem narrower than it is and to designate the parking lane as separate from the bike lane.

The weekend concept includes all of the elements mentioned above. One or two blocks of North Franklin could be closed to traffic on the weekends and converted into pop-up parks which feature three “Trailer Parks” – movable parks, built on flatbed tractor trailers which provide gathering space, food and beverage and performance space on weekends, but which can be relocated during the week to allow weekday business.

Each Trailer Park will be unique and will incorporate planting, integrated stormwater treatment, lighting, and a ramp to make each accessible. There are three themes: gathering, eating, and performing. Descriptions of each theme are on page 38.

- 1 CYCLE TRACK
- 2 TACTICAL URBANISM - PAVEMENT MARKINGS
- 3 BRICK SIDEWALKS CARRIED THROUGH FROM MANCHESTER
- 4 GREEN INFRASTRUCTURE - TREE PLANTING AND ABOVE GRADE MOVABLE PLANTERS
- 5 ENHANCED CROSSWALKS
- 6 UNIFIED BRICK PAVING

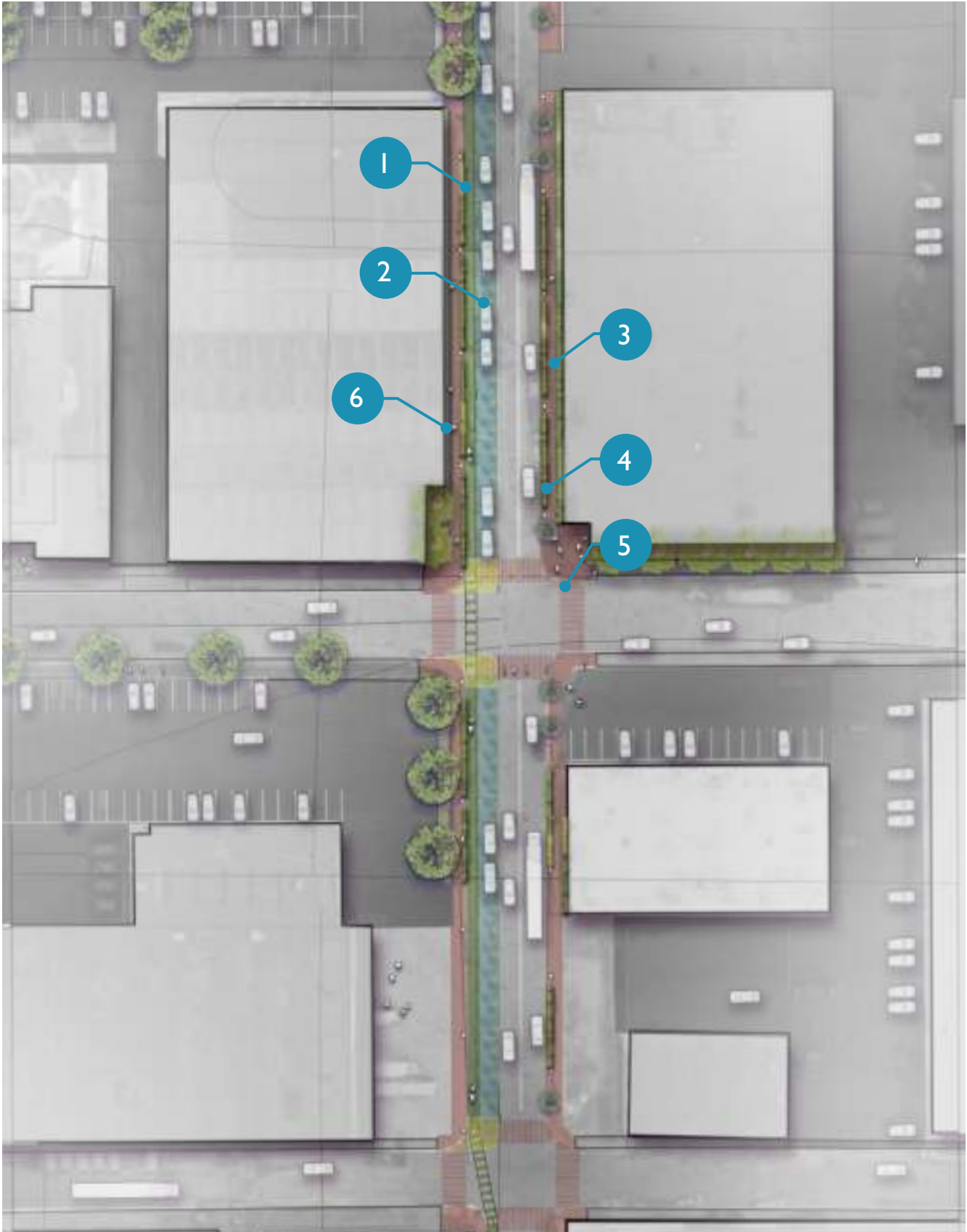


Figure 84: North Franklin Street Configuration - Weekdays

TRAILER PARK - GATHERING

Providing a shade structure, option to include photovoltaic panels or a green roof, seating, and planting for people to socialize or take a rest after biking the trail.

TRAILER PARK - EATING

This trailer will be set up with a basic kitchen to allow pop up food and beverage vendors. This trailer could be leased for a season or could promote local start-ups in a rotating lineup.

TRAILER PARK - PERFORMING

This trailer provides a small stage and seating for performances. Since many of the industrial uses in Chateau utilize tractor trailers, the equipment needed to move these is readily and locally available. Similarly, there is lots of surface parking in the immediate vicinity and one of the businesses could potentially donate space for the trailers during the week.

Trailer Park responds to the desire to activate the Chateau neighborhood which is currently empty on the weekends. By providing temporary and fluid infrastructure for pop ups, Trailer Park could become an attraction in its own right and could support or incubate local food businesses. Incorporating an official bike lane highlights the connection between the river and Manchester and allows safe passage between the two – even for amateur bicyclists. The incorporation of the unifying elements further cements the restoration of the two neighborhoods as one.

- 1 CYCLE TRACK
- 2 TACTICAL URBANISM - PAVEMENT MARKINGS
- 3 POP UP “TRAILER PARK”
- 4 GREEN INFRASTRUCTURE - TREE PLANTING AND ABOVE GRADE MOVABLE PLANTERS
- 5 ENHANCED CROSSWALKS
- 6 UNIFIED BRICK PAVING



Figure 85: North Franklin Street Configuration - Weekends



Figure 86 “The Trailer Park” Pop Up Park



Greening America's Communities - Pittsburgh, Pennsylvania

ALLEGHENY RIVERFRONT PARK

Pittsburgh is a city of bridges. At the confluence of three major rivers, the real estate under the bridges cannot be ignored and is a vital connection between the city fabric and the water. Allegheny Riverfront Park was one of the first parks to make this connection, gracefully providing important water access, using a beautiful design vocabulary that unified the waterfront and provided important pedestrian and bicycle amenities. Commissioned by Riverlife and designed by Michael Van Valkenburgh Associates, the park incorporates green infrastructure into the narrow strip of land, and provides stormwater improvements, heat island mitigation and habitat as it unifies the Allegheny River shoreline.

<https://www.mvva-inc.com/project.php?id=5&c=parks>



Figures 87-89: Allegheny Riverfront Photos; MVVA Inc.

PARK(ING) DAY



PARK(ing) Day is an annual event that encourages landscape architects, community members and others to transform parking spaces into temporary parklets for one day. Since its inception in 2005, PARK(ing) Day has been growing in popularity, providing ever more creative responses that highlight the need to incorporate more green space in the urban environment. Although the proposed pop ups in Manchester-Chateau are intended to be a regular occurrence, much can be learned from examples of PARK(ing) Day installations which are low budget, creative and fun. These installations are instant placemaking attractions and are effective tools for educating community members and designers about the opportunities available in temporary installations.

<https://www.asla.org/contentdetail.aspx?id=46872>



Figures 90-92: PARK(ing) Day Installations

NEXT STEPS - IMPLEMENTATION STRATEGIES

The proposed design solutions are intended to build on efforts already taking place in Manchester and Chateau and incremental implementation as funding becomes available. The priorities established in the Manchester-Chateau Neighborhood Plan and other plans should guide any implementation efforts.

Based on feedback, implementation of “The Connection” is the highest priority because the underpass is the greatest barrier to connecting the neighborhoods and the greatest safety concern for pedestrians and bicyclists. Implementation of both of these designs would need to be a coordinated effort between the city of Pittsburgh and agencies such as Alcosan, URA, the Office of Public Art and PennDOT among others. Community groups and non-profits such as the Manchester Citizens Corporation, the Western Pennsylvania Conservancy, etc. will be integral to supporting implementation by raising funds, facilitating community engagement, and supporting ongoing maintenance and stewardship activities.

FUNDING AND RESOURCES

Many potential funding sources were discussed in the small stakeholder meetings and are detailed in the funding spreadsheet included on the next few pages. Because SR 65 is controlled by PennDOT, they must be involved in any implementation and they have indicated that some State funding may be available for implementation. Grants from the city, state and federal governments could also provide funding. Pittsburgh has a very robust and generous philanthropic community. Funding may also come from private sources for specific project elements.

FUNDING AND RESOURCES

FUNDING OPPORTUNITY TRACKING - PITTSBURGH, PENNSYLVANIA				
NO.	PROJECT COMPONENT	POTENTIAL PARTNERS	FUNDING PROGRAM	DESCRIPTION OR REQUIREMENTS
1	• Marketing and Branding		Environmental Justice Collaborative Problem-Solving Cooperative Agreement Grant	Develop and implement community-driven solutions that address environmental and/or public health issues for underserved communities. Applying organizations should have a direct connection to the underserved community impacted by the environmental harms and risks detailed in the workplan.
2	• Pavement Mural • Art Installation		Community Challenge Grant	Acceptable projects are ones which aim to achieve: - Increasing civic engagement - Create vibrant public places - Deliver a range of transportation and mobility options - Support the availability of a range of housing - Demonstrate the tangible value of "Smart Cities" - Other community improvements
			Project Stream Grant	Supports a performance, exhibit, reading, or other art project in your community. Community group or non-profit organization can apply.
			Creativity Grant	Southwest Pennsylvania based foundation funds organizations and non-profit organizations are eligible.
		City and non-profit organization partnership required.	Our Town Grant	Support projects that integrate arts, culture, and design activities into efforts that strengthen communities by advancing local economic, physical, and/or social outcomes. Connect communities, people, places, and economic opportunity via physical spaces or new relationships.
3	• Bicycle Infrastructure		Community Grant	City and non-profit organizations can apply.
4	• Complete Streets		BUILD Grant	Funds can be used for planning, design, or capital projects.
			Transportation Alternatives Set-Aside Grant	Required coordination with Metropolitan Planning Organization and PennDOT Engineering District serving the project area.
			Community Development Block Grant	Citizen participation required.
5	• Green Infrastructure		Five Star Urban Waters Restoration Grant	Funds can be used for planning, design, or capital projects.
			Stormwater Utility Fee (Not in effect yet)	
			Sustainability Grant	Southwest Pennsylvania based foundation funds organizations and non-profit organizations are eligible.
			GROW Grant	Grants can be used to install green storm water infrastructure, remove streams from the sewer system, reduce the amount of water seeping in through groundwater or to separate out storm sewers.
6	• Tree Planting	Tree Pittsburgh ReLEAF Manchester https://www.treepittsburgh.org/resource/releaf-manchesterchateau/	TreeVitalize Grant	
7	• Greenways	Friends of the Riverfront https://friendsoftheriverfront.org/	Greenways, Trails and Recreation Program	Projects which involve development, rehabilitation and improvements to public parks, recreation areas, greenways, trails and river conservation.
			WalkWorks	Funding available for development of active transportation plans and policies.

FUNDING AGENCY OR ORGANIZATION	APPLICATION DEADLINE	FUNDING SOURCE WEBSITE
Environmental Protection Agency	Application Deadline: Feb. 2021 Award Announcement: Sept. 2021	https://www.epa.gov/environmental-justice/environmental-justice-collaborative-problem-solving-cooperative-agreement-0#tab-2
AARP	• Application Deadline: May 2021 • Award Announcement: Aug. 2021	www.aarp.org/communitychallenge
Greater Pittsburgh Arts Council		https://www.pittsburghartscouncil.org/programs/grants/project-stream-grants
The Heinz Endowments	• Application Deadline: Feb. / Aug. 2021 (Two cycles)	https://www.heinz.org/strategic-areas/creativity
National Endowment for the Arts	• Application Deadline: Aug. 2021 • Award: April 2021 • Performance Period Begins: July 2021	https://www.arts.gov/grants-organizations/our-town/grant-program-description
People For Bikes	• LOI Application Deadline: Jan. 2021 • Application Deadline: April 2021 • Award: May 2021	https://www.peopleforbikes.org/grants
US Department of Transportation	• Application Deadline: May 2021	https://www.transportation.gov/BUILDgrants
PennDOT		https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx
Department of Housing & Urban Development		https://www.hudexchange.info/programs/cdbg-entitlement/cdbg-entitlement-program-eligibility-requirements/
National Fish and Wildlife Foundation	• Application Deadline: Dec. • Award: Aug.	https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program/five-star-and-urban-waters
City of Pittsburgh	N/A	https://www.pgh2o.com/
The Heinz Endowments	• Application Deadline: Feb. / Aug. (Two cycles)	https://www.heinz.org/strategic-areas/sustainability
ALCOSAN - Allegheny County Sanitary Authority	• LOI Application Deadline: March	https://www.alcosan.org/our-plan/grow-program
Pennsylvania Department of Conservation and Natural Resources	• Application Deadline: March	https://treepennsylvania.org/treevitalize-grants-program/
Department of Community and Economic Development	• Application Deadline: May	https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/
Pennsylvania Department of Health		https://www.health.pa.gov/topics/programs/WalkWorks/Pages/WalkWorks.aspx

FUNDING OPPORTUNITY TRACKING - PITTSBURGH, PENNSYLVANIA				
NO.	PROJECT COMPONENT	POTENTIAL PARTNERS	FUNDING PROGRAM	DESCRIPTION OR REQUIREMENTS
8	• Neighborhoods		URA Neighborhood Initiatives Fund (NIF)	Non-profit organizations, government agencies, and community-based organizations with neighborhood-scale projects are eligible. Projects with a focus encourage neighborhood investment through vacant property reclamation and stewardship, historic preservation, brownfield redevelopment, public infrastructure improvements.
			Neighborhood Assistance Program Enterprise Zone Program Tax Credit (NAP/EZP)	Tax credits to businesses or private companies investing in rehabilitating, expanding, or improving buildings or land located within designated enterprise zones. Real property improvements such as rehab, expansion or physical improvements to buildings or land resulting in jobs created or retained.
GENERAL				
9	GRANTS.GOV			

FUNDING AGENCY OR ORGANIZATION	APPLICATION DEADLINE	FUNDING SOURCE WEBSITE
Urban Redevelopment Authority of Pittsburgh	June 1st, 2021	https://www.ura.org/pages/neighborhood-initiatives-fund
Pennsylvania Department of Community and Economic Development	Program Year July 1 to June 30, 2021	https://dced.pa.gov/programs/neighborhood-assistance-enterprise-zone-tax-credit-napezp/
		www.grant.gov

