

**BAUM/CENTRE PLANNING INITIATIVE  
DESIGN WORKSHOP**

**Tuesday, August 5, 2003  
7:00 pm**

**Agenda**

- 7:00 Welcome**  
Councilman Bill Peduto
- Introductions & Background**  
Maureen Hogan
- 7:05 Themes from Neighborhood SWOT Analyses**  
Anne-Marie Lubenau
- 7:20 Visual Preference Survey**  
Bob Reppe
- 7:30 Topic Table Discussions**  
Anne-Marie Lubenau
- **Policies**  
Anne-Marie Lubenau
  - **Land Use & Development**  
Bob Reppe
  - **Traffic & Transportation**  
Cyndi Jampole
  - **Amenities & Open Space**  
Jason Vrabel
- 7:50 Discussion/Feedback**  
Anne-Marie Lubenau
- 8:10 Wrap-up/Next Steps**  
Maureen Hogan

## BAUM/CENTRE PLANNING INITIATIVE DEFINITIONS

### PLANNING TERMS

**IPOD – Interim Planning Overlay District:** zoning overlay that doesn't affect existing zoning but is put into place to require regulatory review during a planning process.

**TIF – Tax Increment Financing:** use of the increase in tax revenue due to a development to pay up front for public improvements related to the development.

**TOD – Transit Oriented Development:** developments that focus on areas in which stations are located; through the adoption of public programs and regulations by local governments that permit an intensively built mix of land uses and activities around the station.

**TSM – Transportation Systems Management:** making better use of existing transportation systems infrastructure through improvements (such as timed signals) instead of capital expenditure.

### ZONING CLASSIFICATIONS

#### Residential Districts:

Zoning:

**R1A** Single-unit attached (shared wall) residential

**R1D** Single unit detached (stand alone) residential

**R2** Two-unit residential

**R3** Three-unit residential

**RM** Multi-unit residential

Density:

**VL** Very Low density (minimum lot size 8000ft<sup>2</sup>)

**L** Low density (minimum lot size 5000ft<sup>2</sup>)

**M** Moderate density (minimum lot size 3200ft<sup>2</sup>)

**H** High density (minimum lot size 1800ft<sup>2</sup>)

**VH** Very High density (minimum lot size 1200ft<sup>2</sup>)

#### Commercial/Mixed Use Districts:

**NDO – Neighborhood Office:** provide a development opportunity for small office uses. that are primarily residential but are not otherwise attractive for additional residential investment.

**LNC – Local Neighborhood Commercial:** maintain the small scale and rich diversity of neighborhood-serving commercial districts.

**UNC – Urban Neighborhood Commercial District:** serve a broader market than the immediate neighborhood while controlling impacts to that neighborhood.

**HC – Highway Commercial:** accommodate the auto-oriented commercial activities and uses for which automobile travel is generally required, such as car dealerships, fast-food restaurants and appliance stores

**NDI – Neighborhood Industrial:** allow a broad range of industrial uses and encourage development patterns that include a mix of housing, employment and shopping opportunities.

**UI – Urban Industrial:** allow mid-sized to large industries in a flexible district with multi-use buildings and flexible spaces for office parks, incubator spaces, high technology and service sector industries.

**GI – General Industrial:** accommodate a full range of industrial, manufacturing, warehouse, and similar uses which are incompatible with lower intensity land uses.

#### Special Purpose Districts:

**EMI – Educational/Medical Institution:** accommodate educational and medical institutional uses, such as hospitals, colleges and universities within the urban context.

**PO – Parks and Open Space District:** provide and maintain a system of parks with public access for passive and active recreational uses.

**H – Hillside District:** promote environmental preservation and fiscal responsibility and allow reasonable use and development.

## **BAUM/CENTRE PLANNING INITIATIVE OVERVIEW**

### **Purpose and Process**

The City of Pittsburgh will engage in a development/design planning process for the dual corridors of Baum Boulevard and Centre Avenue. An overall, complimentary vision for the corridors will be established. The purpose of the planning process is to determine the likely future of the corridors, appropriate zoning that will foster that future, identification of key development sites, development/design guidelines for the corridor as a whole and selected sites and the recommendations on public space improvements. Community involvement and input at the beginning of the process will ensure that the impact to adjacent residential area is minimized and that necessary growth of this corridor will continue for the betterment of Pittsburgh and Western Pennsylvania's new economy.

The Department of City Planning will direct the planning process with the support of Councilman Peduto. Consultants will be hired, as needed, including a facilitator, transportation planner and graphic consultant. A steering committee comprised of property owners, community based organizations and business owners will over see the process. A series of public meetings will be convened with all interested members of the public. The public process (property owner meeting and action by the City Planning Commission and City Council) related to the adoption of the Interim Planning Overlay District (IPOD) will precede the public design/development planning process for the corridor. This design/development public process will include a design workshop. The estimated timeframe for the entire planning process is one year.

The expected end product includes the initiation and adoption of the Interim Planning Overlay District (IPOD); a site plan that details likely future development, recommendations for new zoning and public space improvements; and, development and design standards for the corridor as a whole and for key specific sites.

### **Contact Information**

For information on the planning process, or if you have questions or comments, please contact:

- **Honorable Bill Peduto**, Council District 8, Pittsburgh City Council  
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- **Maureen Hogan**, Assistant Director Planning & Analysis, Department of City Planning  
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- **Anne-Marie Lubenau**, Executive Director, Community Design Center of Pittsburgh  
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**BAUM/CENTRE PLANNING INITIATIVE  
SCHEDULE**

**Planning**

- Public Information Meeting Tuesday, February 11
  
- Vision Meeting Thursday, May 22
  
- Meetings with Community-Based Organizations
  - North Oakland Thursday, June 5
  - East Liberty Wednesday, June 18
  - Shadyside Monday, June 23
  - Bloomfield Wednesday, June 25
  - Friendship Thursday, June 26
  
- Design Workshop
  - Steering Committee Meeting Thursday, July 10
  - Public Workshop Saturday, July 12
  - Public Meeting** **Tuesday, August 5, 2003**
  
- **Adoption of IPOD** **Fall 2003**
  
- **Presentation of Draft Recommendations** **October 2003**  
**Date be determined**  
*(7:00 pm at Shadyside Hospital,  
location to be determined)*
  
- **Final Report** **December 2003/January 2004**

**Implementation (2004)**

- **Initiation of Map Pittsburgh**
  
- **New Zoning (Map and text changes, if needed)**
  
- **Presentation of Document to City Planning Commission**
  
- **Review of Proposed Developments by City Design Review Committee**

**BAUM/CENTRE PLANNING INITIATIVE  
NEIGHBORHOOD SWOT SUMMARY**

***Strengths***

- Location
- History
- Urban neighborhood
- Access to public transit
- Convenient auto access
- Unique, locally-owned businesses
- Presence of neighborhood-serving commercial/retail
- Proximity to regional assets/attractions
- Architectural character
- Wide sidewalks and underground utilities
- Adjacent neighborhoods
- Recent development/investment
- Destination shopping/businesses
- Diversity – race, age, income, family type

***Weaknesses***

- Lack of greenery
- Lack of parking
- Increased traffic congestion
- Poor traffic and parking enforcement
- Confusing and dangerous intersections
- Transitions between commercial and residential areas
- Poor north/south connections
- Neither pedestrian nor bicycle friendly
- Loitering, trash, and poorly maintained properties
- Lack/loss of evening venues
- Needed infrastructure improvements

***Opportunities***

- Create a high quality urban neighborhood with distinct identity
- Develop Baum and Centre Avenues as urban boulevards
- Encourage high-density, mixed-used development
- Introduce uses that encourage 24-hour activity
- Increase parks and greenery
- Create a pedestrian and bicycle friendly environment
- Introduce corridor-wide wayfinding/marketing system
- Develop distinct gateway/portal areas and improve north/south connections
- Leverage recent development and investments to make additional improvements
- Redevelop Centre/Craig Giant Eagle site

***Threats***

- Loss of green/open space with increased density
- Additional traffic congestion and traffic problems
- Poorly planned and designed development
- Increased property taxes resulting from new development
- Encroachment of commercial/institutional uses into residential areas
- Loss of small- and neighborhood-serving businesses
- Lack of coordinated planning that will deter development
- Efforts to improve traffic flow will diminish pedestrian experience
- Loss of identity
- Displacement of small, local businesses
- Competition from other districts

## **BAUM/CENTRE PLANNING INITIATIVE NEIGHBORHOOD SWOT SUMMARY**

### **Themes**

- Create a diverse, high quality urban district with easy access to public transportation and neighborhood serving businesses, with Baum and Centre Avenues as boulevards (national models/best practices)
- Establish distinct gateway/portal areas
- Develop a unique identity; avoid homogenous architecture and retail experience
- Encourage high-density development, but protect small businesses and nearby residential areas
- Increase landscaping, green space and trees
- Enhance pedestrian amenities and public space improvements
- Improve pedestrian and bicycle safety
- Address existing and potential parking and traffic issues, including challenging intersections
- Balance resolution of transportation and parking issues with pedestrian needs and place-making
- Allow for new development without sacrificing existing quality of life
- Maintain a diverse – culturally, demographically, economically, and socially – neighborhood
- Introduce additional uses, such as “sit down” restaurants, retail and food markets, movie theaters, evening venues, and youth and ‘child friendly’ businesses to encourage diversity and 24-hour activity
- Develop policies and incentives to nurture and retain small businesses
- Address Baum and Centre differently in terms of scale, uses, and traffic
- Preserve adjoining neighborhoods

**BAUM/CENTRE PLANNING INITIATIVE  
JULY 12 DESIGN WORKSHOP  
POLICY  
DISCUSSION SUMMARY**

*Transportation & Parking*

- Explore opportunities for shared parking
- Improve traffic and parking enforcement (particularly in residential areas)
- Develop strategy for metered parking (ie. why is parking in front of Hillman free?)
- Discourage surface parking lots in front of buildings
- Upgrade transportation infrastructure
- Make Port Authority accountable

*Development*

- Avoid gentrification
- Preserve housing opportunities for low- and moderate-income housing
- Provide housing for seniors and students
- Retain and enhance existing businesses by offering incentives for small business owners
- Discourage/limit TIF's?
- Enforce zoning regulations
- Establish design guidelines that encourage high quality, **urban** development
- Educate developers on good design
- Utilize incentives – such as TIF's – to encourage high quality urban design
- Create a central, comprehensive development group – such as a CDC (community development corporation), BID (business improvement district) or task force – to oversee/advocate for development in the area
  - Higher design standards for urban design
  - TIFS or other incentives
  - Zoning
  - Retention of existing businesses and residents



**BAUM/CENTRE PLANNING INITIATIVE  
JULY 12 DESIGN WORKSHOP  
TRAFFIC & TRANSPORTATION  
DISCUSSION SUMMARY**

***Parking Issues***

- Residential permit parking, Area H-enforcement issues
- Baum Boulevard, especially Don Allen area, on-street parking enforcement
- Existing hospital garages - can they be open to the public weekdays after 4:00 P.M.?

***Traffic Issues***

- Traffic congestion on Baum Boulevard during mid-days
- Aiken Avenue/Claybourne Street area traffic congestion, on-street loading, multiple curb cuts, delays
- Speeding and enforcement of speed and parking restrictions on Baum Boulevard
- Centre/Craig intersection congestion
- Negley/Roup/Centre/Baum intersections congestion much of the day
- Baum Boulevard and Centre Avenue have different characteristics and ways of moving traffic, purposes they serve

***Public Transit Issues***

- No express bus from Bloomfield to downtown
- No busway station in Bloomfield
- Buses obstruct traffic on Friendship Avenue
- Poor bus service to Squirrel Hill
- Slow bus travel to Oakland
- Add trolley line/light-rail to downtown

***Pedestrian and Bicycle Issues***

- Need for bicycle safety education
- Difficult to cross Baum Boulevard
- Need direct access to bike trails
- Add bike trail next to busway
- Many curb cuts on Aiken are difficult for pedestrians
- Centre/Negley - difficult to cross, need more crossing time, many senior citizens
- Centre/Aiken - difficult to cross

**BAUM/CENTRE PLANNING INITIATIVE  
JULY 12 DESIGN WORKSHOP  
AMENITIES & OPEN SPACE  
DISCUSSION SUMMARY**

*Amenities*

- Use “Old-fashioned” street lights, as seen in areas like Etna
- Some storeowners feel as though street trees block view of their business and signs, and attract litter and dogs
- Improve furniture in existing, underutilized green spaces
- Improve signage and dedicate pedestrian crossings and right-of-ways near Whole Foods
- Use “High reflecting” materials for parking surfaces instead of asphalt
- Enforcement!
- Uniform lighting
- Signage standards are more important for Centre than Baum
- Address design of rear of buildings that face residential areas

*Open Space*

- Green Space standards and requirements for new development
- Improve and/or add bike and pedestrian paths between neighborhoods, especially North/South
- Redevelop dangerous intersection at Negley/Roup/Baum, potential site for green space
- Use Giant Eagle site as example of why parking should be provided at the rear of buildings
- Parking lots (Marriott) need to include elements to address edge conditions, such as fencing, landscape, etc.
- Improve connectivity to Shadyside, especially near the Graham/Claybourne area
- Pedestrian access across busway between Centre and Ellsworth
- Incorporate bike path into busway, add additional bike racks at bus stops
- The intersection at Centre/Craig needs major attention, -- trash collection, infrastructure and facade improvements