

Balancing Conflicts between Paddles, Props, Otters and Tows:



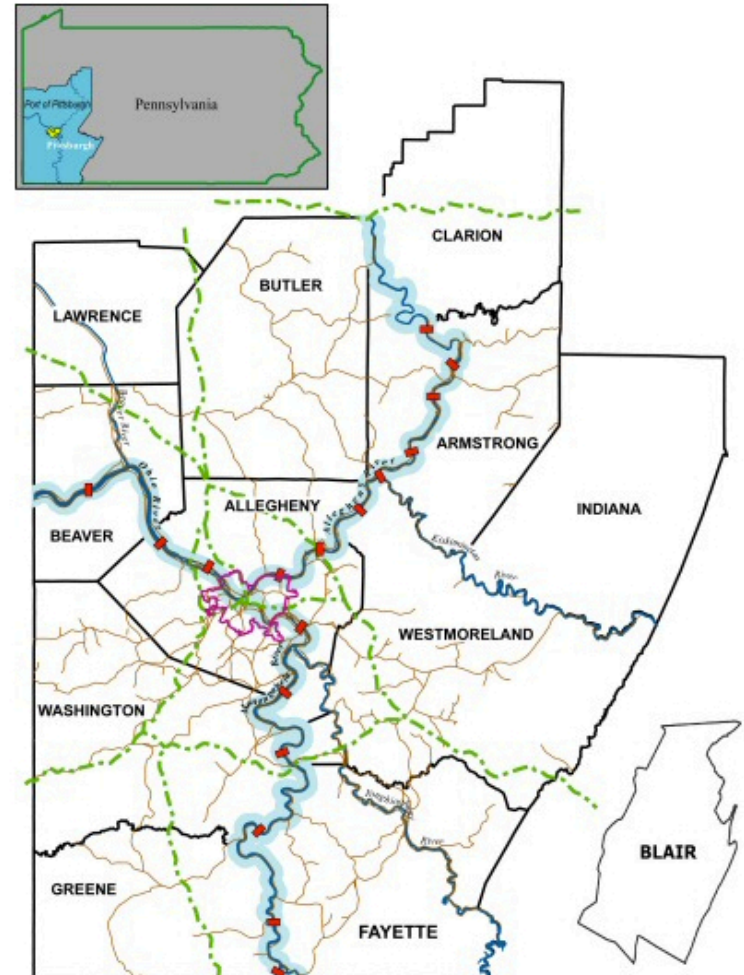
A Waterfront Park Plan

ASPINWALL RIVERFRONT PARK

A Waterfront Park Plan

Context on the Port of Pittsburgh

- Based on 2009 data from the US Army Corps of Engineers, Pittsburgh is the second busiest inland port in the nation and the 20th busiest port, of any kind, in the nation
- Pittsburgh is larger in tonnage than Philadelphia and St. Louis
- Each year more than 32 million tons of cargo is shipped or received through the Port of Pittsburgh. This equates to \$800 million of commerce annually
- Inland waterway transportation is generally the least costly transportation mode. Average cost is \$0.01 per ton mile of cargo moved; in comparison to \$0.05 for rail and \$0.10 for truck



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Evolution of Pittsburgh's Riverfronts



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Land and Water Trails

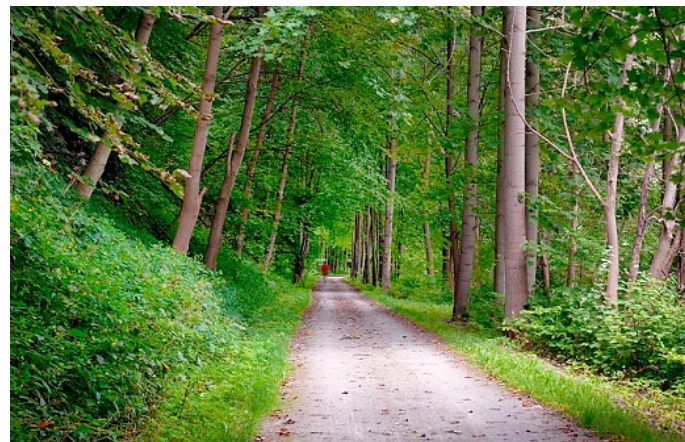
- Recent completion of the Great Allegheny Passage - 320+ mile long non-motorized corridor from Pittsburgh to Washington DC
- 180 to 220 miles of additional trail linkages to Cleveland, Erie and Buffalo are underway
- More than 100 miles of designated water trails within the 10-county metropolitan area
- Host city for the 2014 ProWalk/ ProBike Conference
- Allegheny County possesses the 13th highest per capita boat registrations in the US; behind twelve Florida counties



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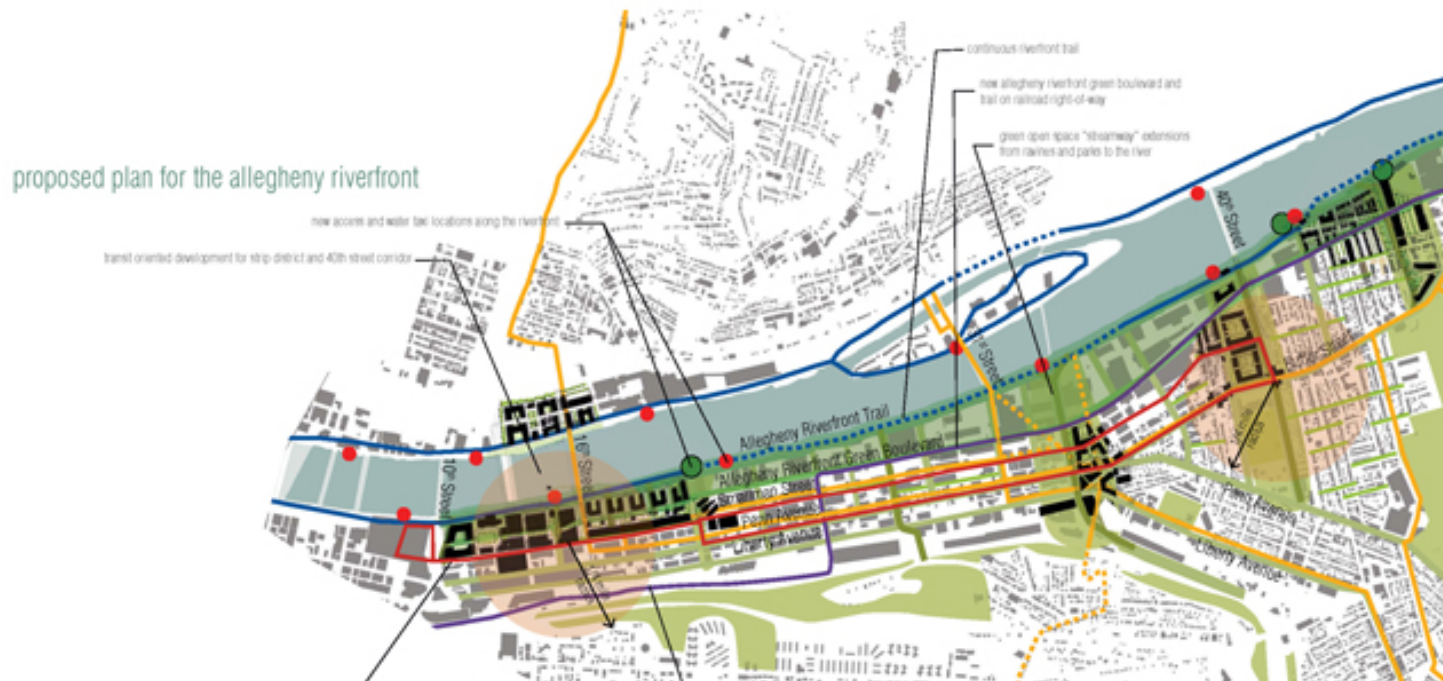
Land and Water Trails



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A Refocused Allegheny Riverfront



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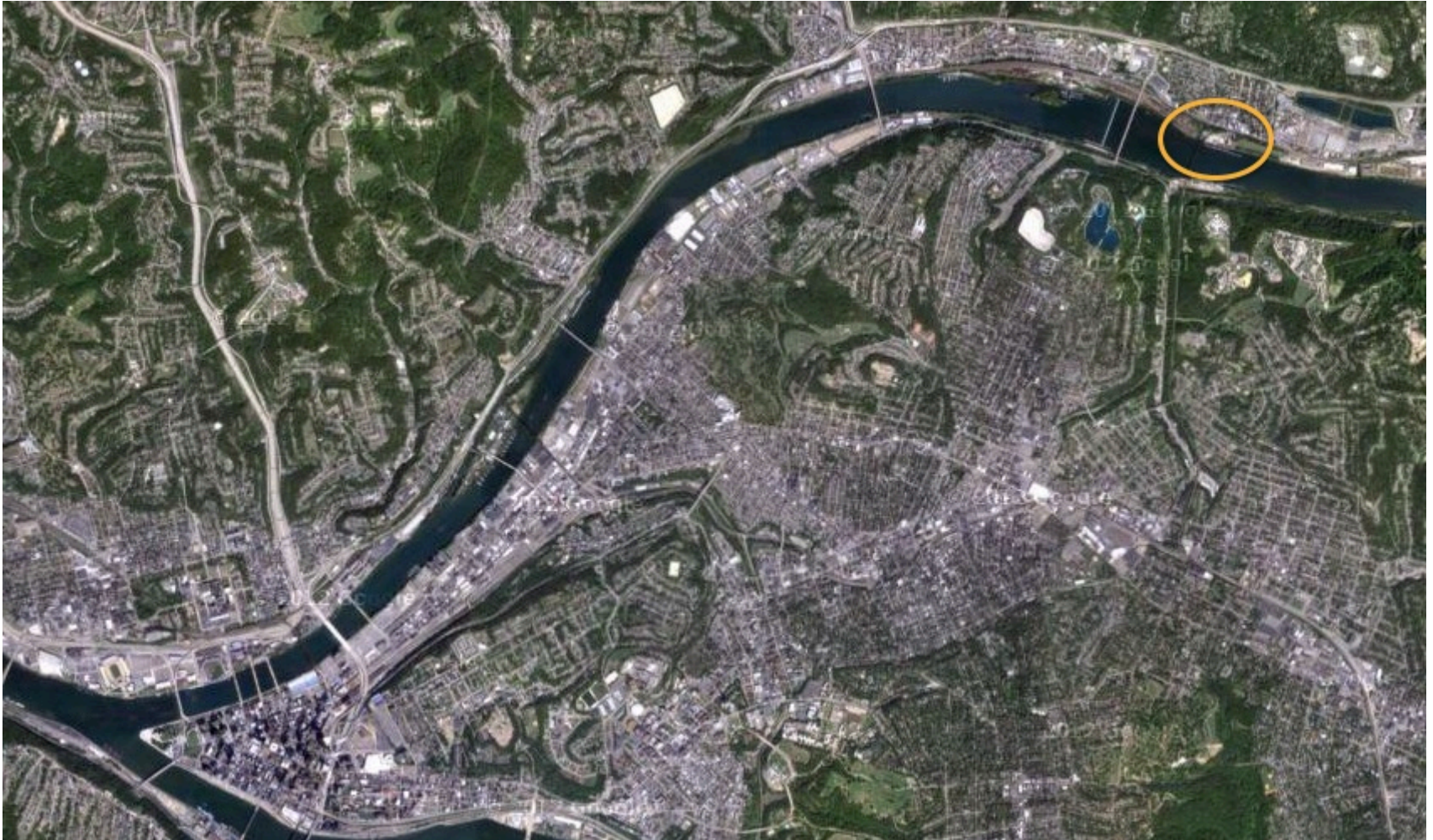
Initial Marina Purchase (8 acres)



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Regional Location



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International Consulting Team

- Environmental Planning & Design, LLC
- NIPpaysage, Inc.
- Studio d'Arc, Inc.
- Lennon, Smith Souleret Engineering, Inc.
- Zanetta Illustration, Inc.
- 360 Intelligent Marketing, Inc.
- Pennoni Associates, Inc.



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Broad-brush Planning Issues



- ◆ Federal Lock and Dam Facility
- ◆ Scrap Yard
- ◆ Extensive Infrastructure Corridors
- ◆ Public Water Treatment Facility
- ◆ Norfolk Southern Railroad
- ◆ Short-Haul Elevated Railroad
- ◆ Recreational Marinas
- ◆ Frequent Floods

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Broad-brush Planning Issues



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Broad-brush Planning Issues



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Public Preferences

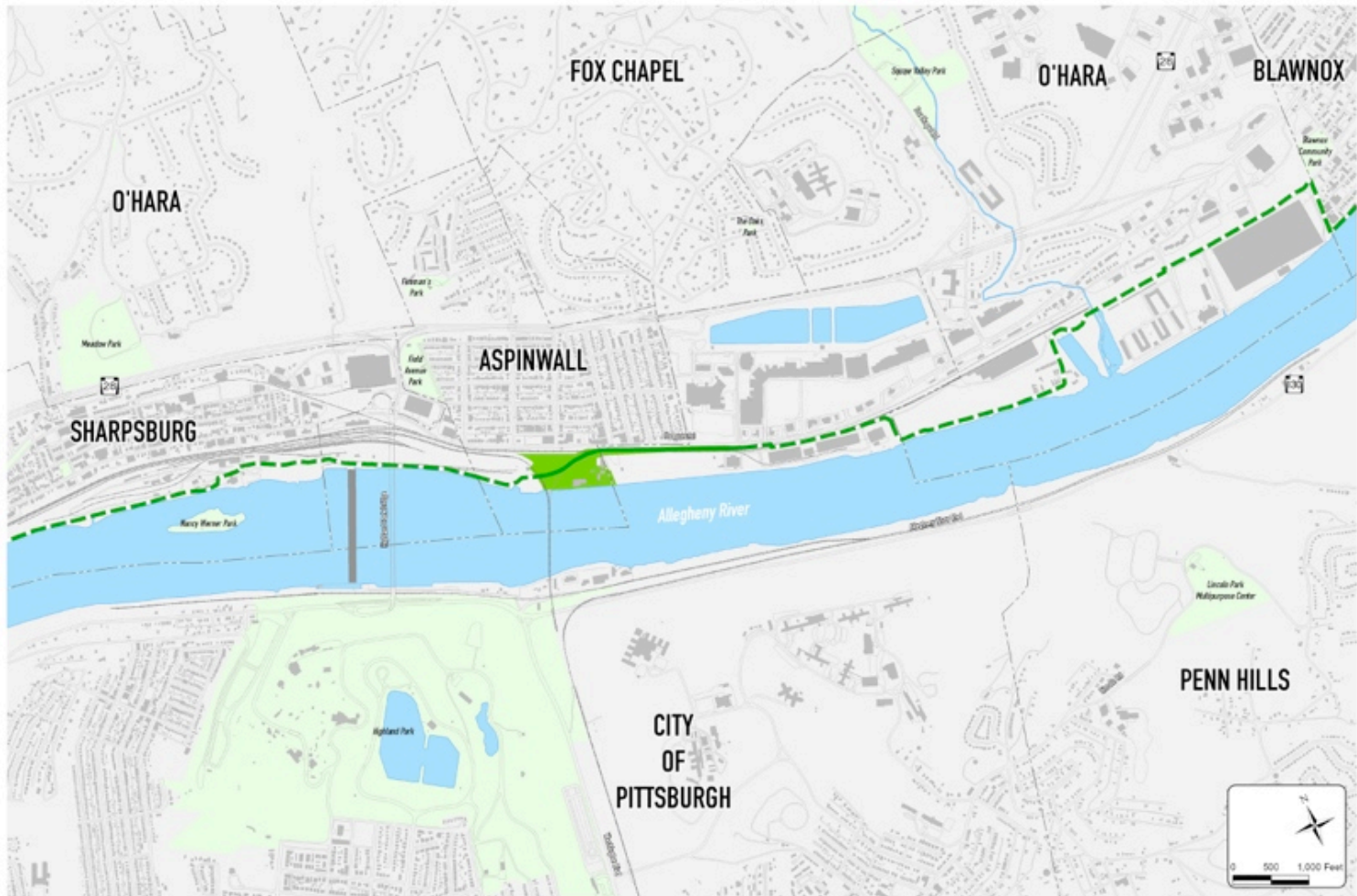
- Trails
- Play Spaces
- Water Access
- Grass
- Safe Connections to Neighborhoods



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Regional Trail Connectivity



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Detailed Design Challenges



- Public Works Facility
- Separated from Downtown
- Offset Traffic Intersection
- Active Marina Operation
- Year-round Boat Residents
- Boater Security and Privacy
- On-site Safety

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Detailed Design Challenges



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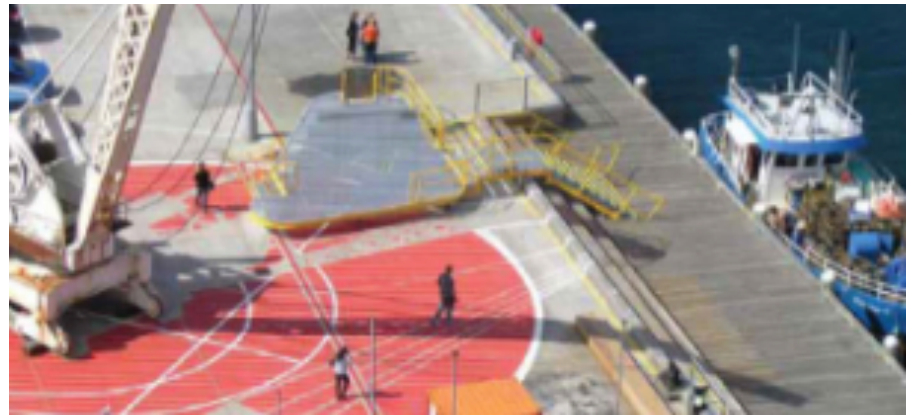
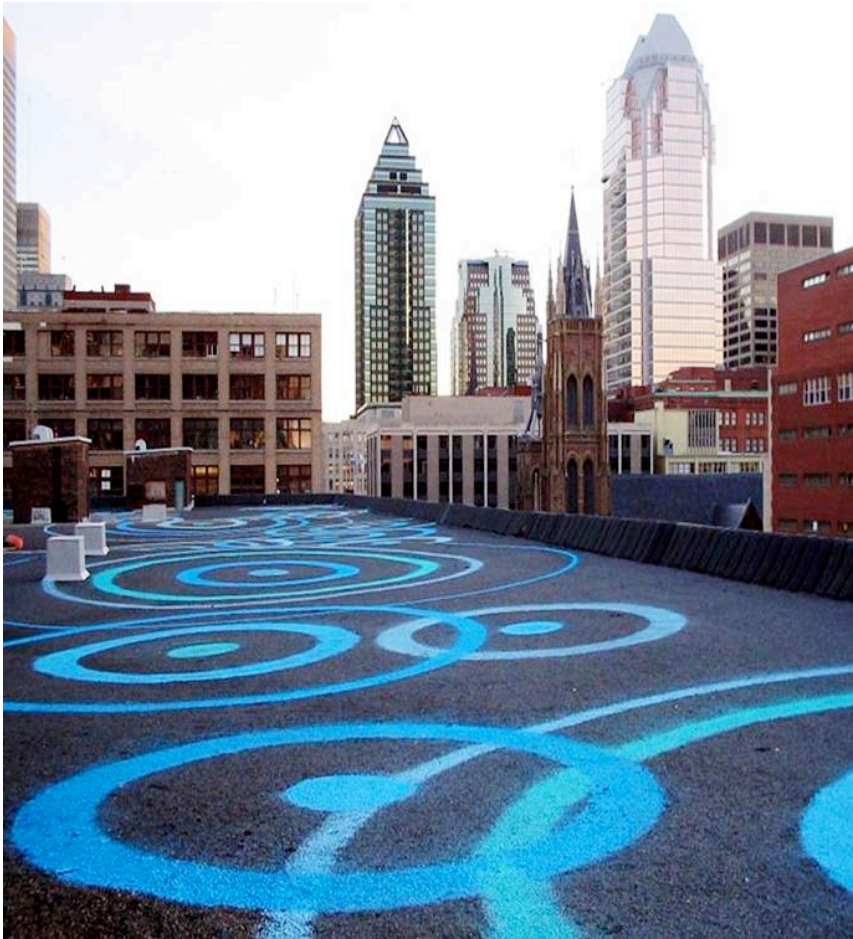
Design Concept



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Short-Term Vision and Concepts



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Short-Term Master Plan



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Short-Term Vision and Concepts



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Short-Term Vision and Concepts



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Anticipated Elevated Railroad Purchase (5 acres)



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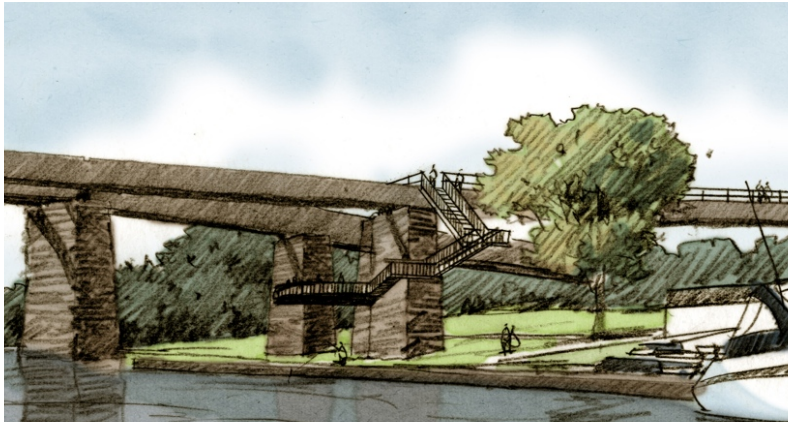
Long-Term Master Plan



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Additional Concepts



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Closing Thoughts

- 💧 Involve stakeholders and adjoining property owners early and follow-up when solutions begin to emerge
- 💧 Transform operational challenges into program and design opportunities
- 💧 Use local vernacular as the design “brand” and to define a unique “sense of place”
- 💧 People want trails and water.... give them trails and water!
- 💧 Industry, commerce, residency, recreation and ecology can co-exist when a balance is struck
- 💧 Smaller and more diverse program elements are preferable over a single large-scale element

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For More Information:

Andrew JG Schwartz
Managing Principal
Environmental Planning & Design, LLC
andrewschwartz@epd-pgh.com

epd-pgh.com

EP&D

Environmental
Planning & Design, LLC