INTERVENTION IN THE HILL DISTRICT
PITTSBURGH, PENNSYLVANIA
Design Team

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INTERVENTION IN
THE HILL DISTRICT
product of an urban design laboratory 1992-1993

studio of professor david lewis
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Architecture is a profession of intervention. It occurs as an intersection of the past and the future of a particular place and at a particular time in the lives of the people who inhabit that place. When we draw, we propose actions which change that place and those lives permanently.

Most of our professional lives as architects will be concerned with urban sites, and therefore with "the urban condition". The most obvious impacts of the proposals we make are physical (form and space, materials, setbacks, circulation and parking, etc.). Other impacts are social and economic. Yet others are cultural or historical. Indeed every site and every building is part of a network of concerns. And creating policies for these concerns is urban design.

While the need for comprehensive metropolitan plans is crucial, detailed urban designs at community scales within the layer picture are also of crucial importance. Urban designers are like family doctors. We are seldom called in if everything is going well. Clearly the downtowns and inner cities of most American metropol are in desperate need of help. But so too are historic neighborhoods. And suburbia is by no means exempt.

At Carnegie Mellon University we have established an "urban laboratory" in the final year of professional studies in the Department of Architecture. We engage a living piece of Pittsburgh, the city all around us. By seeing it, and feeling it physically for ourselves, by understanding its internal agendas, and, by reviewing those agendas in terms of the layered picture of metropolitan change, we learn to use design as the language of our proposals.

The subject of the 1992-1993 urban laboratory is the inner city neighborhood of Pittsburgh called The Hill. It is immediately to the east of The Golden Triangle, or Pittsburgh's downtown. It is poor, segregated and blighted. To the south is a steep bluff. Further east is Oakland and the University of Pittsburgh. From The Hill, the views of the office towers of Pittsburgh's corporations, and of the confluences of the two majestic rivers, the Monongahela and the Allegheny, are among the most dramatic of any city in the world. Yet within The Hill there is poverty and despair.

In an attempt to bring new hope to The Hill, 550 units of middle income housing are currently being built by McCormack Baron & Associates, working with the city's Urban Redevelopment Authority, a citizen's non-profit development corporation, Hill-PAC and UDA Architects. Crawford Square is one of the largest inner-city developments under construction in any city in the nation.

The CMU Urban Laboratory is based on the notion that this large development will be successful as planned, and will act as the threshold for several further projects as the next stage in revitalizing The Hill and restoring both its self-esteem and its economic upward mobility.

- David Lewis

The HILL DISTRICT

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INTRODUCTION
The community perception that there was an intention to isolate the "Hill" was born when the plans to eliminate housing in the lower "Hill" and build the Civic Arena were unveiled by those in power.

The Crawford Square Development hopefully will bring economic integration into the "Hill" Community. All these projects developed by the students in this class will make a significant contribution to eliminate the perception of the Hill being an isolated area.

Traffic bridging west of the Civic Arena, connection of the Birmingham Bridge along Kirkpatrick Street with an incline to the Strip District will link the Strip to South Side Pittsburgh (not far from the Mon Valley). The Spine Line being routed up Centre Avenue to Kirkpatrick Street or Soho Street and continuing to Oakland will be significant in eliminating the perception of the desire to isolate the "Hill" (North Side and Downtown will be linked).

With all the transportation links, the projects that propose a Sports Facility, Farmer's Market, Facility for Performing Arts and the like will make the "Hill" a booming community.

If the "Hill" is to be vibrant and the perception of isolation of the "Hill" is to be eliminated, new housing structures will be an important incentive for people to stay in the "Hill" and encourage new people to move into the "Hill". There are ingenious projects that rehab and maintain older structures and create enviable housing in Addison Terrace, an area considered by many to be blighted. New housing on Wylie Avenue will also contribute to the commercial corridor on Centre Avenue.

The Crawford Square Development is viewed by many community members as the genesis of the return of the "Hill" to the vibrance many remember the "Hill" in the past. In order to bring Crawford Square and all of the proposed improvements—transportation links, commercial corridors, sports facilities, farmer's market, facility for the arts, housing for senior citizens and upward mobile families—it is absolutely necessary that Government, Capital Investment and the Community come together and make the "Hill" the best place in the city in which to live.

-Dwayne Cooper
As of April 1, 1993, McCormack Baron & Associates (MBA), the owner/developer of Crawford Square, had accepted for occupancy over 100 units. The remaining units, for a total of 203 units, will be complete in approximately six weeks. Currently about 50 families have moved in to the completed units and another 50 have been leased. Twenty sales apartments have been signed for "for sale" houses on the eastern portion of the site, eight houses are nearing completion, and construction is about to start on the balance.

Urban Design Associates has been retained by MBA to proceed with Phase Two and begin to look in future directions. Phase Two consists of two parts: completing the blocks between Crawford & Miller Streets, six units; Crawford & Protectory Place, 20 units; and east of Protectory Place to Wylie Avenue, 40 units, including Protectory Place Park. The number of units in the second part of Phase Two is to be determined. It will be located in the block bound by Foreside, Crawford, Vine and Reed streets currently occupied by the Orbit Engineering parking lot. Further directions include those sites between Crawford Square and the defunct Hill Phoenix Shopping Center including expansion of the retail area to the south.

- Steve Casey
You cannot talk about the people of the Hill District without acknowledging the people who live there. They have a resilient spirit that cannot be denied. Through urban renewal, master plans and redevelopment attempts, the residents of this community have remained committed to a vision of this neighborhood as a place that could sustain families and support businesses. The people of the Hill District have not always agreed on the methods to achieve this vision, but they have actively worked to have a voice in what goes on here.

More and more, they are taking a very pro-active stance and looking at building alliances which will assure their views will not be dismissed or overlooked.

- Terry Baltimore

Abe Loeb was raised in The Hill some seventy years ago when The Hill was a multi-racial community with a sizeable Jewish population. He told us about playing basketball on multi-racial teams, and about playing baseball with players from the Pittsburgh Crawfords of the Negro League. He spoke about Wylie Avenue in the days when jazz clubs abounded, and about ethnic shops, particularly Jewish bakeries and soulfood restaurants. In those days there was little racial tension but fierce territorial boundaries. When his teams played against other neighborhoods, he and his friends escaped as quickly as they could when the game was over in case of confrontations, particularly if the Hill District teams won.

- Abe Loeb
In spite of its location adjacent to Downtown Pittsburgh, The Hill is an isolated community. Demographically it is racially segregated and poor. But its demographic isolation is emphasized by natural geography and manmade barriers. To the north is a steep escarpment which separates The Hill from the Strip District and the Allegheny River. To the west, the Crosstown Expressway and the huge Civic Arena urban renewal development cuts The Hill off from Downtown. To the south lies the Forbes-Fifth Corridor; and to the east a steep topography inclines downwards into Oakland with its universities, hospitals and other institutions.

Linkage into and out of The Hill therefore becomes a central theme of the proposals made in this report. Two principal north-south routes, Dinwiddie and Kirkpatrick, link The Hill southward across the Monongahela River to the South Side, and northward to the Allegheny River with a proposed incline. Centre Avenue in the east-west link, with new developments incorporating the Civic Arena into a continuous piece of city and spanning the Crosstown Expressway. Beneath Centre Avenue runs a rapid transit line, with stops at Dinwiddie and Kirkpatrick.

As you turn the pages of this report you will see a sequence of projects along these links. At Kirkpatrick and Centre you will find a new market and theater for performing arts built around the rapid transit station. In an adjacent project you will find the commercial core of The Hill revitalized, with rehabilitated and new shops, and a spectator sports facility. At Dinwiddie and Centre you will find a new civic square, with library and computer facilities also built around the rapid transit stop. As Centre Avenue continues towards Downtown past the new housing developments at Crawford
Square, a series of new housing developments and offices are proposed around the Civic Arena in order to overcome The Hill's isolation from the Golden Triangle.

Other projects include replacing the big existing public housing developments at Bedford Square and Addison Terrace, which emphasize a further layer of isolation within the overall isolation of The Hill, with new housing, both rental and market, and a "Pattern Book" for housing for scattered infill sites will provide a range of housing options, from low-income to market, as a means of restitching historic streets.

Underlying all these projects is a determination to bring a new economic base to The Hill, and new economic opportunities as the basis for the community's revitalization and the rebirth of its self esteem.
The Hill District - A Proud Past
based on Franklin Toker's *Pittsburgh: An Urban Portrait*

When we look at the Hill District today, the images provide only a trace of the vitality of life from its past. From Pittsburgh's early frontier period to the post-steel era, the Hill District has been an integral part of the city's urban history. Its traditions, culture, and population have gone major transitions in conjunction with changes that affected the entire city. Generally, four major periods comprise the chapters that mark the story of the Hill District.

From the early to late 1800's, the Hill District served as a fine residential community for professionals of the city. With dramatic views of both rivers and its close proximity to the thriving center of the city, it was only natural that the area developed a high social standing. According to Franklin Toker, until the 1840's, the Middle Hill was 'parceled into a dozen estates with handsome Greek Revival mansions'. Its image grew through the years with additional grid streets and town houses to encompass a population of about 300 professionals in 1877 according to a census survey.

With the rise of industry, the influx of European immigrants in search of a new life overwhelmed the community. An amalgamation of ethnic identities occupied the Hill District and recreated the area's image as a working class community. This strong social diversity fostered radical activities from Abolition to Socialism throughout this period. Its housing density increased with the economization of land to create affordability for these new residents. Late into this period, during the 1930's, the federal government initiated several large public housing projects such as Terrace Village and Bedford Dwellings to temporary house new immigrants. If we look on any map of the city, these projects still define the current boundaries of the Hill District on its north and south sides.

During this period, the black population gradually grew into a majority of the area's residents and began redefining the identity of the Hill District once again. Blacks represented an small but essential element of continuity from the previous period with small isolated communities of runaway slaves thoroughout the Hill District (Hayti, Lacyville, and Minersville) during the 1800's.

*TOP: map of Pittsburgh between the 1930's after the completion of the public housing developments and 1950's before urban renewal*  
*LEFT: Upper Hill's Whitesides Road shortly before urban renewal (Pittsburgh Housing Authority)*  
*RIGHT: the north end of Kirkpatrick Street in 1910 as a dirt road (Carnegie Library of Pittsburgh)*
HISTORICAL OVERVIEW
With the Black Migration from the South, these small communities served as a foundation for the arrival of more blacks. And, by the early 20th century, their numbers included businessmen, small manufacturers, and about 1600 steelworkers. By the 1940’s, the overall identity of the Hill District transformed into the heart of the black community in Pittsburgh.

It was in this period that the history of the Hill District was most memorable. Jazz, nightlife, and baseball animated black culture and tradition within the Hill District. Lena Horne, Billy Eckstine, and Art Blakey among other musicians started their careers in the clubs such as the Crawford Grill. Wylie Avenue was always packed with throngs of people in its heyday from the 1930’s-1950’s. The community’s black newspaper The Pittsburgh Courier had a national distribution. And the Pittsburgh Crawfords brought America’s pastime to the Hill District and produced several championships in the Negro League.

In 1955, this was all to change. In an effort to redevelop the Lower Hill, city leaders with $17 million in federal grants in hand began a reconstruction project which razed buildings in an 100 acre area to create the Civic Arena. Other buildings were to be developed to create a cultural Acropolis for the city, but these were never initiated. The fabric of the physical city was thoroughly damaged and marked the point of decline for the Hill District. In addition, with the legal elimination of segregation and discrimination, many black residents moved to more affluent urban and suburban areas in Pittsburgh. This drain only reinforced the socioeconomic decline of the Hill District.

Today, the Hill District is a shell of its former self. Poverty and decay abound the area. Crime and drugs are prominent activities. The exodus of residents still continues. The housing stock is in constant need of repair. A fear and animosity boils beneath the surface for many residents. In its ‘perch’ above the rest of the city, it has become isolated. Yet, some residents remain proud of their past and still regard the Hill District as the center of the black identity. Unfortunately, efforts at revitalization such as the Hill/Phoenix Shopping Center and URA buildings improvements, thus far, have proven largely unsuccessful or ineffective. Thus, it is hoped that the scale and nature of the new housing community of Crawford Square in the Lower Hill will serve as an impetus for change - a reversal of trends transforming the Hill District’s current image, yet in some way preserving its valued past, in still-to-be-written pages of its history.
1 Typographical

Contour Map

The Hill District has boundaries on three sides. To the north The Hill is separated from The Strip District by a steep embankment and Bigelow Boulevard, a major traffic artery into downtown. On the south steep topography and The Forbes/Fifth corridor separates The Hill from the banks of the Monongahela River. A deep revine, which houses The Crosstown Expressway separates The Hill from downtown. Within The Hill itself, the terrain is varied. The slopes and changes in contour and elevation often define small sub-neighborhoods of The Hill.

2 Layout

Street Grid

The Hill District imposes a grid system placed overtop its drastic contours. A general hierarchy developed from the grid, with the routes running east-west having more importance than those running in the north-south direction. The most important street of The Hill would be Centre Avenue, and east-west route that becomes the primary link between The Hill and downtown. Centre Avenue also houses the majority of The Hill's commercial activity. Secondary streets of importance would be Kirkpatrick and Dinwiddie, which run in the north-south direction. These streets provide entrance points to Centre Avenue and the "heart" of The Hill. Bedford, Wylie, and Webster Avenue, which also run in the east-west direction are important internal streets.

3 Built Patterns

Figure Ground

Most structures of The Hill are on the residential scale, with larger building fronting Centre Avenue. The majority of the buildings address the street with very little, if any set back. In the recent past many buildings have been removed, leaving many empty lots in the general row house configuration. A great number of houses now stand vacant and without revitalization they too will become empty lots. Urban Renewal projects of the 50's also removed large areas of densely patterned development of the original buildings. This can be seen around the Civic Arena and the public housing projects, where the emptiness and different means of building organization and footprint establish a new system.
1 Zoning
- R1 single-family residential
- RP planned residential
- R4 multi-family residential
- S special
- AP planned residential/commercial
- C3 commercial

2 Places of Interest
- civic
- community
- religious
- historic

3 Traffic Flow
- one way streets
- two way streets
- two way, heavy traffic
- parking
The Design Studio Process

At the conclusion of Part One, a series of policies for The Hill were proposed. The most important of these policies were:

- To establish east-west links from Downtown Pittsburgh to Oakland with The Hill at midway. These links include traffic corridors such as Centre Avenue and rapid transit.
- To establish north-south links, so that The Hill can benefit from the Forbes-Fifth corridor, and also be related by funicular to the Strip District.
- To revitalize the commercial/cultural/entertainment core of The Hill.
- To develop new and infill housing which will address low-income needs as well as restitching the inherited historic residential fabric.
- To bring employment opportunities into, or adjacent to, The Hill.

Eleven individual programs and projects, one per student, were therefore developed, leading to detailed urban design and architectural interventions. Dwayne Cooper, past president of the Hill PAC, and Terry Baltimore, a social services provider at The Hill House, acted as spokespersons for the community and as critics as the projects moved forward. John Rahaim, Senior Urban Designer in the City’s Department of City Planning, acted for the public sector, and Stephen Casey, UDA’s project architect for Crawford Square, set critical criteria for the “urban fit” of the Crawford Square development into The Hill.

The eleven individual projects were organized in the following phases:

- Program
- Sketch Design
- Design Development
- Final Products

The Projects are:

1. The South Side.
2. The Forbes/Fifth Corridor.
3. Redevelopment of Public Housing.
4. The Centre Avenue commercial core.
5. A scattered housing “Pattern Book” for The Hill.
6. Funicular from The Hill to the Strip.

As the accompanying map shows, linkages provide the basic armature holding these projects together.
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AREAS
INFill HOUSING AND INTERVENTIONS ALONG 21ST STREET IN PITTSBURGH'S SOUTH SIDE

This project directly addresses issues concerning:
- Infill Housing & Professional Housing
- Duquesne Brew House Rehabilitation
- 21st Street Boulevard Street Treatment
- Local Small Market Squares
- Extension of PAT's Light Rail Transit System
- HOV Commuter & Truck Bypass of Route 837 (Carson Street)
- Entrance to the Expanded Riverfront Park

INFill HOUSING & PROFESSIONAL HOUSING

Proposed is a preliminary pattern book of infill housing that could be used to rebuild housing in keeping with the South Side's vernacular stock in locations where there are empty lots or underutilized buildings.
The South Side's housing stock for the most part is rapidly decaying. The typical South Side house fronts immediately on the street, often with no yard and with a small stoop. The main floor is raised off the ground by three or four steps and is often covered by a small canopy made of aluminum. Residents hang plants and bird feeders in these stoops, the streets themselves being generally bare of all but scattered, thin trees. Sidewalks are a collage of old red paving bricks in a herringbone pattern, cobblestones, or deteriorating concrete. Few grass curbs exist in the South Side.

Houses are typically tightly spaced, with narrow fronts to the street and long sides set next to their neighbors. Tiny sidewalk alleys lead to backyards protected and claimed by the buildings that confront them. Outdoor life typically occurs on the front stoop or by chairs set out on the sidewalk, or behind in the small back yard. Streets of housing show little deviation from a two to three story building height and 15-20' wide lots by 60'-100' deep.

The need for new housing has been suggested by the phenom-
THE SOUTH SIDE
BY STEVE AUTERMAN

INTERVENTIONS
Street, and are notably the largest and most visible structures on the South Side since the J&L steel mill was demolished in the past 2 years. The Old Brew House was built in 1899 and across from it the Clocktower building was built in 1950. Plainly visible from I-376, the Hill District, and places up and down the Monongahela River, the Clock (WTAE) is a great icon and distinguishing mark that every Pittsburgher is familiar with. The historic Duquesne Brewery, currently the subject of great effort by the Brew House Association, a collective of artists who are rehabilitating the Brew House for artist studio spaces.

The northwest quadrant of the Brew House building has already been converted into studio spaces, though the large "dead zone" that used to hold massive holding and fermenting tanks along the southern face of the building is currently empty. Proposed was a series of individual two floor apartment units, 1100 sq. ft. for one bedroom units, 1300 sq. ft. for two bedroom units. Each unit is built according to the same design specifications except the central focus, the kitchen/living room counter area. This central area could be designed with a special flair by the developer, or by the apartment occupant, thus lending its own individuality to the unit. The second floor affords special sitting and balcony areas or workspaces that overlook the two story high living area, and the large windows facing south to the South Side Park. Parking would be accommodated amply beneath the proposed LRT line.

**21st Street Boulevard Street Treatment**

To improve the pedestrian access and environment of the South Side I recommend a program for upgrading the sidewalks and streets along 21st Street and Carson Street. 21st Street is an abnormally wide street that used to have a set of rails for the transport of coal cars from the South Side Slopes to the riverfront steel mills.

As such, it is 60' wide, and it is proposed that a 10' wide central planting strip and two similar strips be planted along the edges of the roadway. Red brick herringbone pavers would be laid immediately adjacent to the street alongside the concrete sidewalk. Occasional
Right: Clocktower with WTAE Clock, as seen from Jane Street. Infill housing and marketplace is proposed for the site of this decaying metal building.

Programs for redevelopment of sidewalks and tree plantings include a single row of trees on either sidewalk edge spaced at approx. 30' intervals with occasional flowerbeds or shrubs. Trees planted are to be of at least 5-10 years maturity, with soil and grate covers. Sidewalks will be rebuilt in two strips: 5 wide concrete walking area will be poured along the edge of the building line, and a 4' wide herringbone brick pattern with alternating tree and other planting areas will be laid alongside the street curb edge. Sidewalks will be rebuilt with standard handicap/bicycle curb cuts at the corners. Occasional sitting benches will be installed closest to street corners and bus stops. New lighting fixtures with globe light covers and horizontal rods for attaching banners or flags will be installed at the corners on either side of the street, and in the center of the block in the central planting strip.

21st Street will receive additional treatment by filling the middle 10' of roadway (currently gravel surface parking) by a center zone of tree, flower, and shrub planting managed by the local community organization. This boulevard will begin to take on the attributes of a linear park extending from the Brew House to the gateway to the Riverfront Park.

**Local Small Market Squares**

Two small local markets mark two ends of the major 21st Street axis, one associated with the Brew House and clocktower, the other with the Riverfront Park. Each is within walking distance of many residents, and is adjacent to a potential community and regional center.

**Extension of PAT's Light Rail Transit System**

Located within and behind the old Brew House building will be a Transit Station which will serve as one of two South Side stations of the PAT system Light Rail Transit system originating in Downtown Pittsburgh. Here trains coming from downtown and Station Square will stop on their way to Oakland or Homestead and beyond. The station will serve as
**The South Side**

By Steve Auterman

A major point of entry/exit for South Side commuters and professionals, as well as the first experience visitors to the South Side will encounter.

The station will also be a major focus of the South Side rubber-tire Trolley, a roving bus that reaches all points in the South Side in two 15-minute loops. Incorporated into the station will be a small market for the sale of basic necessities for the convenience of the South Side residents, as well as a link through the Brew House to the Professional Housing/Clocktower courtyard square and its larger market, medical services, and small commercial shops. Just across the street is the South Side Hospital, and the 21st Street Boulevard which leads to the gateway into the Riverfront Park. Future expansion space is available for an incline or bus system to better service the South Side Slopes.

An extension of PAT's Light Rail Transit System is proposed to branch off from the Southern Line at Station Square, and to follow the Conrail line at the base of the Slopes, with a stop at 12th Street and 21st Street by the Brew House and South Side Hospital. Serving the new residents of the Brew House and Infill Housing, the Hospital visitors and staff, and the shoppers and professional service users at the market square as well as residents of the Slopes and Flats, this station would link residents to Downtown by means other than the buses that run on Carson Street. The extension could easily continue along to Oakland via the J&L Steel Hot Metal Bridge and Panther Hollow existing train tracks. From there, connections could be made along to East Liberty or Downtown again via the busway. Commuter parking would be available beneath the tracks and in an expanded parking lot currently used by the South Side Hospital.

**HOV Commuter & Truck Bypass of Route 837 (Carson Street)**

Running parallel to the Conrail line and the LRT extension is a proposed Route 837 bypass limited to High-Occupancy-Vehicle commuter traffic and large trucks. This is an effort to take some of the damaging large and congested traffic that uses Carson Street on as a means to pass through the South Side away from the historic and commercial areas. By limiting usage to only those who have no intention of stopping in the South Side, it is my belief that this will help resolve some of the dangerous traffic problems along Carson Street.

Both the LRT and Bypass will utilize an already built Conrail berm and bridge system that does not interfere with normal street traffic. The bypass will connect to Carson St. near the base of the Liberty Bridge, where the South Side Flats begin to widen away from the river's edge, and will rejoin Carson at 24th and 27th Streets and towards the edge of the J&L steel site. This will be two lanes, one in each direction, with single turning lanes at the eastern edge of the bypass.

Right: 21st Street Boulevard Street Treatment Plan and Infill Pattern
Book Housing Types A, B & C.
Entrance to the Expanded Riverfront Park

Finally, the northern termination of the 21st Street Boulevard and Market area is a new entrance to an expanded Riverfront Park. Currently on a small strip of shoreline accessible by a single back entrance, the Riverfront Park would spread to encompass the entire riverfront property including now defunct rail yards and sidings. Proposed is a new set of meandering paths that allow for close interaction with the water, greenspace, and occasional overlooks. The area is currently abandoned, and often used by local residents, but rusting rail lines, broken glass and tires, as well as overgrown weeds and pits pose many dangers. Clearing and replanting the riverfront area would provide an opportunity for a one to two mile long linear park taking advantage of the South Side's riverfront access, and fantastic views towards Downtown, the Hill and Oakland. I propose a small complex of retail shops, market stalls, and small restaurants and other commercial uses which may take advantage of the park and recreation uses. I propose that the design should take on as much of a pedestrian orientation as possible, and to promote a green and growing environment.

Right: The extraordinary and the mundane sit side by side in South Side's residential districts.

Above: Duquesne Brew House as seen from the new LRT Station.

Left: Details and nameplate from the Brew House.
The basic goal for the Forbes and Fifth Corridor as a part of the overall hill area's redevelopment plan started as a major employment opportunity for the hill residents by integrating the area into its bordering neighborhoods, namely the downtown, Crawford Roberts, the hill and the south Soho district. The new design of various uses such as residential, retail, office, limited light industry and downtown office expansion with the emphasis on the first three redevelopment.

Continuing the current development trend, Fifth Ave. from Dinwiddie and west would remain as a major retail street for the neighborhoods and become mainly residential east of F/D connection. Office space would be developed both above retail and as independent buildings (mainly along Forbes). It's believed that with the proximity to downtown, the rapid growth of the large institutions such as Mercy Hospital and Duquesne University south and, and the reinforced N-S connection to the Blvd. of Allies the rebuilding of F/F corridor would contribute significantly to a betterment of the hill community.
THE HILL DISTRICT

INTERVENTIONS

Forbes/Fifth Corridor

By Michael Ho

The Fifth and Dinwiddie Connection

As a major connection to the center of the hill, the Dinwiddie and Fifth's T-shaped intersection is perceived as a critical portal both physically and mentally. The presence of the Fifth Avenue High School as one of the most historically significant building in the area and the terminator of Dinwiddie Street further reinforces this connection's uniqueness. Therefore, the new scheme proposed the moving of a N-S street-Miltenber burg to enlarge the current block of Fifth Avenue High School. It is hoped that with this change a more formal and balanced setting would be provided for this special monument.

North South Connection

The two streets therefore bordering the new block, Gist and Van Brahm would serve as primary linkages to the Blvd. of Allies. Three types of housings are proposed in the new development along these two linkage streets, along Forbes and at the river front (Blvd. of Allies). Housings types comprises the single family townhouse, mid-rise apartments (3 and a half stories) and the high-rise apartments (20 stories).
Existing Fifth & Dinwiddie Connection
New Housing Developments
1. Town Houses
   Townhouses are also proposed along the Gist, Van Brahm and on the newly extended Locust Street. Those houses, along with the infills along the edge of the development, are strongly recommended to follow and reinforce the consistent residential image of the area. Generally, care is taken with the respect to the building's height, opening patterns, primary facade materials, the roof composition and etc. Parking are provided by both on-street and independent garages.

2. High Rise Apartments
   The new high-rise apartments proposed along the southern edge are designed to maximize the luxury of the magnificent view of the river and the South Side across. In considering the fact that they will be closely exposed to high-speed Blvd. of Allies, the first three floors will be served as parking, entry, recreational and general administration spaces. In addition, heavy planting and green space are proposed to buffer the traffic noises. As an amenity to the development, recreational spaces and club houses with tennis courts, basketball courts, open green space, playground and etc. are also provided in adjacent to the high-rises.
III. The Mid-rise Apartments

The mid-rise garden apartments are developed around the Fifth Avenue High School in a U-shaped fashion on east side of Gist, west side of Vanbrahm and south side of Forbes. Given the fact of these apartments are in the immediate proximity to Fifth Avenue High School they are designed to both reflect the special character of the monument's being oriented to and the characters of their own. As a result, the apartments are designed not to exceed Fifth Avenue High School's height. Moreover, as displayed by the Fifth Avenue High School's elevation the new apartments will have a clear base, building shaft and roof components. Of the total nine garden apartment buildings the largest is the one facing directly the south side of Fifth Avenue High School. This complex, running almost the entire new block's length, not only serves as a backdrop for the Fifth Avenue High School in front but also attempts to tie the overall development together by having its only break in axis with the monument and the high rise apartments at the southern end.
In creating linkages for the Hill District, an equal vigor must subsume surrounding areas in order to effectively create permanent change at a holistic level. Because of the adjacency to the Crawford Roberts Housing Project on its north side, the Forbes / Fifth Corridor, an area of typical urban decline, must be stimulated to contribute to overall revitalization of the city. The area is prominently located at a significant juncture point between Downtown, the Hill District, Oakland, South Side, and the new High Technology Center along the Monongahela River.

The area is clearly divided spatially into zones that reflect different uses. To the east, a traditional neighborhood commercial area along Fifth and Forbes Avenues serves as the heart of an adjacent residential area. To the west, institutional uses and businesses associated with Downtown dominate.

With the decline of the area, these zones have become clearly delineated through the framework of the existing city block structure. Along the edge of both zones, the built mass has been removed to form a relative threshold of openness from Magee Street to Pride Street.

A potential exists to redevelop this area as an east-west transition in the urban experience from the neighborhood commercial and residential zone to the larger scale west zone and unifying the entire Forbes / Fifth Corridor into a perceivable region in terms of use and urban design.

Initial analytical studies reinforce this notion that this threshold acts to divide the Corridor into two zones. Pedestrian activity is isolated in specific areas with little need to access other adjacent areas. As such, institutional uses like Duquesne University and Mercy Hospital tend to focus in on themselves away from an outward identity. The open space is incremental in form, yet is congregated in the previously mentioned area. This openness in its lack of built use has served adequately as surface parking for nearby businesses.

The building scale shows a gradual increase in height toward Downtown as uses become larger in scale.
THE HILL DISTRICT

THE HILL DISTRICT

Fifth Avenue toward Downtown (Orbital Engineering Building - left)

Fifth Avenue elevation with guidelines and intervention (middle block)
In determining a program which would integrate the development of the site into the functioning fabric of the city, a list of goals was established. These following goals were critical:

1) integrating the existing landmark Orbital Engineering Building and the existing block structure into the overall transition of the experience;

2) finding complementary uses for the threshold development area that sustains linkages to adjacent area of the neighborhood commercial district and the downtown extension;

3) drawing from the existing public activities of the Civic Arena and the A. J. Palumbo Center;

4) drawing from the major institutions of Duquesne University and Mercy Hospital and creating an outward street-oriented identity for these institutions;

5) integrating a proposed LRT station in the vicinity of Colwell Street with pedestrian linkages to the Civic Arena and Fifth Avenue; and

6) establishing a link from the Forbes / Fifth Avenue Corridor to the Lower Hill District in use and density.

From urban design to architecture, the resolution of these goals required specific interventions that were determined through analysis, evaluation, and synthesis. The following list is the statement of these interventions:

reinforce the current increasing block sizes toward Downtown with larger street thresholds which divide these blocks, from Marion Street as a terminus on to Fifth Ave to the divided boulevard extension of Washington Place to Forbes Ave; use the corner lots to define a change in scale in both directions thus integrating the Orbital Engineering Building; control respective infill building sizes in surrounding blocks to reflect change in scale; and maintain street oriented urban form and design along Fifth Avenue including the developed site

create a magnet agency to attract light industries to the city in its revitalization, to assemble plant sites, to provide support services for new light industries in the city, and to attract prospective employees from the local population base; provide office space for front offices of these light industries in a business environment near potential clients in Downtown; relocate the displaced Vocational Rehabilitation Institute to a new center for opportunity along Fifth Avenue which includes also a new educational center for the light industry employment; and create an outlet retail center with food court which would form the terminus of the neighborhood commercial zone and attract a local as well as regional market draw
create a strong pedestrian link from the A.J. Palumbo Center into the development by establishing an after hours identity with a number of bars and restaurants and by responding architecturally to the massive image of the building; provide access from retail parking spaces to special events at the A.J. Palumbo Center and the Civic Arena to foster greater interaction with the development; and develop a pedestrian link from Centre Ave in a series of escalators to Fifth Avenue through the LRT station and the north parking garage.

extend medical lab offices into block site on Forbes Avenue to form an edge within the new development; extend the existing pedestrian space fronting Mercy Hospital to Fifth Avenue; enclose service lots of Mercy Hospital along Forbes Avenue with brick walls that limit visual access; redesign the covered bus stop to form a new public pedestrian entrance from Forbes Avenue to the hospital; and extend the isolated east-west pedestrian activity of Duquesne University north through a pedestrian exclusive Magee Street to Forbes Avenue linking A.J. Palumbo Center, a new campus building (e.g., campus security or additional academic building), and a new Tamburitzen Hall (rehabilitation of the existing physical plant building) to a formal entry from Forbes Avenue.

accommodate parking garages in secondary city blocks to the north of Fifth Avenue and south of Forbes Avenue; combine the LRT station with the north parking garage structure along Colwell Street to create a potential commuter satellite parking area for Downtown and a clear zone of modal splits in accessing adjacent uses (i.e., outlet retail center and Civic Arena); create a series of escalators/stairs descending from the Civic Arena area and a public arcade directly connected to Fifth Avenue through the city block as extensions of the parking garage and LRT station; and integrate employee parking into the service level of the retail center.

develop a new short term housing facility as a transition to the residential character of the Crawford Roberts Housing Project; increase the scale of the short term housing from the northeast side to the southwest side; and maintain a pedestrian link to Fifth Avenue from this housing.

existing figure ground plan

new figure ground plan
FORBES/FIFTH CORRIDOR WEST
BY YUJIN ASAII

INTERVENTIONS

FIRST FLOOR PLAN

EAST-WEST SECTION THROUGH RETAIL CENTER

NORTH-SOUTH SECTION FROM CENTRE AVE TO RETAIL CENTER
The outlet retail center is situated in the significant threshold point of the Forbes / Fifth Corridor. As a generator and a connector of adjacent activity, the development has a responsibility to heal the urban character in the surrounding context. In image, the building creates an appropriate transitional context in rhythm and scale. In use, the development extends similar or compatible uses into the site. In contours, the development responds to the existing slope by creating a two level pedestrian experience (entrances at both level). Through a careful process of integration and introduction, the development hopefully will provide the missing thread which will restitch the torn fabric of the city.

The placement of the development's uses respond to the commercial needs of its space. Anchor stores or prominent restaurants mark entry points into the complex. A indoor food court is situated on the east side, while a smaller outdoor square is located on the west side. A tower connecting the lower and upper shopping levels forms a focal point for the square. Upper level offices are accessed through lobbies along the Fifth Avenue or in the outdoor square. Services in the lower level under the complex are linked to shops by elevators. Medical offices form the southeast corner of the site. An open public space responds to the scale of the facing A. J. Palumbo Center.

Although it related to the urban context, the retail center still needs to generate its own identity. This is accomplished from the pedestrian experience. It concerns the phenomenology of space in terms of visual perception and its associated cognition. The issues of movement, density, location, and form are purposefully resolved to reinforce this experience. A concern for materials are also an integral part of the experience. Serial vision signifies segments of the movement through its space. (See Gordon Cullen's Townscape.)

The indoor-outdoor distinction is blurred to form an imaginable whole. The outdoor experience is pulled into the block so as to create a sense of continuity from street space to pedestrian space. From outside to inside, the signs and buildings maintain similar visual
The Problems that exist in the Hill District are diverse and complex. The origins to these problems have established continuity through centuries of socioeconomic injustices.
and cultural disparities. In a world where fundamental and spiritual needs are inherently tied to capitalistic phenomena, symptomatic pathologies discover two dominant
REDEVELOPMENT OF THE LOWER HILL
BY DAVID LEE

STRATEGEMS AND ORGANIZATIONAL PRINCIPLES

Definition of Spaces
The definition of edges and spaces is important in discerning where one thing begins and another ends. There is the attempt to handle these discrepancies through spatial and formal transparencies. The palette consists of building form and type, natural elements, pedestrian paths, and topography.

Housing
In conjunction with Crawford Roberts, the proposed residential units are an attempt to offer attractive housing for mixed income groups. The site offers single and multiple family units as well as a high rise apartment complex.

Transportation
The buslift connects the Connelly Institute with a proposed convention Center that is situated at the border of the downtown C.B.D. and the Strip District. An L.R.T. station located at the South entrance to the Civic Arena would provide Lower Hill residents access to downtown, Oakland, Squirrel Hill, and outlying areas should future expansions take place.

Topography
Natural land formations provide an inclined picture plane. Topographical variations contribute to interesting and dynamic viewpoints from downtown and the Civic Arena. The project proposal would implement a new and positive image, appropriate as a gateway to the Hill District Community.

forms: socioeconomic segregation and the displacement of identity. This project attempts to combat these symptoms through fostering identity at the microcosmic [family]
THE HILL DISTRICT

REDEVELOPMENT OF THE LOWER HILL

BY DAVID LEE

CONNELLY INSTITUTE

The existing institution is currently being underutilized and consequently underfinanced. It is situated atop a fifty foot retaining wall. The north face looks out over the Strip District, the Allegheny River, and is directly on axis with the Cross-town, a major freeway that connects the Northside with downtown Pittsburgh and the Strip.

OBJECTIVE 1

Establish a link with a proposed convention center located in the Strip District by way of a suspended buslift.

OBJECTIVE 2

Upgrade existing facilities and resources by incorporating a multilevel library, an expanded auditorium, a main plaza, a dining hall, ancillary office and conference spaces, and underground parking.

OBJECTIVE 3

Create a public lookout pad that offers unique and tremendous views over the Allegheny River and the Northside.

OBJECTIVE 4

Incorporate second floor daycare facilities that meet the community wide needs of young adults and middle-aged couples and mothers with one or more children.

OBJECTIVE 5

Establish a continuous, climate controlled public corridor that links the Connely Institute to the mixed-use high rise apartments, new commercial spaces immediately adjacent to the Civic Arena, the L.R.T. station, and multi level gallery spaces that span the north entrance to the Arena.

and macrocosmic [community] levels, and through a rejuvenated institution that recognizes the contemporary demands of educational standards and training facilities.
TECHNOLOGY HAS BEEN HAILED AS A "GREAT EQUALIZER" OF CLASSES AND OPPORTUNITIES. IT CAN PROVIDE JOBS, EDUCATION AND FREEDOM IN A FUTURE THAT PROMISES THE ABILITY TO LIVE ANYWHERE IN A CULTURE BASED ON ELECTRONIC INTERACTION.

DREAMERS OF NEW SYSTEMS OFTEN ENVISION UTOPIAN CONDITIONS, WHERE EVERYONE IS EDUCATED AND THERE IS UNIVERSAL ABILITY AND DESIRE TO UTILIZE THE NEW TECHNOLOGY. INNER CITY NEIGHBORHOODS ARE OFTEN BEYOND THIS FIELD OF VISION. INSTEAD, THE ORGANISM FROM WHICH OUR MODERN CULTURE HAS GROWN—THE CITY—IS BEING SAPPED OF ITS STRENGTH. INDUSTRIAL SYSTEMS THAT ONCE DREW PEOPLE TO THE CITIES ARE NOW REPLACED WITH TECHNOLOGIES THAT ALLOW AN EXODUS OF POPULATION. THE DEVALUATION OF OUR URBAN ENVIRONMENT IS BOTH A RESULT AND A CAUSE OF THIS PHENOMENON.
To challenge the ideas that have led people to flee the inner city, I am exploring the relationship between technology and culture through a series of urban interventions. The first part of these explorations—a community and media center—incorporates technology into an urban setting to bring greater physical and mental accessibility. The intervention also acknowledges the environment in which it is set—a strong community where human interaction is an important part of the culture. The content and form is part of a search for a new context in which our modern urban culture can develop.
T H E  H I L L  C E N T E R
By Christine Kochinski

Existing Safety Zone
1. Hill House (HH)
2. Used by HH
3. Landmark Church
4. Supermarket (vacant) and Library
5. Midrise Apartments
6. No. 2 Police Station
7. Granada Theatre (vacant)

A NEW MODEL FOR TECHNOLOGY IN THE INNER CITY
THE HILL CENTER
BY Christine Kochinski

Elements of Hill Center
1- Hill House
2- Technology Training Facility
3- Subway Station
4- Post Office
5- Library
6- Exhibition Space
7- Outdoor Theatre and Restaurant
8- Multimedia Cafe
9- New Granada Theatre
10- Police / Sr. Citizens Center
11- New Senior Housing
12- Apartments
13- Supermarket
14- Promenade to Crawford-Roberts

SECOND LEVEL SPACES
THIRD LEVEL SPACES
The programmatic elements join the hill residents at many levels. A subway station is a literal connection to the communities and jobs beyond the Hill. A renovated and expanded theatre complex brings people into the heart of the Hill. A new training center and community controlled rental space for remote downtown services connects residents to education and jobs. A new entrance and additional space for the Hill House augments the ability of the institution to bring a diverse community together.

In each of these more traditional functions lies the most effective way of impacting and integrating urban life and technology. Each of the elements, and others like a new library, post office, police station and elderly housing provide familiar and unthreatening settings for interfacing with new technologies.

For example, electronic communication can be introduced along side traditional parcel handling at the post office. A police security system that might otherwise have Big Brother connotations is tempered by pairing it with a senior community center. The public spaces and procession to the subway provide ample opportunities to inform and introduce innovations during an otherwise mundane activity.
THE HILL CENTER
BY Christine Kochinski
The form and nature of public space becomes a primary means of integration. Spaces gain relevance by connecting geographical areas of the Hill to community institutions. Changing proportions and forms create a sequential drama for those passing through. Each space in the sequence has a strong identity that provides unique opportunities for both human and technological interaction. For example, the escalator procession down the subway shaft is focused on a wall of screen with community programming and info or saleable air time. The new Hill House creates an indoor plaza that engages the original Hill House exterior.
The articulation of the spaces is equally important to create a successful space. For example, the facade of the Post Office is a highly visible corner element and multivalent threshold to the Hill Center. Taking cues from the playful Granada Theatre at the other end of the plaza, the Post Office claims a space with unique forms, multimedia elements, and prominent signage. It becomes a figurative and literal symbol of the rebirth of the Hill District.
During a panel discussion on the current state of architecture at the 1987 AIA national convention, "The New York Times" critic Paul Goldberger observed that architects are designing too many "foreground buildings," and he rightly suggested that our cities have suffered for it.

Architects, afraid of being criticized by the press or passed over by design award committees for producing boring architecture, and encouraged by developers seeking a highly marketable design statement, frequently engage in a visual shouting match: oftentimes their works are coated with some arbitrarily chosen historical style to justify their oversized, poorly planned or aesthetically unpleasant interventions. Municipal officials add to this conundrum. Cities eager to maintain a high property tax base confuse this cacophonous state of affairs by allowing developers to shoehorn increasingly larger projects into increasingly smaller sites. What has been sacrificed by such practices is the notion that a city's most valuable asset is its urban fabric—the street grids lined with sympathetically scaled "background buildings".

**Redevelopment of Centre Avenue**

By Matthew Wittmer

**The Hill District**

**Introduction**

**Summary**

**Historical**

**Analytical**

**Process**

**Highlights**

**Interventions**

**Improvements**

**Conclusions**

**Design Team**

**Appendices**
Interwoven with the existing urban fabric of The Hill is the commercial district of Centre Avenue. Long neglected, this area offers unique opportunities where linkages, urban design and sympathetic intervention can combine to revitalize the neighborhood. By strengthening a north-south pedestrian link along Erin and Kirkpatrick Streets, the low cost housing developments of Addison Terrace and Bedford Dwellings will be joined to the redeveloped commercial core. With the strengthening of the pedestrian and vehicular access along Centre Avenue and the addition of a rapid transit system from the downtown area there will be stronger links from the commercial core to Pittsburgh's Golden Triangle and the neighborhood of Oakland.

To create new opportunities and stimulate the existing commercial core, a 2,500-seat field house, studio space for artists, an open square for community activities and office and retail space have been stitched into the existing fabric. Like a donut in part, the large scale of the field house has been wrapped by new office and retail space to allow the facility to rest unobtrusively among the elegant architecture of Centre Avenue. The style, scale and materials that articulate the new facades all denote the character of their existing neighbors, while still asserting their distinctive, albeit muted, voices.
This intervention is as much a language of opportunity as it is of urban design. The addition of community-shared commercial and office space with an open court for the sale of handmade wares, is intended to empower the community with the resources necessary to improve their economic and social situation. By stitching the existing with the new, strengthening transportation linkages, and adding social services and job opportunities, it is the intent of this project to re-establish Centre Avenue as a new center for the community of the Hill.
REDEVELOPMENT OF CENTRE AVENUE

BY MATTHEW WITTMER
REDEVELOPMENT OF CENTRE AVENUE

BY MATTHEW WITTMER

THE HILL DISTRICT

REDEVELOPMENT OF CENTRE AVENUE

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REDEVELOPMENT OF CENTRE AVENUE

BY MATTHEW WITTMER

THE HILL DISTRICT
Less than half a century ago, the Hill District was a thriving, bustling slice of Pittsburgh’s social life. In those ‘Wylie Avenue days’, there was activity twenty-four hours a day. There were social clubs, sporting events, meetings, dances, drinks at the soda fountain, jazz—a whole array of entertainment that sprang from the vibrancy of the people of the area.

Time, unfortunately, has changed the Hill District for the worse. Wylie Avenue is no longer the thoroughfare it once was. Now it is a crumbling, mainly residential street that runs the entire length of the Hill but has little power. Centre Avenue has taken Wylie’s place as the commercial core of the Hill District, but it is neglected, unsupported and feeble. Has the vibrancy died?

If Centre Avenue is truly to become the new center for the Hill, it needs to be thought out in advance and then carefully anchored into the urban fabric. Wylie Square is one anchor that does exactly that.
On one end of the main commercial area, there is a civic node at the intersection of Dinwiddie and Centre. In the middle, the commercial area is being revitalized and established with the construction of a fieldhouse. On the other end, at the intersection of Centre Avenue and Kirkpatrick Street, is the cultural node.

THE CULTURAL NODE
Mimicking some of the style of days gone by, the cultural node acts as a beacon to the Hill District and to Pittsburgh as an entity. As one travels down Centre, a tower rises directly ahead. The tower stands at one corner of a large plaza and marks the entrance to the market place.

I strongly believe that one of the greatest resources of the area is the people. Each person has the ability to laugh, to sing, to tell stories, and to share their life with others. Although the African American population makes up nearly a tenth of our country, the cuisine and art are sorely underrepresented. Here, they will have a voice, and all of Pittsburgh will hear it.
As one travels down Kirkpatrick towards Wylie, the area is residential. About half a block after crossing Wylie, the sidewalk is bound by columns that lead one right around the corner and into Wylie Square. Immediately, one sees across the square the tower, the transit station and the theatre.

Once in the tower, one finds the farmers' market: a place like no other. For though there are markets elsewhere in Pittsburgh, this one has the regional call of the Hill District. It offers a taste of the African American community found nowhere else in Pittsburgh.

The market is meant to accommodate a variety of vendors. They might range from someone who owns a store in the Strip and carries produce up every morning to someone who has a large garden and wants to sell their vegetables to someone who is ready for a store but perhaps doesn't have the capital.

On one end of the market is an area for small- to medium-scale specialty shops. There is room for a restaurant and a cafe that will face onto the square. On the other end is a food court that will serve not only traffic from the market but people from the neighborhood, the church and library across the street, and the school across Centre Avenue.

On another side of the square is the theatre: the first public repertory theatre in Pittsburgh. Intimate in scale, it will be home to local dance groups, musical ensembles, children's theatre and educational facilities.

As Wylie Square moves away from the commercial core of Centre Avenue towards the educational node by the A. Leo Weil Elementary School and the public library, the building changes in function. At the front, directly off the square, is the public entrance to the theatre. Further down Centre Avenue are the dance studios and the musical practice rooms.

The theatre itself is very flexible. Backstage facilities are ample for all types of performances, and the stage can change to satisfy the needs of the various users.
Wylie Square is a gathering place, a place to meet people, an arena for watching people go by. Commuters, shoppers and visitors will cross it to use the transit station that links this area with the civic node, downtown Pittsburgh and Oakland. The cafe might spill out in fair weather; a mime might be in one corner, a class of children might be waiting for the bus.

Even as the road veers, one's attention is caught by the tower and its surrounding buildings. A marquis for the theatre, some shops, views into dance studios and sounds of music are all part of the experience of casually walking down Centre Avenue. The architecture is meant to retain some of the intrinsic qualities of the neighborhood in terms of heights, setbacks and slope, but speaks of a new place. Each separate part has its own language so that passersby and users are continually stimulated and challenged.
Kirkpatrick Street is a grand boulevard that is severely underutilized. It has been changed to meet both the Birmingham Bridge reaching from Carson Street on the South Side and the new incline that connects Kirkpatrick to the Strip District. Once this is accomplished, there will be a direct connection from the Northside to the Southside through the Hill District. This will break down some of the isolation of the area without compromising its singular character.
The Lower Hill is an area blighted by urban redevelopment. The Pittsburgh Renaissance was anything but a rebirth for the area near the Civic Arena site. Since the demolition of the Lower Hill 20 years ago, developers, architects, urban designers and planners, and community residents have worked to put together a development for the affected area. Last year they succeeded with the construction of Crawford Square.

The success of Crawford Square will cause an upswing in population in that area and hopefully yield a full restoration to the area that was once the Lower Hill. The careful management of further development in the area around Crawford Square is critical to create a healthy, thriving community. Only through careful, comprehensive planning can the area from Centre to Ridgeway and Crawford to Devilliers be stitched back together into a whole neighborhood.

One of the suggestions to come out of the urban analysis of the Hill was that the Hill is not a single neighborhood but rather many (possibly uncountable) neighborhoods. In some areas of the Hill people don't venture beyond their street in others it is beyond a few blocks, but no one thinks of the whole Hill as their neighborhood. The area from Center to Ridgeway and Crawford to DeVillier's is actually nine or ten small communities but on a larger scale they share the same relationships. They are located northwest of the center of the Hill; mostly single family homes or town houses, they were generally all built in one of three building booms and are close enough to downtown to acknowledge a relationship.

The following project is a set of guidelines for stitching the Lower Hill neighborhood back together. The idea that with careful planning a community can be created asks for a leap of faith. To believe in the idea of a Pattern Book you must first believe that the quality of architecture can affect the quality of life in a neighborhood. Second, you must believe that community can be created based on adjacencies, sidewalk widths, and house styles.

In designing this pattern book I first determined what about the architecture of the neighborhood was the fabric which I could stitch into a gorgeous patchwork quilt. The pieces that exist provided me with the clues that allowed me to determine the shape of the whole puzzle. Thus, analysis of the neighborhood was the key first move.
A Pattern Book for The Hill District

Existing; Paring Pad Cement Walkway

Interventions
Prototype Site Plans

Site Plan - 1

Plan 1 shows a very traditional option: a driveway leads off the back alley of the homes and into a garage or carport attached to the home. The center area is filled with grass, trees and a patio near the home.

Site Plan - 2

Plan 2 shows an option for people who like yards rather than driveways. The option includes two parking pads adjacent to the alley and grass and tree-lined walks to the homes. The lower option shows a wooden deck and the upper option a poured concrete step.

Site Plan - 3

Plan 3 is for people who really like privacy. The plan includes a carport or garage adjacent to the alley and either a concrete path or just grass to the home. The lower plan also shows a porch while the upper a concrete or stone deck. Either option could include a gate near the garage/carport for a private garden-like yard.

Site Plan - 4

Plan 4 provides maximum parking on a lot with apartment-sized homes. These homes are larger and therefore leave less space for yards. Three parking spaces are provided for the two units.
Prototype:
Double Row House

Lot Size 20' x 80' to 100'

House Size 20' x 40' to 60'

Setbacks
- Front 0'
- Side 1 0'
- Side 2 0'
- Back ~20'

Construction Type
Brick Bearing or Framed Wood Construction

Number of Bays 3

Height 35' - 3 Stories

Special Features
Awnings, Brick, Dormers, Porches, Front Steps on Sidewalk, Large Door Frames, Lintels, Cornices, Brackets, Carved Wood Trim, Shingles,
Prototype: Row House and Side Yard.

Lot Size 35' x 80'

House Size 20' x 60'

Setbacks
- Front 2'
- Side 1 0'
- Side 2 15'
- Back 20'

Construction Type
Brick Bearing or Framed Wood Construction

Number of Bays 3

Height 30' - 3 Stories

Special Features
Awnings, Brick, Dormers, Porches, Front Steps on Sidewalk, Large Door Frames, Lintels, Cornices, Brackets, Carved Wood Trim, Shingles, Side Yard Fences, End Bay Entrance.
The Ridgeway area has been completely redesigned to take better advantage of the view and to create a supply of single family, higher-end housing for this area of the Hill. This will provide residents with a way to move up without moving out.

The homes are clustered around a common driveway. Each driveway then serves five homes with individual foot paths. A common path runs between all the homes parallel to Cliff and Ridgeway Streets.

All automobile access to the area is now on Cliff Street and Ridgeway is a walking street. This is an asset to all the neighborhood residents and keeps cars out of the major view.

The general slope of this area is between 8% and 10%. The front row homes are restricted to two stories but the back row (houses on Cliff Street) can be three stories allowing them to have a third floor view clear of any obstructions.

Some of the existing structures have been retained because they do not require rehabilitation or demolition.

There are three main types of housing in this area of the Hill: the row house, the double row house, and the single family ranch. There are also scattered apartment buildings. I am adding a new type to the area in addition to providing type guidelines for existing homes. This new type is called the Ridgeway Home and is comprised of single family homes on the bluff between Cliff and Ridgeway Street. Each type which requires new buildings be built or renovated is provided with guidelines to help maintain the coherence of the existing fabric. There is no need to build in the single family area and therefore it is not presented here.

Basic Principles:
Facade Design

Basic Geometry

Basic Principles:
Facade Design

Basic Geometry

The basic geometry of the facades of the site is remarkably consistent. Nearly all of the buildings are three stories, approximately 35' tall, have three bays and an end bay entrance.

These features are diagrammed here. In addition to this geometry there is a limited number of details available. By combining the geometry with the details complete facades, harmonious with the surrounding homes, are created.
Basic Principles: Internal Planning

Kitchens, Baths, and Stairs

Several basic organizing principles have been laid out to insure maximum sunlight and convenience while reducing costs and providing consumers with as many options for personalization as possible.

All of the services of the homes have been stacked into columns so all plumbing can be placed into one or two walls. The Kitchen/Bath utility block is a 20' x 10' or a 16' x 10' block of the home which can be filled with any of the available Kitchen/Bath Blocks. These blocks provide a well designed kitchen and half bath and in some cases utility room. These blocks may be coupled with standard stairs to create a varied group of possibilities.

Any of the designs shown may be mirrored.

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Diagram:

1. Kitchen/Bath Utility Block
2. Kitchen/Bath Utility Block
3. Kitchen/Bath Utility Block
4. Kitchen/Bath Utility Block
5. Kitchen/Bath Utility Block
6. Kitchen/Bath Utility Block
Kitchen & Bathroom
Utility Blocks

Utility Block 1

Block 1 is a galley kitchen with mechanical space, washer and dryer and small 1/2 bath. The kitchen also has an optional dish washer. A pass-through over the sink and the counter to a small eating area is also optional. This a low cost block that would work very well for a family on a budget or in the multi-apartment row houses.

Utility Block 2

Block 2 is a U-shaped kitchen with a 1/2 bath and washer and dryer area. The U opens to an optional eating area. This block also shows a bow - window over the sink which could be added to the outside wall of any utility block.

Utility Block 3

Block 3 is the narrow kitchen option and provides plenty of space at the opening of the U for a large eating area. This option also includes a 1/2 bath. This unit is the most inexpensive block shown.

Utility Block 4

Block 4 is a very versatile block that could exist on the end or in the middle of a unit. The unit is a U shaped kitchen with a 1/2 bath and a stacked washer/dryer closet. The kitchen also includes a eating area.

Utility Block 5

Block 5 is a variation of block one with a larger mechanical space and bath but with the stacked washer/dryer closet. A dishwasher could be installed next to the stove.
Addison Terrace Site Plan

Scale: 1" = 300'
Addison Terrace is an area of several man-made plateaus in the middle of the Hill District. It is bounded by Dinwiddie, Centre Avenue, and Kirkpatrick Streets, and it commands some of the most marvelous views of Pittsburgh. During the Great Depression, the area was leveled off, and the original Hill District street grid was violently disrupted. The plateaus then became the site for over 40 Public Housing buildings, for a total of 848 units of housing. This housing was originally meant as a stepping stone for steel workers and the like. The buildings were never meant to house families for extended periods of time. As the Hill District grew, however, the nature of Addison Terrace changed. The buildings became the haven for the unemployed, and the derelicts of society. Generation after generation of families were forced to live in these quickly decaying homes. The residents were trapped - if they were lucky enough to find a job, and their income level improved, they would be forced to move out and find their own housing. Problems were even worse for the children. Faced with a poor inner-city educational system, few were able to climb out of the slums in which their parents lived. Even if they were successful, however, they knew that they could not go back to their old parent's neighborhood, or be with their old friends. The area, and the people within it, stagnated.
Now is the time for drastic change. All other methods have been exhausted. Several renovations to the existing buildings have all resulted in temporary gains, but the inevitable result is that the buildings are no longer suited for their use. The families of Addison Terrace must be allowed to progress. Although this goal involves many socialistic changes, there is a possibility that some of them may be solved in an architectural sense.

Drastic Changes require drastic measures. Addison Terrace must evolve into a community. The families must feel like families. They must be given the chance to succeed.

The buildings of Addison Terrace are in horrendous condition. It is much easier, and cheaper to demolish them and start over. A few of them, however, must be kept to remind us of what was once there - the struggle of the people of the Hill District. The land will then be sold off to private developers, who will follow the guidelines set forth by us - the Urban Designers. We believe that the sale of this land will generate a great amount of money for the local government. This money will subsidize the relocation and purchase of new and renovated homes for the residents of Addison Terrace. Half of the current residents will be relocated throughout the Hill District, and half will be replaced in the New Addison Terrace.

Our first change is the re imposition of the Hill District street grid. This will make the residents of Addison Terrace feel as if they are more a part of the Hill District, rather than an isolated offshoot. The imposition of the grid, however, will not take away from the modified terrain that defines Addison Terrace, so that it will retain a character of its own. This new, or, shall we say, old grid runs directly through a good deal of the existing buildings, and makes the placement of several other buildings rather awkward. Thus, although some of the existing buildings can remain, most will be demolished.
The few remaining buildings will be used to superimpose a new pedestrian grid. Their alignment to the former Public Housing grid will create an interesting juxtaposition of pathways. These pathways will come together in the center of Addison Terrace, where a small park, fountain, and many trees will be located. The pedestrian paths will be bordered by small commercial and residential units, and will take advantage of the views to downtown Pittsburgh and the South Side.

The existing buildings will be renovated so that they are much more usable. At the current time, very few of the ground floor units of the Public Housing are occupied. Based on a study done in Chicago, we have concluded that it will be best to convert the ground floors into commercial shops or indoor parking. The second and third floors of the existing Public Housing units will then be renovated into four 3 bedroom condos. The Commercial option of renovation will take place along the new pedestrian pathways. These renovated buildings will then be flanked on either side by new commercial establishments, with an urban scheme. There will be no setbacks for the area - to produce a feel for a romantic pedestrian streetscape.

The remainder of Addison Terrace will then be built into urban housing, based on the old grid. Most lots will be 20' wide, with a 30' front yard setback. These lots will be developed with 1600 s.f. houses. These typical homes will be marketed towards the low income Hill District family, or the entry-level professional, through two separate floor plan schemes. Elevations for these homes should be varied, and a possible street elevation has been shown. Although most of these units should be of an "affordable" housing type, this by no means suggests that they should be "cheap". Standard of living for the families in these homes should not be compromised by poor materials and small spaces. As the floor plans show, it is possible to situate three bedrooms within this 1600 s.f. house without compromising the integrity of the spaces.
End and corner conditions will be treated special. Because we would like to see a mix of income levels, as well as races, within the new Addison Terrace, we propose special urban housing spread throughout the new developments. This housing will target upper management professionals, and high paid employees. A 3600 s.f., 3 Bedroom house will be located in corner lots. It will be located in a 78' by 78' lot, and must have 30' setbacks on street sides. Unfortunately, this will not allow for any back yard, but will interest the family in street life. In addition to the location, residents will benefit from an integral two car garage, and in-house laundry facilities. Although this particular house will be quite expensive, it will only be located in special positions throughout the new development of Addison Terrace. The corner placement of this style of house will reward its occupants with spectacular views of Pittsburgh and the southside.

Each end lot will be 60' wide, again with 30' setbacks on street sides. Each will contain a 2800 s.f., 2 bedroom home. These will be marketed for the upper or middle manager and his or her family, and other fairly wealthy families. Like the three bedroom Luxury homes, residents of these houses will benefit from an integral garage and laundry facilities. The placement of this particular housing type will afford great views of Pittsburgh, which should offset some of its high cost.

Within this new urban housing scheme, the community of the New Addison Terrace will flourish. With a local commercial area and proximity to a renovated Centre Avenue, residents will have everything they need at their disposal. The mix of incomes will allow the commercial area to thrive, which will create more jobs. In addition, other jobs will be needed, such as housing and yard maintenance, baby-sitting, and laundry services. Surrounding communities will benefit from a nearby redeveloped area, and properties will be valued higher. More income will flow into the PATransit system, through targeted professionals use of fast, inexpensive, and efficient Public Transportation to downtown job sites. Lastly, the City of Pittsburgh will gain a great deal in Tax Revenue, as the people of suburban sites are attracted back to the inner city.
Low Cost Housing

Typical Housing - First Floor
Scale: 1/16" = 1'-0"

Typical Housing - Second Floor
Scale: 1/16" = 1'-0"

Typical Housing - Section
Scale: 1/16" = 1'-0"
This project focuses on the area now occupied by the public housing project, Bedford Dwellings. Currently there are 16 buildings providing approximately 150 individual units. When originally built this housing was only meant to be a temporary home until families were able to financially support themselves. However, the reality of this demonstrates differently. Residents have passed units from one generation to the next rather than considering this housing as transitional. In addition, more people are in need of some kind of government funding, a recourse which is becoming very limited. Programs and buildings must be changed so that this lifestyle is no longer permanent, but rather temporary, as originally intended. One way to do this is for the government to switch to the role of a developer from that of a provider. They should supply housing that additionally can be sold to people of higher income encouraging economical integration.
When these units grouped together along the organizational grid of the hill, semi-private patios are formed, and when a block of these units are arranged, a larger courtyard is formed at a very human scale for the surrounding units to share. The second aspect of this design was to provide various centers of activity for its residents. These centers, a daycare center, community center, park and incline, and elderly housing, appeal to people of all different age brackets. Because each center will have a much different user group, not only in terms of age but also regional draw, size and location are important design considerations. When all these centers are organized on the site, a clear and friendly circulation pattern is developed.
The focus of low income housing should then be on the housing, not on the low income. The government aid must be to bring the people up to the standard of the housing and not lower the quality of the housing to their income level. To provide additional incentive the government should build housing projects that easily distinguish one unit from another, which could later be divided and sold to residents.

The design strategy of this proposal deals with not only the individual units themselves but also the importance of nodal centers. The New Bedford Dwellings provides 116 individual housing units as well as housing for approximately 100 senior citizens. Because there are five different housing types related to the topology, an essential sense of individuality can be established. The units themselves are adaptable to fit various family types, sizes and lifestyles.
These design decisions will not only affect the physical environment but will also have important psychological impact on the users. Because this neighborhood is located as a key link between the Hill and downtown, it must speak to its surroundings. However, before it can relate effectively with the city on a larger scale, it must first develop as a self-contained entity with an individual sense of community. By decreasing the population density through altering the relationship between public and private spaces, this important sense of community will be established, promoting interaction between neighbors of different age groups.
ZONE OF INTERVENTION
LINK TO THE STRIP
BY MARK VIRGONA

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In the span of one hundred years, we have progressed from day trips that cover twenty miles to day trips of twenty thousand. Yet even with such transportation progress, inner city neighborhoods like the Hill District are still isolated from opportunities that lie only a few hundred feet away. Strangely, the breakdown of this separation could possibly have a more profound effect on one's life than space travel ever would.

An incline from the Hill District to the Strip has three main goals. First, it will make a connection between two isolated communities. The opportunity of such a connection is that each community can benefit from the assets of the other. In the same way that the Strip District is currently expanding into a place for night life in Pittsburgh, under our master plan, the Hill District will assume a similar role. The revitalization of a cultural scene on Centre Avenue makes Kirkpatrick Street the ideal location for the Strip connection. With the help of the new theater at Kirkpatrick and Centre Avenue, the incline would encourage Strip visitors to venture into the Hill. Likewise, the incline will allow Hill residents to enjoy the night and day time amenities that already exist in the Strip. In addition to the night life, the open-air, wholesale market tradition that now exists in the Strip could extend into the heart of the Hill District as it once did. The increased draw from the Strip District would increase tax dollars collected by the Hill, fueling further revitalization.

A second function of the incline is to connect Hill Residents to the East Busway. The result will be a much more efficient way for residents to get downtown and to peripheral communities. What is now a forty five minute trip to the Point will only take five or ten minutes. Furthermore, a stop on the busway means easy access to places further such as Shadyside, East Liberty, and Monroeville. As a result, jobs that were once too far away are now within in commuting distance.
A third function of the incline development is to make the currently inaccessible Frank Curto Park usable. This is done through an incline stop, a parking lot and the tower. The park is the buffer between the two districts and therefore plays a symbolic as well as functional role.

The new entrance to the Hill District will be marked by a tower located adjacent to the Busway along the path of the incline. It glorifies a location that seems to demand none as it grows out of the seemingly mundane. It is a threshold to the district and an homage to the forms of transportation that allow our cities to thrive as well as a tribute to Hill residents. It is a symbol of the change in the Hill.

The top of the incline will mark the location of the new incline station at the corner of Kirkpatrick Street and Bedford Avenue. The connection of Kirkpatrick Street to Centre Avenue will be improved by the widening of Kirkpatrick and the inclusion of new street trees and paving. Existing athletic fields at the Ammon Playground will be given new life and expanded, and the incline station will house a small snack stand to be used by the recreation seekers and the new community center occupants. The community center will replace the existing one, covering a larger area of the Hill District, justifying the improvements to the fields.

The bottom of the incline impacts the Strip District, creating a void in the existing street fabric which is further formed by the pieces of the station. The void acts as an outdoor plaza providing seating for the new cafe to be on the corner. The imagery and materials are taken from the context which is characterized by masonry loadbearing walls with steel awnings and other projections.
LINK TO THE STRIP
BY MARK VIRGONA

TWENTY-THIRD STREET ELEVATION

PLAN OF STATION AT PENN AVENUE
As the students of the Urban Design Studio this year we have learned a lot about issues concerning people, their communities, the city and architecture. We have learned that within the course of our professional lives we will constantly face problems and conditions similar to those which we have encountered this year. Architecture is never created in a vacuum, and we have seen how little of a vacuum there really is. We have spoken to the people of a community who have seen destruction, isolation, danger and lost economic opportunity; in part, a result of so-called “urban renewal” projects and architecture imposed upon them from the outside. They have seen themselves cast upon the fringes of mainstream society while living in the very heart of our city. They have found themselves lose the homes the live in, the stores they shop at, and the lives they live as time and neglect have exacted their toll on the neighborhoods—their community.

We have attempted to build a trust between ourselves and the people of the Hill, and turn it into an understanding of their problems, needs and desires. We have then taken that understanding and drawn what we perceive as future opportunities and urban policies that one day may help solve some of the problems facing the residents of the Hill.

For the past year we have become familiar with the Hill District and have seen how unique and special it is. We have also defeated the preconceptions we carried with us when we first ventured into the Hill District. “We debunked myths of bad neighborhoods,” says Mark Virgona.

Perhaps one of the most important things we learned is that the community must take the initiative itself. In the studio, we were able to receive the cooperation we needed from many sources in the community, but if the community itself hadn't wanted to take part in our studies our work never would have been possible.

As we had learned long ago, we saw how the solution to a problem came from within the needs and lifestyles of the community itself. Historically, when the public housing projects were built, they were architectural solutions to social problems, and these solutions were conceived, refined, and imposed upon the Hill District from outside its community. All over the nation similar impositions were made, and none were successful. We saw that the Hill would only grow and nurture itself if the architecture we proposed was responsive to its needs.

Vital to our project and interesting to hear, “was that we could get the reactions of those who live there,” said Deborah Henderson. True, we were able to present our ideas and receive criticism from those who know and live in the area. Some ideas we thought would be great from an architectural point of view were countered by reminders like “Isn't there a church there?”, or “That's less than a block from my house, that'd never work. No one would ever go for it.”

In essence we learned that the better one understands the people of the community the better one will design for the community. As we learned more and more about the people who live in the Hill, the better we understood what they felt was good and bad about their community, and what they wanted to improve. Our job was then to interpret these needs as requirements that our architecture could help satisfy.

As Mark said, “Urban design is not black and white,” and indeed it is anything but clear. Urban design is a very complex process: often we found ourselves designing not only architecture or urban design, but also determining local economics, social opportunities, and public policy. “Urban design studio is about public policy--masquerading as urban design,” says Christine Kochinsky. Michael Ho noted that we often found ourselves “facing problems like drugs, unemployment, family groups.” Few in this studio were familiar with these problems when we began.

As we designed, “we went back and forth between urban design and architecture and urban design again,” noted Michael. Indeed we found ourselves beginning with an overall urban design solution, but as we developed the individual architectural interventions, and subsequently the spaces and details within our buildings, we found ourselves making changes to the urban design proposal. Back and forth we went passing from large to small and back to large to bring our work into one cohesive whole, our final product.

As Mark said, “Success is based on details.” --Christine
THE DESIGN TEAM

1992-93 Urban Design Team

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THE HILL DISTRICT

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Housing

Zoning Ideas:
• Limit High Rise Towers
  • too many already at random points in the hill
  • they do not provide "neighborhood atmosphere"
  • they block views
  • no sense of individuality or ownership
• Do Something with "The Projects":
  • raze spots
  • tear down,
  • or soften entrances,
  • parking,
  • the way they relate to each other
  • and the way you move through them
• Set Up a Minimum Built Area/ Green Space Ratio:
  • would allow each resident to have some attachment to green "outdoor space"
    community garden
    playground
    courtyard
    common yard
    street scape
    lawns
    etc.

Renovate Existing Structures:
• Renovate Buildings/ Houses by Preservation
  • keep the structures exactly as is . . .
    same size, same use
    new materials, new paint, etc.
• Renovate Structures to Accommodate New Housing Types
  • keep the exterior walls in same location
  • divide interior massing
  • adapt for changing population
    ie. smaller units for single parents and elderly
• Re-Do Blocks Create Small Housing Projects
  • give people their wanted green spaces
  • provide security by block watches
  • provide play areas for children
  • safe and convenient parking

HOUSING

Zoning Ideas:
• Build New Housing
  • Location
    • pockets
    • adjacent to commercial
  • Type
    • low rise: preserve view
    • sense of ownership
  • Density
    • high, medium, and low
    • provide for various mixed income levels
  • Parking
    • lot
    • adjacent to unit
    • within

TOWNHOUSES
ROWHOUSES
APARTMENTS
FLATS
WALK-UPS
DUPLEXES
HOUSES
STUDIOS
HOUSING ABOVE COMMERCIAL

COMMUNITIES
NEIGHBORHOODS
COMMERCIAL

NECESSITIES
Banks/Post Office:
- "civic" monuments
- security, history, trust, justice
- regional connection - tied into larger network of institutions
- post office connect residents with the world
- requires (or denotes) important locations
- public transportation link necessary
- community/regional connection

Police/Fire Station:
- high visibility
- community police or fire station "enforces" security
- centrally located (not favoring any area)
- community linked with regional network
- prominent location

Medical Facility/Pharmacies:
- smaller "family" doctors
- emergency care... AID NOW, ASK QUESTIONS LATER
- local availability for care and medicine (health care products)
- decentralized "clinics" serve more but less efficient
- localized pharmacies possibly incorporated in with groceries

Groceries:
- smaller markets for "daily" needs
- decentralized, smaller markets; higher prices but customer relations developed
- markets within walking distance
- larger "weekly (bi-weekly)" shopping
- large store provides a pinch of everything
- larger store (possibly chain); lower prices but frequented less often

AMENITIES
Bakeries/Specialty Shops:
- specialty or ethnic shops interspersed throughout "necessity" shops
- novelty items or specialized services
- local draw unless fantastic reputation develops
- may be centralized along with other commercial ventures or decentralized as "surprises" along the streets, pedestrian oriented

Food Chains/Fast Food Establishments:
- community draw primary, passer-by occasionally
- localized near points of interest
- possibility for zoning regulations to concentrate and manage growth
- "low-tech" eating, feeds off of shopping areas
Movie Theater(s):
- "public" location
- used mainly at night
- possibly tied in with galleries or other daytime activities

Nightclubs/Bars:
- bars will appear wherever "necessary"
- bars have a "local" draw
- bars usually off main street
- nightclubs have more "specialized" entertainment
- nightclubs have more "regional" draw
- nightclubs feed off of stores, shopping, and other restaurants

Art Galleries/Dance Hall/Performance Area:
- possibility for new facility
- new and old combo- new facility for display and performance; old for rehearsal, studios, practice rooms
- cultural colony or campus off main street

"Active" Entertainment: (bowling, go-carts, video games, water slides, slot machines)
- activity park
- late afternoon/early evening hours
- central/localized activity
- both a local and regional draw
- fairly small staff requirements
- public transportation link necessary
- spontaneous outgrowth of pizza shops and ice cream vendors

Shopping/Outdoor Pedestrian Street/Market Area/Cafes/Restaurants:
- people "bounce" from store to store
- outdoor shopping mall
- daytime: shopping / nighttime: eating
- stores "spill" out into streets
- street vendors (musicians, dancers, artists, chess players, crafty items)
- possibility to link with cultural facilities

Crawford Roberts
A Regional Integration
Design Analysis

Interfaces

Links

Forbes/Fifth Corridor:
- straightening roads (Dinwiddie and Kirpatrick)
- where grids connect getting into the hill, recirculating elements
- small feeder streets, reason to stop

Kirpatrick:
- major entrance
- artery

Downtown:
- Center Bedford Connection
- Connley School
- Freedom Corner
- physical connection, image threshold
- focus going towards downtown

Oakland:
- Satellite Programs
- Center Ave.
- Forbes/Fifth
- New Roads
- connect to universities
- connect to hospitals

Technology Center:
- Second Avenue Tunnel
- possibility for employment
- provide residences for employees

Strip District:
- Incline
- Reconstruct roads
- Bigelow
- jobs, shopping and entertainment

Cultural

Education:
- All Ages
  - Children: after school, weekends, and summers
  - Adolescents: high school for performing arts
  - Adults: after work, weekends, volunteer teaching
  - Senior Citizens

- Subjects:
  - Visual Arts
    - photography, video, drawing, painting,
    - printmaking, pottery, ceramics, sculpture
    - needs: separate classrooms, studios,
    - special equipment (kilns, presses, sinks, etc.)
  - Music
    - woodwinds, percussion, brass, strings, etc.
    - needs: practice rooms, sound proof studios,
    - large practice space
  - Voice
    - gospel, opera, jazz, soul, blues, etc.
    - needs: practice rooms, sound proof studios,
    - large practice space
  - Dance
    - ballet, point, movement, jazz, tap, ethnic dancing
    - needs: mirrors, bars, varying room size, audio equipment
  - Theater
    - needs: class rooms, sets, lighting, costumes

Display:
- Showcase works produced in area
- Displays to influence and inspire artists in Hill
- Not in competition with downtown or other facilities
- Something for The Hill to offer to The Pittsburgh Area

- Stepping stone for artists (first time/amateur performances)
- Stepping stone for community (make residents feel comfortable going to "The Playhouse", "The Benedum", "Heinz Hall", etc.)

Gallery
- Arcade
- Sculpture Garden
- Theater
- Amphitheater
Appendix One - Urban Design Analysis

Interfaces Interfaces Interfaces Interfaces

Education

- Daycare
- Use of Schools in Off Hours:
- Community Education Center
- CCAC Branch Campus
- High School for Arts
- University Student Computer Centers

Sports

YMCA:
- Racquetball Courts
- Basketball, volleyball, badminton, tennis, hockey, soccer, assemblies, dances, gymnastics, weightlifting, karate
- Weight Room
- Swimming Pool
- Aerobics
- Sauna
- Indoor Tennis
- Bowling Alleys

Baseball Fields:
- Take advantage of existing fields (little league?)

Stadium:
- Idea of rebuilding the old Crawford Field in Juniata and Bedford; possibly bringing in minor league team

Pro Basketball Teams:
- Take advantage of existing playgrounds

Playgrounds:
- Cannot let playgrounds deteriorate into drugparks; must provide some supervision

Parks:
- Possible county rather than city controlled (more resources and funds)
- Walking, cow golf course, tennis court, baseball, soccer, tennis, aquatics, archery, golf practice, basketball, cycling, horseback riding, playground, pond, skateboarding

Green Spaces

Golf Course
- Park
- Parcels
- Community Garden Plots
- Lawns
- Arrows
- Sundays
- Grassy areas
- Recognize important buildings, spaces and places
- Identity
- Programming

Crawford Roberts
A Regional Integration

The Hill District
FORBES / FIFTH CORRIDOR

WHY:
- The Forbes-Fifth corridor is an area which offers vast potential to enhance the existing businesses and institutions.
- Proximity to downtown makes it ideal for support functions that cannot afford to or do not need to have a downtown address.
- Forbes and Fifth also run by the edge of Duquesne University and Mercy Hospital; this proximity facilitates a vast array of support functions which could take place and expand into the Forbes-Fifth corridor.
- These new businesses, which would serve the downtown, Duquesne University, and Mercy Hospital, would provide an expanding job base for the residents of Crawford-Roberts Development and for the other residents of the Hill District.

WHAT:
- Infill and renovation needs to take place in this area to bring about a higher density of businesses and jobs.
- This will provide a needed pool of resources for Crawford-Roberts and the Hill District to draw upon.
- Stronger relationship between the corridor and the Hill District can begin to develop.
- This relationship could begin with the renovation and improvement of the entrances into the Hill District.

HOW:
- Certain incentives need to be made available, for owners of businesses and people interested in real estate investment, in order to bring in private money.
- The city must be committed to funding these improvements to completion.
- The Forbes-Fifth area nearest the downtown is used extensively as a parking area for the downtown, Duquesne University, and Mercy Hospital.
- The land used as parking lots can be made available for re-denization by the construction of a few well placed parking garages; this would not only free up land but bring more money to the area, raising property values.
- Strong development and planning at key locations along Fifth Ave. will provide a framework for future infill between these strongholds; small businesses will inevitably spring forth in response to planned development.
Design Analysis

Policies

Center Avenue

Why:
- Obscurity of entrances into the Hill
- Poor image of the Hill both at entrances and along Center Ave., the areas non-residents have the most contact with
- Disintegrated commercial area
- Little sense of procession or place at the neighborhood scale or in the regional context
- Develop and identifiable "place" in the region and change non-resident's misperceptions of the Hill

What:
- Develop entry points into Hill at Kirkpatrick/Center and Dinwiddie/Center
- Develop Center Ave. as part of east-west sequence of places including Oakland and the Downtown
- Create a strong sense of place for the Hill residents "Heart of the Hill" that includes institutional, educational, and viable commercial areas
- Create an area that has regional draw
- Provide basic amenities for existing and projected population
- Develop areas and uses that will attract more development, such as amenities to pull in new residents and educational centers to remain

How:
- Develop two models of (institutional) development to emphasize the impact of entrances to the Hill: Dinwiddie and Center are favored by the theater arts buildings for display and production from nearby arts center; Kirkpatrick and Center have major civic functions that need central facilities such as the library, post office, community education center and a magnet school
- The area between the two models will be developed by rehabilitation and the building of new buildings to complete the infill; occupancy will be determined by the market and will be aimed at providing necessities like gas stations, hardware store, as well as specialty shops and restaurants that might be drawn by the arts center or cultural studies library
- Give Center Ave. a sense of place in the east-west route from Pittsburgh to Oakland by giving a distinct use and architectural/spatial character
- Provide successful examples of change to encourage residents to invest their time, energy and money into their community
- Create successful areas that will provide inertia to future development; the commercial education center and arts center, together with existing facilities, provide new opportunities for residents to get vocational training; bringing in current amenities such as retail, educational and recreational facilities can help attract new people into the community
- Provide opportunities to local residents to start businesses that help build their own community by giving incentives and preference to residents or residents of the Hill

Down Town & Strip District / Convention Center

Why:
- Crosstown is a physical, visual, and psychological barrier between the Hill and Downtown; this barrier contains the growth of the Downtown but also isolates Hill residents from the CBD
- Weak connection existing between the Hill and the Strip; public transportation insufficient to provide access to and from districts
- By strengthening this connection, both areas could benefit; increased entry-level jobs, shopping, cultural experience, etc.
- With the addition of the airport, expansion of the Convention Center provides the capability for large-scale conventions bringing the city additional revenue
- Development of a stronger connection between Civic Arena and Convention Center provides short-term remedy for lack of convention volume
- Residents of the Hill can provide a workforce for small-scale industrial centers presently located in the Strip
- Existing Light Rail Transit system needs to be expanded for its success and the support of adjoining areas

What:
- A pedestrian connection from the Hill to the Downtown (Downtown to the Hill)
- Provisions for bus 'loops' from the Hill to new developing commercial centers in the Downtown (City Center)
- Short-term: develop within the existing public transportation network a viable connection(s) between the Hill and the Strip; better planned bus 'loops' and the addition of an incline off of Leslie Street
- Incline connection meets with a Light Rail Transit line which runs from the North Side, through the Pennsylvania, and along Penn/ Liberty Ave.
- LRT provides transportation throughout the Strip, to the Convention Center, and over to the North Side
- Long-term: relocation of the Civic Arena along the Allegheny in direct connection to the now-expanded Convention Center

How:
- Tunnel the Crosstown from Fifth Ave. to the Pennsylvania, and the elimination of the Bigelow Building
- Providing open space above the Crosstown for public use as well as develop as usable space the remaining physical boundary for Downtown expansion
- Bus Loops which connect Downtown, Forbes/Fifth, Center Ave., and the Incline together
- The development of the LRT line through the Strip and the connection with the Incline could be supported by both the residents of the Hill and the businesses in the Strip; linking this into the existing transportation network important
- Relocation of the Civic Arena as last priority to the success of proposal strengthens the connection (physical, visual, and psychological) between the Hill and Downtown and enhances the city's vision for greater-scale conventions in Pittsburgh and waterfront development
P O L I C I E S

PROJECT REMOVAL - HOUSING INFILL

WHY:
- How temporary is "temporary"?
- If the "projects" are viewed as a "stopping stage", why are the residents isolated from the next step? Why can't the zones be cleared together?
- "Projects" isolated away from the heart (the fringe) and by by-passing so as not to smother, impinge, or contaminate residential development
- Less space for "islands" of "new" that separate development from the urban fabric of the Hill
- Rather than these areas serve to isolate people, use these to isolate activities (or sports complex, public parks, average income class, nuclear power plant)
- Not to remove identity (I am a member of Avisond Termor); just to remove the existing economic, psychological and social consequences of that identity
- Block communities (like's What have no economic, psychological or social consequences are a sense of pride in "common area"; location, skyline, autonomy; community action to benefit the community (offers for protest, media removal, neighborhood parks, etc.)

WHAT:
- Breaking down: the "projects" as islands of "temporary" (however pitiable) living conditions are seen as barriers to upward mobility
- Whether the barriers are vistas of isolation (opportunity, comfort factor, disappointment of usable amenities) (I can do this better if I go closer, community the times)
- Begin to modify the hill as a cohesive community the time
- Can we give them away to "projects tenant"? redo's, neighborhood centers, "no walls", "no doors"...
- It all must be isolated and relates to removing off these "islands"
- The process of the hill as a smooth "place" wherein a new sense of identity are less determined by a lack of development (setting and quality)

HOW:
- "Highlighted" projects, geographic coordinates, limited urban planning, socio-economic, psychological and social consequences of the identity
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The Hill District is too large to function as or to be perceived as a single neighborhood despite the existence of certain physical and cultural characteristics common throughout the area. The existence of these commonalities is understood by the fact that the various parts of the Hill share a common name. A name alone, however, is not enough to create a sense of unity and cohesion which is necessary for the survival of a neighborhood. Separate and smaller neighborhoods need to be established within the Hill District in order to increase the sense of individual identity.

New Vision has proposed an urban design and policy based on the idea that smaller neighborhoods will create identity and that identity will inspire the community to rebuild. The proposal calls for four neighborhoods, each of which includes an elementary school and a small commercial area comprised of grocery, pharmacy, daycare, hardware, and other such service oriented establishments. None of the neighborhood’s centers are more than one quarter mile from the neighborhood’s border. The boundaries are determined by a number of factors including existing building types and streetscapes, scale, grid patterns, elevation, views, density, and population.

All of the neighborhoods are situated around the Hill’s civic center and main commercial/cultural district, which provide a common center for the entire community. The proposed Civic Center includes the existing Hill House and Kaufmann Auditorium, a new high school, new offices for civic related organizations, and a police and fire station combined with a municipal center. The strip between Dinwidie and Kirkpatrick along Center is to become the historic commercial district. The commercial district also serves as an attraction to outsiders and a marker by which the Hill may be identified. These two districts are the center of the Hill; they are shared by all residents of the Hill as well as visitors from elsewhere in the city.

The remaining aspect of our proposal are the connections out of the Hill: the Forbes/Fifth Corridor and the Center Avenue connection to downtown. The Forbes/Fifth Corridor is divided into three zones: the closest to downtown is treated as an extension of downtown and will be the source of many of the new jobs we foresee for the Hill. The second zone is a retail/commercial zone that will provide support for Mercy Hospital and smaller professional offices in the area. The third zone remains an existing residential area. The connection to downtown consists of green space, new retail facilities, and new educational facilities which expand the existing vocational training center and provide community college facilities. The downtown connection should provide a link up into the Hill as well as a route out. The following are the goals we set in our original proposal.

### GOALS FOR THE HILL DISTRICT

#### A. Social
1. Restoration sense of pride to the Hill
2. Restoration culture
3. Breakdown of boundaries created by negative associations with the Hill
4. Increase in population in all income levels
5. Improvement of education and addition of job training
6. Development of community with unique flavor

#### B. Economic
1. Increase in internal small businesses including retail, restaurants, wholesale etc.
2. Upgrade of existing buildings
3. Establishment (or reestablishment) of business centers
4. Development of 24 hour commuity along Forbes/Fifth

#### C. Linkage
1. Development of more direct links with surrounding areas.
2. Improvement of bus routes to service new population/business
3. Development and building of subway through Hill
4. Development of walkways to link with downtown

To further define the problems of the Hill District and create a plan for action we divided the problem into eight problem statements each dealing with specific urban design elements.

1. Neighborhood Districting
2. Neighborhood Commercial Centers
3. Center Avenue Commercial District
4. Civic Center of the Hill
5. Civic Arena and the Connection to Downtown
6. Forbes & Fifth Corridor
7. Public Housing/Design Improvement
8. Transportation/Incline

The following section includes specific design guidelines for each element.
The Hill has been divided into four neighborhoods. The boundaries of the neighborhoods have been based on a variety of factors including existing building types and streetscapes, scale, grid patterns, elevation, views, density, and population. Each of the neighborhoods has its own set of qualities that give them a unique character. The following lists briefly describe the characteristics of each of the Hill neighborhoods.

**Neighborhood One:**
- Multi unit housing
- Street oriented (front doors)
- Scaled according to street size and scale
- Porches
- Pedestrian green spaces
- Uplinked planting
- Important gateway to hill from downtown and from I-7
- Elevation ranges from 925-975 feet
- Walkable slopes
- Generous sidewalks
- Units allow for individuality

**Neighborhood Two:**
- Urban neighborhood
- Attached housing
- Continuous facade
- Breaks in inhabitable portions of structure for parking and green space
- Elevation ranges from 1000-1075 feet
- Scaled views throughout
- Built to property line along street
- Older neighborhood

**Neighborhood Three:**
- Detached housing
- One to three family units
- Sixteen foot street setbacks
- Driveways separate structures
- Six foot porches along front
- Planting is random in front lawns
- Patios/greenspace at rear

**Neighborhood Four:**
- Detached housing
- One to six family housing units
- Includes public housing renovations
- Low density
- Generous greenspace
- Consistent elevations/ slopes
Each of the previously mentioned Hill neighborhoods contains a node consisting of an elementary school and a series of commercial establishments catering specifically to the local people. These small commercial centers are located in the center of their respective neighborhoods and never exceed one quarter mile from the farthest border. The commercial centers have been located off of the more heavily traveled streets in order to maintain the residential character of the neighborhoods along those streets. The second floors of the structures may be used for either residential or business purposes.

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The Center Avenue Commercial District runs from Dinwiddee Street to just beyond Kirkpatrick Street along Center Avenue. The intention behind creating this district was to make a vital commercial area which would provide job opportunities for Hill residents, bring investment money to the Hill, bring downtown workers in as patrons and role models, and provide a convenient commercial center with amenities beyond what the neighborhood centers have to offer.

The main issues considered in the design of the District were: Parking, Security, Traffic, Maintenance and Tinancy. Parking has been provided for on the North side of Center Avenue as well as in two parking lots with immediate access to the street. The parking lots located at Wyile and Deerfield's and Wyile and Kirkpatrick provide the majority of long term parking and have direct access to the street. Security is provided by exellent street lighting, second and back alleys, and police patrols. Traffic is controlled in either direction which will slow enough to provide safe pedestrian streets. Finally, a variety of activities ranging from theaters to dining to shopping to professional offices (dentists, doctors) has been provided for in the design guidelines.

The entrance of the district is the Granada Theater which we feel should be restored and become the cornerstone of the District. The Granada is adjacent to shops and restaurants which are encouraged to have curb style sidewalk dining. In the middle of the District where the topography dictates that some buildings be constructed up a slope off the sidewalk is where the professional offices (which rely less on traffic) will be located.

Design Guidelines

Uses

Theater, restaurant, cafe, bakery, specialty stores, retail stores, offices, market stores, etc.

Infill and Existing Renovations

Height: 23 stories
Setbacks: 0'-4"
No Side lots
Back lots must be screened to hide service entrance and must be secure to provide security.

Traditional details should be employed in the style of the existing buildings.

Civic Center

The Civic Center is a vital part of our team’s strategy towards the revitalization of the Hill District. We believe that the components of a Civic Center already exist within the Hill, but that these parts have not been able to coalesce into a whole. The Carnegie Library, the Kaufmann Auditorium, the Hill House, and the Police Station comprise an area which could easily be made into the Civic Center of the Hill District. There are, however, many improvements to be made. It is part of our goal to create a Civic Center from the existing elements of this area of the Hill District.

First of all, we propose the demolishing of the current Police Station. Its small, fortress like appearance does nothing to help the expression of despair and repression in the Hill District. We propose the construction of a larger, friendlier building in its place, that would comprise of Police Station #2, as well as a new Fire Station and road service crews.

Second, we propose the demolishing of the old and decapitated coke ports store that currently sits across from the police station. For the businesses within this building, we promise relocation in the new commercial district, located only one block to the East of the Civic Center. In this buildings place, we propose the construction of a new small office building, in the same style as existing structures as seen in the Commercial District. In these new offices, however, we would relocate the Post Office (which is currently in the middle of the Commercial District), and promote the entry of other civic minded businesses, such as banks, lawyer’s or politician’s offices, and offices of groups such as the NAACP. Behind this small complex we propose the construction of a landscaped urban garden area, for the enjoyment of the employees of the office complex, as well as the residents of the newly-renovated apartment complex, located behind the new office complex. Underneath all of this, will be a large large underground parking garage. The entrance will be along Center Avenue, between the existing Hill House and the new office complex. Care will be taken in construction of this underground parking area for the future addition of the Center Hill Subway Station, as detailed in the Transportation Section.

Third, we propose the renovation of the old “Shop & Save” for the takeover by the Carnegie Library. To strengthen the endorment of the library, we propose the construction of the “Central Hill District High School,” to be located directly West of the library, along Center Avenue. As seen on the Civic Center Map, the “Central Hill District High School” will be provided with an activities field, located on the other side of Rose Street, a play ground, and an amphitheatre, composed by the walls of the High School and the Library. This amphitheatre would also look on to the Hill House, in view of support and recognition. This amphitheatre could thus be used as a rally point for different organizations.
Introduction

The main connection from the Hill to downtown is Center Avenue past the Civic Arena. This site presents many difficulties including being a buffer and a link at the same time, multiple uses adjacent to and on the site, and major traffic routes which must be crossed (Crosstown Boulevard). The solution to the site therefore has many faces. On the edge of the Melody ten site we have a row of residential houses to face the Crawford/Roberts Development. These new house forms to new-park replacing the parking lot which acts as a campus for an extension of the Connelly Learning Center and a new branch of a community college to serve the Hill residents. Along Center Avenue we have also added a retail/support facility. This building should contain rent and lunch facilities to support the new educational population as well as existing Civic Arena and Central Medical Center populations. The support facilities should also provide expanded office for the Civic Arena and the Medical Center as well as other office groups.

Design Guidelines

Uses

Residential, green space, educational facilities, office space, retail, restaurants, etc.

Overall Design

Walkways

Should be "natural" paths. Must be brick. Should be well lit with 12-15' park style light fixtures.

Ends should be marked by planting trees.

Parking should be underground.

Housing should follow Crawford Square Design Guides. Connelly Extension should be no taller than the current building and should be similar in style. Benches should be provided at reasonable intervals (especially along the campus perimeter).

No building should be built between the Mellon Tower and the USX Building.

FORBES & FIFTH CORRIDOR

Introduction

Our basic goal for the Forbes Fifth corridor starts as a major employment opportunity for the hill residents by integrating the area into its bordering neighborhoods, namely the downtown, Crawford Roberts, the Hill and the South Soho district. Our new scheme comprises various uses such as residential, retail, offices, limited light industry and downtown office expansion with the emphasis on the first three redevelopment.

Therefore, Fifth Avenue from Dinwiddie to the east end would continue to serve as a major retail street for the neighborhoods and become mainly residential west of that F/D connection. Office space would be developed both above retail and as independent buildings (mainly along Forbes). We believe with the geographical proximity to the downtown, the rapid growth of large institutions such as Mercy Hospital and Duquesne University south and the reinforced N-S hill corridor connection the rebuilding of F/F corridor would contribute to the future life of hill community significantly.

Residential

The existing residential neighborhood of F/F corridor possesses a very similar character. Therefore the focus for residential redevelopment, especially still buildings are strongly recommended to follow and reinforce the consistent image of what the area has already had. In general, the housing typology along the corridor can be summarized as follows:

1) 2 stories
2) 3 bay windows with 3 dormers
3) entrances facing street
4) brick as primary building material
5) continuous keystepper
6) narrow side wall
7) ridge roofs
8) dormers
9) steps and railings to front entrance

In addition, several new guidelines are also made to improve the overall living quality and image of the neighborhood, they are mainly:

1) add planting between steps and along major streets
2) eliminate street parking to accommodate increased 2-way traffic
3) parking in rear and closed off backyards for more privacy
4) closed off alley way for thru-trffic

Office

The office redevelopment strategy follows the major concept of increasing density towards downtown, whether they are above the retail spaces along Fifth or as independent buildings. Therefore, the C-3 zoning would be primary composed of community level and professional offices while C-4 districts would attract more large corporate and institution tenants. One portion of the east end of Fifth Ave. is proposed to be zoned as C-08 to take the advantages of its adjacency to downtown's high rise blocks.
Fifth and Dinwiddie Connection

As a major connection to the center of the hill, the Dinwiddie and Fifth's T-shaped intersection is perceived as a critical portal both physically and mentally. The presence of the Fifth Avenue High School as one of the most historical buildings and the terminator of Dinwiddie Street further enhances this connection's uniqueness. Therefore, the new scheme proposed moves of a N-S street/Miltertberg to enlarge the block of Fifth Avenue High School to provide a larger and balanced setting for this special monument. This new N-S street, along with Gist Street will also provide a more formal link between the Soho district to the corridor. In considering the historical background and its location in the corridor, the Fifth Avenue High School's new use is recommended to be community art gallery or museum with sculpture garden and underground parking. Lastly, in addition to the previous commercial and residential building guidelines, special cares should be taken for the new establishments adjacent immediately to the Fifth Avenue High School block:

1) buildings not exceeding the height of the monument
2) building facades would orient towards the square
3) architectural style, details, massing and material to be in sensitive and harmonious with the monument
To achieve these goals, we have set up a set of standards for the projects of the Hill District. They are as follows:

- **Common Areas:** evolve into different needed services for the Hill District project community. As suggestions, we might include:  
  - **Bundry Services:**  
  - **Childcare:**  
  - **Entertainment Centers:**  
  - **Youth Centers:**  
  - **Preschools:**

Another goal for the betterment of living conditions in the Hill District projects is the creation of outdoor and public spaces that allow residents to play basketball, volleyball, table tennis, talk, watch TV, read, or take care of kids. In this fashion, certain common areas would evolve into different needed services for the Hill District project community. As suggestions, we might include:  

- **Tennis Courts:**  
- **Basketball Courts:**  
- **Volleyball Courts:**  
- **Table Tennis Tables:**  
- **Reading Rooms:**  
- **Childcare Centers:**

One aspect of this goal is the employment of the youth of the projects. We propose that all young adults in the projects be part of an organization aimed at the maintenance and upkeep of the neighborhood buildings and grounds. This organization will teach these young adults useful skills such as carpentry, painting, and landscaping. The youths in turn will be paid for their work, and their neighborhoods will become better places to live. When the youths graduate from this program, they will have learned a useful skill, as well as the ideals of pride and work ethic.

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The role of transportation in the revitalization of the Hill District is a large one. We of New Vision propose an addition to the current light rail, underground system first currently goes from Downtown Pittsburgh into the South Hill. Our proposal is based on the figure found from other light rail systems around the country, such as the D.C. Metro, Portland, and Las Angeles. We have researched several different schemes, and now propose the most feasible, both for the Hill District, and surrounding areas.

Our proposal for a light rail system depends on the statistics of public transportation already in the hill, as well as statistics calculated from other parts of our Hill District Proposal. These include the efforts of hill housing, community center, central commercial district, and Forbes/Fifth revitalization. We believe that, if all of these programs are successful, the new subway system won’t fare too badly.

The first stage of our proposal will be enacted from one to five years after the complete renovation of the Civic Center Commercial District. We propose to add an underground spur that will start at the Steel Plaza Station and follow Grand Avenue up to Drexel Street. Near that intersection, on the new underground parking area under the Civic Center, we propose the addition of a station. We feel that this placement is ideal, due to the (future) existing underground structure, namely the parking garage, and because of its central location in the Hill District. This location has also been chosen due to projected growth, and existing use of public transportation of the residents of the central Hill District. As proposed in our chart, this project should pay for itself over 12 years, with a $1.00 charge, and resident use of 50%.

The second stage of our proposal would occur eight to twelve years after the completion of the Center/Downtown Station. This second spur would involve a much greater effort, but again would prove lucrative within 14 years. We propose the addition of underground track from the Civic Center Station down to Drexel Street, downtown the revitalized Forbes/Fifth Corridor. An ARTS extension, we propose another station. The spur would then follow Fifth Avenue underground into Oakland, with stops near the Pittsburgh Playhouse and the Cathedral of Learning.

Our group has entertained ideas on several other stages for Pittsburgh’s public transportation system. One such stage is an extension of the Oakland spur out to Allegheny Avenue, where it crosses the Monongahela River (after King P. East Boundary). This spur would allow residents of the Oakland community to use the subway, as well as let the commuters from Williamsburg the option to use the subway from the East Boundary Station. Another stage that we have considered is the addition of a spur off of the Pennsylvania station to bridge across the river, using the existing abandoned bridge. This spur would then be able to service both the Allegheny Center Mall, and the Three Rivers Stadium. It would also link the Convention Center and the Stadium, in case of large conventions that may come to Pittsburgh. One final stage that we have considered is the addition of an arc to the line. We have decided that this arc should start near the Civic Center, and should stop at a point very close to the Pennsylvania Subway Station, for a variety of reasons. First of all, it allows easy access to the subway station from the Civic Arena. Second, it connects the Civic Arena and the Convention Center, bolstering the large convention hypothesis, as mentioned before. Third, it creates a link between the Hill District and the Strip District, and a wealth of possible jobs. Fourth, it provides a spectacular view of the North Side of Pittsburgh, similar to the view experienced when traveling the inclines near Station Square.
At InterAct it was important for us to establish a policy in which the residents had a great deal of input, and that ramifications of that input are visible. We of the opinion that only through their active participation and interest will these projects succeed.

As stated in our proposal to the Department of City Planning, we began with a research and analysis phase. We used the information provided by the City as well as considerable footwork of our own. We felt that we came to an understanding of the character and qualities of the Hill District, with one point surfacing repeatedly: isolation.

We saw the isolation of the Hill District as both a positive and a negative force. In our ensuing work on this policy design, we attempted to establish a compromise of the two. Through the enhancement and the rejuvenation of the positive aspects, it is believed that the negative will turn around or retire completely.

We chose to focus our efforts in four major areas of the Hill District: Fifth Avenue, the Civic Arena, Center Avenue and the three major public housing locations (Addison Terrace, Terrace Village, and Bedford Dwellings). In each of these areas, we used our list of concerns as an impetus for our policy.

Several alternatives were presented to the community through meetings and general footwork. We present to you the most practical and feasible options for a successful future for the Hill District.
FORBES-FIFTH CORRIDOR
Along the Forbes-Fifth corridor, we identified and emphasized nodes. These nodes are at four major points and are intended to signify entry into the Hill District or simply. It is our belief that by building the area along the corridor, the changes will directly (through stimulated work opportunities and enhanced amenities) and indirectly (by new commuter use) help to improve the Hill District.

Linkage and Access to and from the Hill District
The idea is formalized access to the Hill District rather than entrance as an accident. Corridors that lead into the Hill District are no longer hidden or run-down. At the west end of Fifth, Pride St. has been widened to create a link to the Crawford Roberts development and the hospital. The connection with Fifth and Pride has been opened, with the corners cut back. The intersection of Fifth and Dinwiddie is possibly the most changed.

Junctions & Markers
The main grid of the Hill District was lowered to Colwell St. to establish a marker, a sense of the boundaries between residential and commercial. At key points there are statues, markers, lights, corners, etc. to add visual and mental importance to the crossings.

Pedestrian & Automobile Traffic
Although Fifth remains a highly vehicular street, pedestrian use is enhanced. Changes in parking patterns and mass transit access are key; so are wider sidewalks, and more green spaces. Pedestrian traffic lights have been included to slow drivers and indicate the importance of the pedestrian presence.

Commercial & Residential
The nature of the commercial activity has not been changed so much as enhanced and used in different ways. The residential areas have been separated more from the commercial, and the scale has been more appropriate to certain areas. For example, the corner of Dinwiddie and Fifth has apartment buildings that relate more to the scale of the buildings along Fifth. Then along Dinwiddie, the character of the residential buildings is more to the nature of the area; smaller, a little more dense, buildings are closer to the street.
Appendix One - Urban Design Analysis

The Hill District

Washington Place
Cross Link
Trees line diagonal road with formal entry to consider solar array for solar farm goals with parking in commuter lots.

New professional medical building to serve worker population in area.

Pedestrian tunnel to park and cross over - lakes area

Parking for commuters, access for bicycle goals with parking for commuter lots.

Two level parking garage to relate to containers and provide adequate number of spaces for commuters/shoppers behind converters/professional area - easy access out of the way.

Central Medical Center

Central Medical Center

Colwell Street

Fifteenth Avenue

Downtown

Duquesne University
Main entrance

Corner building which relates to Washington Place and creates open space at intersection possibly office buildings.

New professional/commercial
Existing professional/commercial
New residential
Existing institutional

Appendices
Open Spaces
The entire nature of the area has been changed by the addition and reinforcement of open spaces. They serve as visual reminders of the importance of pedestrian traffic.

The corner of Fifth and Dinwiddie has been widened visually by the open park area. It is meant to act as a focal point and gathering space between the Hill District and commercial activity along Fifth.

Availability of Opportunities
The Fifth Avenue High School at the entrance of Dinwiddie onto Fifth has always been a marker for the area. We wanted to restore to it its importance, but change the character slightly. This area is now the site of the Connellty/Triangle Tech/CCAC educational group. As it is located at a major intersection, residents will cross this point often which will reinforce opportunities.
In the late 1950's, Pittsburgh razed a great deal of the infrastructure of the Hill District along the edge between the Hill District and downtown Pittsburgh. This is the current site of the Civic Arena, which stands today. Although it is a frequently used building and an asset to the Pittsburgh community as a whole, we feel that it represents a thorn in the side of the Hill District.

We discovered the site to be a no-man's-land that identified with neither the Hill District nor the Downtown. It established a visual and mental gully that inhibited access from one area to the other. Because we see that Downtown as a viable and necessary link for the revitalization of the Hill District, we built a 'bridge'.

This bridge is a large green space that extends from Crawford St. to the meeting of Center and 6th. It will be shared by both Hill District and Downtown inhabitants, creating a linkage of activity and a separation of density. It serves as a much-needed transition space between a very dense urban area and a mostly residential area.

The Crosstown Expressway has been covered; this establishes a priority of pedestrian traffic over vehicular, without compromising either. A walkway has been added that facilitates connection with the north side of the downtown, including the Pennsylvania, the Convention Center, and even beyond, the Strip District. Center and Bedford Avenues have been de-emphasized. Along with Wylie Avenue, they now relate more to the intimate scale of the Hill District, rather than being thoroughfares. They spur off of the Civic Drive, creating important but subtle connectors to the Hill District.
APPENDIX ONE - URBAN DESIGN ANALYSIS

The Hill District

Appendix One - Urban Design Analysis

INTER•ACT
5500 Forbes Avenue Pittsburgh, PA 15213 412-288-2260

CENTER AVENUE
As is the Forbes-Fifth corridor revitalization, the work with Center Avenue uses nodes to establish its links and markers. Even though Center Ave is directly in the heart of the Hill District, we thought that it needed to be woven into the fabric more strongly. It is along these lines that the civic and cultural nodes were established at each end of the commercial district to anchor the street. Although it has been questioned as to whether or not there would be adequate financial base in the area to support these activities, we do not believe it would be a problem. The healthy Crawford Roberts development and the new housing in the old public housing areas will provide a strong surge of interest and money.

Junctions & Markers
The Civic node is just up Center Ave, from the Crawford Roberts development. Buildings in the area include the new police station, library, and post office; the restored supermarket; and renovated public buildings on directly on Center. These would be used for public services, interest clubs and other organizations. The Cultural node is at the intersection of Center Ave. and Kirkpatrick St. It is meant to attract a group of commercial activities such as jazz and other night clubs, restaurants, bars—primarily with a black cultural theme. The connection of the nodes occurs right away—at the edge of the Civic node stands the renovated Granada theater as the active end of the commercial district.

Pedestrian & Automobile Traffic
At the Cultural node location, there is a new shift towards pedestrian traffic; tall buildings provide an inward focus, street parking has been removed, and sidewalks have been widened. There are major parking lots at each end to accommodate heavy evening activity or shopping center use, but most of the parking is along the street. There are streets that have been changed to pedestrian-only traffic to promote walking to the area.

Commercial & Residential
The residential buildings directly along Center Ave. have been removed and infilled with commercial structures to maintain the public character of the district. The existing buildings are renovated and maintained with URA loans.

Open Spaces
Rather than wide open spaces, there are small pockets of "people space." These are enhanced by the character of the street—inimate size, reduced car traffic, and maintenance of greenery.

Availability of Opportunities
With the increased traffic and use in the area, it will be easy to see the range of opportunities available. Programs such as URA redevelopment loans will have a visual end; education of other programs will be a vital part of the restoration of the area.
PUBLIC HOUSING

In what some might call the most thoughtful and forward-thinking ideas of the 1940's, a system of public housing was established to help those who couldn't help themselves. Unfortunately, ignorance and an extreme lack of foresight caused the implementation of these ideals to fail miserably. A high percentage of the housing in the Hill District is comprised of public housing "projects", and accounts for much of what is negative there. Poverty, lack of security, and little evidence of opportunity all plague what is left of the harried inhabitants. There is little to no connection with the rest of the city, few amenities, no inhabitable public spaces.

Our intent is to return these vast wastelands to the fabric of the Hill District. This is done by establishing a grid system that is more familiar, and more conducive to family residences. The new grid speaks towards the rest of the Hill District as a community. There is an intent towards home ownership over rental of the units, in order to foster pride and community self-esteem.
Once thought of as a smoky city, the image of Pittsburgh is changing from an industrial city to a renewed corporate, medical, and technological center that draws people to one of the most viable cities in America. Once filled with the workers that made the city's industries powerful, the neighborhoods of Pittsburgh are changing to accommodate the region's new markets. Phoenix Design Group feels this adaptation must reach beyond a mere renewal or re-creation of housing stock and explore a new model for living that benefits both the neighborhoods and the region.

Our firm looks forward to exploring the potential for such a model in the city's Hill District community. In the past, ethnic groups mingled and black culture and business thrived on streets like Wylie Avenue and Center Avenue. The rich stories of this dynamic, tightly knit neighborhood are full of tantalizing images to superimpose onto today's physically distressed environment. Though we may seek the ebullient spirit of those times, the inclination to recreate the past must be tempered with a clear view of the future. As demonstrated in our projects in Chicago, St. Louis, and nearby Johnstown, Pennsylvania, we do not limit our goals to the short term stabilization of a neighborhood. Our proposal for the Hill District will seek a larger scope of long term economic viability and cultural development for the neighborhood. Phoenix Design Group will also search for reinforcement of our designs and recommendations by integrating the area into the region's social and economic scenarios.

Our firm sees the Crawford Roberts development as a step towards the long term vitalization of the neighborhood and area. The recommendations that evolve from the integration of the Crawford Roberts area into the urban fabric will directly address the Hill District and the adjacent areas of the Golden Triangle, the Forbes/Fifth Corridor and the Strip District. We build our recommendations on the political, social, and economic concerns unique to the Hill District and these adjacent areas. To study these issues, our firm is constantly questioning the relationship between the power of the built environment and cultural and social influences.

We also consider the implications that our proposals may have for the regional fabric. It is important that the regional scale and local scale of our proposal complement each other to ensure the viability and longevity of our planning for the Hill District. As part of our process, we will research and make recommendations for public policy that will reinforce the intentions of our urban planning for the immediate site and the region.
Our proposal will deal with the isolated and segregated conditions resulting from the 1950's clearing of the Third and Fifth Wards for the construction of the Civic Arena. We must shatter outside misperceptions of the Hill District as an economic dead end and a community "at -risk" in order to attract investment, combat further segregation, and improve the self identity of the community. We also must eliminate the community's suspicion of the "establishment" that broke the physical and social fabric of Hill District in the name of urban renewal. Our design process will accomplish this by creating channels for direct communication between our firm, the community, and local government.

The Phoenix Design Group finds ways for the existing community to benefit from the current development; to address the neighborhood's problems rather than push them elsewhere. Our strategies include such things as an increased tax base, long and short term job opportunities, and improved educational opportunities. The firm's design process and products will also encourage investment of time, energy, and money by the current residents to foster an atmosphere of pride and stewardship in the Hill District's future. We have found in past projects that this also helps ease the fear of change and break the acceptance of the status quo that is present in many similarly distressed neighborhoods.

We see this project as a model for the strengthening of a community and a region. Phoenix Design Group would like to develop this project through coherent and cohesive urban design for the Hill District and the City of Pittsburgh.
Scope of Services

The Phoenix Design Group will undertake in-depth research and design in our process of developing a coherent and cohesive urban design proposal for the Hill District neighborhood. Our process includes four phases:

- Analysis
- Urban design
- Component Development
- Presentations

Analysis

Our firm places strong importance on the comprehensive quality of the analysis phase. This phase is crucial, as it is the period when materials are collected that will be used to build the foundation for our proposal. We explore two channels of information to get a (comprehensive) scope of the relevant concerns—community issues and technical analysis.

Community issues are the goals, priorities, and complexities that create a dynamic place to live. We gather this information firsthand through interviews, meetings, and participation in actual events within the community. We begin to gauge the concerns of individuals, special interest groups, businesses, etc., by asking questions such as: How do you use your community? How would you improve your community? What do you like/dislike? What are good qualities that are unique to your area? We will question issues of security, opportunity, environmental quality, and social quality to get a clearer understanding of the Hill District’s current image of itself.

The technical data will be compiled to analyze the existing conditions and policies that affect the Hill District. These will come from many different resources and will focus on the site and the region. These include:

- Land use data
- Topographical information
- Circulation and parking
- Infrastructure
- Transportation
- Demographical information
- Zoning
- Security statistics
- Real estate values
- Density
- Existing programs for site redevelopment
- Historical documentation of cultural aspects
- Historical documentation of past plans for development

This information will be compiled and presented to the Department of City Planning and the community.
Urban design

After assessing the analysis information, we will use it to draw a synthesis between the technical concerns and matters of public policy that will comprise our design proposal. This phase will consist of three major parts:

- Creation of an urban design program
- Generation of two or more urban design schemes
- Presentation of the urban design schemes to the Department of City Planning and the community.

Component Development

Throughout this phase the focus will be on the development of individual pieces of the design proposal. Emphasis will be on creating viable projects while supporting the overall proposal for the Hill District. The components will present workable examples through which the community can address concerns of improving the current environment and creating new opportunities. The components might also serve as models for the city to use when addressing similar issues in other locations. Some examples of components might include:

- Guidelines for incremental new housing development
- Strategies for integrating existing housing projects
- Transportation infrastructure - connecting to adjacent areas
- Projects to encourage cultural growth

The components phase will culminate in a presentation to the Department of City Planning and the community.

Presentation

The presentation phase requires the compilation of all the work completed in the previous phases into a final format for public review. The presentation will consist of two parts:

- A published report
- A formal public presentation to the Department of City Planning and the community.


Appendix Two - Response to RFP

Phoenix Design Group Staff

<table>
<thead>
<tr>
<th>Professional Staff</th>
<th>Personnel</th>
</tr>
</thead>
<tbody>
<tr>
<td>Michael Gulich AIA: Principal</td>
<td>Michael started the Phoenix Design Group in 1988. He graduated with his Bachelor’s degree in Architecture from Carnegie Mellon in 1984, and then went on to receive a Masters of City Planning from Berkeley in 1986. Michael then took two years to travel the globe on the back of a donkey before deciding to open his firm in what he considers the &quot;most liveable city,&quot; Pittsburgh, PA.</td>
</tr>
<tr>
<td>Christine Kochinski AIA: Associate and Project Manager</td>
<td>Christine recently joined the Phoenix Design Group in 1991. She received her undergraduate degree from Carnegie Mellon in 1987. She then continued her education at Yale University and received her Masters in Architecture in 1990. She has a concentrated focus in &quot;City Life Comparisons Between Post-war America and European Cities.&quot; For this she studied several years abroad and now speaks eleven languages, including a now lost dialect of Danish.</td>
</tr>
<tr>
<td>Glenn Cottrell AIA: Senior Associate</td>
<td>Glenn Cottrell joined the Phoenix Design Group in 1990. He received his undergraduate degree in Architecture from Carnegie Mellon in 1988. Since then Glenn has worked for E. Fay Jones and was principal architect for Ross Perot’s designs for the White House. Glenn has served on the planning commission of St. Louis, Missouri and was instrumental in facilitating our firm’s planning proposals in that city. Glenn’s portfolio contains several projects in the Pittsburgh area, including a design for the Pittsburgh Filmmakers and the Solar Pioneers Library.</td>
</tr>
<tr>
<td>Heather Wasilowski AIA: Senior Associate</td>
<td>Heather has been with the Phoenix Design Group for four years. Because she was born, raised, and never left the Pittsburgh area, she feels like she has a strong stake in its future. Heather received a Bachelor’s Degree in Architecture from Carnegie Mellon in 1987, and a Master of City Policy and Sociology from the Heinz School of Public Policy at Carnegie Mellon. Since that time, she has been involved in several innovative Pittsburgh housing projects.</td>
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Cost of Services

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<th>Phoenix Design Group employees</th>
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<tr>
<td>Michael Gulich - Principal - 30% to project</td>
<td>$4,560</td>
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<tr>
<td>Christine Kochinski - Associate and Project Manager</td>
<td>$4,560</td>
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<tr>
<td>Glenn Cottrell - Senior Associate - 30% to project</td>
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<td>Subsoils and Geological Expert</td>
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<td>Landscape Architect</td>
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Grand Total | $236,312 |

Timetable

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<tr>
<td>Principal</td>
<td>Michael Gulich AIA: Principal</td>
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<tr>
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<td>Christine Kochinski AIA: Associate and Project Manager</td>
</tr>
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<tr>
<td>Professional Staff</td>
<td>Heather Wasilowski AIA: Senior Associate</td>
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Crawford Roberts A. Mangelsdorff

(Appendices)
INTRODUCTION
The Hill, as exists today, suffers from a number of very real, very tangible urban problems, the solutions to which, ironically, require a great deal of change in the minds of its citizens as well as those of its neighbors.

Many of the problems are sociological or psychological in nature, and it is our intention to remedy these problems through a new urban design. The inhabitants will never, for example, as well as the image of the Hill as seen through the eyes of citizens from nearby communities are extremely important issues that are in dire need of attention. Planning for renovation, federal subsidies of private residences, and an influx of higher income levels alone is not enough to raise the spirit of the people to the level that the Hill once enjoyed. A certain amount of hope and self respect must be given to provide the initial incentive to improve existing conditions, otherwise all efforts will be wasted and the Hill will be destined to remain as the impoverished community it has unfortunately become. Pride of place, culture, of community, then, are issues of equal if not greater importance than any of the more obvious urban design issues because they are issues that must directly affect the level of payment and security with which the problem is tackled and determined to be fixed. We cannot address only economic issues and hope that solutions to the more, spiritual problems will naturally follow. The problem, as we see it, is to develop a methodology of renewal that will simultaneously restore the pride and the economic viability of the Hill.

In attempting to approach any problem, especially one of this scope and severity, it is essential to view the situation from within, as we have done. The issues of pride and pride mentioned above are more easily understood when addressed at a personal level. Statistics certainly may be of help in the overall process, but experiencing the Hill and letting it and its inhabitants speak to us has given us so much more. Our conclusions of existing conditions and thoughts of future action have evolved through this process of interaction, and it is for this reason that we feel so strongly about what we have done.

What follows is a proposal developed by our firm with the help of the Hill community for the renovation of the Crawford/Roberts development with the downtown area, the Fifth/Forbes corridor, and the rest of the Hill. The following outline briefly describes the problems as we see them, the goals we hope to achieve, and the methods we will employ to accomplish them. We have divided the proposal into social issues, economic issues, and issues of linkage.

I. PROBLEMS
A. Social
1. Lack of community and self esteem/pride
   - Need for change in outside perception/expectations
   - Need for self reliance
   - Need to regain culture
2. Lack of adequate population
3. Lack of multiple income levels
4. Lack of adult and child education
5. Lack of security

B. Economic
1. Need for initial business incentives
2. Lack of customers
3. Need for renovation
4. Lack of center/district
5. Lack of skilled workers
6. Need for security along Forbes/Fifth corridor

C. Linkage
1. Lack of street links to downtown, strip, upper Hill
2. Poor/ineffective public transportation (buses)
3. No high speed transportation (subway)
4. Lack of safe streets
5. Lack of pedestrian link to downtown

II. GOALS
A. Social
1. Restoration sense of pride to the Hill
2. Restoration culture
3. Breakdown of boundaries created by negative associations with the Hill
4. Increase in population in all income levels
5. Improvement of education and addition of job training
6. Development of community with unique flavor

B. Economic
1. Increase in local businesses including retail, restaurants, wholesale etc.
2. Upgrade of existing buildings
3. Establishment or reestablishment of business centers
4. Development of 24 hour community along Forbes/Fifth

C. Linkage
1. Development of more direct links with surrounding areas
2. Improvement of bus routes to service new population/business
3. Development and building of subway through hill
4. Development of walkways to link with downtown

III. METHODS
A. Social
1. Examine, where possible, cultural and historic landmarks to instill sense of pride.
2. Perhaps use such locations to attract other institutions and eventually contribute to establishment of strips/distincts within community
3. Set aside certain times and locations for cultural festivals

B. Economic
1. Need for initial business incentives
2. Lack of customer base
3. Need for renovation
4. Lack of center/district
5. Lack of skilled workers
6. Need for security along Forbes/Fifth corridor

C. Linkage
1. Lack of street links to downtown, strip, upper Hill
2. Poor/ineffective public transportation (buses)
3. No high speed transportation (subway)
4. Lack of safe streets
5. Lack of pedestrian link to downtown

IV. CONCLUSION
The previous outline was intended to clearly identify issues to be addressed in a written urban policy, but the problems for and the implications of each item should be discussed further. Again, the most problem as we see it lies in the minds of the people of Pittsburgh. The Hill has a number of unique qualities that, under different circumstances, would surely lure prospective residents and shoppers. Its proximity to the downtown and shopping areas, its magnificent views, the cultural heritage, are all major factors in determining value, but in order to violate successful urban renewal, many of these obstacles need to be overcome.

The major obstacles seem to be primarily ingrained. The negative image the Hill projects to outsiders is a part of the problem. This image is partially due to the location of unpleasant public housing works along the southern edge of the community and to the generally disheveled appearance along all edges due to the abandonment of buildings and vacant lots. These areas need to be dealt with; because they represent the borders of the Hill district and if they continue to present the negative image, the same associations will continue to exist, and the borders will remain as physical walls which effectively prevent the Hill from functioning as a part of the whole of Pittsburgh. This is an important reason behind our call for the installation and renovation of commercial institutions along the possible establishment of Fifth/Forbes corridor as a twenty-four hour commercial area not unlike the segment of the corridor that runs through Oakland. Incidentally, serves through traffic, much of which seems to pass through as quickly as possible. For this same reason, careful thought must be given to each of the thresholds into the Hill community. Each threshold must invite rather than intimidate the visitor which is unfortunately the case at the present time.

The other side of the image problem concerns the attitudes of current residents. Although there obviously exist quite different attitudes among the various residents, a few general observations have been made that have greatly influenced our decisions. The older citizens that we spoke with consistently met us with some skepticism as to our intentions, but, in the end, became very enthusiastic about our ideas and attempted to help us whereas residents who were closer to our own age seemed to be much more hostile toward any outside intervention.
We believe that part of the reason for the difference in attitudes in the difference between the types of environments the two generations were raised in. The older generation may more easily relate to our ideas of community and spirit because they have experienced it themselves and long to regain such qualities and the self-esteem that come with them. Unfortunately, a very large portion of the younger generation may know very little about the past and what it meant. Perhaps the hopelessness is the indirect cause for the high level of crime experienced by the Hill. Hope for the older generation seems to be based on memories of the past when a distinct culture existed within the Hill. The pride still shows when their stories are told. The area was once known for everything from fashion to food to the arts, and the residents took great pride in what they had and in the fact that people came from all over to experience it for themselves. For this reason, we will attempt to revitalize the cultural establishments of the Hill. Many such establishments were in close proximity to one another, and it is our hope that such a renewal will attract other establishments and eventually lead to the formation of districts within the area. Such an area would hopefully bring about a great image change in the eyes of both the residents and outsiders.

Along with the cultural establishments we would like to establish annual cultural festivals during which time would be set aside to celebrate the unique qualities and history of the Hill. All of these actions will help to bring about a more informed attitude toward the history of the Hill and the potential that exists within it and its individual citizens.

**SCOPE OF SERVICES**

The services included in this proposal are listed below.

**PHASE A** will include community proposals:
- A study of existing housing including typology and renovation opportunities.
- Make proposal for renovation and in-fill requirements including diagrams and drawings of recommendations.
- Develop recommendations for street and sidewalk upgrades including surfacing and landscaping.
- Develop new zoning and districting plans with diagrams and written recommendations for schools, fire & police protections, and zoning regulations.
- Investigate and propose establishment of community programs including scouts, gardens, rotary etc.

**PHASE B** will include business proposals:
- Produce study of existing and possible business opportunities with recommendations for development programs.
- Develop guidelines for city support of new businesses.
- Develop plan for re-establishment of the Forbes/Fifth Corridor as 24 hour shopping and entertainment area.

**PHASE C** will include transportation proposals:
- Detail connections to the Upper Hill, Downtown, and the Forbes/Fifth Corridor.
- Develop sidewalk environments and further work on community programs.
- Propose new or changed bus routes.
- Propose subway route and stations.

**APPENDIXES**

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<th>Objective</th>
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Total Cost for Phase A = $21,700
**Phase B**

Objective 1. Business program development

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Total Cost for Phase B = $17,850

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**Phase C**

Objective 1. Street Upgrades

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Total Cost for Phase C = $5,513

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Objective 2. Sidewalk development

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Total Cost for Phase C = $5,512

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Objective 3. Bus & Subway system

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Total Cost for Phase C = $5,985

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**Total for Phase A, B, and C = $20,948**

**Reimbursables**

- Copying $30
- Blueprints $15
- Photography $30
- Travel $100
- Refreshments $400
- Parking $10
- Supplies $500

Total Cost for Reimbursables = $1,125

---

**Timetable**

1. Sep. 28 (M) Complete study for existing housing, street, zoning, district plans and community development programs, (written and drawings)
2. Sep. 30 (W) Community meetings
3. Oct. 5 (M) Complete proposal for new health, new zoning, public space, district plans, street upgrades and community development programs, (written and drawings)
4. Oct. 7 (W) Meeting with business development consultants
5. Oct. 9 (F) Complete study of existing housing and ongoing business projects, (written)
6. Oct. 16 (F) Complete proposal for new business opportunities including guidelines for city supported business, reestablishment of F/F Corridor and etc. (written and drawings)
7. Oct. 19 (W) Meetings with traffic and civil engineers
8. Oct. 23 (F) Complete proposal for new bus routes, subway routes and stations and related road or pedestrian changes
9. Oct. 30 (F) Final Presentation

**Total Cost for Reimbursables = $1,125**
Deborah Henderson
Principal
Deborah is currently a 5th year Architecture Student at CMU. Her work experience includes work for developers and product research and design for affordable housing. The main focus of her studies has been the impact of the building methods on affordable development and the psychology of cognition.

Michael Ho
Principal
Currently a Fifth Year Architecture Student at Carnegie Mellon University. His experience includes architectural and landscape designs and construction supervision. The main interest and focus for Michael's recent practice have been closely related to the investigation of social, economical and aesthetic impact of urban design upon our society today.

Christian A. Pegher
Principal
Currently a Fifth Year Architecture Student at Carnegie Mellon University. His experience encompasses the artistic, theoretical, and applied aspects of Architecture. He has had experience working for three different firms in the Pittsburgh Area. His specialties within the field of Architecture encompasses the Art and Theory of Architecture, as well as the application of computers in Architecture.

Nicholas Loisides
Principal
Currently a Fifth Year Architecture Student at Carnegie Mellon University. His Work Experience includes Construction, Carpentry, and Heavy Landscaping. His main focus of studies at CMU has been the Socioeconomic and Psychological impact of Architecture and Urban Design.
INTRODUCTION

Issues
In the past thirty years, the City of Pittsburgh has undergone at least two renaisances—both of which have helped to ease its image as a soot-covered, worn-out city. Unfortunately, at the same time, other areas of the city have suffered rather than flourished. The Hill District is one of these areas.

This is quite an unfortunate development because there are many things about the Hill District that make it one of the most unique neighborhoods in Pittsburgh. One of the most obvious attributes of the area is its proximity to downtown. Most of the area is within easy walking distance, giving it great potential for future growth. Throughout its history, it has been a cultural center: at one time for Jewish immigrants, and now for the black population of Pittsburgh. This concentration of one ethnic group helps to give the Hill District a strong sense of community, historically as well as culturally. Such a community feeling is lacking in many neighborhoods and has great potential if channeled in the right direction.

Unfortunately, for each positive attribute of the Hill District there is also a negative one. For instance, the area's remoteness to downtown is an asset, but there is a lack of connection. Although the walk is short, the distance is great. Furthermore, for many residents, what should be a short bus ride to downtown is lengthened by a lack of adequate service. The area is unique because of its strong cultural heritage, but this strong community has helped to separate the Hill District from the rest of the city. The racial tensions that 'normally' exist in the city are amplified here, where there is a strong sense of animosity towards outsiders. In addition to social tension, there is an overwhelming crime rate. The total sum of all of these elements is despair and frustration for many of the residents.

Part of the success of a community is the adequate distribution of amenities. Because the Hill District has so few of these amenities, the residents find themselves isolated without the ability to change their situation.

Based on the conclusions drawn above, it seems obvious that certain strategies for new development are not feasible. For instance, although the Hill District was a vital social community thirty years ago, one cannot look to the past as an example. The nature of business has changed so much that most examples of the past will not address the critical issues of today. Of course, the vitality that existed is something to strive for, yet it is not an urban design solution—it is the product of a good design. Furthermore, one cannot attempt to make the Hill District akin to one of the other neighborhoods in Pittsburgh such as the South Side. The Hill District is the center city neighborhood. This crucial distinction rules out the possibility of mimicking a periphery community because the essential parts of such a community are incongruous with those of a center city neighborhood. For example, in a periphery location such as the South Side, the problems of violent crime and low high school graduation rates are not as prominent as in the Hill District. Another urban design strategy that seems to be less than effective is the insertion of non-Hill District residents into the area. The tension created by such an act will at once make Hill District residents feel threatened and make the new residents feel unsafe. This type of integration must take place as the natural result of an urban design strategy and does not suffice as the basis of an urban design scheme.
Appendix Two - Response To RFP

The Hill District

Scope of Services

Overview
InterAct has established a creative and comprehensive urban design developmental framework in which to pursue a Hill District revitalization. Critical to the framework are the active inclusion of all involved parties and important observations in the program and the evidence of participation inherent in the highly integrated process of urban design. The framework's phases are:

- research and analysis
- interactivity
- urban design policy synthesis
- policy execution
- documentation and presentation

Research and analysis
This phase is a search for an understanding. The characteristics and qualities of the project environment are revealed. The gathered information will serve as the knowledge base from which our process will develop recommendations for an urban design policy.

An investigation into the community on a human level will reveal community values, interests, and concerns. We will conduct interviews and distribute questionnaires with residents and discuss priorities with community leaders. What do you think the boundaries of the Hill District are? Do you feel your neighborhood has good community spirit? Where would you allow your children to play? What does the Hill District need the most? Through questions like these, this part of the phase will reveal feelings and perceptions - 'soft data' about the Hill District.

An investigation will be conducted to determine the technical and physical characteristics of the Hill District through analytical studies and research. Consultants and local government agencies will be valuable resources in this part of the phase. The major areas of concern are as follows:

- land use
- circulation and parking
- climate
- topography
- urban geometry
- real estate
- culture
- history
- demographics
- densities
- economics
- infrastructure
- presence
- liveliness

Goals
In response to these observations, our team will develop an urban design that sees the strategies mentioned above as a result rather than a starting point. Our plan focuses on the underserved edge of the Hill District. This edge is a psychological more than physical line that outlines the area to the East, West, and South. At this point in time, the line tends to act as a divider between the Hill District and the rest of the city. The Civic Arena and Convention Boulevard toward the West, the Hill District area is cut off from the activity of downtown mentally and physically. The Forbes/Fifth Corridor to the South tends to separate the district from the rest of the city because it portrays a negative image to people unfamiliar with the area. Also, to the East, where the Hill District runs into Oakland and the University of Pittsburgh's athletic facilities, there is a strong barrier that isolates the area.

Our goal is to develop the East, West, and Southern edges of the Hill District with projects that draw people from all sides. The edge will not act as a barrier, but more as a zipper which ties parts of the city together. The added amenity to the edge will create a place for new jobs in the area, with the intended result of developing the Hill District from the inside-out. If the idea is developed as hoped, the problem of integration could take place naturally. The obvious dilemma concerns the types of activities to be added. Fortunately, some of these already exist.

Currently, the Civic Arena is on the edge, but is only used by outsiders to the Hill District. One solution to this problem could be the introduction of a basketball team for the city of Pittsburgh that might be more to the interests of Hill residents than a hockey team. In this respect, the arena would draw from the inside and the outside of the Hill District. Another amenity which already exists in the Forbes/Fifth Corridor. These two streets already house a great deal of commercial activity, drawing many people from the Hill District. The possibility exists to make the area a social area as well as commercial area for every day necessities and specialty stores. Opportunity also exists on the Oakland side of the Hill District where social activities already take place, and perhaps linkage is the key. The exact solutions will come at a later point in the process, and these suggestions are only intended to give an idea of what the concept could entail. It is our hope that the plan can bring back the vitality of the past without copying the desired integration of income groups as well as social groups, and create the economic base for the successful future of the Hill District.

Obstacles
As with any urban design scheme, there are obstacles that will impede its immediate success. A lack of interest from city officials is one barrier that must be overcome. In addition, a strong negative attitude towards outsiders issues from many of the Hill District's residents. The available financial base of the area will make future improvements a challenge, but hopefully with the help of the Urban ReDevelopment Authority and other local organizations, initial funding will be obtained. A general absence of low rent and worthiness of certain Hill residents may also make any intervention less easily accepted. Although somewhat negative, these obstacles fuel our thoughts for future intervention.

Participation development
In the development toward an urban design policy, the process needs to satisfy critical requirements - accountability, flexibility, credibility, and recognized roles of participation. All relevant organizations of concern (community, government, professionals, etc.) will share their priorities and needs at appropriate moments in the creation of urban design policy. We will present alternative ideas and recommendations modeled from different concerns and our professional knowledge base. Valuable feedback and evaluations from these informed organizations will be just as vital in directing the process. It is our responsibility to coordinate this process toward accepted urban design policy.

Urban design policy synthesis
We will organize a comprehensive urban design policy which will establish practical solutions to the conditions in the Hill District. The knowledge from interviews and analysis and the sharing of concerns will synthesize with our abilities into the creation of effective solutions. We will present at least two viable policy schemes to the community as a whole in a public debate forum to ascertain a preferred alternative.

Policy execution
In this phase, we will conduct component interventions into the Hill District which will follow the guidelines of the preferred urban design policy. In other words, the policy will be implemented as its feasibility as a realistic option can be addressed. The physical impact of specific designs upon the overall urban fabric and the potential for development will be examined. The products of these component interventions will be presented to the clients, community, and city. Possible areas of intervention are:

- affordable and infill housing development
- transportation and entry linkages
- community or cultural center design
- commercial/retail district guidelines
- landscaping and park programs
- educational development program

Documentation and presentation
As a conclusion to the process, we will document the urban design process into a detailed and illustrated report for presentation in a public meeting with final recommendations and outcomes.
COST OF SERVICES

The following breakdown of personal work time is based on a forty-hour week, over an eleven week period:

- Two principals, allocating 50% of workload, $30/hour: Mark Virgona, Katherine Williams $13,200
- Two associates, allocating 50% of workload, $26/hour: Yujin Asai, Matthew Wittmer $11,440
- One draft-team member, allocating 100% of workload, $14/hour: Grid Masters $4,160

The following breakdown of personnel work time is based on a forty-hour week, over an eleven week period:

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<th>Person</th>
<th>Workload Allocation</th>
<th>Hourly Rate</th>
<th>Weekly Hours</th>
<th>Total Personal Costs</th>
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<tr>
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<tr>
<td>One draft-team</td>
<td>100%</td>
<td>$14</td>
<td>40</td>
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</tr>
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</table>

Consultation & Reimbursements

Below is an approximation of the cost of services for professional consultants associated with this project:

- Historian* $5,000
- Traffic Engineer $15,000
- Subsoils & Geological Expert $12,000
- Landscape Architect $25,000
- Grid Masters $6,160
- 3D Multiplier covering overhead and profit

Total Consultation Costs: $52,000

Total Personnel Costs: $83,840

Total Consultation Costs: $52,000

Total Personnel Costs: $83,840

Total Reimbursement Costs: $17,300

Total Project Cost: $65,700

PERSONNEL

Yujin Asai
Yujin graduated from Carnegie Mellon University with a Bachelor of Architecture in 1983. After a three-year internship with Jon Jerde Partnership in San Diego, he went on to obtain his Master of City Planning at Columbia University in 1988. His major area of study was Tokyo urban form and ideology. In Japan, through his association with the Taisei Corporation, he worked on urban design schemes throughout Japan and China. He proceeded to pass the Peace Corps in 1990 to contribute his skills in city planning to emerging urban communities in Kenya and Somalia in Africa. He returned to America in 1991 to pass InterAct in Pittsburgh where he has focused on urban design and neotraditional community developments.

Mark Virgona
Mark graduated from Cooper Union with a Bachelor of Architecture in 1981. He obtained his Master of Architecture from the Harvard Graduate School of Design in 1986. After architectural internships with Callanen in Spain and Bas Kobus in Switzerland, he returned to America, disillusioned with his architecture. Unable to find satisfactory work, he decided to travel across the country with his skills as a musician where, in Pittsburgh, he eventually met Kate. He rebound his will to work, and together, they established InterAct in 1988. Mark has been instrumental in leading the firm's award-winning architectural design efforts in housing, commercial retail projects, and cultural institutions.

Katherine Williams
Katherine graduated with honors from Carnegie Mellon University with a Bachelor of Architecture in 1981. She continued her studies of the problems and solutions to the South American barrio in Brazil under a Watson Fellowship and later as a professional architect. She joined the faculty of University of Sao Paulo as a professor of architecture and urban design in 1985. After a two-year tenureship, she returned to America to obtain an MBA from Tufts University in Massachusetts. Upon graduation, she moved back to Pittsburgh, her hometown, where she met and joined Mark in establishing InterAct which has created successful urban design projects in housing, commercial retail, and cultural institutions.

Kate graduated with honors from Carnegie Mellon University with a Bachelor of Architecture in 1981. She continued her studies of the problems and solutions to the South American barrio in Brazil under a Watson Fellowship and later as a professional architect. She joined the faculty of University of Sao Paulo as a professor of architecture and urban design in 1985. After a two-year tenureship, she returned to America to obtain an MBA from Tufts University in Massachusetts. Upon graduation, she moved back to Pittsburgh, her hometown, where she met and joined Mark in establishing InterAct which has created successful urban design projects in housing, commercial retail, and cultural institutions.

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Yujin Asai
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Matthew David Wittmer
Matthew David Wittmer, a native Pittsburgher, graduated with a Bachelor of Arts in Urban Sociology from Duquesne University in 1985. He continued his postgraduate education with studies in the socioeconomic structure of former American industrial cities at the University of Pittsburgh. After receiving his Master in 1987, Matt worked on a special State of Pennsylvania program in tracing the cultural and historic traditions of Black communities in the state. As the program lost funding after a year due to state budget cuts, he returned to school at Dartmouth University to pursue further studies in modern ethnic cultural history in America. Upon graduation with a PhD in Urban History, Matt was asked to join InterAct as a sociologist and historian to its urban design projects.

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