

A VISION PLAN FOR PITTSBURGH'S RIVERFRONTS

Presented to Mayor Tom Murphy
and the Citizens of Pittsburgh
by



RIVERLIFE TASK FORCE



October 2001

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RIVERLIFE TASK FORCE

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October 2001

The planning efforts of the Riverlife Task Force and the publication of this document have been made possible through the generous support of:

Claude Worthington Benedum Foundation

The Grable Foundation

The Heinz Endowments

The Hillman Foundation

The Pittsburgh Foundation

Richard King Mellon Foundation

Anonymous

.....to create, in the heart of Pittsburgh, a great urban river park.



A VISION PLAN

FOR PITTSBURGH’S RIVERFRONTS



RIVERLIFE TASK FORCE

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INTRODUCTION



The TASK FORCE

and its Mission

The Riverlife Task Force began a year and a half ago as a question. Something important was happening along Pittsburgh's signature three rivers: after decades of neglect, they were being rediscovered. There were plans for new parks and trails, two new stadiums, and major waterfront development projects, some of which were already underway.

Meanwhile, an impatient public, ahead of the planners and developers, was finding its own way to the rivers. In a town where many natives have never even touched the water and have spent most of their lives afraid to do so, people suddenly could be found kayaking and boating, fishing and picnicking along the shoreline, and generally staking a personal claim to the rivers as never before.



Landscape architects have a term for a route that people naturally will want to take as they pass through a space, whether a path has been laid down there or not. They call it a "desire line," the most common example of which is a ribbon of packed earth traversing a lawn, the product of countless people deciding for themselves where their path should lead. All of a sudden, on the eve of the new millennium, Pittsburgh was beating a desire line to the river's edge.

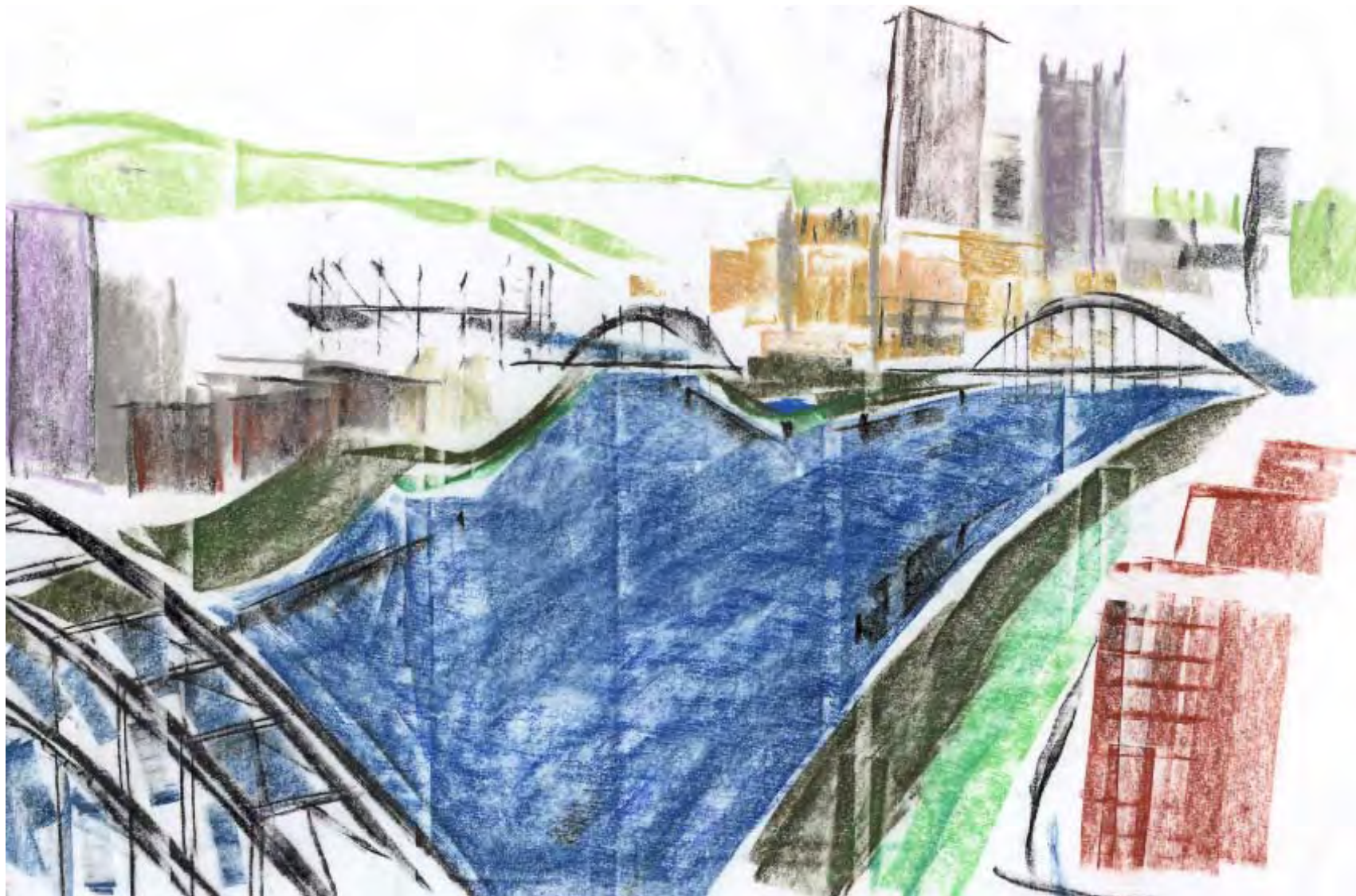
It was a rare convergence of opportunity and community longing. At the inaugural meeting of the Riverlife Task Force, the historian David McCullough characterized it as a "once-in-a-century" opportunity. The challenge – the question that launched Riverlife – was how to make the most of it? How could Pittsburgh take all of this activity and energy and use it to create something greater than the sum of its parts, something spectacular and defining?

In the best tradition of Pittsburgh's public-private partnerships, Riverlife, which was appointed by Mayor Tom Murphy, brought together property owners with area philanthropic, civic, and business leaders. Together, they engaged the services of some of the nation's premier design experts and studied models of how other cities around the world were successfully reinventing their waterfronts.

In what it hopes will become a new tradition in Pittsburgh, the task force also set about listening to the community. Over the subsequent 18 months, it held over 120 public meetings with neighborhood and community groups, river users, professional associations, arts organizations,

"A decade from now, people driving into Pittsburgh will see the city's three rivers not as obstacles to be overcome, but as destinations to discover. Our changing relationship to the water, I predict, will enliven every aspect of urban life."

Mayor Tom Murphy



clubs, and faith-based organizations. These meetings included informal brainstorming sessions, formal design charrettes, and, as a vision began to emerge, feedback sessions. The goal was to arrive at a vision that would reflect the “desire line” of a diverse populace and not just of a small committee.

A major challenge facing Riverlife was that time would not stand still for its deliberations. The pace of development along the riverfront was accelerating, and it could not be made to wait for the task force to complete its work. Riverlife

worked closely with developers as projects took shape, and advanced a process that, in addition to yielding immediate results, allowed the task force’s emerging vision to be shaped and tested in real time. Consequently, the vision described in this report is not only grounded in reality but also already well on its way to being realized.

A second major challenge for Riverlife was that the rivers had never before been seen in coherent terms. They had always been three bodies of water coursing through a series of distinct neighborhoods. Abutted by property belonging to

a host of different owners, public and private, their shores were home to an eclectic assortment of roadways, train tracks, buildings, parks, trails, parking lots, and vacant land. For over a century, the water itself had been regarded as little more than a gash in the land, useful for industry but otherwise a barrier to be crossed or avoided altogether. As a result, even as it began rediscovering its rivers and shorelines, Pittsburgh lacked a framework for thinking of them as any kind of common entity.

The vision detailed in this report proposes a radically different way of thinking about the rivers and the waterfront. Certainly, as Riverlife discovered in its community meetings, the rivers are many different things to many different people, repositories of a vast and varied range of hopes and expectations and uses. But where they come together – where their future lies – is as a center of community life. It is precisely their potential to meet so many different human needs – from the recreational to the aesthetic to the commercial – that gives the rivers their transcendent power. They are, very clearly, a “place”: a multi-faceted but nonetheless cohesive gathering point for a community and its idea of itself.

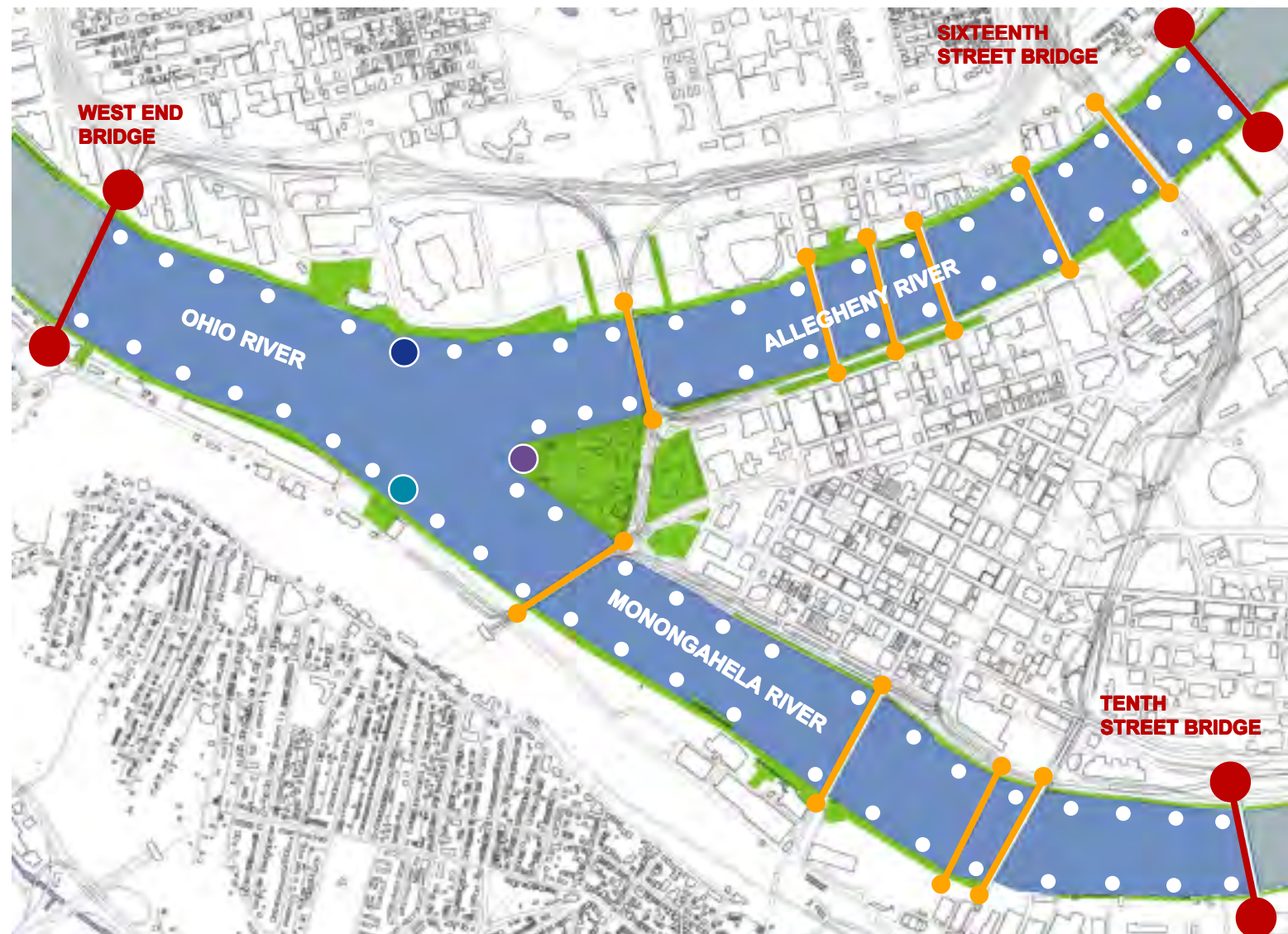
All around the world, in cities as varied as Sydney and Bilbao and Baltimore, savvy waterfront communities have discovered the power of treating their waterfronts in this way, as treasured community resources. Strengthening the waterfront’s distinctive identity, opening it up to the whole community, and celebrating its many uses does more than bring people back to the water; it brings life back to the city – and transforms a region’s image.

How can we do that here? When it was formed, Riverlife knew it could be effective in a short timeframe only by taking on a very specific initial assignment. Given the rapid pace of development along the waterfront in and around downtown, that assignment was to determine how the vision it developed for the rivers could be translated into reality there.

Therefore, this plan offers a specific proposal: to create, in the heart of Pittsburgh, a great urban river park. This park will stretch along the rivers from the West End Bridge on the Ohio to the Sixteenth Street Bridge on the Allegheny and to

“At the time of the Millennium the renewal of urban waterfronts can be seen as a keynote of economic development in post-industrial cities.”

Martin L. Millspaugh



The primary extent of Three Rivers Park.

the Tenth Street Bridge on the Monongahela. Tentatively called Three Rivers Park, it will encompass the rivers themselves, the bridges, and at least the first 50 feet of all shoreline within this area.

Three Rivers Park will connect the parks that now punctuate the shoreline – Point State Park, Allegheny Riverfront Park, and Northshore Riverfront Park – in a continuous flow of trails, bridges, green space, and waterfront amenities. Three Rivers Park will be made up of a rich variety of often-distinct spaces; the park will gain its identity through lighting and other design elements. Providing connections to, across, and along the rivers, it will draw the area together as a single, grand public space. At its center will be the water itself, no longer a barrier but a living surface connected with the land and shimmering with new activity.

As important as the shoreline's connection with the water will be the park's connection with the land and neighborhoods that surround it. Recognizing the value derived from being neighbors to this magnificent public space, landowners adjacent to Three Rivers Park will abide by design guidelines developed specifically for these adjoining lands. In these guidelines, an emphasis will be placed on connecting the park to surrounding neighborhoods and creating an environment worthy of the rivers and their shores.

Shortly after Riverlife was launched, the task force argued that “what Pittsburgh has been given is the real chance to redefine itself for decades if not centuries to come and to make its rivers a lasting engine of prosperity, letting water replace the smoke and steel that were the symbols of the city's past.” At the time, that might have seemed a distant hope to many. But this is an utterly achievable vision. Many of the necessary elements are already in place, and others await only the community's decision to pursue them. Three Rivers Park can become a reality – not in some distant future, but in our time.

Its creation, though, will be a beginning, not an end. Three Rivers Park will demonstrate the immense value of bringing people back to the water. Riverlife's goal is for this new way of thinking to radiate outward from Three Rivers Park and eventually to help the entire region reinvent its relationship with the rivers, firmly establishing them in their rightful place as centers of community life.

Those who will be attracted to the City of Pittsburgh in the future, or who will choose to remain, will do so not because steel mills and rail yards once dotted the riverfronts – “hell with the lid off” is not exactly an endearing image of place. Those who will come, and those who will stay, will do so for far different urban attributes. Let us then . . .

imagine a Pittsburgh unlike it ever was



Imagine . . .

an accessible, **beautiful**, (largely) green riverfront, becoming **the city's principal public realm**.

Imagine . . .

that this riverfront is **luminescent**, not as when the banks glowed with the energy of the mills, but with the buzz of post-industrial activities and technologies.

Imagine . . .

people living at or near the water's edge in a variety of dwelling types.

Imagine . . .

using the rivers **daily** for ordinary purposes, not just during organized events.

Imagine . . .

the riverfronts lined with **remarkable fabric**, not only occasional, conspicuous architecture.

Imagine . . .

great places strategically located along the rivers, and connected by public rights-of-way.

Imagine . . .

new **businesses** along the river, **emblematic** of the New Economy.

Imagine . . .

old businesses and institutions **responding** to their river edges rather than treating their river edge as a back yard.

Imagine . . .

the **confluence** of the Allegheny, the Monongahela, and the Ohio acquiring a **spatial dimension**.

Imagine . . .

powerful **perpendicular connections** from the historical neighborhoods to the rivers.

Imagine . . .

expanding Point State Park from a singular pendant to a **necklace of two strands**.

Imagine . . .

continuing Allegheny Riverfront Park along the Convention Center and into the Strip District.

Imagine . . .

the Mon Wharf as a **river destination**, not just a parking lot.

Imagine . . .

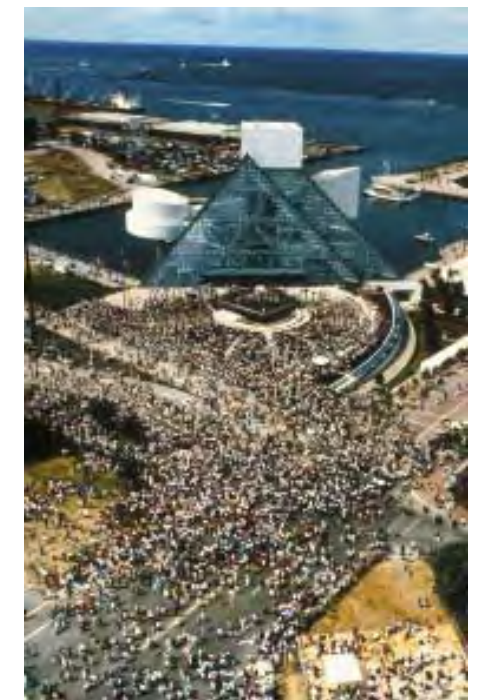
the Strip District as a **mixed-use** district with shops, entertainment, and housing along with offices.



A portion of the recently renovated Puerto Madero in Buenos Aires, Argentina.



The London Eye on the Thames Riverfront.



The Rock and Roll Hall of Fame and Museum on Cleveland's lakefront.



"My soul has grown deep like
the rivers."
Langston Hughes



The Sydney Opera House juxtaposed against one of the city's bridges.



The Christopher
Columbus pavilion in
Genoa's old port.

Many cities worldwide are undergoing similar processes. Can one imagine Sydney's Opera House, Bilbao's Guggenheim, or even Cleveland's Rock and Roll Hall of Fame and Museum, *not* juxtaposed against each city's body of water? The London Eye, London's majestic new Ferris wheel, actually sits in the Thames. Much of contemporary Chicago's identity and self-image – not to mention wealth – is to be found along its spectacular twenty-mile-long facade stretching along Lake Michigan. Where else but along their portion of the mighty Mississippi would the citizens of St. Louis construct their monumental Gateway Arch? Humanity delights in and finds inspiration at waterfront settings, but increasingly asks more of them than mere spectacle.

As Americans seek to recover the virtues inherent in city living, of values and places abandoned or forgotten across a century of suburbanization, industrial transformation, and obsolescence, urban waterfronts lure us more than ever, and for a broader array of reasons. Along them it seems possible to accommodate the changing needs of today's urban dweller, as society continues its millennial shift from industrial-based economies (and their spatial demands) to service- and lifestyle-based economies and their requirements.

Released from the constraints imposed upon them by two centuries of intensive if no longer entirely vital uses, the three rivers of Pittsburgh are the best catalyst for the city becoming new . . . again. The eventual gain in economic and civic terms from this process of river rediscovery will surely be no less – and likely be more long-lived – than that initially achieved by tapping the water's potential for industry alone.

Re-conceiving the role and character of the three rivers will enable Pittsburgh to recapture the magic, magnetism – exoticism even – which all great cities have, and which they deploy to remain the uncontested centers of humanity within their regions. One will no longer need to imagine but will simply experience the new Pittsburgh.



The Kuching waterfront along the Sarawak River in Malaysia.



The City of Cairo hugging its portion of the Nile River.

Few can fail to appreciate the potential of an urban waterfront for an exceptional or celebratory enterprise.

Until recently, as in many cities thriving during the industrial age, the main role of Pittsburgh's rivers was to facilitate the city's industrial might. *Rivers of Steel* they were called. For miles their banks were places of production, and of transportation infrastructure in support of that production. At the height of the steel production era, few even recalled that the initial reason for the city's siting was territorial control – at that strategically important confluence of the Monongahela, Allegheny, and Ohio rivers – not for processing raw materials.

In terms of economic well-being, the rivers were *essential*, but essential in the way that a production-yard is essential. In terms of living, recreating, celebrating, governing, socializing, touring, locating cultural institutions, entertaining visitors, communing with nature – those varied urban functions that waterfronts attract today – the Pittsburgh rivers were of secondary use. Such activities took place elsewhere, often as far from the industrial banks as possible, or far above on the hilltops where the soot was less pervasive, or at least downwind of the stacks.

Pittsburgh today is in the process of turning itself inside out. For the next successful iteration of the city, its production "back yard" must become its front yard. A metamorphosis that began a half-century ago with the transformation of the Point into Point State Park must continue and, indeed, accelerate.

Three Rivers Park will manifest itself at **several scales**

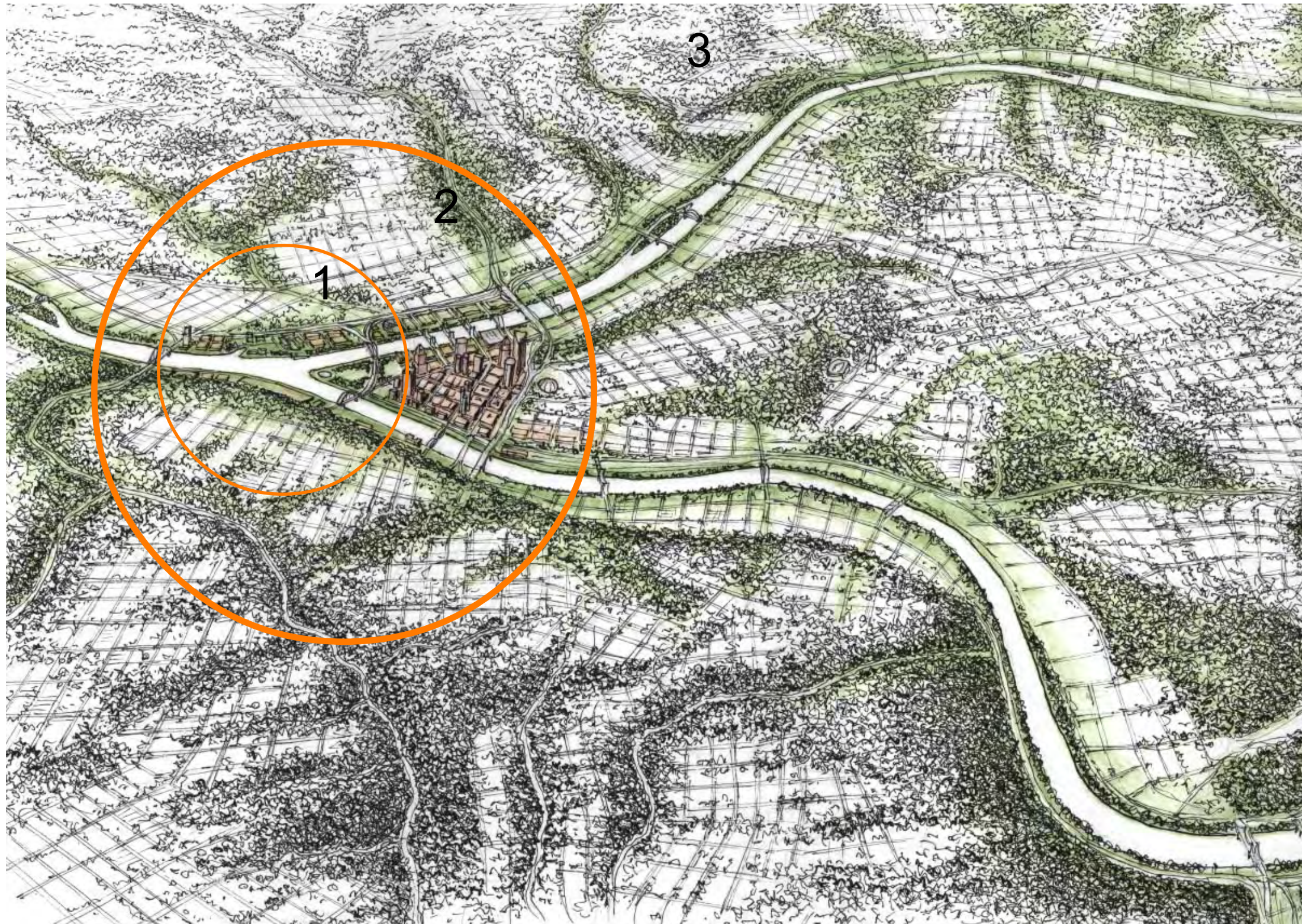
1. **At the scale of the confluence** it will be manifested spatially as a grand public basin, an outdoor room defined by the West End, Fort Pitt, and Fort Duquesne bridges.
2. **At the scale of the downtown** it will be the celebration of Pittsburgh's continuous public face stretching along the rivers from the West End Bridge on the Ohio to the Sixteenth Street Bridge on the Allegheny and to the Tenth Street Bridge on the Monongahela.
3. **At the scale of the Pittsburgh Pool** between the Emsworth, Braddock, and Highland Park dams, it will be the centerpiece of the region's park system, acting to connect regional assets.



1. At the scale of the confluence.



2. At the scale of the downtown.



“As you think of the Pittsburgh waterfront, build on its heroic past, the confluence of hills and rivers, the port, the steel town that at full throttle was ‘Hell with the lid off’; and build as well on its new spirit and vitality.

Do nothing but the best, nothing short-term and nothing insipid. Instead make this a place where you want to bring the people you love.”
David McCullough

3. At the scale of the Pittsburgh Pool.

Imagine that the rivers are yours!

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Section I:

A RIVER PARK . . . AS PLACE AND METAPHOR



WHY AND WHAT is Three Rivers Park



"The waterfront isn't just something unto itself, it's connected to everything else."
Jane Jacobs

The coming together of the Monongahela and the Allegheny rivers to form the Ohio is a magisterial product of nature, and the raw material for poets and steelworkers. The story of Pittsburgh begins at this confluence, and it will continue to unfold in relationship to the three rivers. Therefore, as does an environment such as New York City's Central Park, the confluence evokes both **place** and **metaphor** . . . except that in Pittsburgh the place and the metaphors have yet to fulfill their potential.

This plan is dedicated to helping the citizens of Pittsburgh seize again the potential of their rivers: the metaphorical potential of special places thriving at the joining of the rivers, and the economic potential of a new river park system providing the settings for and qualities of urban experience that the new century heralds.

The specific goal is to create, in the heart of Pittsburgh, a great urban river park.

Why a River Park as the Primary Vehicle for the Vision Plan?

Pittsburgh's once-great steel industry is no longer the dominant presence along the riverfronts, but the city is still defined by its three rivers. What should the rivers' new role be? Along with other post-industrial urban centers around the world, Pittsburgh must take stewardship of its river assets. If "Steel City" was the appropriate local metaphor for the age of industry, then Pittsburgh's aspiration for its rivers in the post-industrial age may well represent the "threshold to the good life."

Three Rivers Park is a proposal for a river-centered park system that will enable present and future Pittsburghers to fully use their city's greatest natural amenity to partake of the good life.

What is Three Rivers Park?

Three Rivers Park is an ambitious idea that will require a generation or more to realize in full. It is a series of interconnected places, environments and related institutions that will together constitute a metropolitan open space



A preview of the future: a well-illuminated and spatially defined grand public basin at the confluence of the three rivers.



BENEFITS of Three Rivers Park

system centered on the rivers. Three Rivers Park will manifest itself at several scales. Three in particular are worth noting and are detailed in the following chapters.

1. **At the scale of the confluence** it will be manifested spatially as a grand public basin, an outdoor room defined by the West End, Fort Pitt and Fort Duquesne bridges; Pittsburgh's threshold and symbol; its oldest and newest first-day attraction.

2. **At the scale of the downtown** it will be the celebration of Pittsburgh's continuous public face stretching along the rivers from the West End Bridge on the Ohio to the Sixteenth Street Bridge on the Allegheny and to the Tenth Street Bridge on the Monongahela. The boundaries of the park will be formed by a continuous flow of trails, bridges, green space, and waterfront amenities; and at its center will be the water itself, no longer a barrier but a living surface connected with the land and shimmering with new activity.

3. **At the scale of the Pittsburgh Pool** between the Emsworth, Braddock, and Highland Park dams, it will be the centerpiece of the region's park system, acting to connect regional assets. Three Rivers Park will strengthen the understanding that diverse regional destinations such as Kennywood, Washington's Landing, Brunot's Island, the Carnegie Science Center, and Homestead are all linked by Pittsburgh's three rivers. Three Rivers Park will reverse the old idea that the rivers divide and separate communities, that

"By the shallow river to whose
falls
Melodious birds sing
madrigals."
Christopher Marlow

A RIVER PARK . . . AS PLACE AND METAPHOR

the water fails to sustain life, and that riverbanks are desolate spaces to be avoided. Three Rivers Park will **connect** places and people to this remarkable, natural asset.

Additionally, **at the scale of individual places** it will be an assemblage of many remarkable environments: existing ones like Point State Park – restored and improved – and new ones, such as the North Shore Riverfront Park currently taking shape. Finally it will be the various institutions and investments benefitting from their proximity to the new river environment.

Over time, Three Rivers Park, like Central Park, could become synonymous with the city itself. Each neighborhood and community along the rivers will have its own opportunity to respond to this vision, to add its own strand to the river necklace. As the diagram on page 18 indicates, the overall undertaking would be comparable in scale to Olmsted's seminal achievement in New York.

This **Section I** of the vision plan summarizes the values and benefits of the overall Three Rivers Park vision. **Section II** outlines the principles that must guide the many specific initiatives and investments dedicated to furthering the overall vision. **Section III** describes the major components of Three Rivers Park, culminating with an articulation of the confluence itself as a memorable environment. **Section IV**

identifies strategies for advancing this vision, from ideas and long-range goals to realization.

The Benefits of Three Rivers Park

Distinct local geography – of the kind the Allegheny Valley portrays in abundance – provides significant advantages for a city's competitiveness in the global economy, but furthermore, it can be a substantial antidote for the shortcomings of globalization. Visits to Genoa, Amsterdam, Vancouver, or Sydney, indeed, to many cities located on major bodies of water, leave powerful impressions of place. The value of these postcard views is not to be dismissed. As we begin the new century, globalization represents, on the one hand, an ideal to reach for and, on the other hand, a risky road toward a homogenization of cultures and the loss of local identity. Local geography, uniquely reinforced by a special pattern of urbanization, can fulfill the goal to compete, while avoiding sameness or mediocrity.

Pittsburgh's efforts to realize the potential of its riverfronts as a major underpinning of its economic future is in step with broad trends internationally and in American cities. Numerous studies and anecdotal evidence confirm that those cities and regions with a high quality of life are enjoying more robust job growth, healthier real estate markets, and stronger tax bases.

The changing nature of Pittsburgh's riverfronts is represented by images such as these on pages 12 - 17.



Heinz Field: the new Steelers' stadium.



PNC Park: the new Pirates' stadium.



EXAMPLES
of success

Employers in the fastest-growing sectors of the economy depend on highly educated and highly mobile workers. Richard Florida, Professor of Regional Economic Development at the Heinz School of Public Policy and Management, at Carnegie Mellon University, called them “knowledge workers.” These “knowledge workers” have choices with respect to where they locate. They tend to be younger, interested in outdoor activities, and drawn toward urban amenities. Access to water, both for recreational purposes and for the ambiance waterfront settings provide, is a particularly key attractor. A lively riverfront environment will attract global markets and possibly forestall the “this could be anywhere” syndrome of much current urban development. In this increasingly competitive world, a city-region with a three-rivers advantage is indeed a formidable competitor. Successful cities of the 21st century must strategically market natural and cultural assets, such as their riverfronts, as vigorously as they plan for affordable housing, good schools, and an efficient transportation system.

In an era when the importance of environmental stewardship is globally recognized, Pittsburgh can take a leadership role by making decisions with a long view toward protecting and sustaining natural ecosystems and by making green design practices a priority.

Another significant trend in urban redevelopment is the notion of place-making, of creating memorable urban settings that reflect their social and cultural context and that

are conducive to pedestrian activity. Again, Pittsburgh’s rivers are an invaluable asset.

Pittsburgh has made major, well-documented strides in its economic restructuring. The Cultural District, the Convention Center, and the new sports facilities are all dramatic public and private investments in the region’s quality of life.

The three-rivers vision will ultimately have a significant beneficial impact on the distribution of economic activity around the region. One of the most important benefits will be to enhance the central portion of the city as a place to live. The stock of downtown housing remains modest relative to many cities of similar size. In other cities – Baltimore, Memphis, Chicago – waterfronts have played key roles in the development of robust downtown housing markets. While Pittsburgh faces challenging development economics for downtown housing in the near term, an enhanced riverfront will be the best stimulus for new housing.

Pittsburgh’s downtown office market also faces the challenge of low rents relative to development costs, and modest overall demand. Still, many of the region’s most prominent corporations have remained committed to downtown. The recent experience of Alcoa, PNC, and Seagate again reinforces the importance of the riverfront and related amenities in corporate location decisions. Many “New Economy” sectors must compete for a younger, affluent, and more sophisticated workforce: a workforce

likely to have lived in Seattle, San Francisco, or Boston. This new workforce is more likely than ever to want to live in town, more likely to enjoy and participate in urban lifestyles, and more appreciative of the benefits of a world-class riverfront environment.

Three Rivers Park will also substantially enhance the visitor-based economy. Marketing the new convention center effectively will require three elements: the facility itself, which promises to be state of the art; the base of committable hotel rooms, which will continue to improve; and the quality of the place as a destination. Convention and meeting planners face many location choices. As more cities have invested in new or expanded meeting facilities in recent years, the quality of the destination itself will play an increasingly **important role in creating a strong visitor-based economy**. A handful of isolated attractions is not enough. A memorable, complex, and bustling river-centered environment is more likely to attract national and international attention and repeat visitation.

Some Examples of Success

Like Pittsburgh, **Memphis** has made significant progress in downtown revitalization over the past decade. And like Pittsburgh, the city’s riverfront is becoming a major factor in its success.



Allegheny Riverfront Park at the Cultural District.



The new David L. Lawrence Convention Center opening in January 2002.



The new Alcoa Building on the Allegheny River.

“If it is to be successful in the new economy, the greater Pittsburgh region must build on its remarkable legacy of achievement in innovation, research and education, and environmental revitalization to create the amenities and lifestyle required to effectively compete in the age of talent.”
Richard Florida

EXAMPLES of success

An important distinction between Memphis and Pittsburgh is the magnitude of recent downtown and riverfront housing development. Memphis, through an aggressive program of public-private partnerships, has developed some 5,000 housing units in the downtown and riverfront areas. Many of these projects are small and occupy upper floors of older commercial buildings downtown. Others are larger and more visible, including the Harbor Town project, an acclaimed New Urbanist community on Mud Island, connected by bridge to downtown, and the South Bluffs and Founders Pointe areas on the south end of the downtown riverfront. Each of these newer projects is relatively low-density, taking advantage of reasonable land costs and spectacular river views. The primary public incentives to encourage housing have been tax abatements, low-interest gap financing, and publicly funded infrastructure improvements.

In 2000, the newly formed Riverfront Development Corporation, an offshoot of Memphis' Center City Commission, embarked on a comprehensive riverfront planning process. The emerging Riverfront Plan in Memphis aims to better connect the city to its riverfront by enhancing visual and pedestrian connections to downtown and by expanding mixed-use waterfront development opportunities. The objective is to better couple the housing and recreational opportunities along the river itself with the core employment base, retail, and visitor attractions in the downtown.

Like Pittsburgh, **Cincinnati** has made a major investment on

its waterfront in the form of big-league sports facilities and a planned \$60 million waterfront park. Importantly, though, these improvements are being made on the downtown side of the river, which affords an opportunity to extend the city's street grid to the waterfront park. This will create eight new city blocks for development. Under these blocks will be about 5,000 parking spaces, which will serve the sports facilities, the park, and the other uses.

This new neighborhood, which has been dubbed "The Banks," had initially been planned as an urban entertainment destination. While the amenities of the area will certainly support some amount of these kinds of uses, Cincinnati's final plan has emerged as a more mixed-use urban neighborhood, with an emphasis on housing. The plan for the 15-acre central riverfront calls for 600 to 800 units of housing, about 275,000 square feet of retail and entertainment uses, a modest amount of office space, and a hotel. Also included is the Freedom Center, a museum and education center focused on the history of the Underground Railroad.

The plan represents, in today's dollars, about \$850 million in total investment, of which the public sector will fund about \$250 million. Funding sources for the public components include tax-increment financing, land-lease proceeds (the public will retain ownership of the entire site), and bonds backed by county sales tax revenues. The Port of Greater Cincinnati has recently issued an RFQ for developers to

undertake the project.

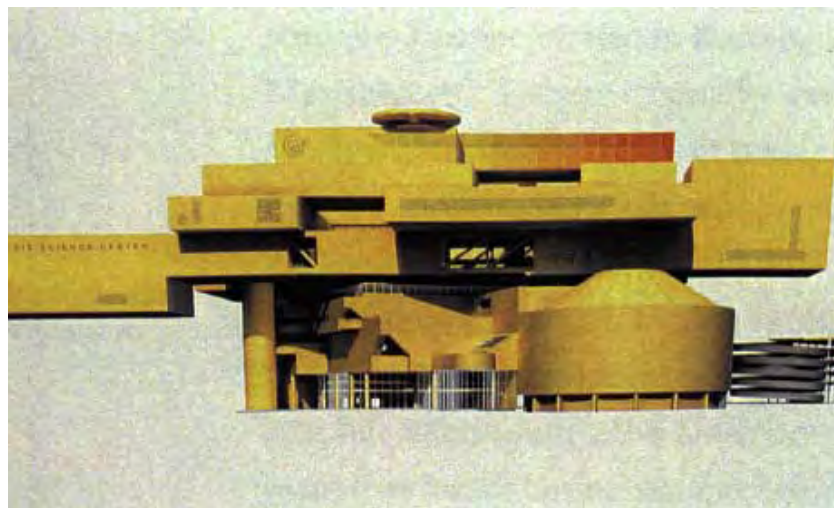
Louisville's waterfront park has created substantial value for adjacent properties and has helped to reposition downtown as a destination. The center of gravity in Louisville's real estate market has shifted over the past decade several blocks north to the Main Street corridor. This is where the city began, with commercial buildings paralleling the Ohio River's banks.

The Waterfront Development Corporation was created in 1986 by the City and the Commonwealth of Kentucky to spearhead waterfront redevelopment in Louisville. It has been responsible for the creation of the park as well as for its programming and maintenance. The first phase of the park, which is about 55 acres, opened in 1999 and attracted a million people in its first year. It has become the major festival grounds for the city and is heavily used by regional residents as well as by nearby neighborhoods.

Even before the park opened, developers anticipated its beneficial impact on property values and began assembling older commercial buildings south of the riverfront. These have since become the headquarters for the Presbyterian Church, among other uses.

Phase II of the park is now underway, which will add about 35 acres and will include conversion of an old railroad bridge to pedestrian use across the river as well as more active

There is an enduring, even eternal, dimension to a city's waterfront as it bears witness, and often takes the brunt, of the ebbs and flows of a city's prosperity. Seizing upon this aura during a period of change is key to successful waterfront planning.



One of the proposed designs for an expanded Carnegie Science Center.



The North Shore Riverfront Park (EDAW).



A new waterfront community at Washington's Landing.

uses, including boating facilities, restaurants, and an amphitheater.

The next generation of development is likely to focus on housing – a high-end project is now underway on an adjacent site – and on the development of the e-Main Initiative, which will provide low-cost, flexible workspace for small but fast-growing companies emerging in Louisville's medical and high-technology industries.

During the last five years, **Houston** has added jobs at a rate nearly double that of the rest of the country. The city has clearly been in a boom cycle of what has long been a boom and bust economy, strongly dependent on oil and gas cycles. More recently, though, the economy has begun to diversify, with strong growth in services, particularly in financial services, health care, and high technology. These are jobs that demand a highly educated and highly mobile workforce, and city and business leaders know that to stay competitive they must focus increasingly on enhancing the region's quality of life.

The central physical feature in this enhancement is the Buffalo Bayou, the river channel that runs through central Houston east to the ship channel and Galveston Bay. This important flood control and transportation channel has not been widely viewed as a regional amenity, but has extraordinary potential to enhance real estate values and emerge as a symbol for a new Houston. The situation is very

similar to that faced by Pittsburgh.

In Pittsburgh: An Effort Well-Underway, but in Need of a Unifying Purpose

Pittsburgh has been transforming the use of its rivers for two centuries; first for singular purposes such as strategic defense, then for economic power, and from mid-twentieth century on, slowly but increasingly, for a more intricate mix of public and private uses, civic and recreational purposes, work and dwelling places. The Three Rivers Park is simply the anchor for such healthy urban diversification.

At mid-century, in what came to be called Renaissance I, Pittsburgh transformed the Point from the industrial heart of the Golden Triangle into a modern downtown with a green oasis. Following a lengthy hiatus, the last decade has seen one of the largest expansions of public facilities and riverfront investment in its history. The recent slate of projects constitutes a new Renaissance, and a new landscape is emerging:

- **Point State Park** has been an enduring icon of the Pittsburgh region throughout history, as a Native American trading post, a site of battles, an industrial hub, and a place of gathering and celebration. Yet changing usage patterns and current demands on the park for public assembly are at odds with the park's modern landscape design, as originally

intended. The Riverlife Task Force and the Allegheny Conference on Community Development are sponsoring a comprehensive management and programming plan that will celebrate the park as an historic site and the centerpiece of the riverfront network (pages 38-39).

- **The North Shore Riverfront Park** has a range of public open space and river uses stretching for a half mile between PNC Park and the Carnegie Science Center. Improvements include a continuous river promenade, a 2-acre great lawn, and an interactive cascading fountain. Front-loading ferry boats from the Gateway Clipper Fleet drop passengers off before games and return them later to parking lots on the South Shore at Station Square. The Carnegie Science Center has embarked on an international search to select an architect to design a 250,000-square-foot addition to the existing facility, built in the '80's. The addition would include more exhibition space, additional boat moorings, and a "Discovery Park," featuring interpretive and interactive exhibits and displays in a natural outdoor setting (pages 44-45).

- Extensions to the **downtown transit system** are currently under consideration, including an extension of the light rail system under the Allegheny River from the Golden Triangle to provide service to the new stadiums. This new transit will serve to better connect the North Shore to the Golden Triangle. Future extensions could serve the Allegheny District and Pittsburgh's neighborhoods to the



The new PNC Firstside Center.



Station Square / Bessemer Court, phase 1 development.



One Waterfront Place: home of Seagate Technologies.

"Your true pilot cares nothing about anything on earth but the river, and his pride in his occupation surpasses the pride of kings."

Mark Twain



VALUES and characteristics of Three Rivers Park

west and north.

- On the Monongahela River, Forest City Development is currently constructing a new shopping and entertainment expansion to **Station Square at Bessemer Court**, across from the Golden Triangle. The expansion plans include the construction of a longer and more public river landing, stairs and universal access to the river across the CSX rail tracks, river bank improvements, and the extension of a public trail from Station Square eastward nearly a mile to the base of the Duquesne Incline. A pedestrian bridge will be constructed across West Carson Street, allowing for a full pedestrian loop to be completed connecting Mount Washington and the rivers with the two historic inclines (pages 46-47).
- In the design phase are improvements to the **Mon Wharf**, including the elimination of parking along the river's edge and construction of a fully pedestrian promenade from Point State Park to the Smithfield Street Bridge. Construction has been phased with needed repairs to the parkway and the interstate highway structures. Improved pedestrian access to trails such as the Eliza Furnace Trail and the Smithfield Street Bridge have been budgeted into the roadway improvements. Active waterfront uses are anticipated for the water sheet, including river landings, a marina, and commercial and entertainment uses on the water (pages 40-41).
- The last eight years have seen vast improvements in

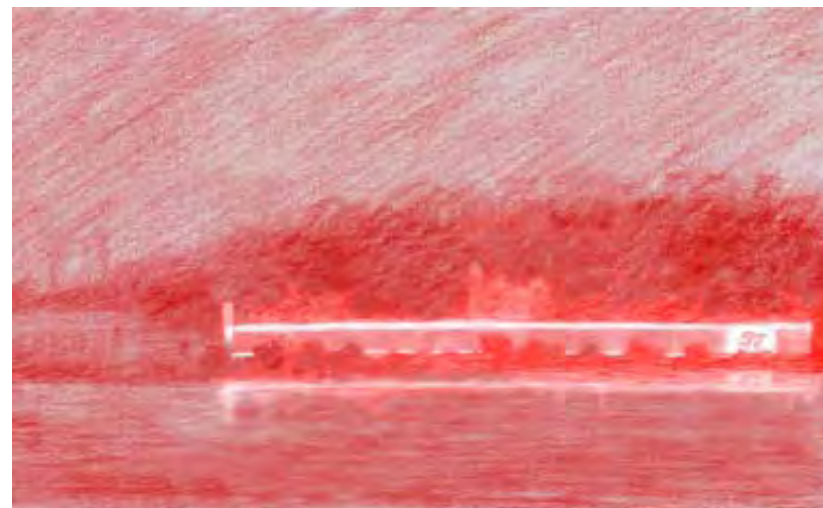


Proposed expansion of the Senator John Heinz Pittsburgh Regional History Center.

A RIVER PARK . . . AS PLACE AND METAPHOR

the **Cultural District Riverfront**, including the construction of the Allegheny Riverfront Park and, this year, the completion of the Fort Duquesne Boulevard Promenade. Pittsburgh's Golden Triangle now has at least one green edge stretching from Sixth Street to Ninth Street, and new private investment has further renovated many of the unsightly and abandoned buildings lining this impressive shoreline. Now seen from television cameras at PNC Park, the city skyline reflects a new vitality and civic pride.

- Construction is underway for the expansion to the **Pittsburgh Convention Center**. The design of the cable-supported structure extends the building over the Tenth Street bypass to a point overlooking the Allegheny River. The building has integrated a ramp to bring pedestrians under the building from Penn Avenue directly to the river's edge. Riverlife and the Sports & Exhibition Authority (SEA) are in the process of developing a design and construction budget for the extension of the Allegheny Riverfront Park so that it will extend past the Convention Center into the Strip District shortly after the completion of the building.
- Northeast of the Convention Center, in the **Strip District**, the Buncher Company has completed a research and development facility for Seagate Technologies for 120 employees adjacent to the river and the Senator John Heinz Pittsburgh Regional History Center. As one of the first private projects completed under the new Riverfront Zoning Ordinance, the owners have set the building back the



The new H. J. Heinz Company Distribution Center.

required distance and invited the city to construct a publicly accessible extension to the riverfront trail system already in place between Thirteenth and Sixteenth streets. The city and the Buncher Company are committed to construct this trail system from Eleventh Street to Twenty-first Street as phased development takes place on riverfront parcels (pages 42-43).

Despite such progress, the effort is still in its infancy toward the goal of a truly world-class riverfront. Attractions and events along the riverfront must be integrated with the everyday practices of Pittsburgh residents and connected by a comprehensible, attractive, and useful public open space system. A world-class riverfront is not just peopled by tourists, nor sustainable as an amusement park. The real measure of success of a world-class riverfront lies in combining the vitality of its daily routines of the runners, strollers, anglers, boaters, and working barges, with spectacle, urban theater, amusement, and delight. Pittsburgh's riverfronts were once vital to the city for industry, commerce, and transportation. A Three Rivers Park will make them vital for the activities central to our urban lives today. That is the ambition of this vision.

The Values and Characteristics of Three Rivers Park

The value of investing in riverfront improvements cannot be measured in civic beautification terms alone. Indeed, the idea of Three Rivers Park emerges from **values** long held by



The proposed North Shore esplanade showing buildings with first floor retail shops and restaurants (UDA).

The rivers made Pittsburgh and will remain the primary catalyst for sustaining Pittsburgh.



VALUES
and characteristics
of Three Rivers Park

the Pittsburgh community to occupy a civilized, prosperous, and hospitable environment.

The new environments along Three Rivers Park should not only connect physically to Pittsburgh’s regional open spaces, they should aspire to the quality of Pittsburgh’s most cherished **historic regional open spaces** such as Schenley, Highland, Riverview, and Frick parks. The roads, bridges, and structures in these historic parks are of the highest quality and are seamlessly integrated into the overall aesthetic of the designed landscape. The totality of such environments was deemed essential in their day. A similar aesthetic vigor is more difficult to achieve in an urban setting, but nonetheless should be aspired to in the development of Three Rivers Park. Likewise, new transit and roadway infrastructure must be carefully designed to support the park environment. Highway standards must be challenged when they compromise or endanger the pedestrian riverfront experience with noise or visual impacts, or physical impediments.

Pittsburghers are unique in their enjoyment of the three rivers from the water. Boat ownership in Allegheny County is the highest in the state. Pittsburghers treasure an evening on the river, yet mooring, access points, and destinations are in short supply. A Three Rivers Park must treat the water as a primary resource to be shared by all, and managed accordingly. As boat use increases, more facilities must be located. Conflicts between industry, transportation, and

recreation will require cooperation with some added tolerance on the part of the diverse users. Decisions to regulate speed limits within a Three Rivers Park are primary to shared enjoyment and safety. Most important, shorelines can accommodate increased use with more sensitive design catering to the needs of Allegheny County boaters.

The riverfronts should be enriched with the **best of public art** such as the pieces and installations found throughout the Cultural District. The public appreciates and values interactive, approachable, and culturally-connected art works. Art installations are site-specific, and should be designed for their location and integrated with the landscape design. The best public art is often conceived together with the landscape, as is Ann Hamilton’s work at the Allegheny Riverfront Park.

New projects now emerging along the waterfronts are reminders of Pittsburgh’s resilient spirit of renewal and sustainability. The Alcoa Building, PNC Firstside Center, Seagate Technologies, and H.J. Heinz Company are solid evidence that, while some of Pittsburgh’s era of industrial pre-eminence is now just a memory, the city has persevered and flourished in new economic times by hard work and the deep commitment of the corporations that were born here. Buildings such as Alcoa and PNC Firstside Center are also, not incidentally, national models of energy efficiency and responsible, sustainable technology in design and construction. This value lies deep in the heart of the city and

defines the sensibility of both the city and its residents. New buildings and landscapes, if they were able to capture this quality, would further enhance the prevailing self-image of Pittsburgh.

Though Three Rivers Park is an urban setting, open space along the rivers should periodically aspire to a **more natural state**. Much of the natural river beaches and shorelines have been hardened with steep or inaccessible concrete banks and walls and overhanging structures. Not only are these embankments dangerous for those who may fall in, but boaters in many cases are unable to tie up to these shores, and vertical walls aggravate wakes and wave action, making it unsafe for small craft. Hard edges also fail to provide habitat for wildlife. New parks along the riverfronts should, where possible, have softer, more natural shorelines.

While historically impacted by industry, portions of Pittsburgh’s rivers retain an almost wild quality despite the city’s presence, with steep green hillsides rising along each of the shores. Much in keeping with its colonial image, Pittsburgh still retains a certain quality of a “city in the wilderness.” The clearing of the clouds of industrial smoke revealed a city surprisingly little changed in its basic topography. And the lush climate of Western Pennsylvania quickly reclaims shorelines and hillsides not actively used by humankind. Indeed the rivers have already made an amazing comeback with the rebirth of the ecosystems in and along the rivers. Heron, osprey, and gamefish once again call



A boardwalk moored along the Allegheny River.



A neighborhood marina at Washington’s Landing.



Point State Park and its fountain at the confluence.

“Do you know, Perdita, do you know of any other place in the world like Venice... Do you know of any more terrible temptress?”

The Flame of Life



HOW TO PURSUE and achieve the vision

Pittsburgh's riverfronts home.

This quality should not be lost during a third renaissance. Where possible, the great willows and sycamores should be allowed to bend over the river revealing the riparian nature of Pittsburgh's shores. Sandbars and islands once created still backwaters, pools, and riffles before the rivers were controlled. Wildlife once came and migrated along the rivers. New parks and shorelines, where possible, should be freed from practical uses to allow us a moment, now and again, to imagine a distant, arcadian past.

The new Pittsburgh, through its Three Rivers Park, should embody such long-standing desires to inhabit a humane environment. With such qualities the new Pittsburgh will once again capture more, rather than less, of its share of growth and investment from competing regions.

How to Pursue and Achieve the Vision

While it may be inspiring to read about a civic vision or, as so many people have in Pittsburgh, take part in the development of this vision for their three rivers, the real satisfaction will be in seeing it come to fruition. To move the vision forward requires the following critical steps:

- Maintain a strong independent advocacy organization to continue to champion the vision, and to insist that it not be compromised in execution;
- Determine the boundaries of Three Rivers Park and establish, by legislation if necessary, the principle of continuous public access to the water's edge;
- Establish design standards and a formal design review process for the portions of three rivers park to be realized through private investment, and for all development along its edges;
- Develop a fiscal strategy for raising capital, both for construction and, equally important, for long-term maintenance and programming;
- Determine a management process for river use

While a natural boundary (between land and water), a city's waterfront must **not** be conceptualized as a thin line.

A RIVER PARK . . . AS PLACE AND METAPHOR

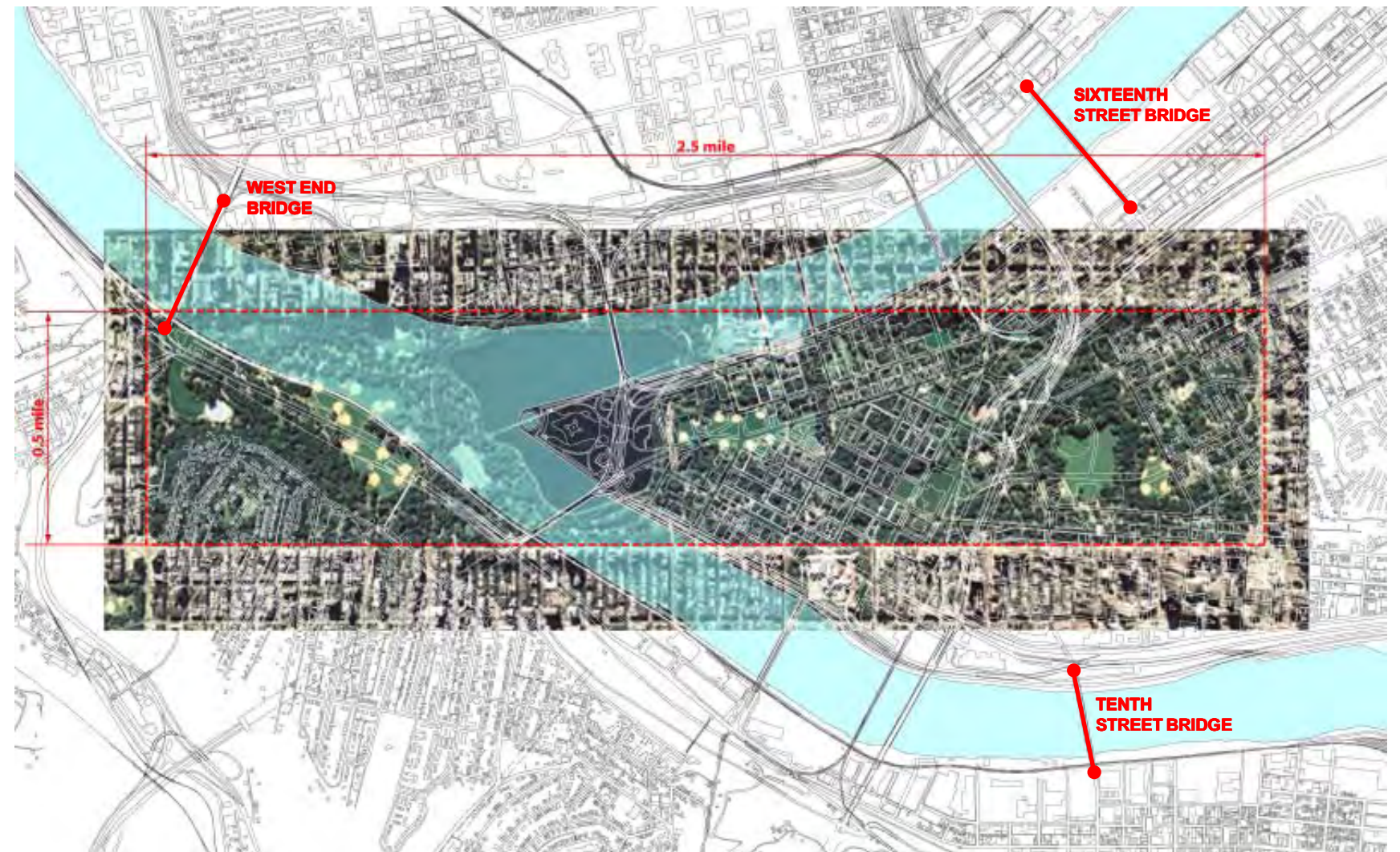
including recreational, commercial and transportation uses;

- Establish a long-term schedule for implementation of the key components.

Section IV further outlines the strategies and initiatives necessary to advance this vision from ideas and goals to realization.



The area between the two new ballparks with Baltimore Harbor superimposed at the same scale.



The confluence of Pittsburgh's three rivers and New York's Central Park drawn and superimposed at the same scale.

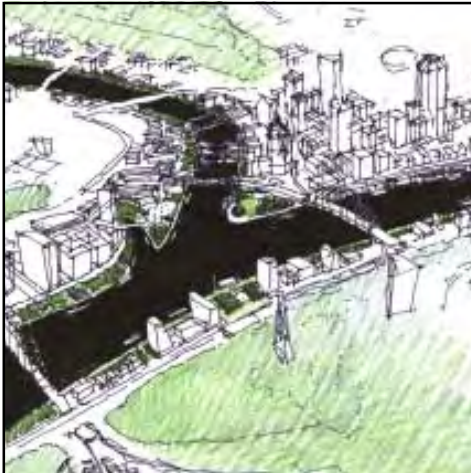
RIVERLIFE TASK FORCE



MISSION:

The Riverlife Task Force is committed to the creation and implementation of a bold vision for the development of Pittsburgh's unique waterfront.

- a vision that will galvanize the region around the best possible use of the city's signature three rivers;
- a vision that will convert those rivers into a powerful new symbol of Pittsburgh's indomitable spirit;
- a vision that will aspire to greatness and accept no mediocre successes, yet will exist on a human scale;
- a vision that will be flexible enough to allow for the unexpected and to meet the needs of property owners, of individuals who use the rivers and waterfront for recreation and commerce, and of the community as a whole.



GUIDING PRINCIPLES:

1. Organize riverfront investment in relationship to the shared vision of the confluence as Pittsburgh's premier public domain
2. Reinforce the power of place by revealing and seeking inspiration in history
3. Enhance the shoreline experience and the range of uses encouraged to locate along the banks of the rivers
4. Increase connections to the rivers especially from the neighborhoods, and endeavor to create new neighborhoods near the rivers
5. Activate the water sheet itself by incorporating diverse uses while remaining cognizant of potential conflicts among them
6. Celebrate the City of Bridges through lighting and pedestrian amenities and by incorporating them as part of the river trail system
7. Improve regional connections and the continuity of public green space along the rivers' edge
8. Consolidate transportation and minimize industrial impediments at the rivers' edge
9. Incorporate the values of urban ecology and sustainability in the implementation of this plan

COMPONENTS OF A THREE RIVERS PARK

Three Rivers Park is an ambitious idea that will require a generation-or-more to realize in full. It is a series of interconnected places, environments and related institutions which together will constitute a metropolitan open space system centered on the rivers.

WEST END / NORTH SHORE REDEVELOPMENT & CARNEGIE SCIENCE CENTER EXPANSION



CONFLUENCE LIGHTING AND WATER TRANSIT



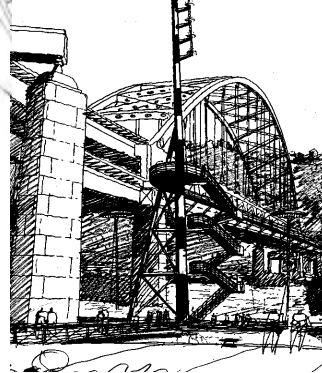
SOUTH SHORE ESPLANADE AND RIVER CENTER AT DUQUESNE INCLINE LANDING



A water landing at Duquesne Incline



Esplanade on the South Shore with views to the city



Stairs to the Fort Pitt Bridge



STATION SQUARE ESPLANADE AND RIVER LANDING

A pedestrian causway below the Fort Pitt Bridge



NORTH SHORE DEVELOPMENT CONCEPT

STADIUM AREA DEVELOPMENT



A Great Lawn near Heinz Park and watersteps designed near PNC Park (left)

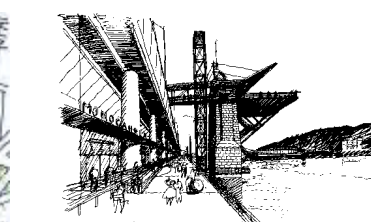
ALLEGHENY RIVERFRONT PARK EXTENSIONS



Riverfront amphitheater below Fort Duquesne Bridge (above) and river landing below Ninth Street Bridge (right)



POINT STATE PARK RENOVATION

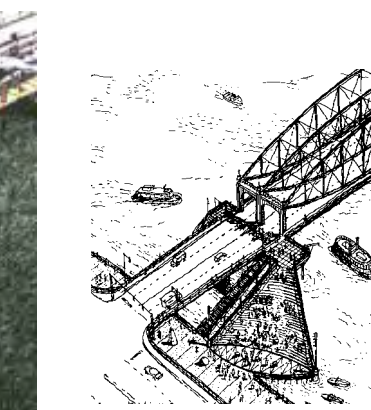


Point State Park redesign (left) and an overlook at the Wabash Bridge pier (above)

MON WHARF RECONSTRUCTION



The Mon Wharf (above) with a stairway/amphitheater at the Smithfield Bridge (right)



A VISION PLAN

To create, in the heart of Pittsburgh, a great urban river park

The coming together of the Monongahela and the Allegheny Rivers to form the Ohio is a magisterial product of nature, and the raw material for poets and steelworkers. The story of Pittsburgh begins at this confluence, and the future of the city will continue to unfold in relationship to the three rivers. This plan is dedicated to helping the citizens of Pittsburgh seize again the potential of their rivers: the metaphorical potential of special places thriving at the joining of the rivers, and the economic potential of a new river park system providing the settings for and qualities of urban experience that the new century heralds.



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Section II:

GUIDING PRINCIPLES FOR THE RIVER PARK





The principles articulated in this chapter are the culmination of an eighteen-month-long public planning effort. These principles emerged from the many public forums held during this period and responses to these from the public. They should be used to guide the city to modify existing zoning for the riverfronts; to encourage developers to build in more responsive, imaginative, and civic-minded ways; and to inspire the citizens of Pittsburgh to support additional public investment in pedestrian-friendly infrastructure and riverfront public space.



PRINCIPLE #1	Organize riverfront investment in relationship to the shared vision of Three Rivers Park as Pittsburgh's premier public domain	page 20
PRINCIPLE #2	Reinforce the power of place by revealing and seeking inspiration in history	22
PRINCIPLE #3	Enhance the shoreline experience and the range of uses encouraged to locate along the banks of the rivers	24
PRINCIPLE #4	Increase connections to the rivers especially from the neighborhoods, and endeavor to create new neighborhoods near the rivers	26
PRINCIPLE #5	Activate the water sheet itself by incorporating diverse uses while remaining cognizant of potential conflicts among them	28
PRINCIPLE #6	Celebrate the City of Bridges through lighting and pedestrian amenities and by incorporating them as part of the river trail system	30
PRINCIPLE #7	Improve regional connections and the continuity of public green space along the rivers' edge	32
PRINCIPLE #8	Consolidate transportation and minimize industrial impediments at the rivers' edge	34
PRINCIPLE #9	Incorporate the values of urban ecology and sustainability in the implementation of the plan	36

PRINCIPLE #1

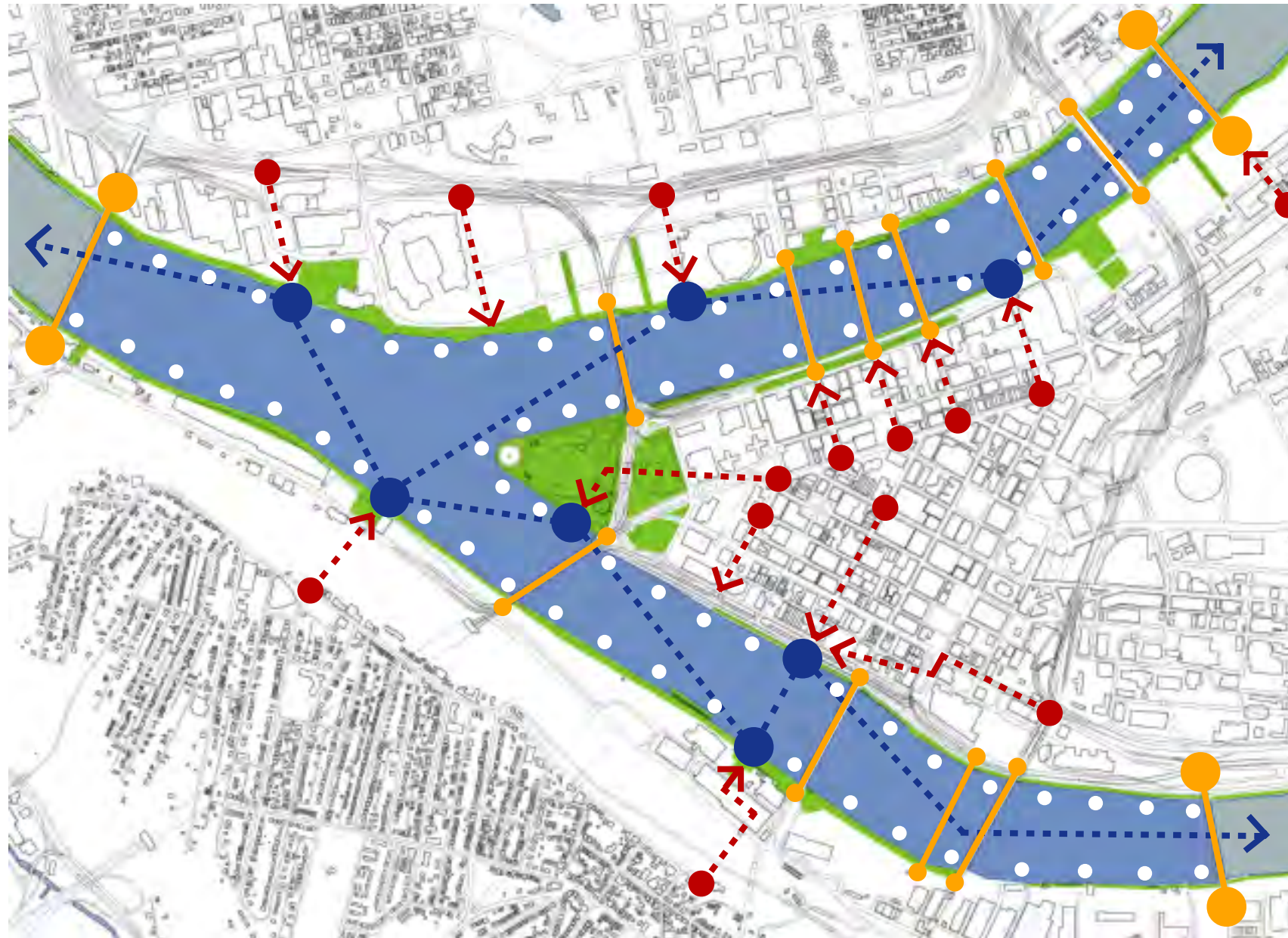
Organize riverfront investment in relationship to the shared vision of Three Rivers Park as Pittsburgh's premier public domain

The adaptation of the many miles of Pittsburgh's river banks for industrial and transportation uses did not occur overnight, and neither will their regeneration for more diverse urbane purposes. The process is painstaking, slow, and expensive. However, each new investment along the rivers – private or public – must prepare the riverbanks **to receive** rather than repel additional public activity and vitality. Therefore, it is imperative to identify strategic sites and potential initiatives

which will reinforce – indeed, accelerate – the re-occupation of the riverbanks for the use and enjoyment of the public. Doing so will **add value** for the landowner holding property at the rivers, and for the downtown retail core.

"The glories strung like beads on my smallest sights and hearings, on the walk in the street and the passage over the river."

Walt Whitman



Embarking on a River Park System.



The "mental map" of the confluence should expand from that of a single point to lines extending a mile or two from Point State Park in each direction.



The Alcoa Building on the northern bank of the Allegheny River, a brilliant contribution to the riverscape.



The new PNC Park baseball stadium and its marvelous relationship to the Allegheny River.

PRINCIPLE #1

EXPANDING THE PUBLIC DOMAIN

- DEVELOPMENT SITES
- PUBLIC OPEN SPACE OPPORTUNITIES
- PUBLIC WATER SPACE OPPORTUNITIES
- THE RIVERS AS PUBLIC DOMAIN
- RIVERBANKS
- EXTENDABILITY OF THE PUBLIC DOMAIN

EMBARKING ON A THREE RIVERS PARK

(see page 20)

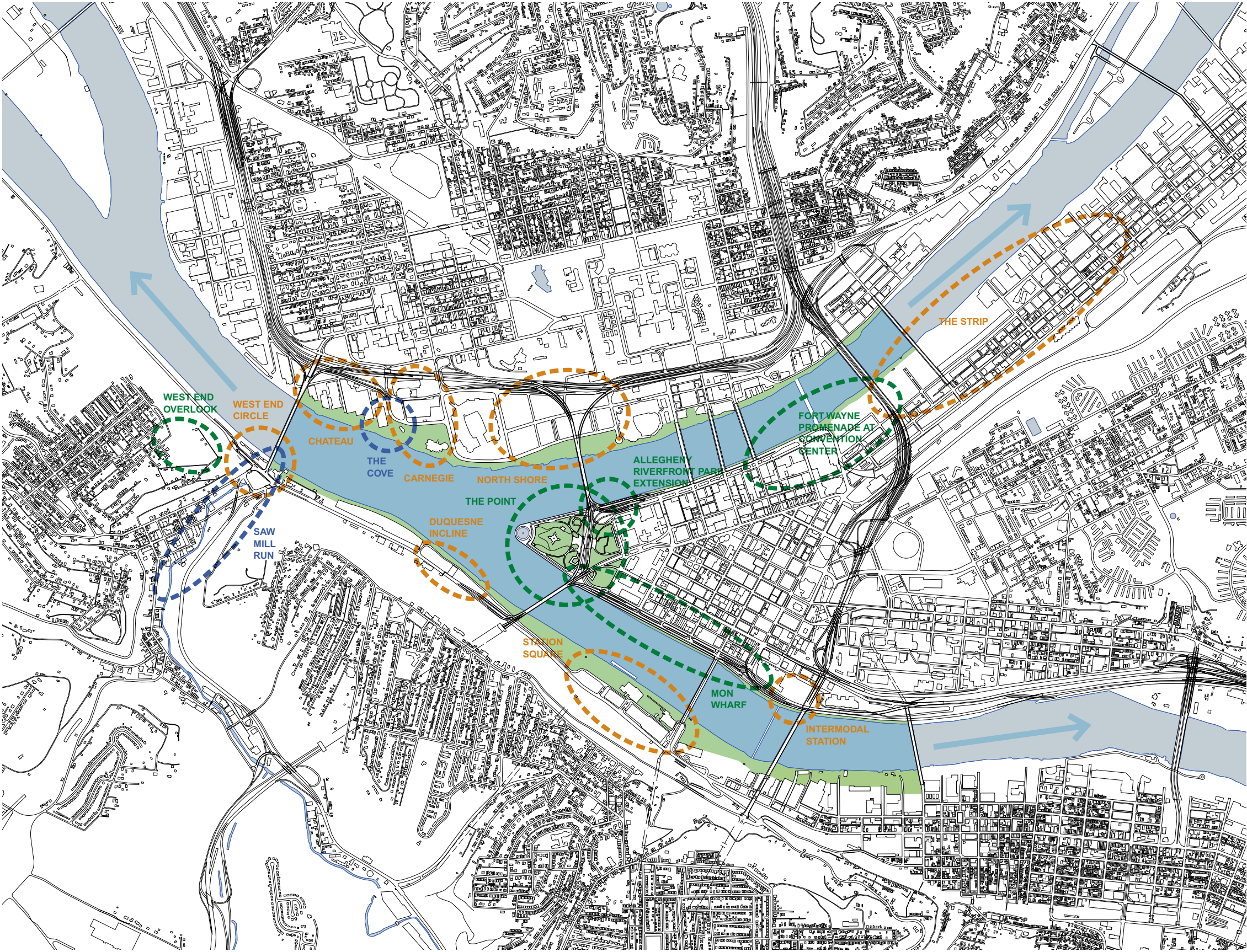
- THE RIVERS AS PUBLIC DOMAIN
- RIVERBANKS
- THE 13 BRIDGES OF THE RIVER PARK
- BRIDGE ENDS OF THE THREE BRIDGES DEFINING THE INITIAL EXTENT OF THE RIVER PARK
- BRIDGE ENDS OF THE OTHER 10 INCLUDED BRIDGES
- EDGE-DEFINING, EDGE-ILLUMINATING ELEMENTS
- CROSS-STREET LOCATION
- PEDESTRIAN CONNECTIONS TO THE RIVERS
- PUBLIC WATER TRANSIT STOP
- PUBLIC WATER TRANSIT ROUTE

ACTION ITEMS:

- Promote the vision of Three Rivers Park
- Develop a collaborative strategy for marketing the riverfront area
- Create a riverfront overlay zoning district and develop design guidelines
- Develop strategy for management and programming of Three Rivers Park
- Work with landowners to help achieve the highest design and programming standards in future development



0 500 1000 2000



Reinforce the power of place by revealing and seeking inspiration in history

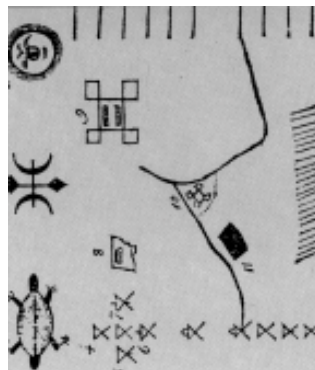
The rivers were there first. Along and near their shores lies much of the story of Pittsburgh and of the preceding cultures that occupied the same territory. Before 18th and 19th century industry cleared the rivers for commerce, tributary streams crisscrossed the land, and the great rivers were braided with sandbars and islands. Since pre-colonial times, human populations have affected the rivers' natural setting, resulting in the mix of post-industrial landscapes and ethnic riverside neighborhoods that help define Pittsburgh today.

Ideas/Concepts:

- Create additional river frontage with inlets, islands, and bays that increase interaction with the water's edge. Expose or "daylight" the tributaries that have been placed in culverts, revealing the natural drainage systems and improving river access.

- Celebrate the history of Native American existence along the river shores as well as the commemorations of European exploration and colonial settlements or events.
- Delight in the historical neighborhood cultures as an important part of Pittsburgh's legacy by maintaining the diverse ethnic fabric for a distinctive sense of place.
- Re-establish natural edges to support restoration of native ecosystems at appropriate locations.
- Use construction materials and techniques that work with the scale, character, and quality of Pittsburgh's historic urban fabric.

We have to have a sense of what was here in the past. Not to replicate it, but to replicate the spirit of vitality that was here; the sense of BIG WORK being done, of being in a great and important place, where things were happening, things were changing, things were growing and influencing the country.



Native American Map of the confluence, c. 1762.



1770 Map of Pittsburgh showing the Ruins of Fort Pitt, Fort Lafayette, the initial platting of the town along the Monongahela River, including Market Square and the rugged terrain over much of today's downtown.



Historic postcard of the Monongahela Wharf



The two Point Bridges side by side, c. 1927.



Mon Wharf and the Downtown, c. 1941.

PRINCIPLE #2

TRACING HISTORY AND MEMORY

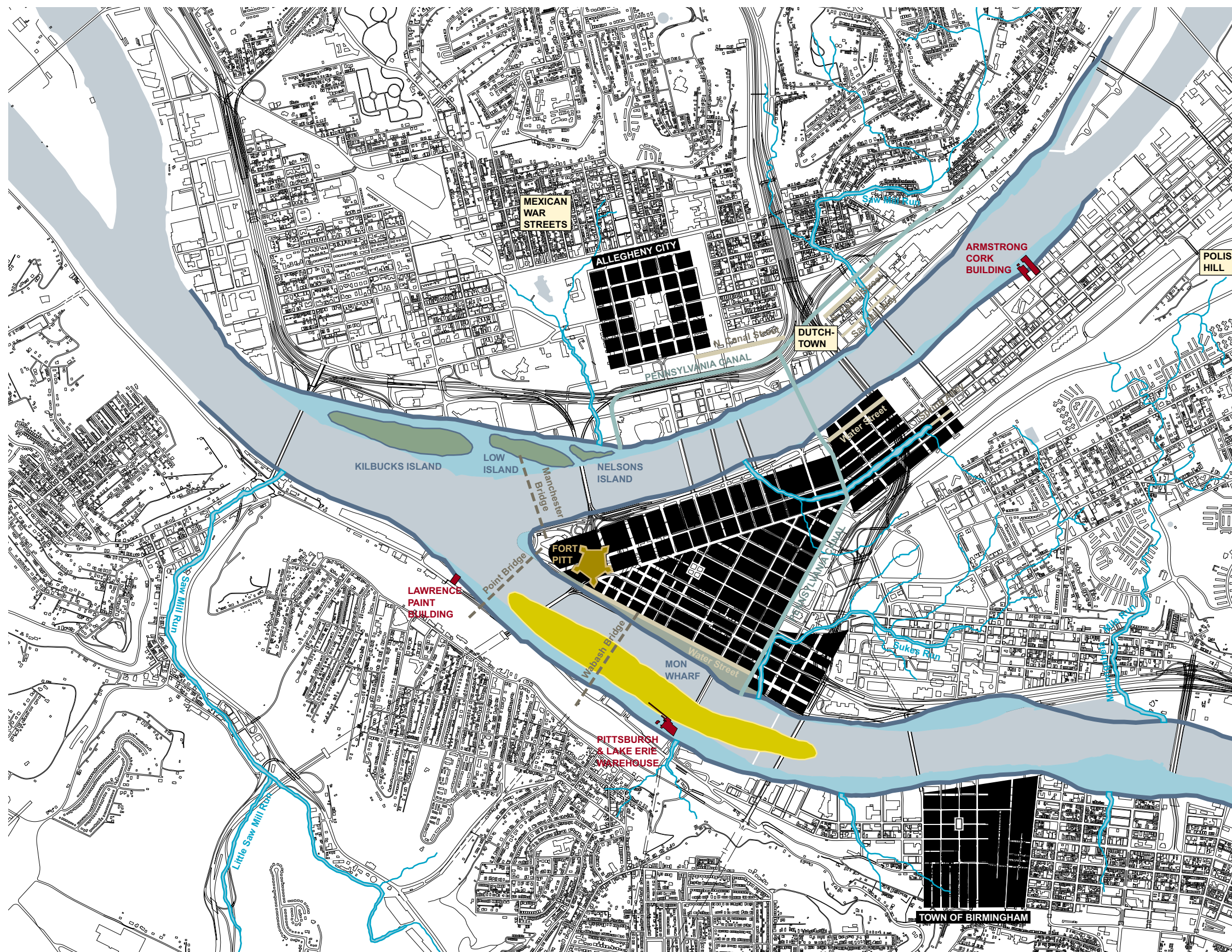
-  HISTORIC RIVER EDGE
-  HISTORIC WATER SHEET
-  CURRENT WATER SHEET
-  HISTORIC ISLANDS
-  HISTORIC SAND BAR
-  STREAMS AND TRIBUTARIES
-  CANAL
-  HISTORIC NEIGHBORHOOD FABRIC
-  WATER ASSOCIATED STREETS
-  HISTORIC BUILDINGS
-  HISTORIC BRIDGE CROSSINGS

ACTION ITEMS:

- **Proceed with the Point State Park planning efforts**
Contacts: Allegheny Conference on Community Development, Riverlife Task Force
- **Promote plans for celebrating the anniversary of the Lewis & Clark Expedition**
Contacts: Heinz History Center
- **Participate in planning the commemorations of the French and Indian War**
Contacts: War for the Empire Consortium
- **Support the Rivers of Steel Plan**
Contacts: Steel Industry Heritage Corporation



0 500 1000 2000



PRINCIPLE #3

Enhance the shoreline experience and the range of uses encouraged to locate along the banks of the rivers

A continuous trail system should be just the beginning. Today, Pittsburgh's riverfronts have diverse surroundings that include the hillside greenery of Mount Washington, urban edges along the north shore of the Allegheny, and vestiges of the city's great industrial age. Just as the function of the rivers has varied over time, the present demands for the riverfront have also changed. Some people want views; others want economic development, commercial improvements, or a range of recreational uses. Understanding and responding to the desired uses with thoughtful planning assures the opportunity for the rivers to be enjoyed in many different ways along a newly-enhanced riverfront.

Ideas/Concepts:

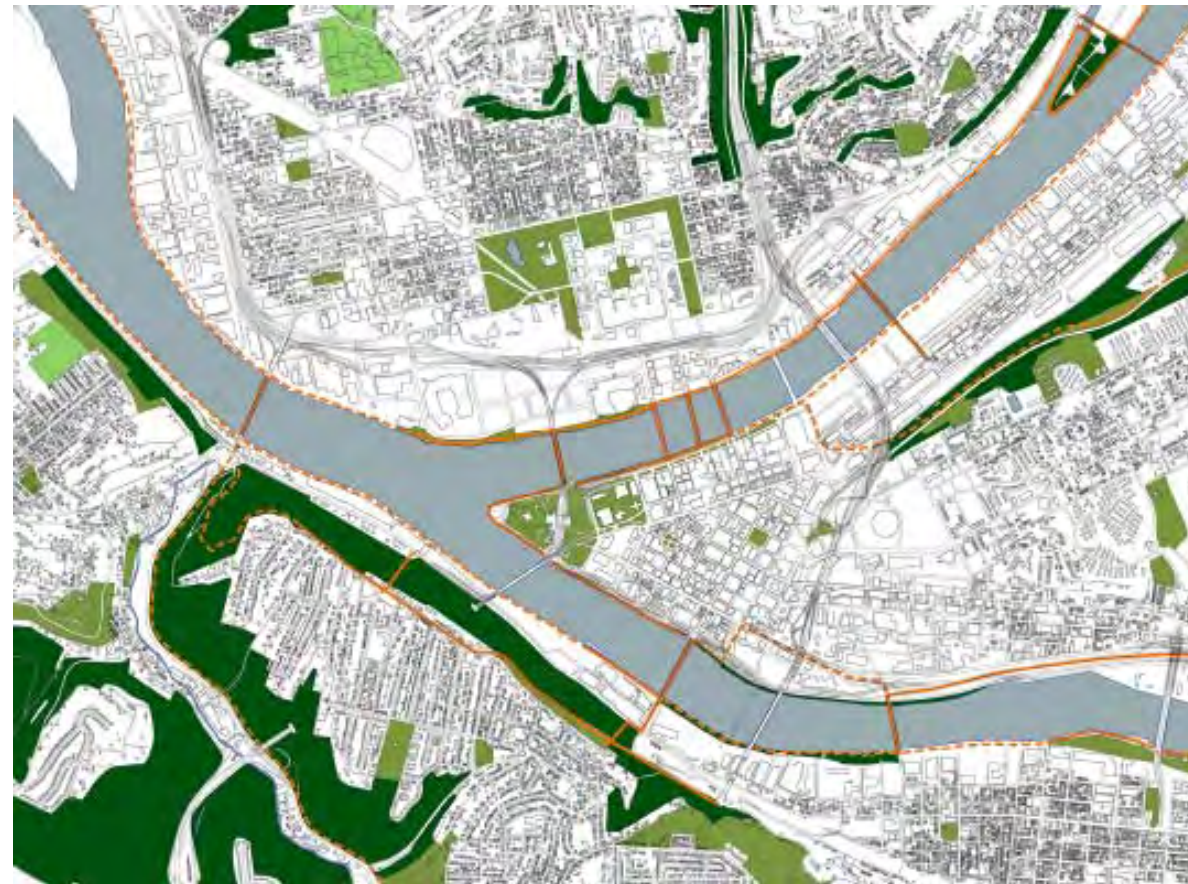
- Provide a continuous trail system along the rivers with a variety of experiences that respond to local conditions.

- Require minimum standards for river access from all developers seeking design approval for riverfront development.
- Develop a balance of natural and urban riverfronts.
- Create coves for public marinas and add layers of floating barges, natural gardens, or public mooring along the rivers' edges to attract people to the water.
- Expose or "daylight" the mouths of the tributaries along the rivers' edge.

The success and appeal of landside development is intrinsically tied to the success and appeal of adjacent water uses – and, of course, to the environmental quality of both the water and the shore.



View of the USX Tower and downtown from the Allegheny River.



Trails and open space in the area of the confluence. There are too few direct trail connections between the primary open spaces in the city and the rivers.



A portion of the Chicago River with generous pedestrian access from famed Michigan Avenue.













A river trail passing through a riverfront park in Shreveport, Louisiana with a fountain stepping toward the river.



The public esplanade along the waterfront at Carillon Point on the shore of Lake Washington in Seattle.

PRINCIPLE #3

EXPANDING SHORELINE EXPERIENCES

-  URBAN EDGE
-  GREEN EDGE
-  GREEN WALL
-  GREEN PLANE
-  RECONFIGURED EDGE
-  COVE
-  MOUTH OF CURRENT / HISTORIC STREAM
-  LAYERED EDGE
-  EXISTING RIVERFRONT TRAIL
-  RIVERFRONT TRAIL EXTENSION

ACTION ITEMS:

- **Complete North Shore Riverfront Park**
Contacts: Sports and Exhibition Authority
- **Further develop plans for improvements to the Mon Wharf**
Contacts: City of Pittsburgh
- **Create new public river edges at the new Convention Center and Strip District**
Contacts: Sports and Exhibition Authority
Department of City Planning
- **Extend Point State Park up both rivers**
Contacts: Point State Park Planning Committee
- **Support environmental understanding of the rivers in the Pittsburgh community**
Contacts: 3 Rivers 2nd Nature
- **Establish areas for transient boat parking, landings, and access**
Contacts: Port of Pittsburgh Commission



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Increase connections to the rivers especially from the neighborhoods, and endeavor to create new neighborhoods near the rivers

Urban waterfronts come alive when they become places for people to dwell, not just to visit or recreate. Downtown Pittsburgh needs additional housing to create a more vibrant 24-hour city, and the riverfronts could lead the way. Adaptive reuse, infill, and new construction of apartments and condominiums should be considered a priority along much of the riverfronts. The city of Vancouver calls it the “living first” principle. In sufficient numbers, housing will eventually create demand for virtually everything else: new services, shopping and entertainment, public transportation, and open space.

Pittsburgh’s riverfronts are heavily encumbered by prior uses, and framed by a daunting mix of public and private land ownership. The de-industrialization of Pittsburgh has left the city with many vacant, underutilized riverfront lots. Some of these lots are inaccessible to neighborhoods. Many are used for parking. And much of Pittsburgh’s riverfront is still separated from the city by transportation infrastructure.

Ideas/Concepts:

- Consider extending the character of existing neighborhoods to new riverfront housing. Provide convenient water transportation within a five-minute walk of new housing,

as well as appropriate recreation opportunities such as playing fields and playgrounds, neighborhood landings and marinas.

- Establish view corridors and public open spaces that connect neighborhoods to the water. Create larger open spaces perpendicular to the water at featured bridges and at key locations to connect civic monuments and natural drainage ways to the river.
- Provide pedestrian access points at bridgeheads for improved cross-river connections.
- Connect the Duquesne Incline to the river to complete a loop with the Grandview Avenue promenade on Mount Washington and the Monongahela Incline at Station Square. Build additional inclines in some neighborhoods as attractions and to re-connect these neighborhoods to their rivers.



Mixed-use along the river’s edge includes active ground-level uses.



Housing along the Charles River in Cambridge with a neighborhood marina.



A mix of housing types along the Boston waterfront.

“I’ve often wish’d that I had
clear,
For life, six hundred pounds a
year;
A handsome house to lodge a
friend,
A river at my garden’s end.”
Alexander Pope



Both the Monongahela Incline and the Duquesne Incline unfortunately stop short of their rivers. Better connections should be provided.



A hillside neighborhood in Pittsburgh.



A rare hillside connection to the river in Pittsburgh.

PRINCIPLE #4

NEIGHBORHOOD CONNECTIONS

- - - - RIVERFRONT HOUSING OPPORTUNITY
- EXISTING NEIGHBORHOOD
- EXTENSION OF NEIGHBORHOOD
- NEIGHBORHOOD ASSOCIATED WATER TAXI STOP
- NEIGHBORHOOD MARINA
- - - - LIGHT RAIL TRANSIT ROUTE
- LIGHT RAIL TRANSIT STOP
- STREET CONNECTION
- - - - PEDESTRIAN CONNECTION FROM INCLINE
- EXISTING INCLINE
- - - - POTENTIAL INCLINE
- PARKWAY

ACTION ITEMS:

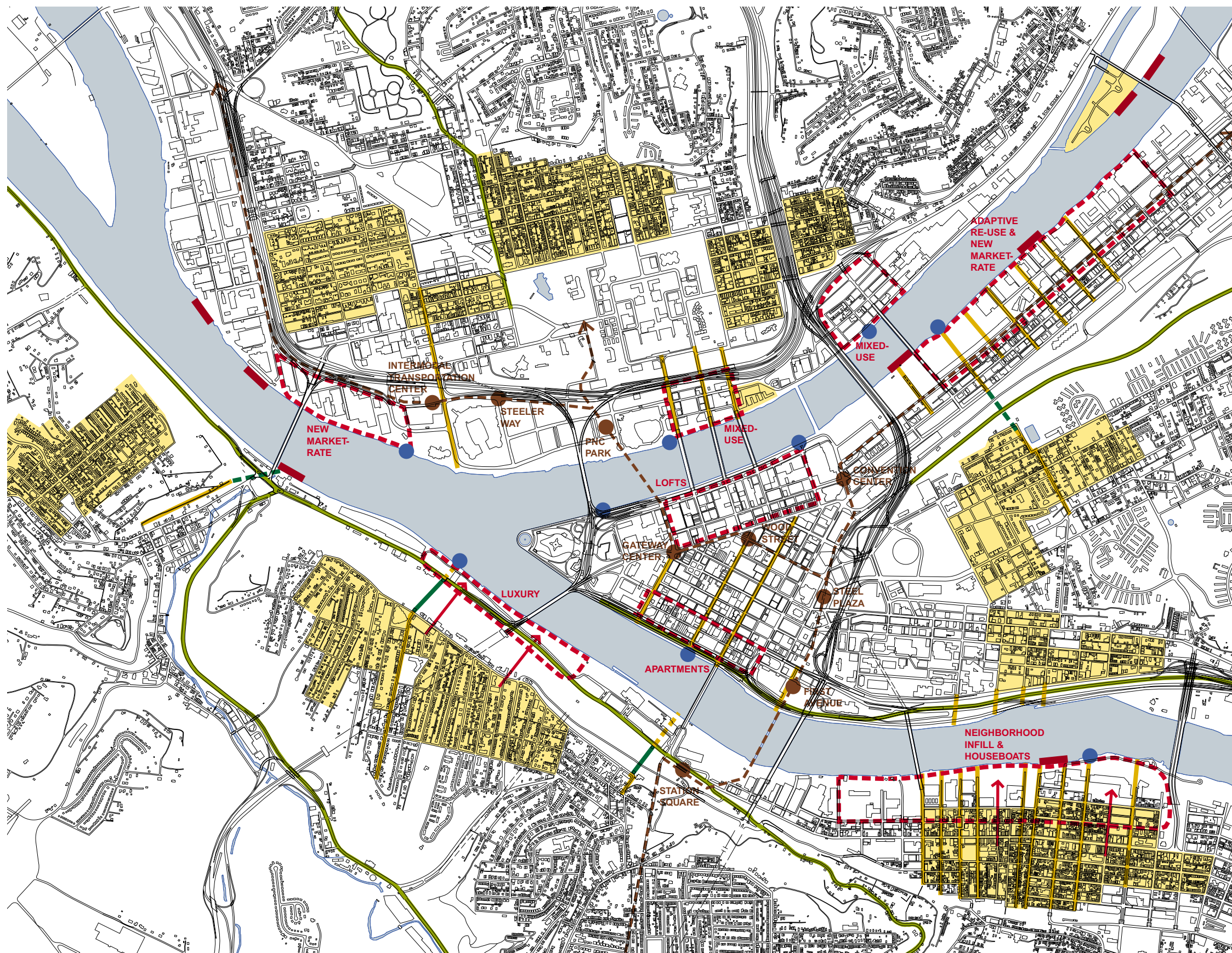
- **Promote the development of housing at the H. J. Heinz Factory Buildings on the North Shore**
Contacts: Ferchill Development Corporation
- **Complete the North Shore Riverfront Park with connections to the river**
Contacts: Sports and Exhibition Authority
- **Connect the Strip District to the Allegheny River**
Contacts: The Buncher Company
Senator John Heinz Regional History Center
Neighbors in the Strip
- **Develop an iconographic lexicon of visual symbols that mark public access points to the rivers**
- **Connect the Duquesne Incline to the river**
Contacts: Forest City Enterprises
Society for the Preservation of the Duquesne Incline
- **Explore the possibility of an incline from the Hill District to the Strip District**
Contacts: Port Authority of Allegheny County



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27



Activate the water sheet itself by incorporating diverse uses while remaining cognizant of potential conflicts among them

Although the accompanying photographs illustrate a broad range of activities already taking place on the rivers, these (and others) can occur more commonly and intensively. The city’s 20th-century identity evolved largely on the basis of the strategic advantages of commercial and industrial river uses. For some, recreational and commuter uses of the rivers may still seem anomalous. Yet, as the heavy industrial use of the river banks continues to diminish, with its accompanying reduction in industrial river traffic, and as the quality of the water improves, there are increasing opportunities to enjoy the rivers in many new ways. And in some **old** ways.

Several older participants at public meetings recalled swimming in the rivers. Why should not such a possibility continue to be a goal for the future? One of the most creative ideas that emerged during a public meeting was the use of barges for recreational purposes, including a swimming pool located in the river. Programmed events, regattas, and festivals should continue to take place and expand. With the re-population of the banks in places like the North Shore, Station Square, and the Strip District, the use of the rivers themselves for transportation should increase. Additional public access points for boating should be created, as should additional places to moor boats, along with support services.

The rivers do have somewhat different characters, with the Monongahela carrying more barge traffic and the Allegheny being more conducive to recreational boating. Such distinctions should inform additional river-use investment.

Barges, riverboats, and recreational boaters do share their rivers, and conflicts are encountered. While such conflicts cannot be entirely eliminated, the water sheet should be activated with new complementary uses.

Ideas/Concepts:

- Provide for spectator places along the rivers, such as viewing platforms and overlooks, river-facing balconies on residential buildings, and pedestrian spaces on bridges from where the theater unfolding on the rivers can be observed.
- Locate a Rive Center within the Pittsburgh Pool to encourage safe water sheet use and provide education about the rivers and the environment.
- Establish additional landings for small craft in natural areas with connections to trails.
- Where possible, design edges to reduce wave “reflections” in new riverfront development.



“Down by the Riverside” in Pittsburgh.



Boaters gathering at the Point.



Rowing on the Allegheny River.



Fishing on the Allegheny River.



Industrial and recreational sharing of the water.

If access to bodies of water was long essential for sustenance, transportation, commerce, and industry, it is now necessary for seemingly less tangible though hardly less important human needs.

PRINCIPLE #5

EXPANDING WATER SHEET ACTIVITIES

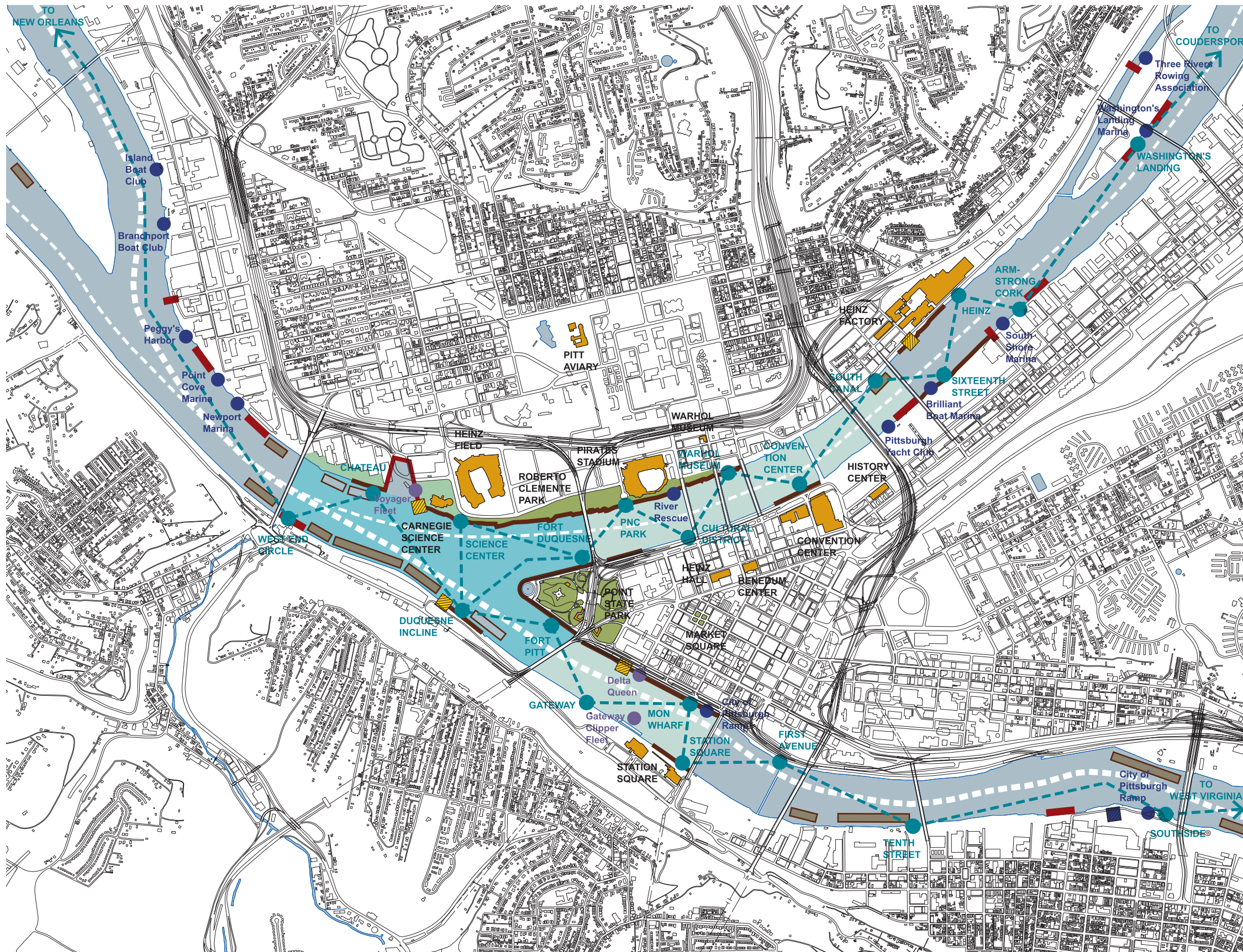
-  PRIMARY COMMERCIAL WATER TRAFFIC
-  PRIMARY RECREATIONAL WATER TRAFFIC
-  MOORING EDGE
-  BARGE DOCK
-  BARGE DOCK TO BE RELOCATED
-  POTENTIAL RIVER CENTER LOCATIONS
-  FLEET DOCK
-  EXISTING BOAT CLUB / MARINA / RAMP
-  RECREATIONAL BOAT RAMP
-  NEIGHBORHOOD MARINA
-  PUBLIC MARINA
-  RIVERFRONT ATTRACTION
-  RIVERFRONT OPEN SPACE ATTRACTION
-  RIVERFRONT OPEN SPACE EXTENSION
-  EXISTING LOW WAKE ZONE
-  EXPANDED LOW WAKE ZONE
-  WATER TAXI ROUTE
-  WATER TAXI STOP

ACTION ITEMS:

- **Promote festivals that celebrate riverfront use**
Contacts: First Night, Three Rivers Regatta
Three Rivers Arts Festival, Head of Ohio,
Pittsburgh Triathlon
- **Install racks for canoes and kayaks**
Contacts: Friends of the Riverfront
- **Establish a River Center**
Contacts: Sustainable Pittsburgh
- **Implement plans for five water landings**
Contacts: City of Pittsburgh
- **Publicize Pittsburgh's role as an active port**
Contacts: Port of Pittsburgh Commission
DINAMO



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Celebrate the city of bridges through lighting and pedestrian amenities and by incorporating them as part of the river trail system

Rivaling Venice as a “City of Bridges” – indeed those in Pittsburgh are far more monumental – the city needs to take more visible pride in them. The bridges can be made more prominent and more beautiful by lighting and painting them in interesting ways, and by allowing better pedestrian access from them to the river open space system. The new relationship between the ballpark and the Sixth Street Bridge is a wonderful precedent that should be replicated in spirit at other points along the rivers.

Some bridges are identified with neighborhoods and should be made more pedestrian-friendly and celebrated with open space and visual corridors. Other bridges are worthy of their own special events: the Smithfield Street, Sixteenth Street, Seventh Street, and Hot Metal bridges could all be utilized for special seasonal or weekend events, fairs and festivals.

Bridge piers are natural opportunities for connections from

bridge overlooks to the rivers’ edge. Most of the bridges should be renovated with better pedestrian access. Vertical connections at the bridge piers could be sculptural and provide additional viewing areas for river events. Where appropriate, water-oriented programs should be placed at the base of the bridge to increase security and contribute to the cost of elevators and ramp maintenance.

Ideas/Concepts:

- Make the bridges more prominent by lighting them and/or painting them in interesting ways.
- Use the Smithfield Street, Sixteenth Street, Seventh Street, and Hot Metal bridges for special seasonal or weekend events, fairs and festivals.
- Renovate bridges with improved and highly visible

pedestrian and bicycle access.

- Place water-oriented programs at the base of the bridge to increase security and contribute to the cost of elevator and ramp maintenance.
- Seize upon opportunities such as the Wabash and Manchester bridges as opportunities for place-making and public art.

“Sailed on a river of crystal
light
Into a sea of dew.”
Eugene Field



River reflections under the Fort Pitt Bridge.



Spectators on the Sixth Street Bridge during a regatta.



Stair towers of the Wacker Bridge on the Chicago River.



New bridge connection to the water at the Sixth Street Bridge.



Pedestrian use of the Sixth Street Bridge during a baseball game.



The lighted Septa Bridge across the Schuylkill River in Philadelphia.



Santiago Calatrava's recently completed pedestrian bridge in Bilbao, Spain.

PRINCIPLE #6

CITY OF BRIDGES

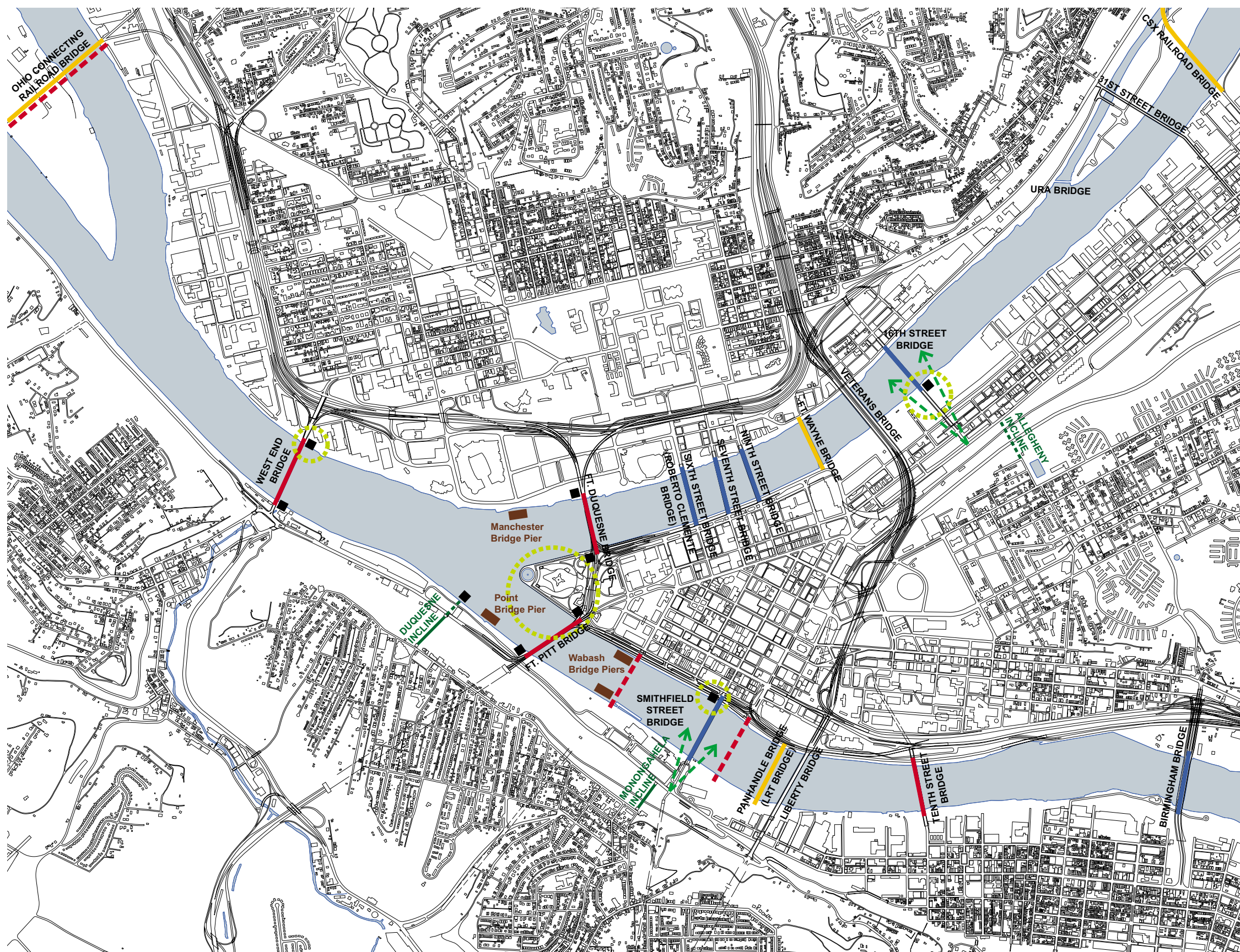
- BRIDGES AS HISTORIC ICONS
- BRIDGES TO BE HIGHLIGHTED
- - - ALTERNATIVE FUTURE BRIDGE LOCATIONS
- RAILROAD BRIDGES
- - - BRIDGE-ASSOCIATED OPEN SPACE
- - - VISUAL CORRIDORS
- VERTICAL PEDESTRIAN CONNECTION
- HISTORIC BRIDGE ABUTMENTS
- EXISTING INCLINES
- - - FUTURE INCLINE / INCLINE EXTENSION

ACTION ITEMS:

- **Initiate a bridge lighting demonstration prototype**
- **Reconstruct the Hot Metal Bridge as a pedestrian connection in the city**
Contacts: Urban Redevelopment Authority
Allegheny Trail Alliance
- **Create practical pedestrian passages across the West End and Fort Pitt bridges**
Contacts: PennDOT
- **Enable creative expression that integrates the rivers and their surrounding environment**
Contacts: Friends of the Riverfront Arts Program
Pittsburgh Cultural Trust



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PRINCIPLE #7

Improve regional connections and the continuity of public green space along the rivers' edge

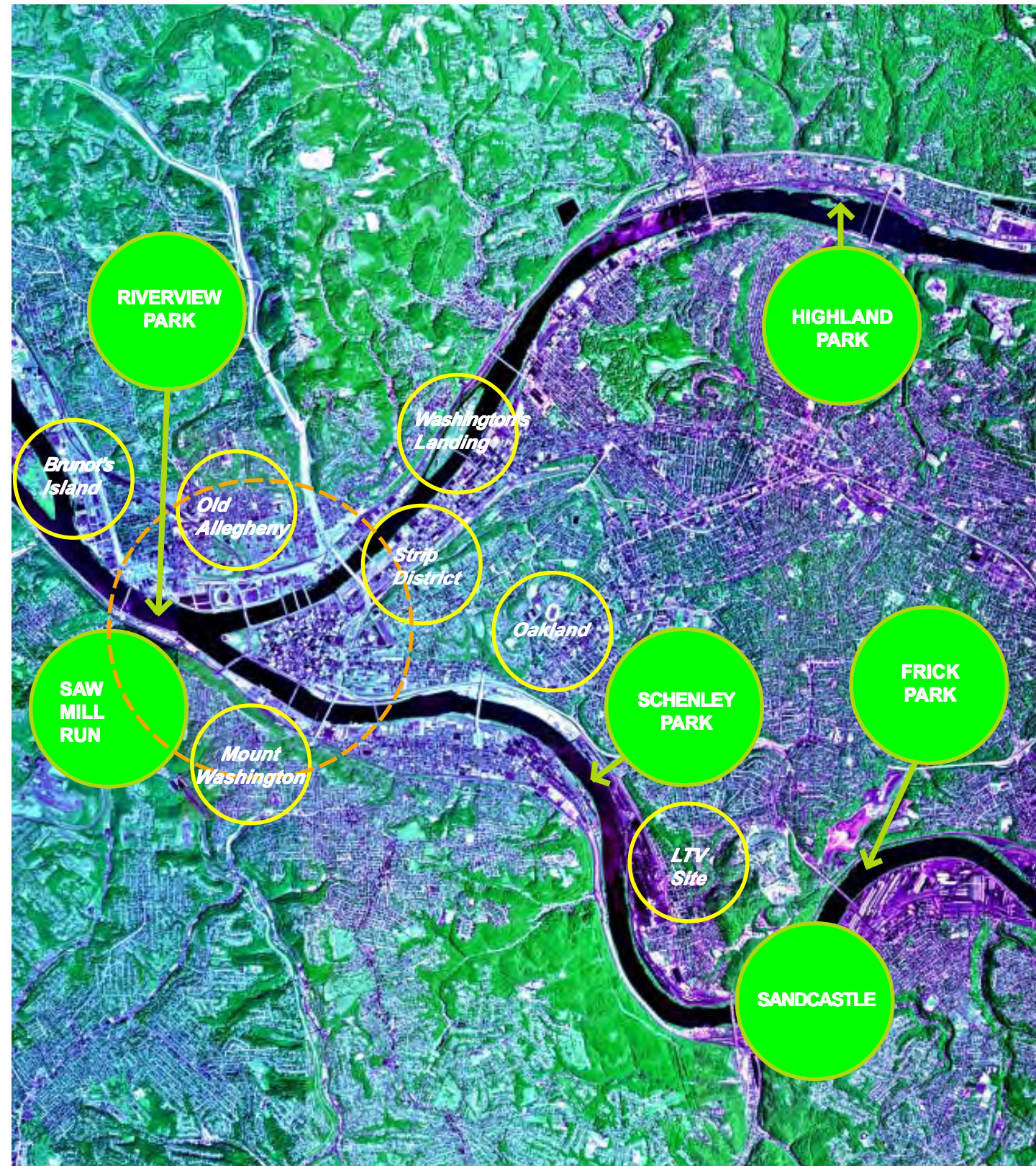


Ferries offer a water-based means of connection.



Regional connections to bike paths are essential.

"It was kind of solemn, drifting down the big still river, laying on our backs looking up at the stars, and we didn't ever feel like talking loud...."
Mark Twain



Reconnect regional assets to the Point.

It is quite unusual for a city's major parks not to be connected to its waterfront. An important goal of the Three Rivers Park vision is to create such connections. How marvelous it would be if places like Schenley Park and Frick Park would gain direct links to the emerging river trail system. Important neighborhoods, colleges and universities, and the area's recreational facilities would become much better integrated. And the sense that the metropolitan open space system forms a **web** that permeates the urbanized area would greatly increase.











The rivers need to become more accessible to the region in a multitude of ways and by a multitude of modes. Regional transit and roadway access as well as pedestrian and water routes will each contribute to the vitality of downtown and to the rivers by bringing more people for pleasure as well as business.

Ideas/Concepts:

- Establish a seasonal water taxi system to connect cultural attractions in and around the downtown area.
- Create additional landings and mooring facilities in conjunction with riverfront residential development upstream to help support a year-round water transit system.
- Locate the water stops within a five-minute walk to light rail stations, major bus routes, and riverfront attractions.
- Improve the parkway system as an attractive route to the river for both vehicles and pedestrians.
- Establish key routes from regional neighborhoods to the river.
- Connect the rivers to the region's parks, universities, and other recreational facilities to attract the most active members of the public.

PRINCIPLE #7

REGIONAL CONNECTIONS

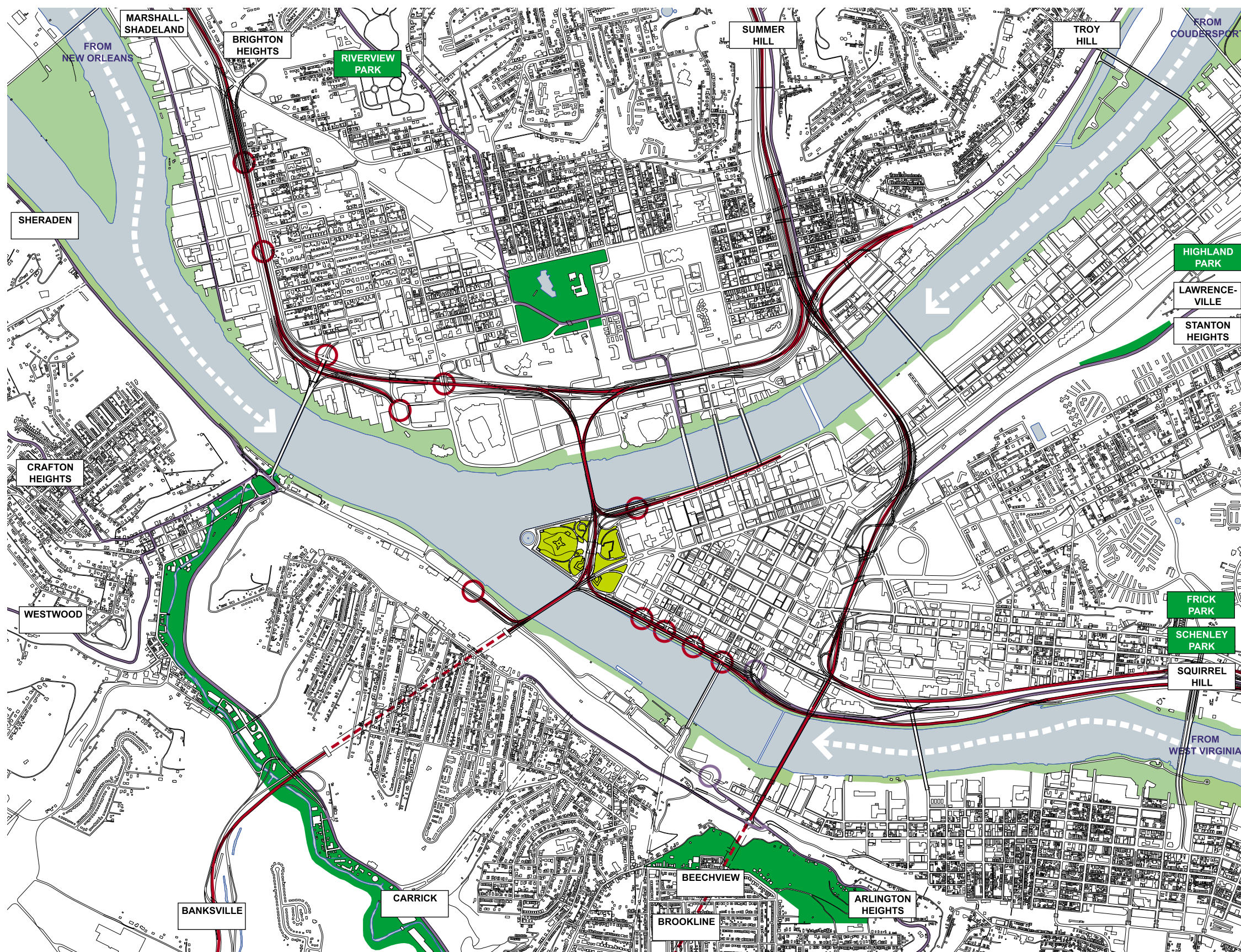
-  REGIONAL HIGHWAYS
-  REGIONAL ROUTES WITH PARKWAY POTENTIAL
-  ENTRY / EXIT POINT FROM REGIONAL HIGHWAY
-  ENTRY / EXIT POINT FROM REGIONAL ROUTE
-  PUBLIC GREEN AT THE CONFLUENCE
-  CONTINUOUS PUBLIC GREEN ALONG THE RIVERS
-  PUBLIC GREEN TO THE RIVERS
-  REGIONAL NEIGHBORHOODS
-  REGIONAL PARKS
-  REGIONAL WATER ROUTES

ACTION ITEMS:

- **Establish water taxis and connections to public transit**
Contacts: Private operators
Port Authority of Allegheny County
Port of Pittsburgh Commission
- **Extend trails to existing traditional parks**
Contacts: City of Pittsburgh
Pittsburgh Park Conservancy
- **Complete the Great Allegheny Passage linking Pittsburgh to Washington, D.C.**
Contacts: Allegheny Trail Alliance
- **Implement the elements of the city's bicycle plan**
Contacts: Department of City Planning
- **Establish conservation of easements in support of the city's Greenway Initiative**
Contacts: Allegheny Land Trust
Department of City Planning



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Consolidate transportation and minimize industrial impediments at the rivers' edge

Although Pittsburgh's riverfronts are no longer used by industry, the city is still the most active inland port and the 11th busiest port in the nation. However, the use of riverfront land for parking, railways, and highways does little to foster life and activity at the water's edge. The southern shores of the Ohio and the Monongahela are particularly impacted by transportation infrastructure. Finding alternative locations for these uses or developing creative plans to overcome these obstacles will reduce current barriers and open an array of possibilities for activity at the water's edge.

Ideas/Concepts:

- Relocate the CSX Railroad tracks from their present location along the south shore of the Monongahela River.
- Create clear and attractive alternative means of passage for roadways and railways that will remain for the

foreseeable future.

- Provide flexible, shared-parking arrangements so that river users can utilize public and private parking lots during weekends and evenings free of charge.
- Advocate the off-peak closure of non-residential roadways along the rivers for rollerbladers, cyclists, and pedestrians.
- Where highways and railroads will remain for the foreseeable future, create clear and attractive routes for crossing them to reach the river and riverfront attractions. The reconstruction of the I-376 Parkway and the Penn-Lincoln Parkway is providing such an opportunity at the Mon Wharf (pages 40-41).

The public increasingly desires and expects access to the water. This usually requires overcoming historic barriers - physical, proprietary, and psychological - while persuading land-owners that there is merit in maintaining that valuable edge within the public domain.



"Danger" sign in five languages from Carnegie Steel's Homestead automotive repair shop (1910).



Removing railroads, excessive parking and other transportation infrastructure from the rivers' edges must continue to be a long range regional goal.














Allegheny Landing, a welcome public open space along the Allegheny River.



Old railroad tracks along the West Orange Trail.

PRINCIPLE #8

IMPEDIMENTS TO OVERCOME

-  RAILROADS
-  RAILROADS AS BARRIERS TO THE RIVERS
-  HIGHWAYS AS BARRIERS TO THE RIVERS
-  SURFACE PARKING ALONG THE RIVERS
-  MAJOR WATER-DEPENDENT INDUSTRY
-  VERTICAL PEDESTRIAN ACCESS REQUIRED
-  VERTICAL PEDESTRIAN ACCESS REQUIRED FROM BRIDGE
-  PEDESTRIAN CONNECTION REQUIRED ACROSS RIVER
-  PEDESTRIAN CONNECTION REQUIRED TO RIVER
-  PEDESTRIAN CONNECTION REQUIRED ALONG RIVER
-  PLACES TO BE RESTORED

ACTION ITEMS:

- **Determine the feasibility of relocating the rail lines**
Contacts: Southwest Pennsylvania Commission
Port Authority of Allegheny County
City of Pittsburgh
Allegheny County
- **Develop the plans to reinvent the character of the Mon Wharf**
Contacts: City of Pittsburgh
- **Emphasize Pittsburgh's role as a leading port city in the United States**
Contacts: Port of Pittsburgh Commission
- **Work with public and private owners of parking lots to develop a sensible plan for parking alternatives**
Contacts: Pittsburgh Parking Authority
Department of City Planning



PRINCIPLE #9

Incorporate the values of urban ecology and sustainability in the implementation of the plan

Urban riverbanks are a mix of natural and cultural systems. The land-use patterns along Pittsburgh’s rivers need to support a healthy natural environment, a flourishing community, and a dynamic local economy.

Pittsburgh leads the country in being the home of four buildings that have received Leadership in Energy and Environmental Design (LEED) certification from the US Green Building Council. Local sustainable indicator projects have focused attention on the region’s quality of life measured in economic, environmental, and societal terms. Pennsylvania’s Growing Greener program promotes environmentally sustainable practices in planning and

policymaking.

Pittsburgh is in a position to develop new mixed-use neighborhoods, near riverfront locations, that respect both the natural and built environments.

Ideas/Concepts:

- Encourage the propagation of riparian plants to support aquatic food chains and river habitat while controlling non-point source pollution.
- Improve storm water and wastewater management

practices from regional to site-specific projects.

- Investigate alternative sources of energy conservation and generation in riverfront projects by encouraging demonstration projects using solar, hydraulic, wind, and fuel cell technologies.
- Require new riverfront development to conform to the most current standards of energy efficiency and encourage the application of LEED standards.
- Promote the use of recycled building products to reduce dependency on non-renewable resources and help reduce waste that is shipped to landfill sites.
- Preserve compatible industrial uses by incorporating river-dependent activity into new riverfront neighborhoods.

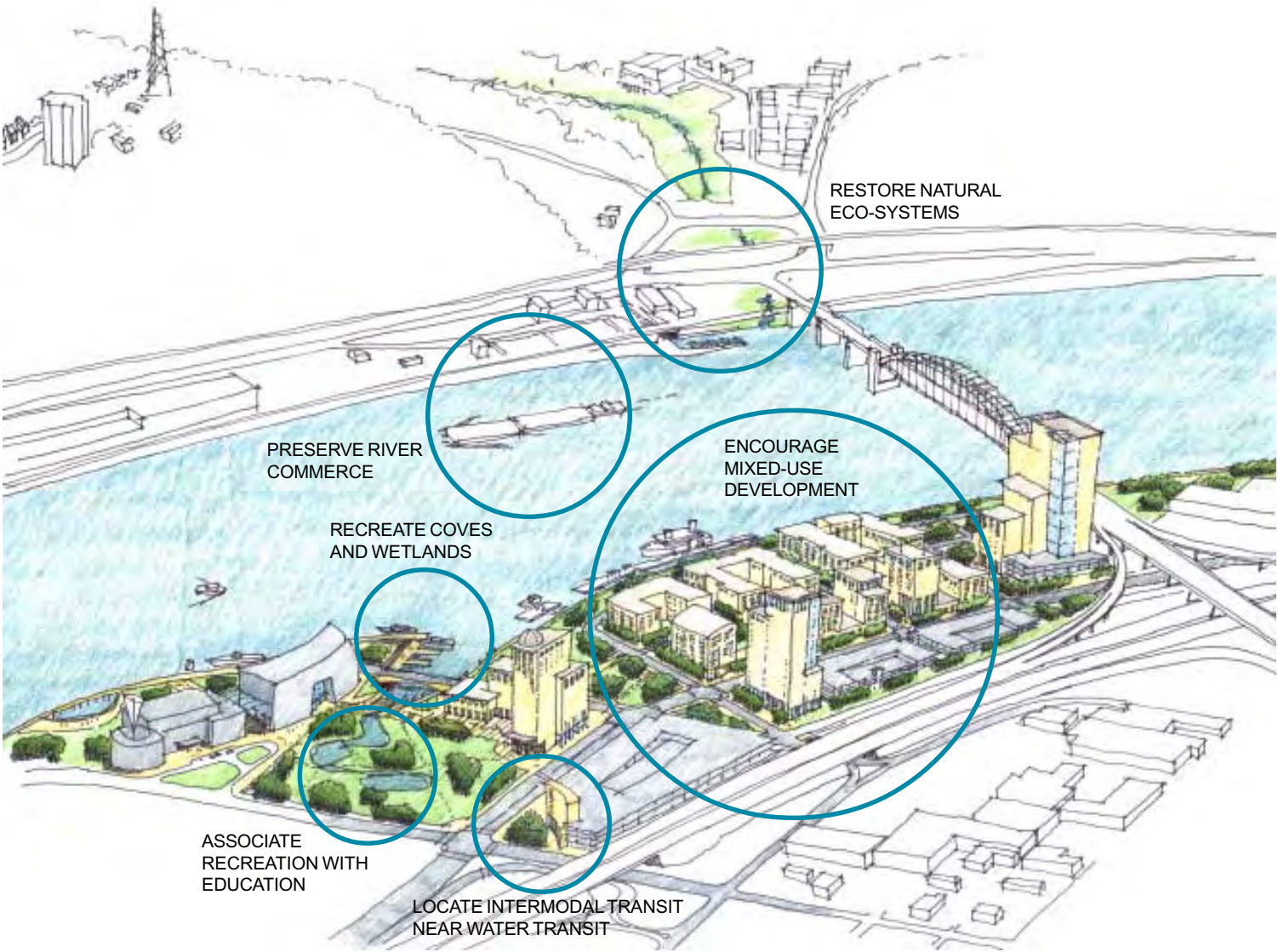
“And he shall be like a tree
planted by the rivers of water,
that bringeth forth his fruit in
his season.”
The Book of Psalms 1:1-4



A sustainable urban environment depends on people wishing to live and play there, not merely to work there.



The new PNC Firstside Center is a LEED-certified building.



Advocate a broad and sophisticated agenda for environmental sustainability.

ACTION ITEMS:

- **Implement the restoration and reintroduction of native species along the riverbanks**
Contacts: 3 Rivers 2nd Nature
Friends of the Riverfront
- **Address the issues of combined sanitary and storm water sewers**
Contacts: Three Rivers Wet Weather
Allegheny Conference on Community Development
- **Promote sustainable development initiatives on a local and regional basis**
Contacts: Sustainable Pittsburgh
- **Encourage new developments to achieve LEED ratings**
Contacts: Green Building Alliance
- **Support regional smart growth initiatives for business and land use development**
Contacts: Growing Greener
Southwest Pennsylvania Commission
- **Develop a river conservation plan for the Pittsburgh Pool**
Contacts: Pennsylvania Environmental Council

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The North Shore	44
Station Square	46
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Duquesne Incline	49
Bridge Lighting & Pedestrian Access	50
Water Shuttle System	51
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Section III:

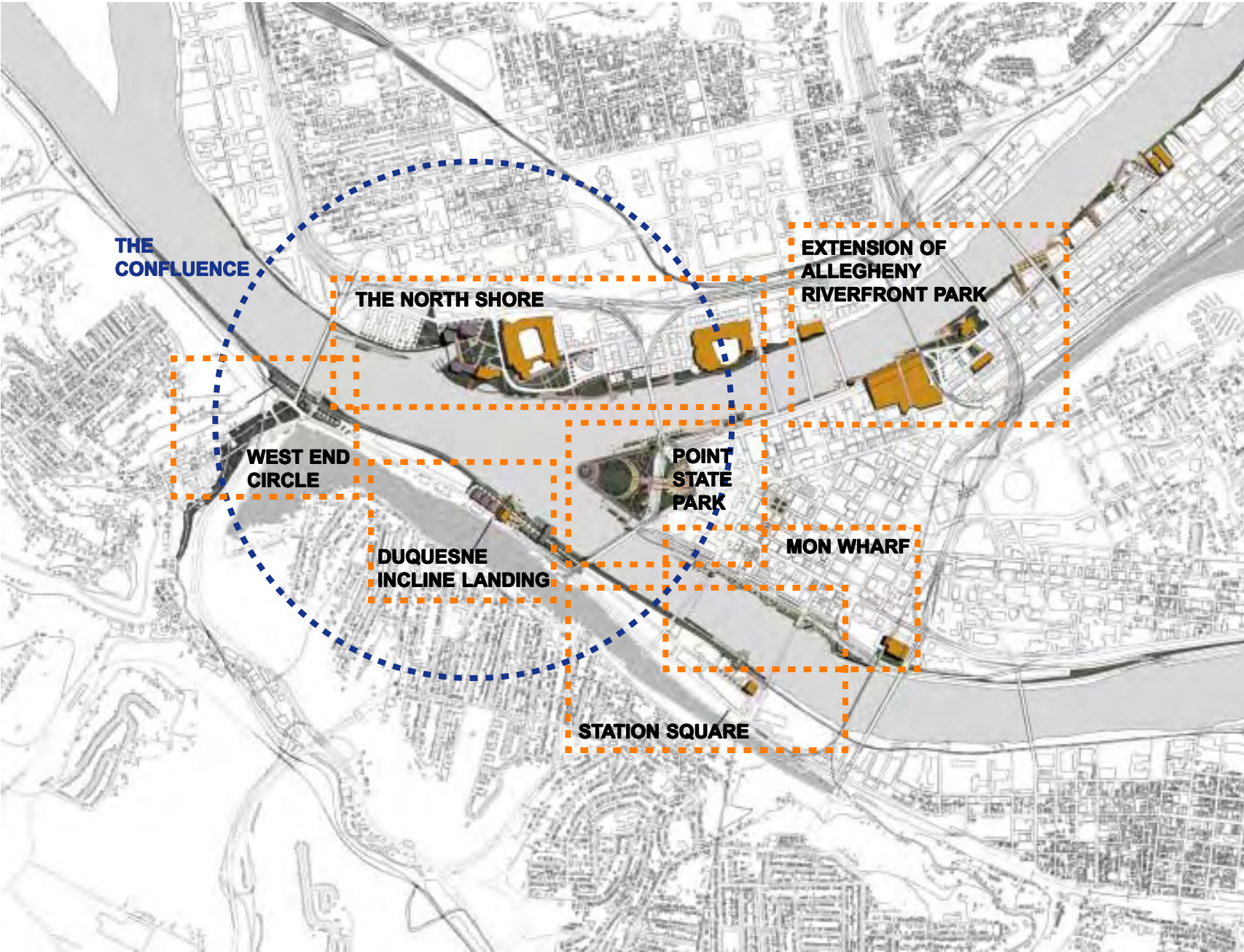
THE COMPONENTS OF THREE RIVERS PARK



THE COMPONENTS OF THREE RIVERS PARK



A river park system becomes a collection of many individual – and remarkable – public landscapes. Boston’s Emerald Necklace offers a useful analogy. That city’s Public Garden, or Commonwealth Avenue Mall, or Franklin Park are each treasured for their special character while always understood as **parts** of a larger, integrated, open-space system – the overall Necklace. This section identifies the special places – existing and those to be created – that together will constitute Pittsburgh’s Three Rivers Park.



The aggregation of unique and interrelated places that will constitute Pittsburgh’s Three Rivers Park.



POINT STATE PARK	Re-program, renew, embellish, and extend Point State Park along the rivers eastward.	page 38
THE MON WHARF	Enhance the pedestrian connections to the river, create a riverside promenade, and provide for new water uses.	40
ALLEGHENY RIVERFRONT PARK	Connect the Cultural District along the river westward to Point State Park and eastward to the Strip District.	42
THE NORTH SHORE	Enhance the shoreline experience and ensure mixed-use development all the way to the West End Bridge.	44
STATION SQUARE	Provide new river landings, river trails, and connections to the inclines, and intensify the mixture of uses.	46
WEST END CIRCLE	Remove incompatible land uses and provide river access to boaters and parking for visitors.	48
DUQUESNE INCLINE	Re-connect the inclines to the river and to water transportation and mark these locations with iconic elements.	49
BRIDGE LIGHTING & PEDESTRIAN ACCESS	Light and paint the bridges to best exhibit their character, and improve pedestrian access to and across them.	50
WATER SHUTTLE SYSTEM	Connect attractions and communities via the rivers.	51
THE CONFLUENCE	Create a memorable confluence surrounded by first-day attractions.	52

POINT STATE PARK

From a single
pendant to a
multi-jeweled
necklace

One of the great civic achievements of mid-20th-century Pittsburgh was the creation of Point State Park. The confluence of the rivers was identified during Pittsburgh's Urban Renewal era as a linchpin of renewal. Open space, demolition of derelict facilities, and flood control were motivations. Flood control encouraged new investment in flood-prone downtown, and the agreement to build Point State Park leveraged private investment for adjacent Gateway Center, generating momentum for urban renewal. Conceived as a symbolic statement commemorating the three rivers, the Park opened visually at its western end to the Ohio River's wide channel, prompting users to reflect on the river's majesty. Despite new bulkheads and filled land that extended into the rivers, the Park's formal layout and remoteness from downtown invited passive use rather than active participation. Special events brought participation, but the Park remained aloof from downtown's daily activities.

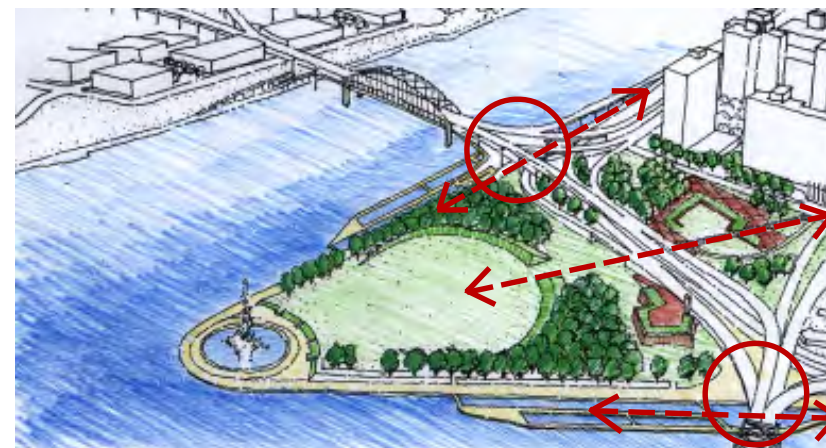
Now, nearing its first half-century of life, Point State Park requires new planning and design attention – **and affection**. Three specific modifications/enrichments are recommended:

1. A joint state-city planning process must undertake a long-term management plan for the park. This should encompass a program for renovating and updating portions of the park; determining what additional programming and historical/interpretational components should take place or be added to the park; and developing a maintenance strategy for both landscape elements and uses.

2. In conjunction with planned and future re-construction of the Fort Pitt and Fort Duquesne Bridges, and the connecting

portion of the I-376 Expressway, develop a better connection between the park and the downtown.

3. Expand Point State Park from a single beautiful pendant to a necklace of two strands and several jewels stretching eastward along the Allegheny and the Monongahela rivers. The northern strand should extend along the Allegheny River all the way to the Convention Center and beyond into the Strip District (pages 42-43). This requires overcoming the present gap between the Point and the Allegheny Riverfront Park, and the extension of the Allegheny Riverfront Park eastward. The southern strand should extend to and along a redesigned Mon Wharf (pages 40-41) and connect to the Eliza Furnace Trail.



Improve connections to Point State Park.



Early depiction of the confluence as occupied by Fort Pitt, c. 1758.



The Point as a center of transportation and commerce, c. 1925.

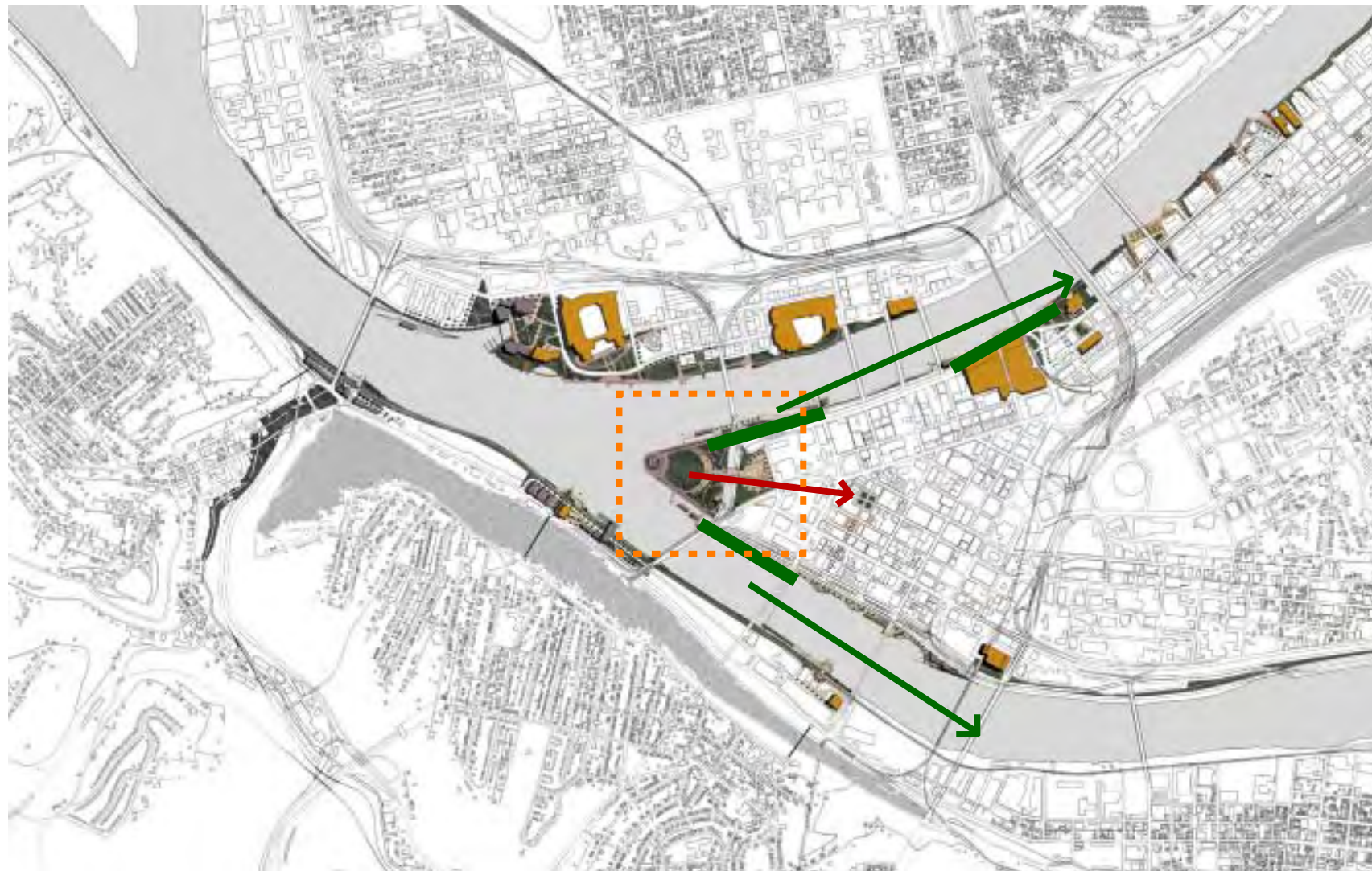


Envisioning the transformation of the Point at the time of Renaissance I.

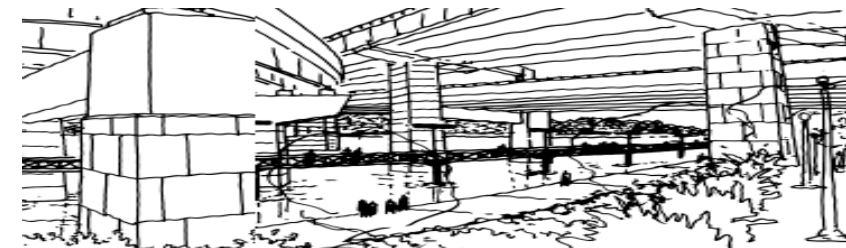


The Point in 1871 and the Point today as a State Park.

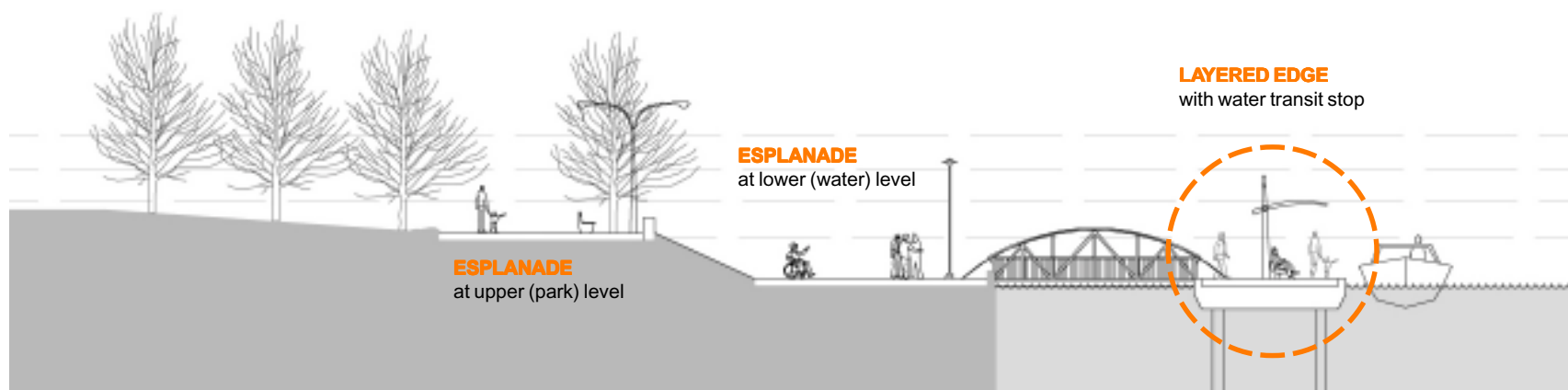
Along its waterfront the aura of a city resides and persists, even as it bears witness to the ebbs and flows of prosperity and change.



Connecting Point State Park to downtown through a respectful remodeling of the historic landforms.



Connecting Point State Park to the Mon Wharf with a boardwalk beneath the Fort Pitt Bridge, providing unique views of the river and highway infrastructure.



A proposed section at the Point showing a range of pedestrian access levels at the river's edge.



Connecting Point State Park to the Allegheny Riverfront Park with a dramatic urban expression of a stone amphitheater beneath the highway ramps. (Michael Van Valkenburgh Associates)

The MON WHARF

A public place once more

Historically, sloping mudflats on the north shore of the Monongahela provided a natural wharf, and this wharf became the heart of development in frontier Pittsburgh. The original rectangular street plan was oriented to the wharf, and growth spread outward from this initial focus along the shores and back into the triangular area. Until mid-20th-century, the Mon Wharf served as one of the great gateways to downtown.

One of the most egregious separations between city and river today occurs at the Mon Wharf. The I-376 Expressway and its access roads completely isolate this portion of the river from all but a few hundred daily auto commuters. Surely cars gain less benefit from this primary river location than might a variety of other human activities. The reconstruction of the expressway provides the opportunity to create a public trail, and perhaps to establish the Mon Wharf as a destination once again. With its strong visual presence from the Fort Pitt Tunnel and from Mount Washington, it deserves to be viewed as a front porch to the city, not a parking lot. A final plan for the Mon Wharf should incorporate the following:

- Enhanced visual and physical connections from the city to the wharf.
- Extended connections to Point State Park and the Eliza Furnace Trail by engaging the Smithfield Street Bridge.
- Reuse of the historic Wabash Bridge pier to create a landmark feature that serves as a connector to the city.
- New water uses, including transient boat moorings, marinas, and riverboat restaurants, making the historic Mon Wharf active again.
- Sound dampening from the highway to improve the experience at the water.
- Native wetland and flood resistant plant species to withstand flooding.
- The creation of a First Side Business Improvement District to fund pedestrian improvements from the city grid to the wharf, and to fund programming, security and maintenance.



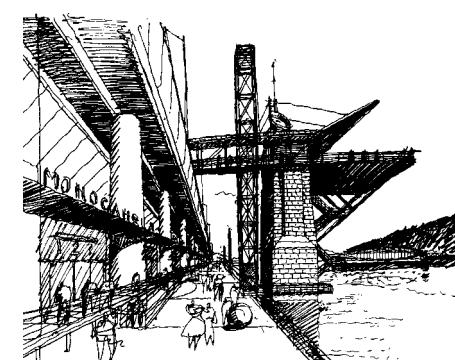
The use of the Mon Wharf for parking dates to the early part of the 20th century. However, the construction of the I-376 Expressway severed the Mon Wharf's connection to downtown.



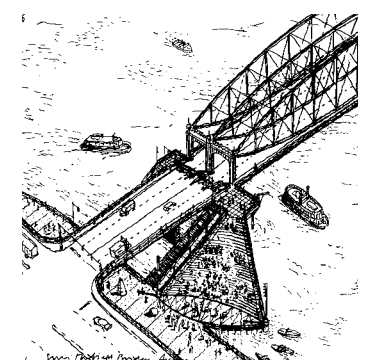
Existing view of the Mon Wharf showing its current use as a parking lot.



The Mon Wharf serves as a front porch to the city.

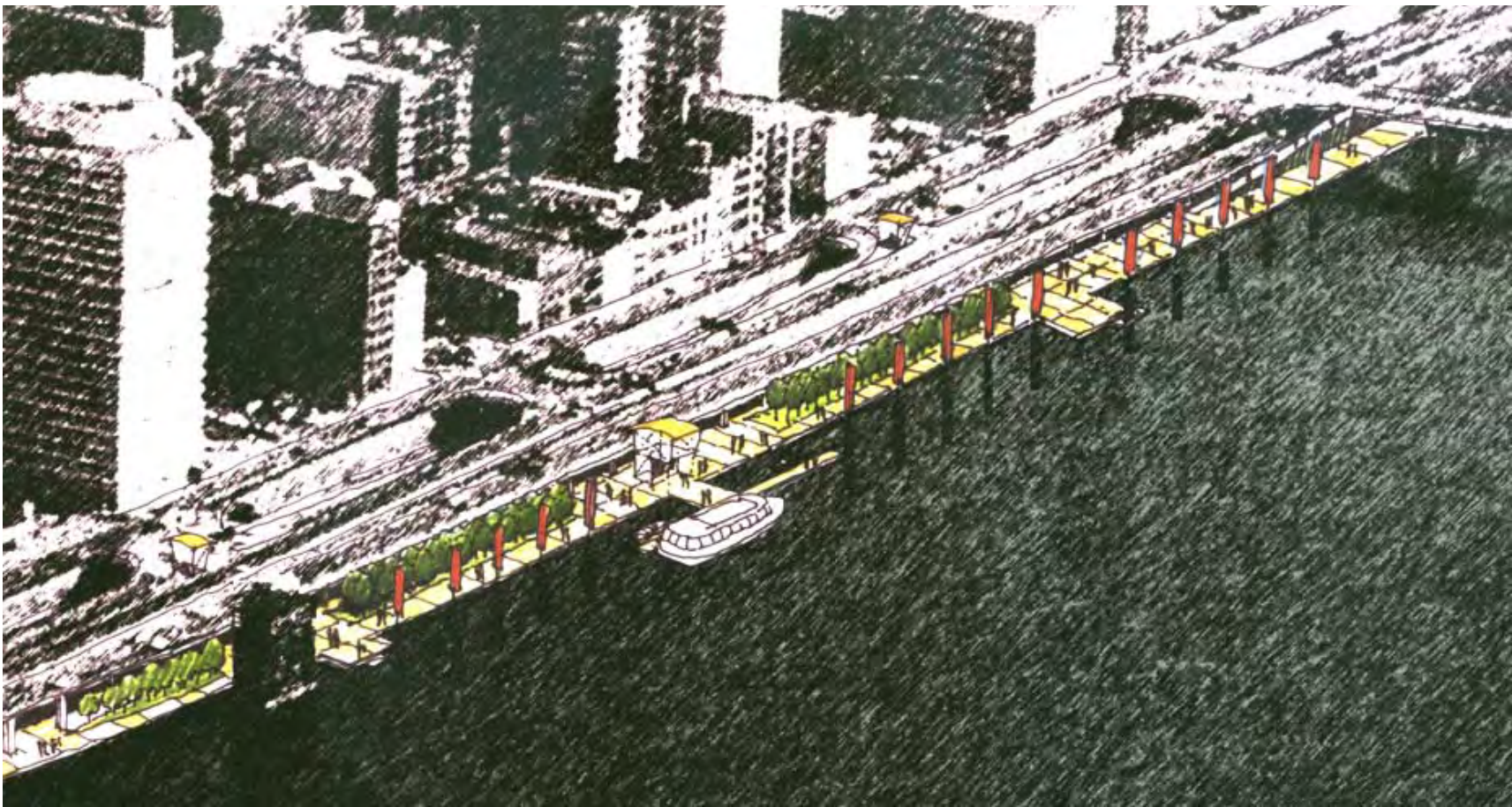


An observation deck on the Wabash Bridge pier.



Stairs to the Smithfield Street Bridge, used as an amphitheater.

The MON WHARF



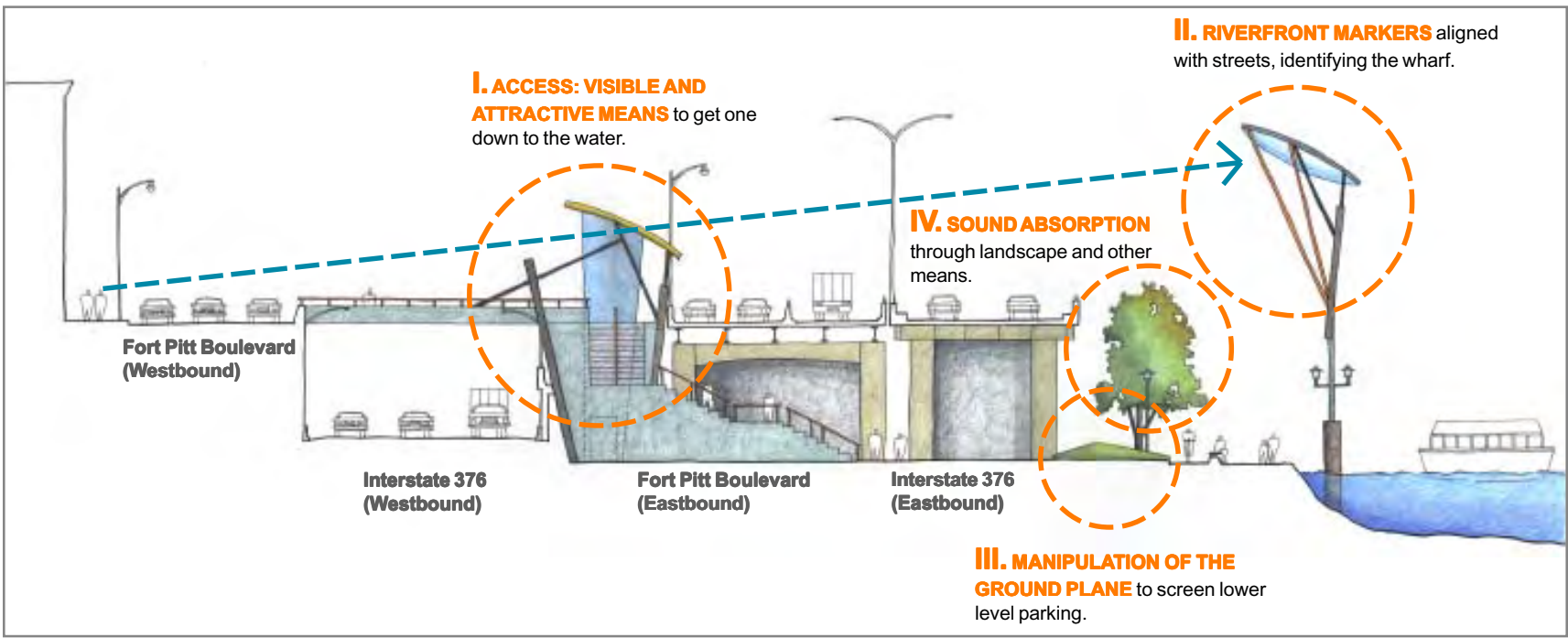
The Mon Wharf recaptured as a public place.



Landscape elements and a vine screen provide visual and acoustical screening at the river level.



Acoustical panels help to mitigate traffic noise.



Four key elements to improve the Mon Wharf.

“Every city has a metaphor of its own becoming. Pittsburgh, with its hills and majestic rivers spanned by bridges, is physically unique among American cities. But it’s unique in other ways too. A city of immigrants, Pittsburgh is a cluster of communities, each with its special history, ethnicity, and character. The tradition of our downtown is to be the head of this family of communities.”

David Lewis

ALLEGHENY RIVERFRONT PARK extensions to the East (and West)

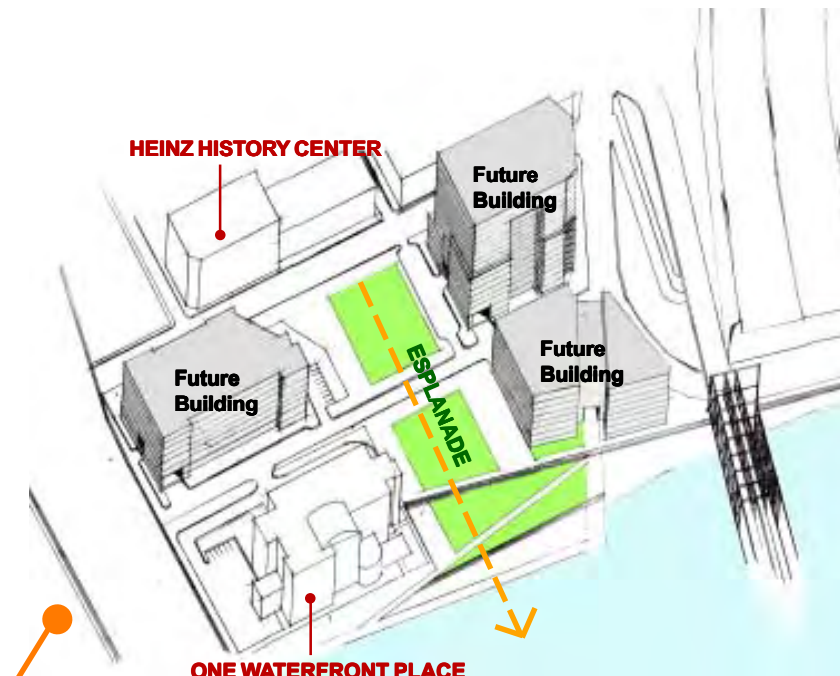
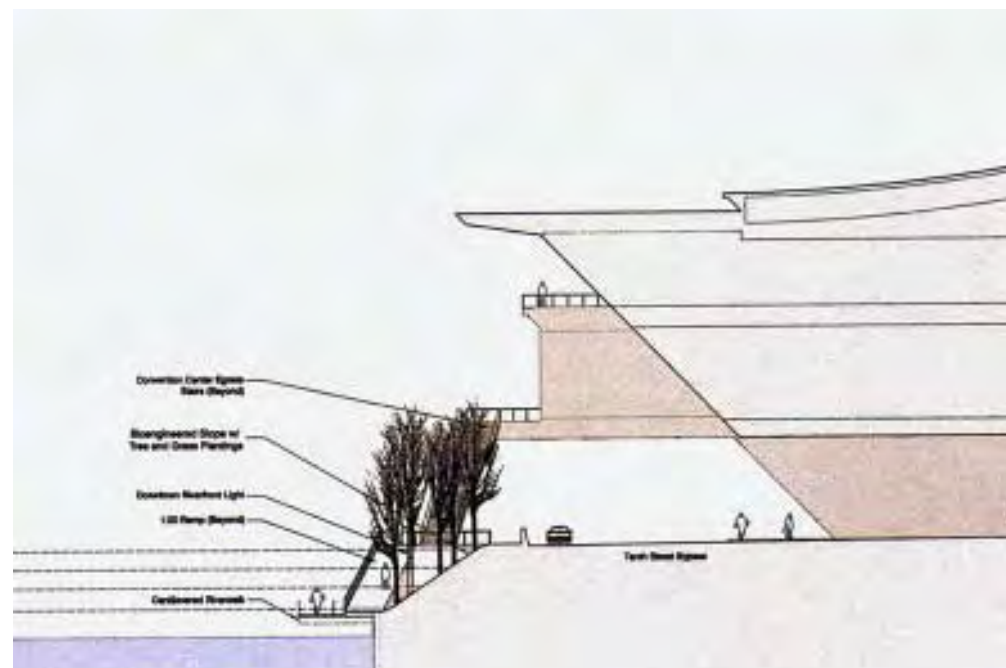
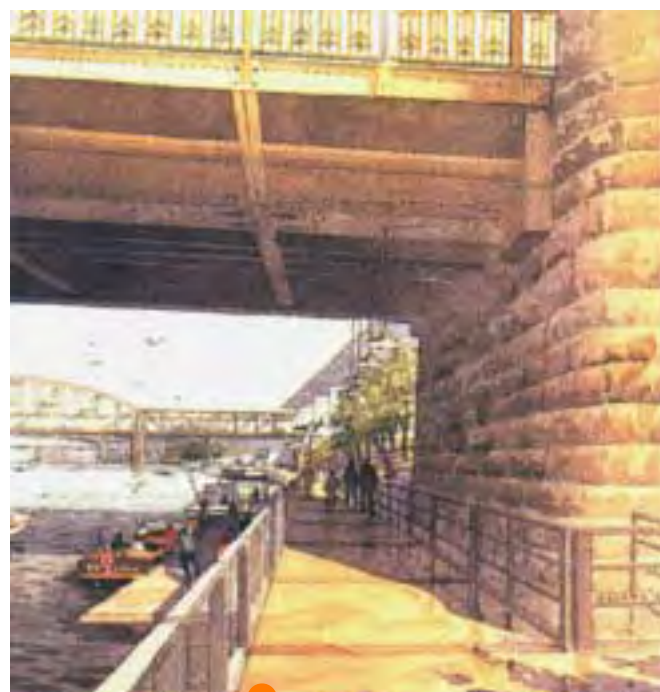
One lesson of the elegant, recently-completed first phase of Allegheny Riverfront Park is to continue building the subsequent phases as soon as possible. A short 1200-foot segment to the west would achieve the proper connection to Point State Park (pages 38-39). To the east the park must extend to and along the convention center, providing a public riverfront edge, which the building does not achieve by itself. And the park must continue past the convention center, beneath the Fort Wayne Bridge and into the Strip District.

A schematic plan for this eastward extension is illustrated on these pages. A final plan must also:

- Incorporate a water transportation landing on the Allegheny River adjacent to the Convention Center to connect the facility to other prime attractions by water transit.
- Establish a 50'-0" wide landscaped pedestrian easement and a minimum 8'-0" wide multi-purpose trail extending the Allegheny Riverfront Park through the Strip District.
- Establish a clear public access route to the Allegheny River from the Pittsburgh Regional History Center.
- Establish clear public access routes to the Allegheny River from Fifteenth, Seventeenth, and Twenty-first streets.
- Create occasional landings and ramps for small boats, a new marina for motor craft, and overlooks with seating for wildlife-viewing and fishing.
- Preserve and enhance native species and existing vegetation within the riparian zone to support wildlife and protect the embankments within the flood zone.
- Establish a future alignment for a light rail extension through the Strip District.
- Establish a simple, pedestrian-scale internal roadway system to clarify public access to the district and to the riverfront.
- Develop the Strip District as a vital mixed-use district with housing, office, and retail together with existing light industrial uses. Extend the interesting and unique character of the Strip District toward the river and toward the Cultural District.



A Future Strip District: The eastward extension of the Allegheny Riverfront Park should connect the Strip District to the Cultural District. In so doing, the character of the Strip District might more easily be brought to the riverfront.



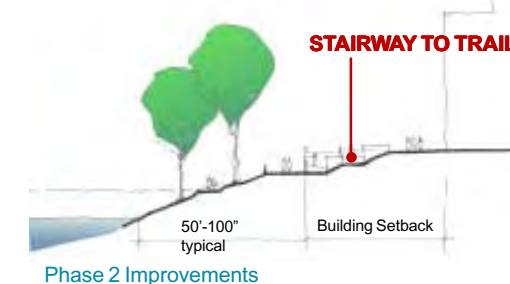
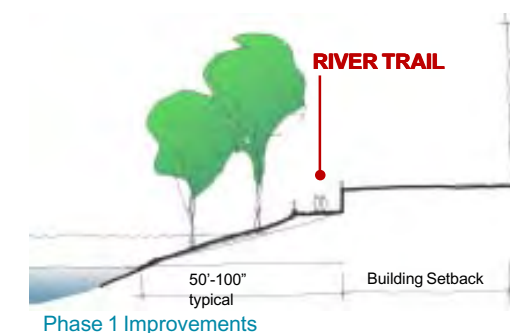
"Time is a river without banks."
Title of a painting
by Marc Chagall

Water transit landing at the Allegheny Riverfront Park near the Ninth Street Bridge (left). Section showing the extension of the Allegheny Riverfront Park at the Convention Center (right), (Michael Van Valkenburgh Associates).

Development alternative with an esplanade connecting the Heinz History Center to the riverfront.



Schematic plan for the extension of Allegheny Riverfront Park eastward into the Strip District.



Phased improvements at 1 Waterfront Place will add access to the river trail for employees and the public.

THE NORTH SHORE

Between the two ballparks

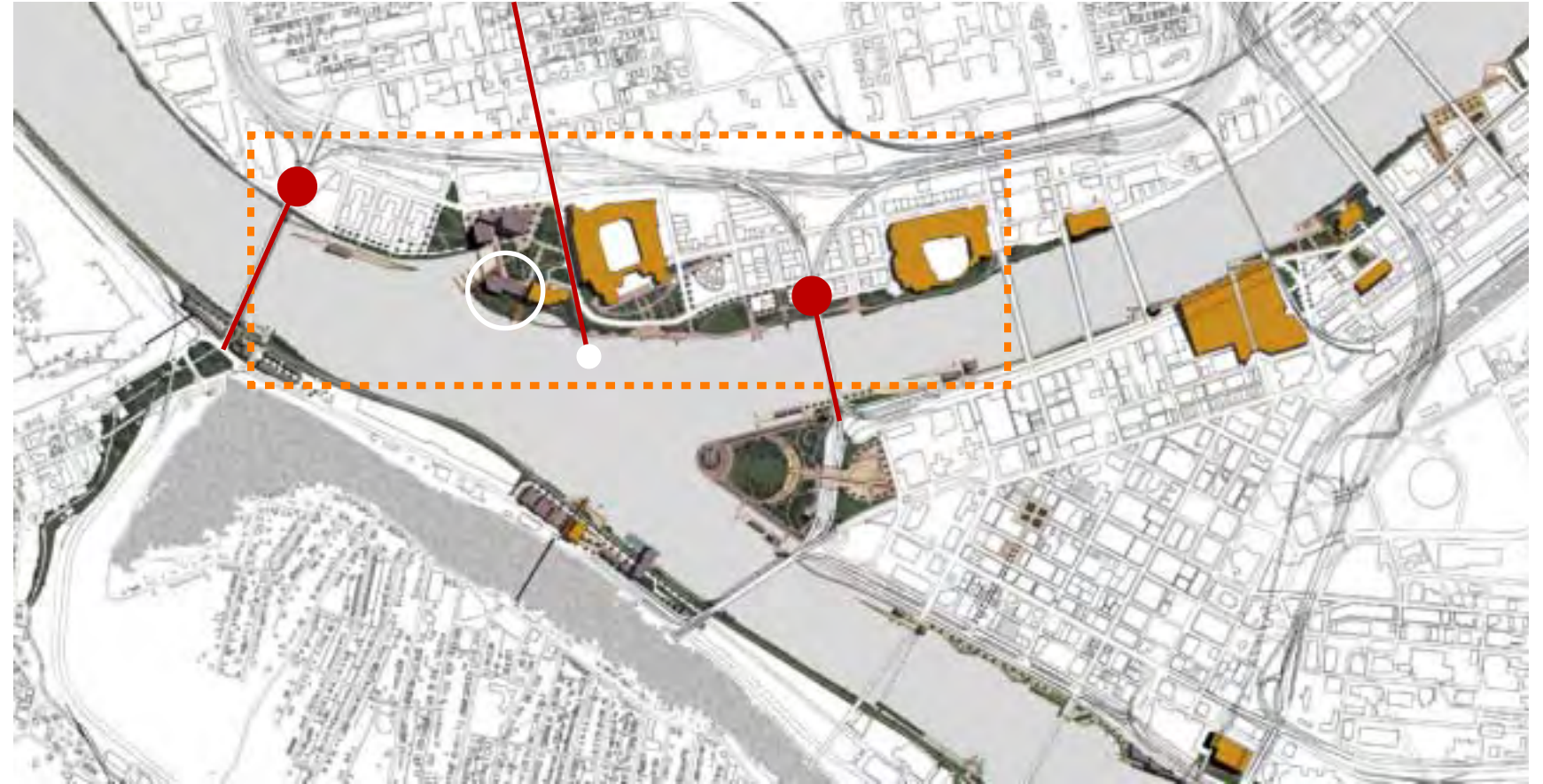
As a result of the multi-year planning effort that has produced Heinz Field, PNC Park, and the first phase of the North Shore Riverfront Park, the future of a portion of the North Shore has been admirably established. The just-published “North Shore Consensus Plan and Design Guidelines” ensure that a mixed-use district will eventually rise between the ball parks.

The vision for the North Shore must now expand to incorporate the area between the ball parks and the West End Bridge. The Carnegie Science Center has embarked on a major expansion plan, and is in the process of selecting an architect following an international search. In addition to a sizable expansion of its building, plans call for a “Discovery Park,” a publicly-accessible outdoor exhibition area. A parking structure and light rail station are proposed at Allegheny Street, for a line that may eventually continue to the airport.

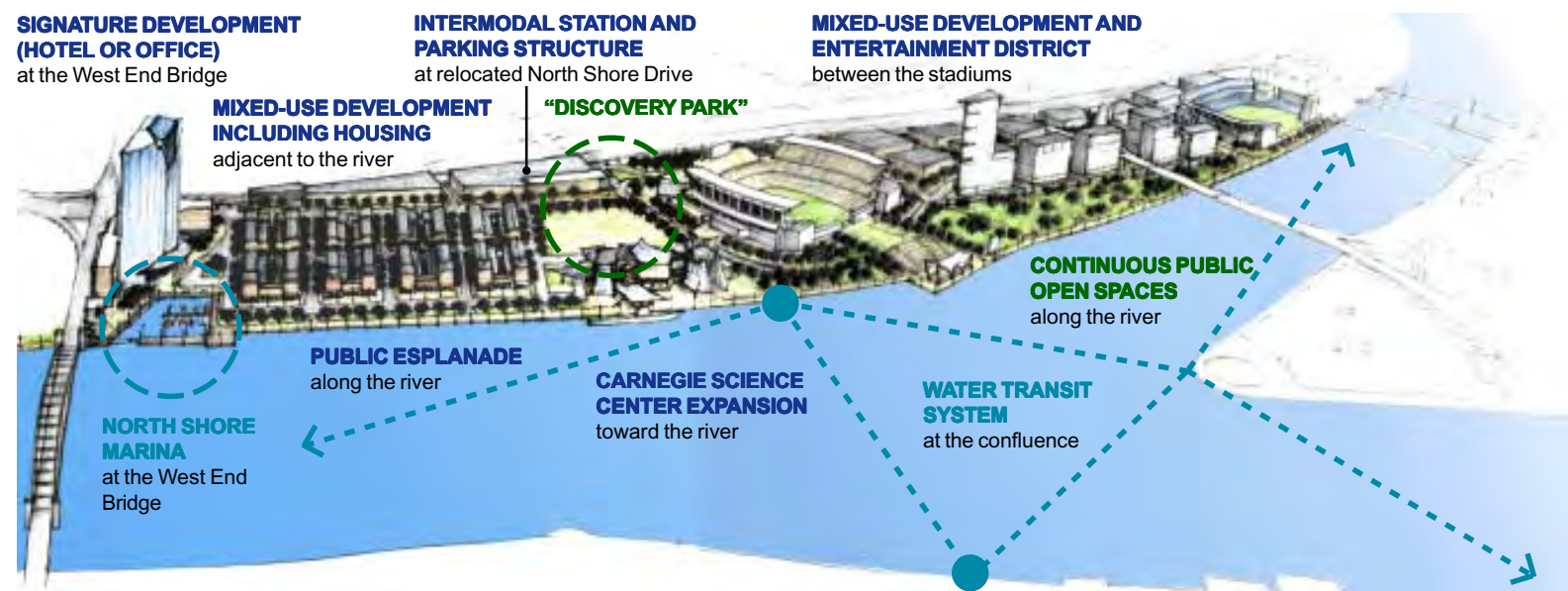
This report also suggests a cove to the west of the Carnegie Science Center, perhaps part of a “Discovery Park,” or a place to shelter the museum’s boat collection and the Voyager Fleet. Furthermore, the report advocates a truly mixed-use development – including housing – between the Carnegie Science Center and the West End Bridge. Given the sizable parcels of undeveloped land and the proximity of special features such as the ball parks and the Carnegie Science Center, this area has the potential to become an exceptional riverfront living and working environment.



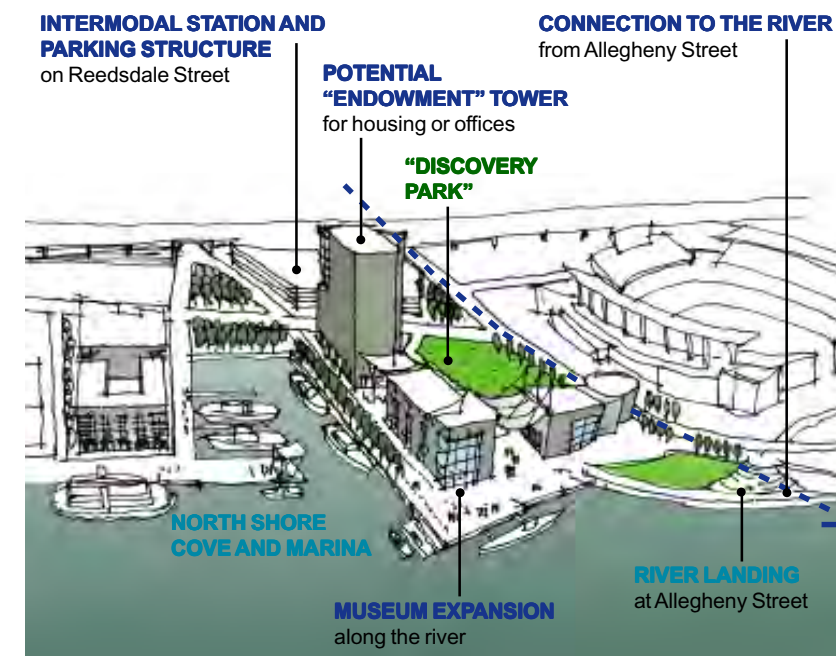
View of the “Great Lawn” of the North Shore Riverfront Park looking out toward the confluence (EDAW).



Illustrative Master Plan showing the North Shore Riverfront Park (EDAW) and the anticipated infill development (UDA). (From the North Shore Consensus Plan and Design Guidelines.)



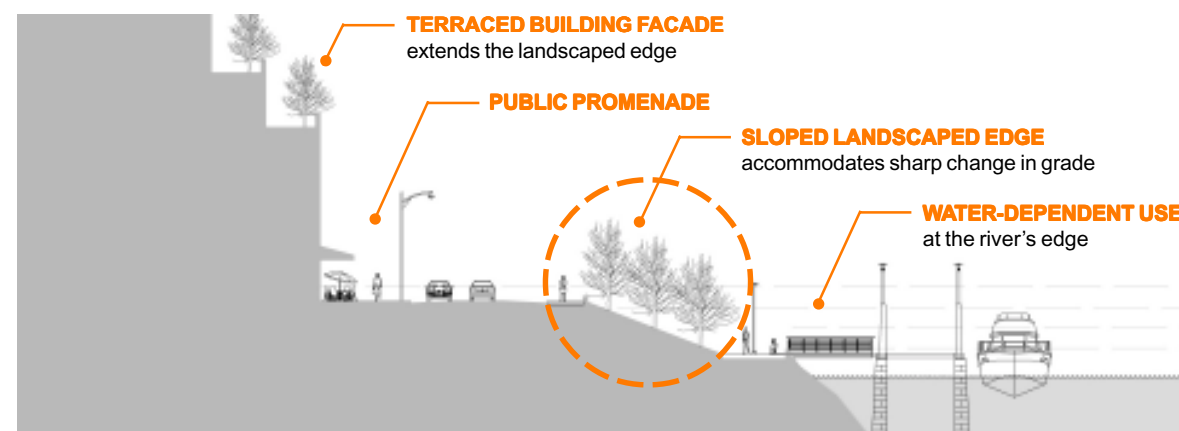
Conceptual design for how the North Shore Development might extend to the West End Bridge.



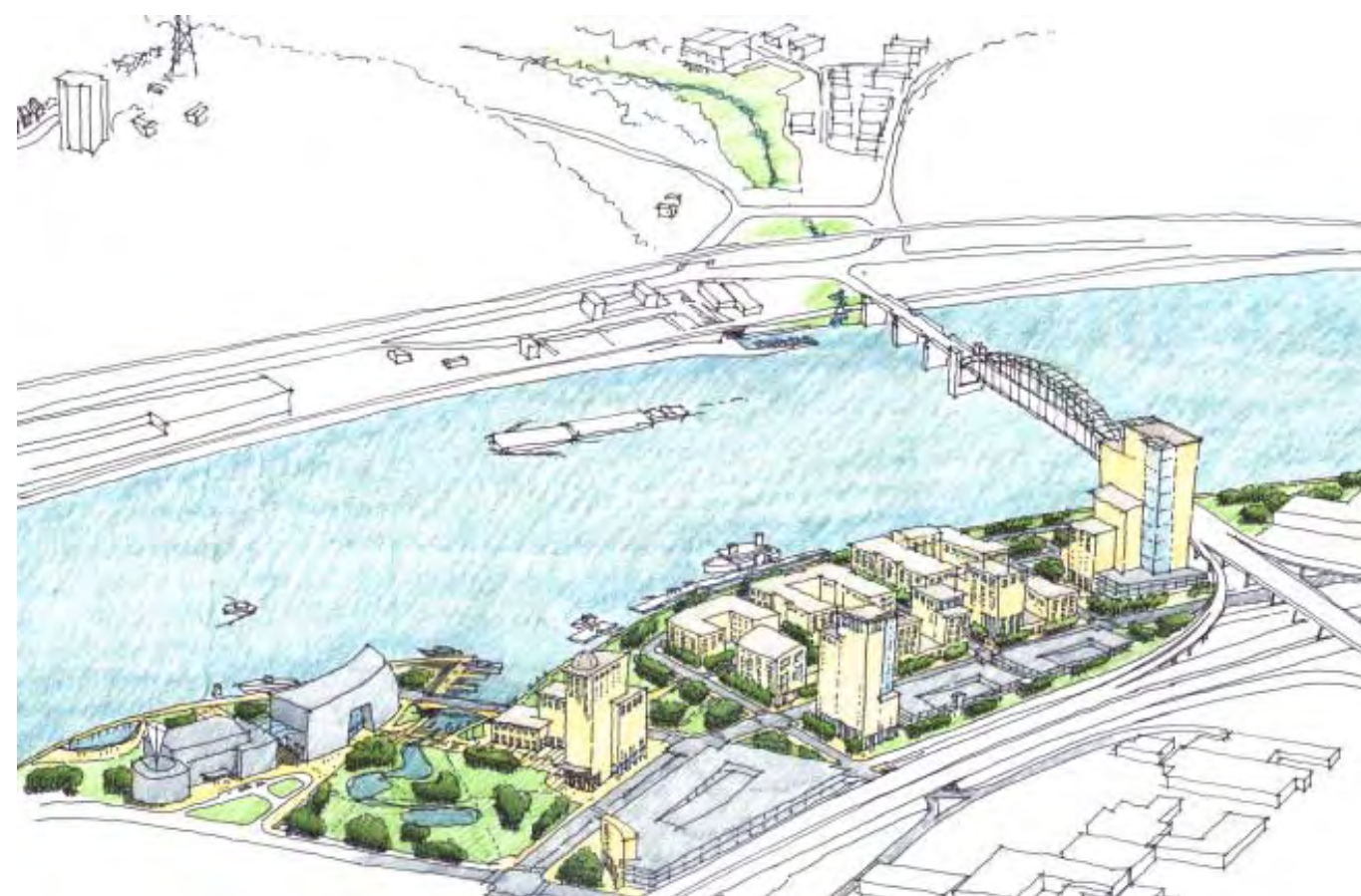
Conceptual design for a cove between the West End Bridge development and the Carnegie Science Center.



Conceptual design for mixed-use development near the West End Bridge.



Proposed section near the West End Bridge showing pedestrian access to the river's edge from the mixed-use development.



Conceptual design for development between the Carnegie Science Center and the West End Bridge.

"Provide a continuous riverfront park and open space network which links the attractions and development of the North Shore to the river and creates pedestrian friendly addresses for development."

North Shore Consensus Plan and Design Guidelines
2001

STATION SQUARE

Expanded and better integrated with the river park system

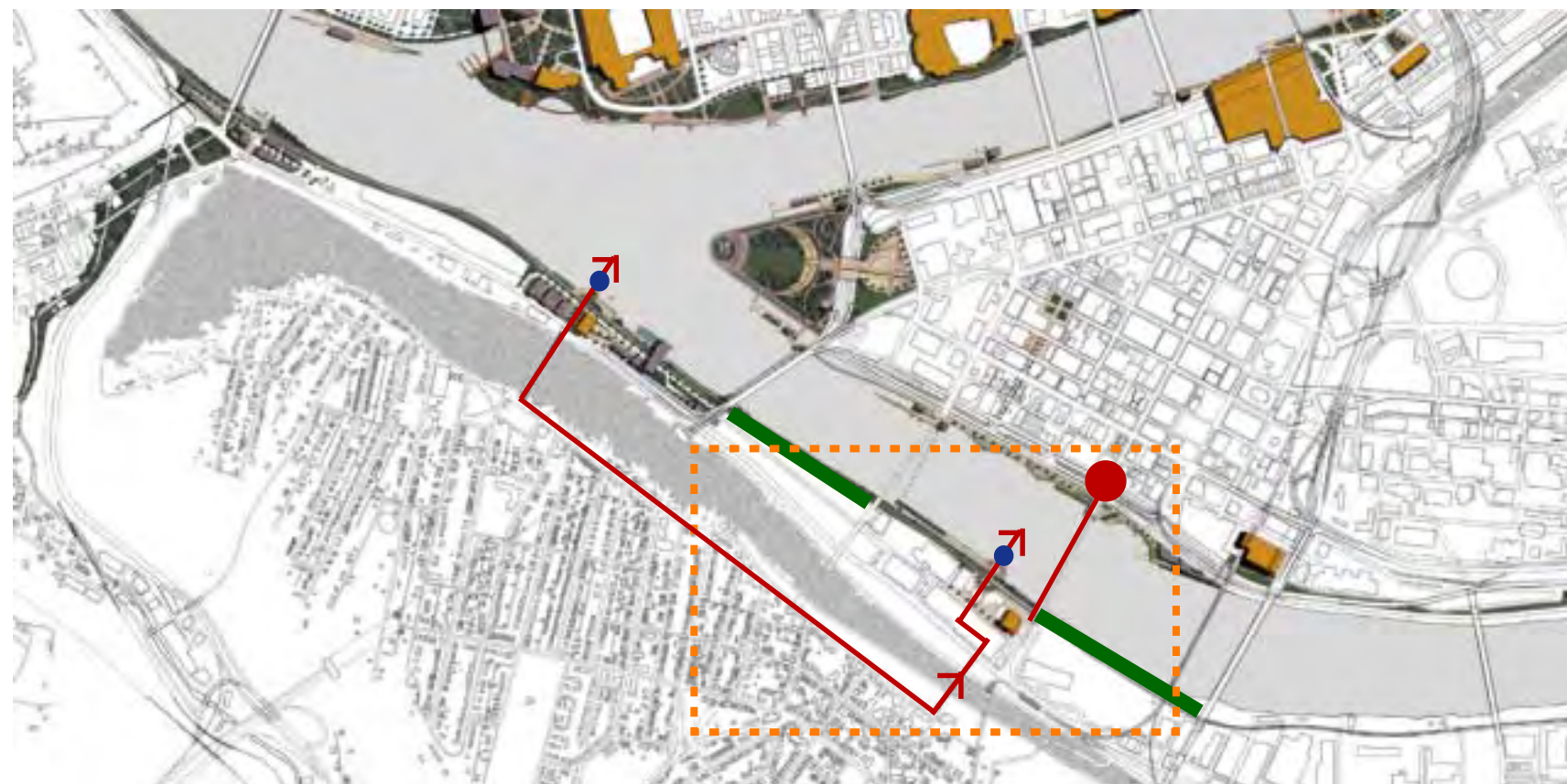
The south shore of the Monongahela River will soon see significant improvements as Forest City Development embarks on a building program to substantially upgrade and expand Station Square. The Bessemer Court project features 90,000 square feet of retail, restaurants, and family entertainment set between the original Grand Concourse (after which Station Square is named) and the Sheraton Hotel, itself newly renovated and enlarged. These enhancements will facilitate Station Square becoming a premier tourist/entertainment destination.

The Gateway Clipper Fleet dock is also being expanded eastward, nearly doubling in length, to provide additional commercial and public landing space directly in front of Bessemer Court. A pedestrian bridge over the CSX railway tracks, combined with the original tunnel serving the Fleet, will create a river access loop of nearly a half mile in length. Along this stretch, a public landing for water taxis or shuttle craft is essential to link to other important destinations along Pittsburgh's riverfronts.

With additional public funding, Forest City is developing plans for nearly a mile of pedestrian promenade to connect Station Square to the Duquesne Incline alongside the CSX tracks. Together with the construction of a pedestrian bridge over West Carson Street, this river trail will create a two-mile pedestrian loop with the promenade on Mount Washington's Grandview Avenue by incorporating Pittsburgh's two historic inclines.

A long-term project, yet to be funded, is the Wabash Bridge crossing over the Monongahela River, contemplated as a bus and high occupancy vehicle bridge with pedestrian accommodations. This bridge, if completed, would improve access to the South Shore and to Station Square from downtown.

One can imagine a future Monongahela River pedestrian loop consisting of the new bridge, an attractive public Mon Wharf, the Smithfield Street Bridge, and an enlivened Station Square. How dramatically different this would be from the present situation where neither bank of the Monongahela River is accessible, making the distance across the river seem exaggerated.



Existing view of the inadequate relationship between Station Square and the river.

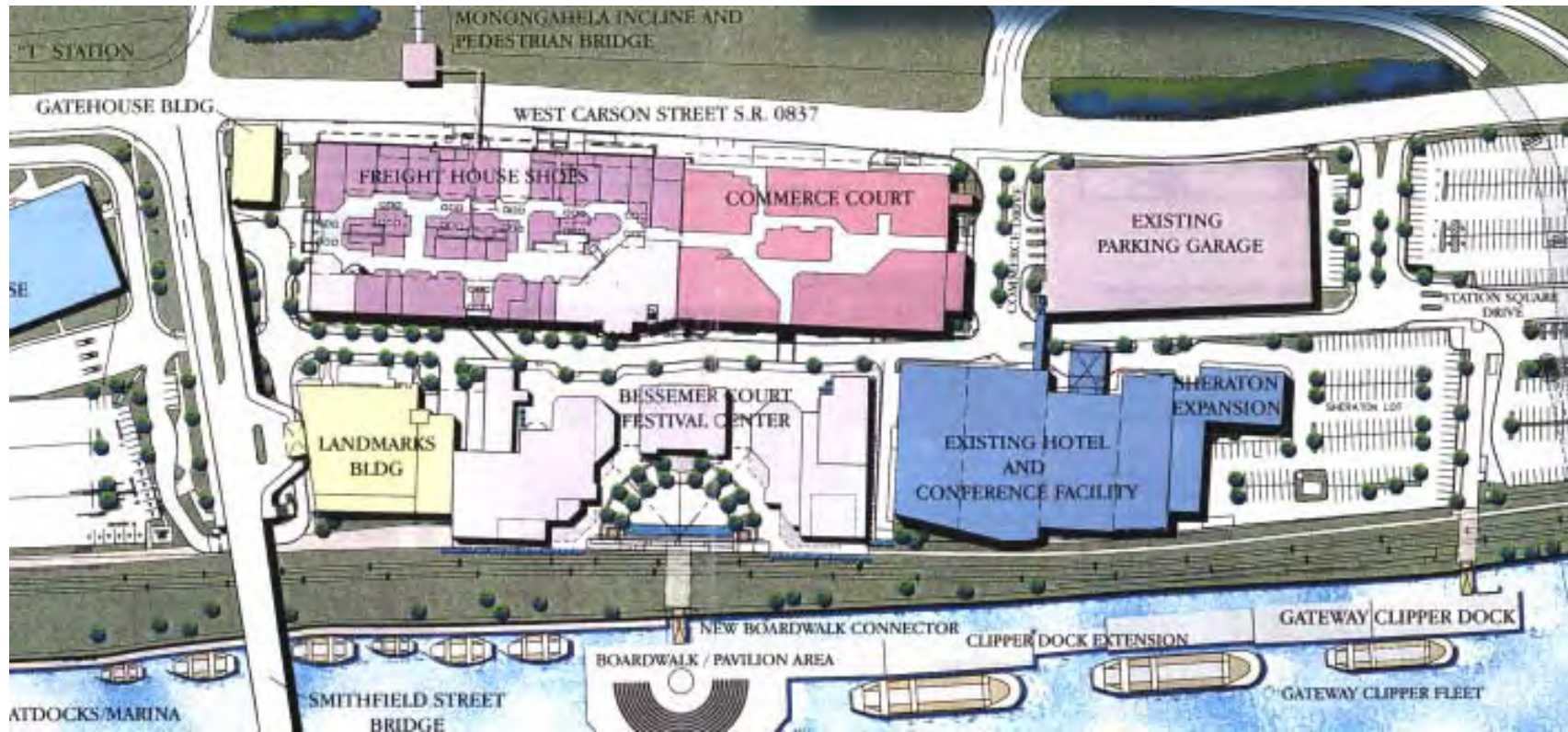


Proposed public promenade from Station Square to the Duquesne Incline.

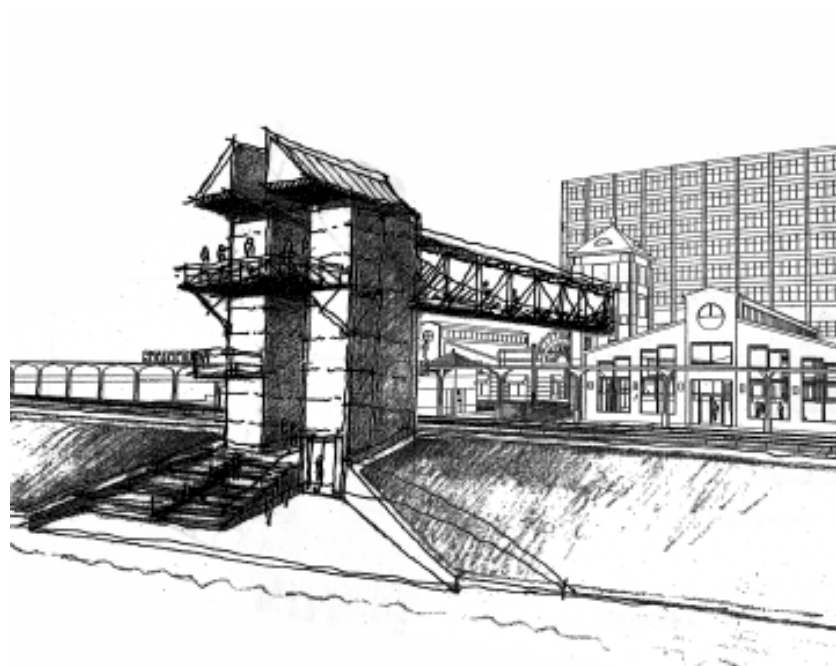
Note: *Renderings provided by Forest City Development, owners of Station Square.



An overview of the proposed development at Station Square.



Master plan for Station Square and Bessemer Court. *



Conceptual sketch for pedestrian stair access to the river from Bessemer Court.



Proposed pedestrian bridge over West Carson Street, connecting the Monongahela Incline to Station Square. *



Proposed plan for the redevelopment of Bessemer Court and a new boat landing. *

“Success of Pittsburgh’s third renaissance will rest upon the creation of essential public-private partnership, which will not only expand and enhance the features of the North Shore, South Shore and Golden Triangle, but realize the vital inter-modal transportation links, necessary to join this unequalled collection of amenities.”

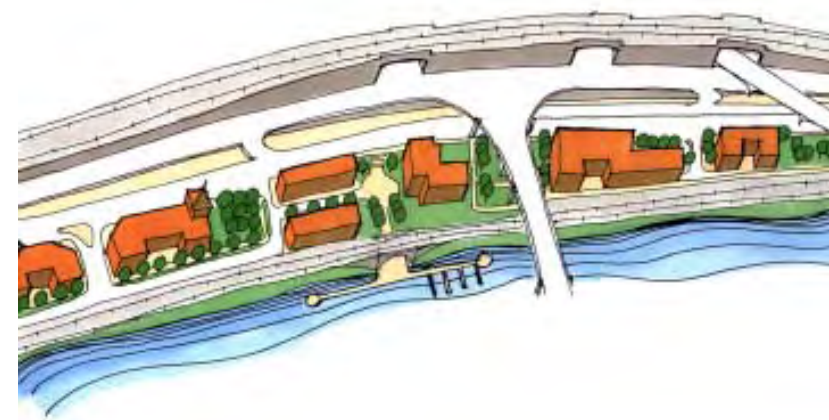
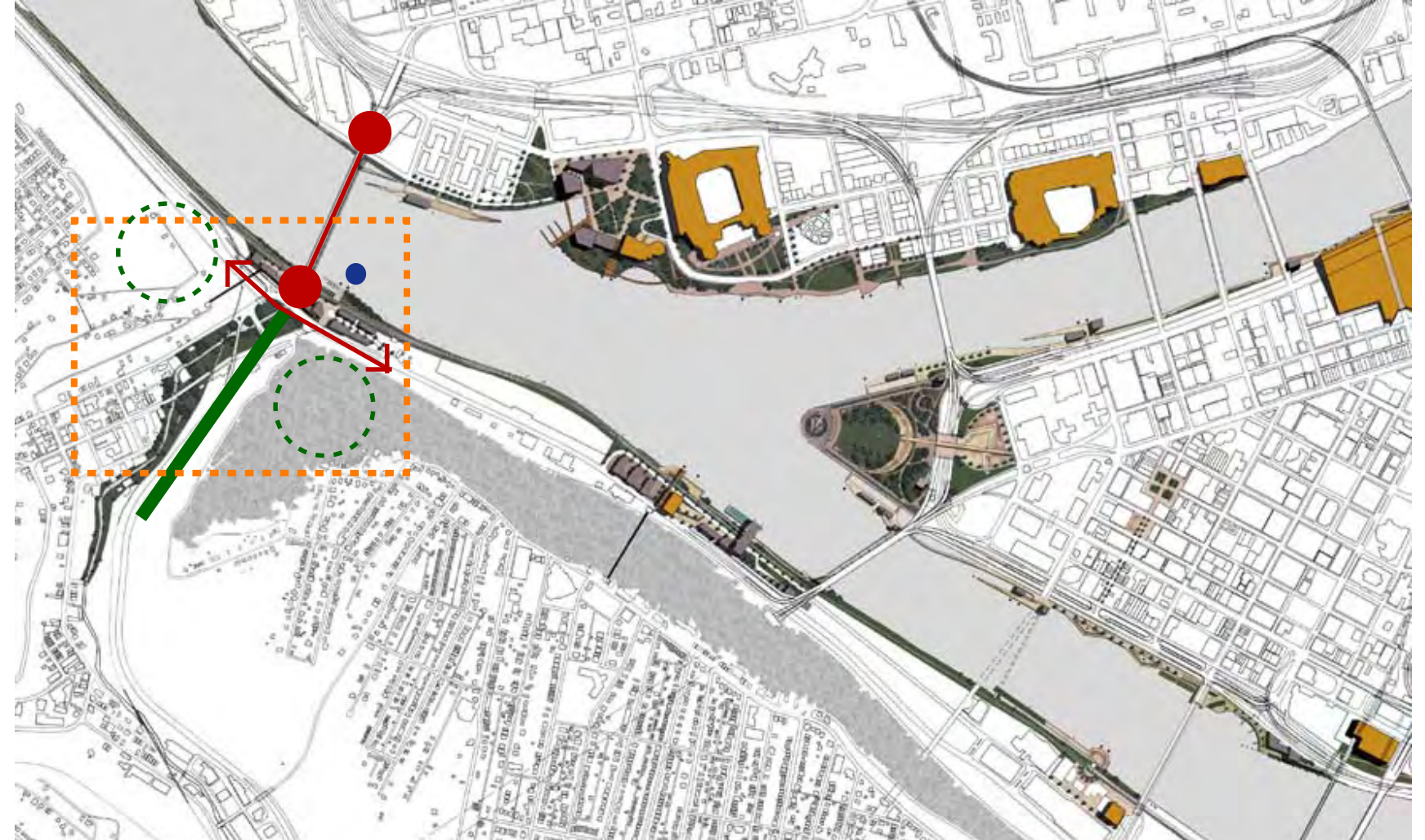
Station Square Master Plan
2000

**WEST END CIRCLE
and the West Carson
Street environment:
improved and
incorporated into the
river park system**

This could be another glorious moment along the River Park system – where Saw Mill Run meets the Ohio River – were it unburdened from some of its marginal uses and the dominance of transportation infrastructure. As advocated in the West Carson Street Corridor Study (1999), the area to either side of the West End Circle should be developed with more appropriate riverfront land-use, public access and parking, and waterside improvements such as a marina or water landing and a launch for car-top or trailer boats. Modifications to West Carson Street, as advocated in the plan, will improve visual and pedestrian conditions from the Corliss Section to GatewayView Plaza and make the street a more attractive gateway to downtown.

The Saw Mill Run Flood Protection project will improve the perennial flooding problems of the West End neighborhood and could provide several acres of new parkland for community use along the shores of Saw Mill Run. Currently planned improvements to the Saw Mill Run Boulevard are limited to a redesign of the intersection at East Carson and the West End Bridge, but additional improvements should be sought in the future. Sufficient pedestrian accommodations should be provided to allow for connections to the river and the West End Bridge. Additional trails should be developed along the Saw Mill Run, up the hills of Mount Washington and to the West End Overlook Park to further extend the regional greenway trail system.

Distinct local geography – and history – provides significant advantages for a city's competitiveness and, furthermore, can be a substantial antidote to the shortcomings of globalization.



West Carson Street converted from an unattractive, highway-like road to a river parkway. Views of potential development along West Carson Street in proximity to the West End Circle. (From the West Carson Street Corridor Transportation, Land Use and Urban Design Study.)

A proposed public esplanade along the south shore of the Ohio.

DUQUESNE INCLINE

A River Center at a strategic intermodal point along the river park system

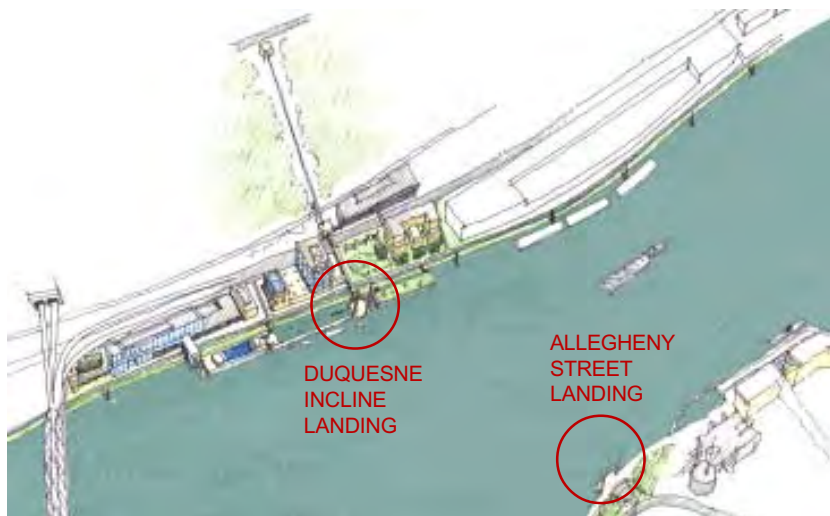
What if the Duquesne Incline did not stop short of the Ohio River? What if at its base, instead, were located a River Center containing:

- a public boat landing with shuttle service to other river locations
- parking and support services
- a place to rent boats, take a lesson, and get information about the river park system and the city at large
- a host of recreational facilities, including a riverfront restaurant
- a seasonal swimming pool located on a barge
- a generous “hanging-out” place to enjoy the unsurpassed view
- a history/research/visitor’s center about the entire Pittsburgh Pool?

Were such a place made, would it not immediately become one of Pittsburgh’s first-day destinations? It would.



A before and after fantasy: the Duquesne Incline Landing transformed into a River Center.



A proposed River Center at the Duquesne Incline opposite the Allegheny Street landing.



A “desire line triangle” at the head of the Golden Triangle.



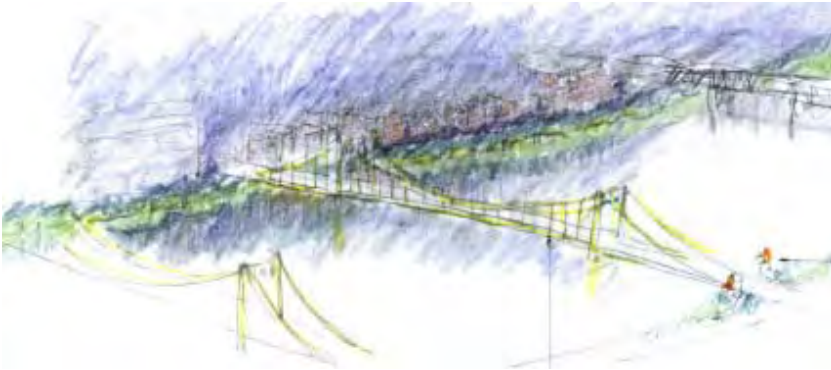
Lisbon’s “urban elevator”, designed by Gustave Eiffel, connecting the city’s hilltop neighborhoods with its downtown.

“Ne’er saw I, never felt, a calm
so deep!
The river glideth at his own
sweet will!”
William Wordsworth

BRIDGE LIGHTING
and pedestrian access: the bridges are the city's icons and umbilical cords; they should not be treated as mere engineering infrastructure

The thirteen bridges that serve the center of Pittsburgh, are essential for transportation, to be sure, but also for their collective iconic power. Pittsburgh’s remarkable collection of bridges should become the major focal point of the rivers - envisioned as great urban hardware set in a new, and greener, river park setting. Each bridge should be lit creatively, decorated impressively, painted handsomely, and should be considered as an integral part of the river promenades. The latter requires that pedestrian access to and across them becomes a priority of the river park vision.

Bridge lighting techniques include: up-lighting of towers or key architectural elements, under-lighting of bridge bellies to create reflections on the rivers, and special lighting of pedestrian zones on the bridge.



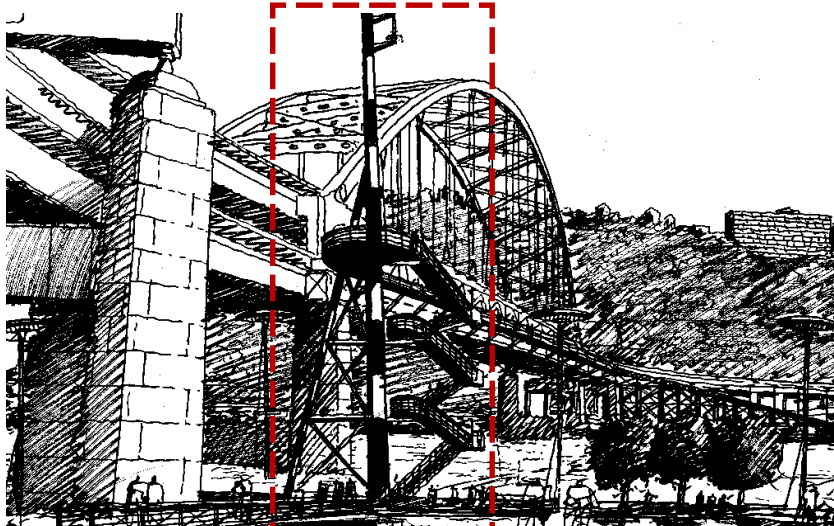
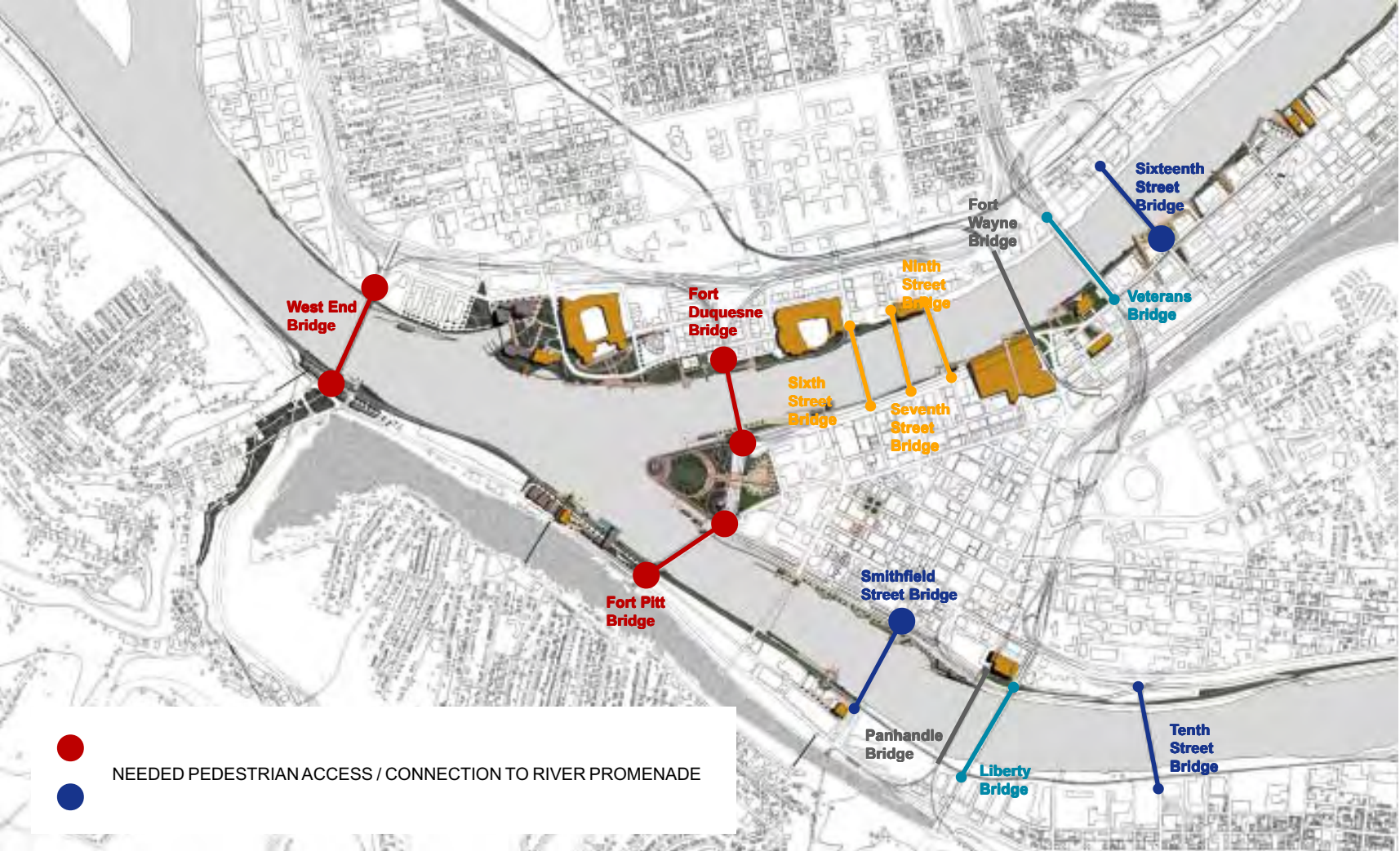
Lighting of the bridges should be considered in relation to the shorelines. Bridges should be lit as “urban hardware,” in contrast to a new and greener river edge.



Pittsburgh’s “Triplets” on the Allegheny River.



An example of a bridge lighting scheme appropriate for Pittsburgh’s “Triplets.” (Shown: Kaohsiung, Taiwan.)



It is imperative that improvements to the Fort Pitt, Fort Duquesne and West End bridges must include proper pedestrian walks and vertical connections to the river promenades at their bases.



This impressive tower that is part of Bilbao’s Guggenheim is also a stair and elevator connection to Bilbao’s equivalent of the Fort Pitt Bridge.

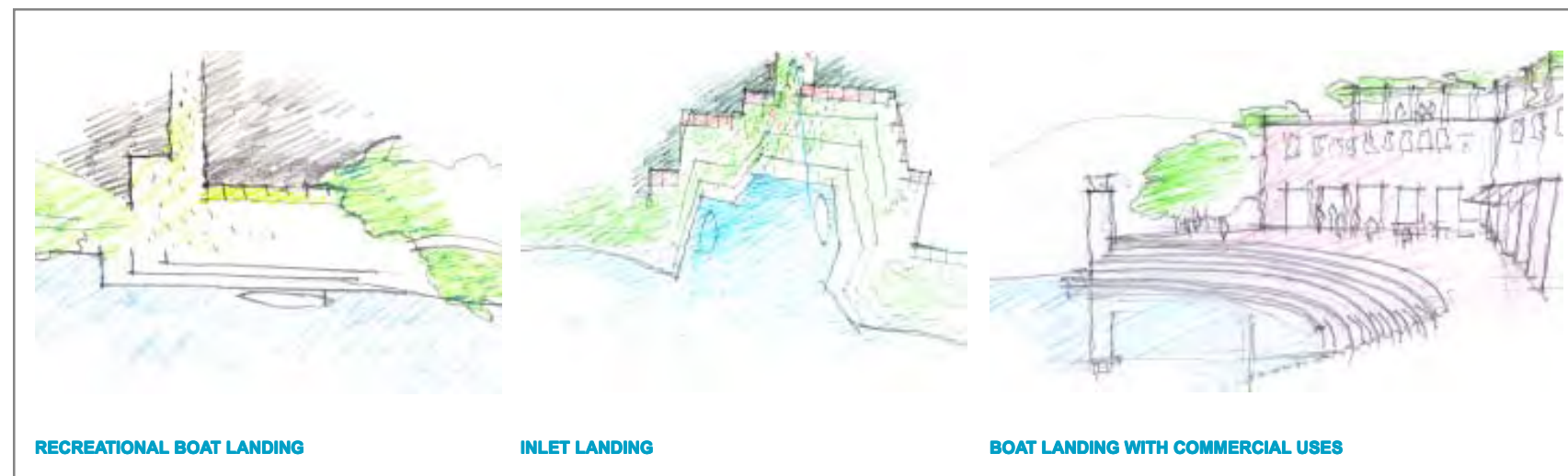
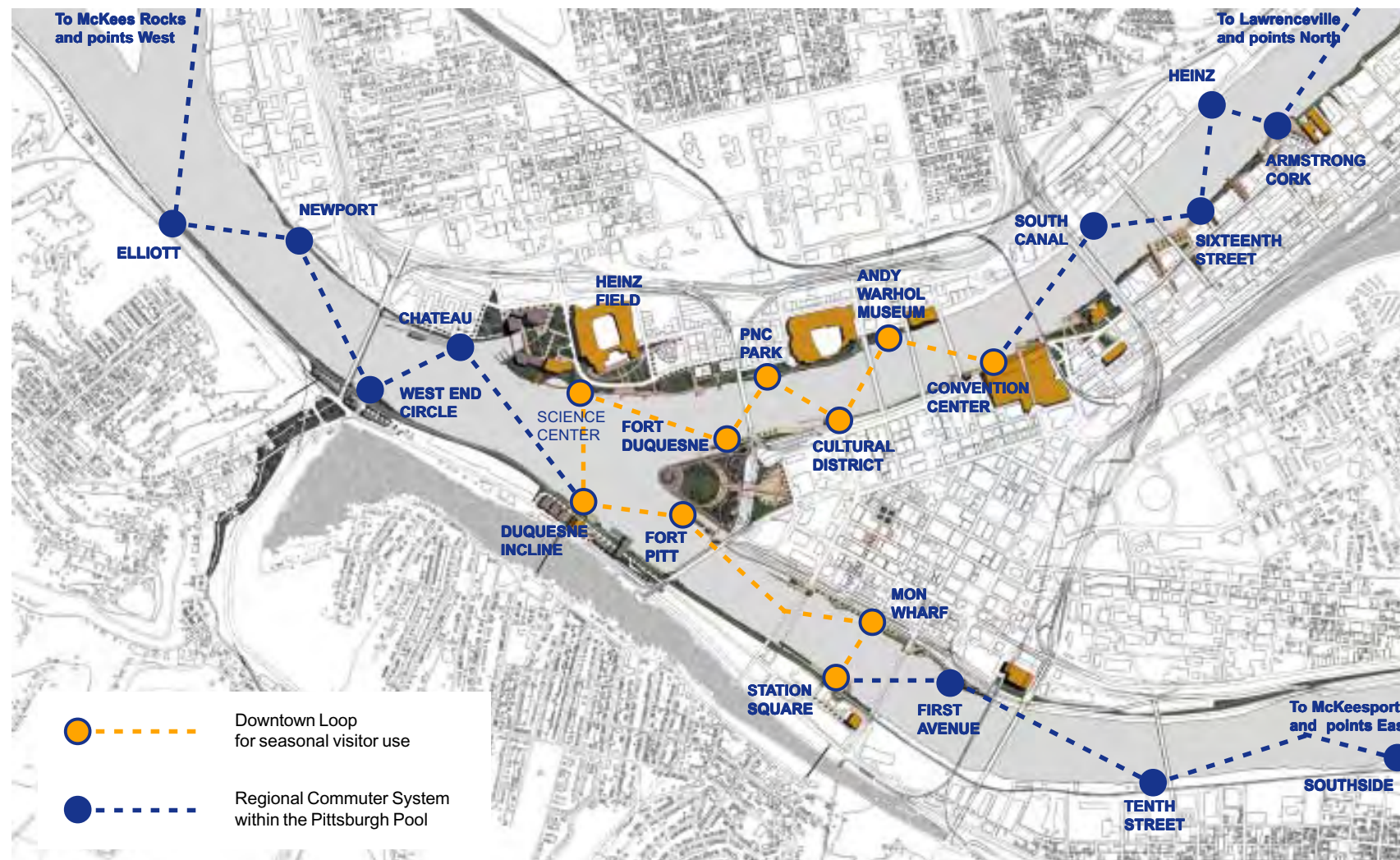
WATER SHUTTLES

Anticipating the use of the rivers to connect attractions and communities

As the banks of the three rivers become more accessible and active, and as future development orients itself toward the rivers – as do the new ballparks and the David L. Lawrence Convention Center – the feasibility of additional water transportation will substantially increase.

The map at left diagrams a hypothetical shuttle system with approximately twenty landings. Some of these may primarily support special event use, such as the Gateway Clipper Fleet services, game-day needs, or shuttling conventioners to various cultural and entertainment venues. But it is also foreseeable that daily commuter use of the rivers will expand. Surely a short boat ride from a nearby riverside neighborhood to the downtown would be more pleasant – and possibly more efficient – than the daily grind along the expressways and tunnels.

Long-range planning should anticipate additional water use for transportation, and any development adjacent to the identified landings must not preclude, indeed must facilitate, the eventual establishment of a water shuttle stop. To be a river city again means taking advantage of the rivers in multiple ways.



Various ideas for boat landings.



A landing for seasonal excursion boats on the Charles River, Boston.



A river center with boat rentals in Ottawa, Canada.

"The flow of the river is ceaseless and its water is never the same"

Kamo no Chomei,
1212AD

THE CONFLUENCE

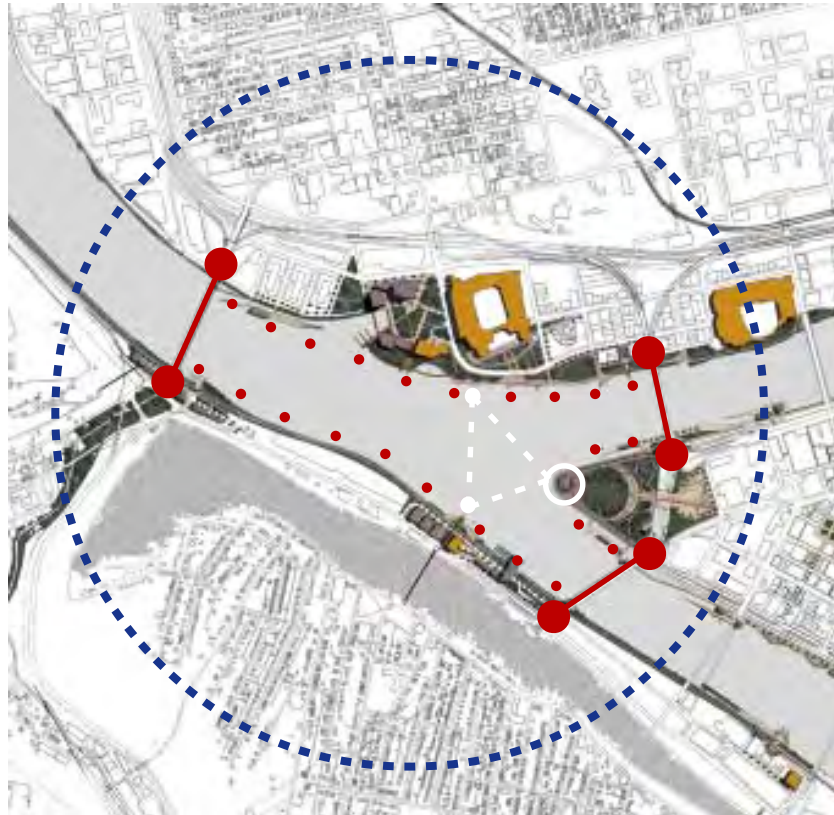
A great spatial experience, heralding Pittsburgh's pride of place

"... she looked down and saw the pale light widening and the river bottoms opening out, and then the water appearing, reflecting the low, early sun. There were two rivers. Here was where they came together. This was the confluence of the waters ...

And they themselves were a part of the **confluence**. Their own joint act of faith had brought them here at the very moment and matched its occurrence, and proceeded as it proceeded. Direction itself was made beautiful, momentous. They were riding as one with it, right up front. It's our turn! she'd thought exultantly. And we're going to live forever."

Eudora Welty

All the preceding components (and those to be added by subsequent generations to the idea of a river park system) should emanate from a grand metropolitan-scaled "room;" the confluence of the three rivers made tangible as an **environment** – Pittsburgh's threshold and symbol – its most ancient fact and its newest and **permanent** first-day attraction.



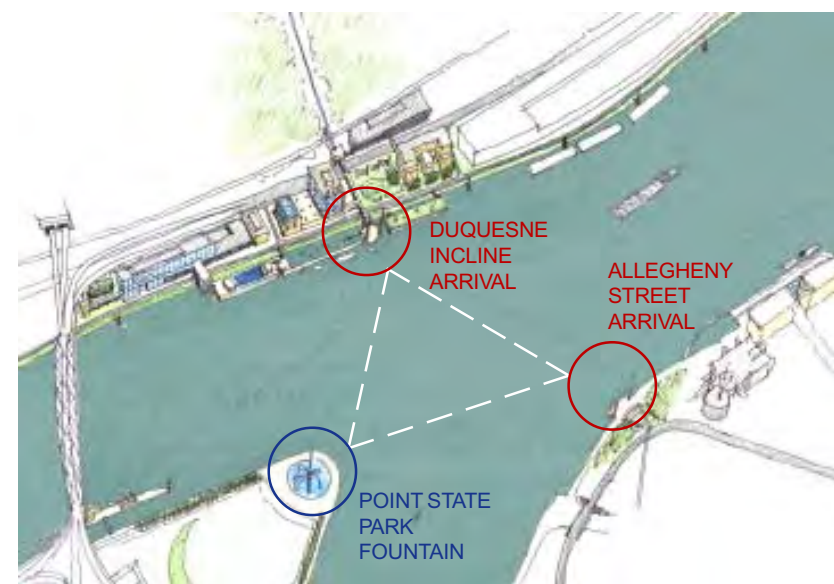
The confluence of the three rivers as Pittsburgh's metropolitan-scaled "room."



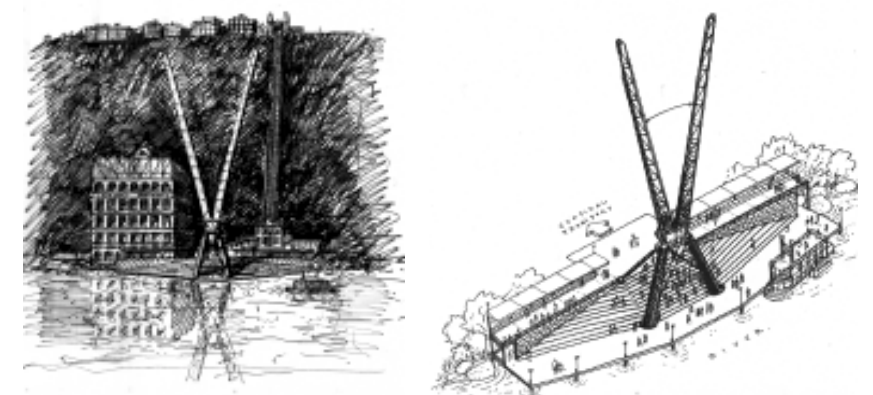
The confluence will become the new gateway view for Pittsburgh.



Imagine the Fort Duquesne, the Fort Pitt and the West End bridges gloriously lit, graciously accepting of pedestrians and interconnected by continuous promenades – the envy of river cities worldwide!



Iconic markers at the end of the Duquesne Incline and across the Ohio River at the end of Allegheny Street form, along with the fountain at Point State Park, a gateway to the city.



An idea for sculptural markers at the Duquesne Incline and at Allegheny Street.

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Section IV:

ADVANCING THE VISION

On June 30, 1999, Mayor Tom Murphy announced the formation of the Riverlife Task Force, charged with seizing the “once-in-a-century opportunity before us to design our riverfronts in a way that will capture people’s imaginations, a way that’s as spectacular as any city in the world.” The Task Force convened a unique body of civic leaders, experts, and stakeholders, including the major owners of downtown riverfront property, corporate executives, public officials, foundation directors, community activists, and experts in programming, public relations, urban planning, and public art.

In a series of dynamic meetings held throughout the autumn of 1999, the Riverlife Task Force forged a bold vision calling for development of Pittsburgh’s unique waterfront that would meet high goals:

- n To galvanize the region around the best possible use of the City’s signature three rivers;
- n To convert those rivers into a powerful new symbol of Pittsburgh’s indomitable spirit;
- n To aspire to greatness and to accept no mediocre successes, yet exist on a human scale; and
- n To allow flexibility for the unexpected and meet the needs of property owners, of individuals who use the rivers and waterfront for recreation and commerce, and of the community as a whole.

Selection of the Riverlife Design Team

In January 2000, the Task Force issued a “Request for Design Qualifications” in a search for applicants to lead a collaborative team to produce a comprehensive design and framework for the waterfront. The project identified a Prime Study Area as an initial focus of study, to begin transforming Pittsburgh’s waterfronts at the symbolic center of the metropolitan region. The goal of the Task Force was to foster a compelling vision that:

For the Community:

- Serves as a long-term environmental, social, cultural, and economic development asset
- Serves as an icon for Pittsburgh’s future and as a symbol of the best the community has to offer, reflecting its unique quality, character, and values
- Serves as a focal point of community life, acting as a dynamic and accessible marketplace, recreational venue, and social destination

For the Property Owners:

- Enhances the overall value of their holdings
- Provides a flexible framework that supports the needs of mixed-use development

For the Hospitality and Tourism Industry:

- Serves as a destination point that is integrated with other local attractions, such as the Cultural District, the David L. Lawrence Convention Center, Heinz Field, PNC Park, and other facilities and institutions
- Supports the city’s emergence as its own “first-day attraction”

For the Rivers:

- Provides environmentally sensitive design and site development guidelines to protect air and water quality

The Riverlife Task Force is aptly named, for it recognizes the life-giving characteristics of the city’s oldest asset.





REVISITING the process

“The Nervion River, at the heart of the metropolis area, instead of remaining a physical and social barrier, will become the axis of urban development for the city-region seeking to face the challenges of the new Millennium.” (About Bilbao, Spain)
Alfonso Vegara

Consultant Team

From a highly distinguished field of 21 national architecture and urban planning firms, the Task Force selected **Chan Krieger and Associates** from Cambridge, Massachusetts to lead the Design Team. Principal Alex Krieger is the Chairman of the Department of Urban Planning and Design at the Harvard Graduate School of Design and an internationally recognized expert on the evolution of urban settlements. The firm’s work has received 10 awards from the American Institute of Architects Awards, nine awards in national design competitions, and two Progressive Architecture Awards. Recent and ongoing projects for the firm include: Riverfront plans for Cincinnati, Washington D.C. and Louisville, KY and specific plans for public environments in Providence, Boston, and Cleveland.

Also joining the Design Team was **Hargreaves Associates**, landscape architects and planners with offices in San Francisco and Cambridge. Their work includes a wide range of urban design and park and recreational planning and design. Hargreaves Associates has developed an expertise in reviving the functionality of abandoned sites – often found in the core of a city. Significant projects include the Olympic Park in Sydney, Australia, and the Louisville Waterfront Park in Louisville, Kentucky.

The office of **Urban Instruments, Inc.** brought together art, architecture and engineering for the benefit of the public realm. The firm is lead by founder Wellington Reiter whose background in both public art and architecture has positioned the office to bring both invention and technical expertise to a new conception of urban infrastructure. UI projects include monumental public art works such as light tower in Boston’s Dewey Square and building projects throughout the U.S.

The architectural firm of **Bohlin Cywinski Jackson**, with offices in Pittsburgh, Wilkes-Barre, Philadelphia, Seattle, and Berkeley, brought to the team a record of design excellence, recognized by more than 170 regional, national, and international awards.

Economics Research Associates, an international consulting firm, provided advice on how economic issues help shape potential public and private investment and development. ERA’s work focuses on the development of high-quality urban environments and fiscally responsible investment strategies as an essential underpinning of regional economic vitality. Their experience includes urban waterfront planning in New York, Boston, Louisville, Houston, Portland, and London.

ADVANCING THE VISION: The Challenges Ahead

The Role of the Task Force

The Task Force operates as a committee of the whole. Its membership stands at 40 people, but its committees are open to all interested citizens. Meetings of the executive committee, which are held every other week, are open to all Task Force members and committee members. In addition to the executive committee, committees have formed on issues of commerce and transportation; public relations; river activities and recreation; outreach and community involvement; railroads, Point State Park; finance; and urban design.

Public Process

The effort aimed at the broader Pittsburgh community involved Task Force and staff time spent on comprehensive information sharing, as well as hundreds of hours of listening to the community. The Riverlife Design Team has been at the center of much of this effort, but a great volume of information gathering also has been done by the various committees. Some of the highlights:

1. Three large, public meetings have been held at which the architects and staff have collected ideas by stimulating public discussion to inform the design process.
 - a. A public “Riverlife Brainstorm,” June 19, 20 and 21, 2000 at the David L. Lawrence Convention Center when over 300 people came to interact through mapping exercises and discussion tables to define important issues with the Task Force and Design Team.
 - b. “A Forum on the Future of Pittsburgh’s Riverfronts,” co-sponsored with the Carnegie Museum of Art’s Heinz Architectural Center, was held on September 23, 2000 for 250 architects and river users at Carnegie Lecture Hall.
 - c. A public “Riverlife Engagement” was held on November 13, 2000, at the Convention Center to review the Design Team’s interpretations of public input, stakeholder meetings, research, and creative thinking. Three sessions over six hours attracted over 600 people.

2. Commerce and transportation are the bedrock of current river activity. In the past five years, waterways traffic increased 19% in the Port of Pittsburgh. In 1998, Port of Pittsburgh facilities shipped 52.9 million tons of cargo, making Port of Pittsburgh the 11th largest port in the United States and the largest shallow draft port in the inland waterway system. Port facilities account for 180,000 jobs throughout the 10 county districts.

The Task Force, members and staff, have worked closely with the Port Authority, PennDOT, the Port of Pittsburgh Commission, and City Planners to determine needs assessment.

3. River Users Committee members and staff had a series of public forums with recreational boaters, riverfront trail users, the “paddle boating” community, and local anglers to develop information on perceived needs that any general plan would have to accommodate. A concurrent effort to develop a River Center has involved many of the same people, as well as the Task Force professional staff.
4. Riverlife conducted many public meetings at which ideas were actively sought from the community. The collected input was used to inform the outreach portion of the design process. Additional interaction with the community took place at events where Riverlife staff gave out information gathering materials and listened to all willing to contribute their thoughts. Events in 2000 included: Three Rivers Arts Festival, (June 13-18, 2000), Shop ‘n Save Pittsburgh Three Rivers Regatta (August 3-6), Head of the Ohio (October 7), The 15th Annual Hill District Community Festival (September 8-10), Pittsburgh Council of Three Rivers American Indian Center Annual Pow-Wow (September 23-24), the Allegheny County Fair (June 27-July 2), and Swissvale Celebration 2000 (August 24-27).
5. The Riverlife Task Force also developed an arsenal of communications tools, including a “Postcards from the River” brochure, an “Audio Postcards from the River” radio series airing on eight major stations in the region, the Riverlife website, a tri-fold pamphlet with a tear-off mailer to encourage input from the shoppers at Giant Eagle grocery stores in the region, a “Riverlife Currents” newsletter, and coloring maps of the three rivers for young children throughout our community.



FUTURE GOALS
of the Riverlife Task
Force

RIVERLIFE BENCHMARKS

- June 30, 1999**
Mayor Murphy appoints the Riverlife Task Force
- August 1999**
Riverlife Task Force holds its first meeting
- December 1999**
Riverlife issues Request for Design Qualifications
- January 2000**
Riverlife Task Force staff begins work
- February 2000**
Riverlife selects design team
- April 2000**
Riverlife Task Force forms committees
- June 2000
Public “Riverlife Brainstorm” is held at Convention Center
- June 2000 – June 2001**
Riverlife conducts more than 120 community meetings
- September 2000**
Riverlife holds forum on Pittsburgh’s Riverfronts at Carnegie Museum of Natural History
- November 2000**
Public “Riverlife Engagement” is held at Convention Center
- January 2001**
Riverlife Task Force releases “Progress Report”
- October 2001**
Riverlife Task Force releases:
A Vision Plan for Pittsburgh’s Riverfronts

Future Goals of the Riverlife Task Force

In implementing the components of Three Rivers Park, there are still many questions and issues to be addressed. The development of Pittsburgh’s riverfronts will be a dynamic process. Therefore, Riverlife expects that this Vision Plan will be an active document with the capacity to respond to forces of change. Similar to the evolution of the Task Force and the riverfronts themselves, the plan will progress and adapt throughout the development of Three Rivers Park. Nonetheless, the constants will be the guiding principles set forth in this Vision Plan and thereby carried out with the purpose to meet four parallel and interconnected challenges:

These challenges are:

- Champion the vision and insist that it not be compromised in execution
- Coordinate development and operations of three rivers park
- Adopt design standards to create high quality public spaces
- Collaborate with other entities for coordinated development of Three Rivers Park



“It isn’t just a once-in-a-lifetime opportunity, it’s a once-in-a-century opportunity. Approach it in the spirit that you will not accept anything second best. Think of it on as large, as ambitious a scale as you possibly can. And build for the long run, not what’s going to work next week or next year – the long run.”

David McCullough



CHAMPION the vision

Champion the Vision and Insist That It Not Be Compromised In Execution

In an 18-month period, the Riverlife Task Force helped change the way Pittsburgh thinks about its rivers by advocating for high- quality design and new amenities to increase access and activity. While launching its major riverfront planning effort, the Task Force has also affected a broad range of specific physical improvements in proposed riverfront buildings and infrastructure modifications. The Riverlife Task Force plans to continue working with the public and private sectors to assist in making complex design decisions in order to facilitate the development of riverfront projects that connect Pittsburgh to its rivers. The challenge ahead is to create the structure(s) for developing and managing the components of Three Rivers Park.

Riverlife Objectives

1. In the immediate future, the Riverlife Task Force will advance the vision of Three Rivers Park in at least three areas of public engagement:
 - Public education, including mass media and multi-media projects, to encourage discourse and debate throughout the community in order to further define the character and desired activities for a new Three Rivers Park.
 - Community planning forums that bring planners, designers, and stakeholders together to explore current projects, such as bridge lighting prototypes.
 - Extending the Riverlife vision—up river, down river, and inland to neighborhoods—by applying the guiding principles and community planning model in other communities.
2. In the context of long-term strategic planning, the Task Force continues to examine interrelationships among infrastructure, the environment, and communities, including such issues as:
 - Water Transit: One of the strategic issues identified by Chan Krieger is the development of a water system in the downtown area to connect all of our waterfront venues. A seasonal water taxi system linking attractions within Three Rivers Park might establish key landings to

be utilized later by year-round commuters as more housing is developed along the rivers. In addition, Riverlife is working with the Port of Pittsburgh, the Steel Industry Heritage Corporation, the City of Pittsburgh, and the Southwestern Pennsylvania Commission to implement a water transit study for the Pittsburgh Pool.

- Railroads: Historically, river valleys of the Allegheny, Monongahela, and Ohio have presented the best routes for railroads. The result is that many communities are cut off from the riverfronts by railroad tracks. The Task Force has convened meetings with the representatives of the railroads to pursue the possibility of relocating rail lines off the rivers, with the hope of reclaiming some stretches of the rivers for public use.
 - Residential and Community Development: This includes emerging trends in the creation and the renovation of residential spaces in downtown waterfront locations. The Task Force hosted a group of public officials and riverfront property owners on a trip to Vancouver, British Columbia and Chicago, Illinois to study successful examples of mixed-use high-quality waterfront development that has established new markets of urban dwellers.
 - Shared Use of the Water Sheet: The shared use of the rivers is so central to the vision that it must be managed for all groups. Riverlife must continue to work with the Port of Pittsburgh and the U.S. Coast Guard and with the groups that represent various recreation interests to continue the ongoing public debate on river use.
3. In addition to the continued engagement of the public process, the Riverlife Task Force envisions the need for an organizational catalyst to advance the vision of Three Rivers Park, and:
 - Pursue private and public funding strategies and/or partnerships to support feasible projects and to continue Riverlife advocacy.
 - Review of development proposals and project review through the continued role of the Urban Design Committee as advisor to the City of Pittsburgh and project developers.

- Solicit Requests for Qualifications (RFQs) and/or Request for Proposals (RFPs) in the development of specific products.

Riverlife's future role will depend upon the organization's authority, funding sources, and coordination of the development and operations structures.

Coordinate Development and Operations of Three Rivers Park

The implementation of this plan requires certain mechanisms for both the development and the ongoing maintenance and operations of Three Rivers Park. To explore Riverlife's potential future role in carrying out the vision, the law firm of Kirkpatrick & Lockhart conducted an "Analysis of Alternative Approaches for Implementing the Goals of the Riverlife Task Force." As outlined in their findings, there are three basic kinds of structural models available to the Riverlife Task Force to foster the coordinated development and operation of Three Rivers Park:

- A. The Public Agency/Authority Model, in which the city, county, or state government, or an agency thereof, undertakes the planning and implementation of the redevelopment plan.
- B. The Public-Private Partnership or Private Non-Profit Model, in which a private entity (usually a not-for-profit corporation) collaborates with the local government to implement the redevelopment plan or the local government contracts out its public duties to such a private entity.
- C. The "Moral Authority" Model, in which a private not-for-profit operates through the power of persuasion and the promotion of goals that are mutually beneficial to interested developers and the public in general.

The table to the right summarizes the key findings of the report with respect to what other cities are doing. It highlights the representative model used by each entity, the fundamental control or ownership of land, and the tools and/or financing mechanisms that have been employed to implement their plans. Throughout the Riverlife planning process, the Task Force has essentially acted in the capacity of the "moral authority" not-for-profit, supported through private funding.



COORDINATE
development and
operations

CITY/ENTITY	MODEL	LAND-OWNERSHIP	TOOLS/FUNDING SOURES
Boston, MA Massport	Public Agency/ Authority	Massport	Long-term ground leases
Boston, MA Boston Redevelopment Authority (BRA)	Moral Authority	BRA Private	Public agency budget
Hartford, CT Riverfront Recapture	Public-Private Partnership	City	Maintenance and development contracts with the Hartford and East Hartford
Joliet, IL Joliet/Will County Center for Economic Development (CED)	Public-Private Partnership	Joint venture between City and CED	Private donations; project contracts with City
Louisville, KY Louisville Waterfront Development Commission (LWDC)	Public Agency/ Authority	City State	City, County, State and Federal funds from FHA and EPA
Memphis, TN Memphis Riverfront Development Corporation (MRDC)	Public-Private Partnership	City	Public and private grants; management contract with City
Pensacola, FL Pensacola Community Redevelopment Agency (CRA)	Public Agency/ Authority	CRA	Tax increment financing; allocated City funding; local option sales tax
Port Allen, LA Riverfront Development Task Force (RDTF)	Moral Authority	Private	Public funds and tax incentives
Portland, ME Waterfront Master Planning Committee (WMPC)	Public Agency/ Authority	Private	Public-private partnerships; tax increment financing
Richmond, VA Richmond Riverfront Development Corporation (RRDC)	Public-Private Partnership	Private	Public and private fund raising, including special tax district; state government appropriations; zoning restriction; new historic district; deed covenants

Riverlife Objectives

1. Procure Public Funds to Leverage Private Investments
- Establish a long-term schedule for implementation.
 - The plan is intended to build on the numerous projects that are under way and to leverage the significant private and public investment that has been made along Pittsburgh’s riverfronts in recent years. The component projects for Three Rivers Park have been planned in order to provide connections and enhancements that will build a whole that is greater than the sum of its parts.
 - The project investment table on page 59 charts investment projection for the various elements of Three Rivers Park as they relate to projects completed, already planned or under way. The Riverlife Task Force’s goal is to create a continuous, spectacular public realm along the waterfront that will enhance the value of adjacent land for private landowners, establish a solid tax base for the City, and enrich the quality of life for the community.
2. Identify Ownership and/or Control Mechanisms for Land and Property Improvements within Three Rivers Park
- Setting the physical boundaries and defining the nature of the park is a primary step toward achieving the vision of Three Rivers Park. While the scope of this study extended from the West End Bridge to the Strip District and the South Side, the park boundaries could expand over time.
 - The City’s current overlay district zoning requires a setback of 50 feet for all private development along the rivers. In some areas, it may be necessary to consider increasing this setback to maintain sufficient dimension for public access or to incorporate public open spaces, such as Point State Park. Restrictions and regulations within a newly formed park must ultimately be balanced with the benefits to landowners that accrue from being located next to the park.

3. Establish Requirements, Incentives, or Conditions for and Access to the Rivers and Public and/or Private Use of Riverfront Property

- Public access to the entire shoreline is essential. In some states, public access to riverfronts and shorelines is already a legislated public right. While the requirement for public access is not a state law in Pennsylvania, current practice in Pittsburgh suggests that many landowners are willing to allow public access to their development. At locations where water-dependent industrial purposes may preclude the public from the shoreline for safety reasons, alternative routes

should be established to provide connections along the shorelines.

- Public access through or across private lands perpendicular to the rivers is also, currently, entirely voluntary. Visual access to the rivers from major public ways is a key goal of this plan, and prime river views and access through buildings is possible through innovative design solutions, directed by design guidelines.
- ### 4. Manage Public Use, Including Programming, Long-Term Maintenance, and Operations of Public Spaces or Private

Space that is Accessible to the Public

- Improvements and maintenance of the public realm as it expands will become a greater issue. In current practice, the cost of improvements, the setback zone is borne by the City, or by joint public and private funding as is the case at Station Square and the North Shore Riverfront Park. Establishment of business or neighborhood improvement districts may well be an appropriate mechanism to spread the costs and benefits of riverfront amenities to larger groups of stakeholders. As referenced in the Kirkpatrick & Lockhart report, many cities employ a balance of public and private investment and development incentives to create and maintain waterfront development.



1941



1985



2001



INVESTMENT TABLE

COMPLETED PROJECTS	Alcoa Headquarters	Eliza Furnace Trail	Heinz Field	First Avenue LRT Station	PNC Park	PNC Firstside Center	North Shore Infrastructure	Seagate	
\$855,700,000	\$67,000,000	\$3,400,000	\$280,800,000	\$6,300,000	\$259,600,000	\$140,000,000	\$58,600,000	\$40,000,000	
PROJECTS UNDER WAY	Convention Center	Convention Center Infrastructure	Fort Pitt Bridge & Tunnel Rehab	North Shore Park	Station Square Bessemer Court	PSP - Allegheny Riverfront Park			
\$526,250,000	\$328,600,000	\$15,400,000	\$60,000,000	\$44,000,000	\$71,000,000	\$7,250,000			
PROPOSED PROJECTS IN PLANNING PHASE	Carnegie Science Center	Mon Wharf	LRT North Shore Connector	Strip District Trail	Water Taxi Landings	Convention Ctr - Allegheny Riverfront Park			
\$504,000,000	\$90,000,000	\$15,000,000	\$389,900,000	\$900,000	\$1,200,000	\$7,000,000			
THREE RIVERS PARK FUTURE PROJECTS w/ ESTIMATED BUDGET	Point State Park	West End Circle	Duquesne Incline	Bridge Lighting & Pedestrian Access	Water Shuttle System	Markers & Lighting	Connection & Trails	Open Space & Misc. Landscaping	Furnishing Public Facili Allowa
\$90,450,000	To Be Determined	To Be Determined	\$6,000,000	\$12,000,000	\$6,000,000	\$8,250,000	\$9,000,000	\$42,000,000	\$7,200,

DESIGN STANDARDS

RIVERLIFE URBAN DESIGN COMMITTEE

Edie Shapira, *Chair*
Physician

Tom Balestrieri
The Buncher Company

Ellsworth Brown
Carnegie Museums of Pittsburgh

Carol Brown
Former President, Pittsburgh Cultural Trust

Cathy Caponi
H.J. Heinz Company

J. D. Fogarty
Port of Pittsburgh

Barry Hannegan
Pittsburgh History & Landmarks Foundation

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Department of City Planning

Eloise Hirsh
Southwestern Pennsylvania Commission

Barbara McKenna
Hyehold Restaurant

Mary Navarro
The Heinz Endowments

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Davitt Woodwell
Riverlife Task Force

Adopt Design Standards to Create High Quality Public Spaces

Three Rivers Park grows out of the guiding principles previously set forth and applies to both public and private properties. As a new public place, Three Rivers Park will therefore emerge as the sum of many parts for years to come. Numerous individual initiatives will weave into the overarching idea of Three Rivers Park. The character of the district will be created through the design of all its visible public elements: the open spaces, parks, bridges, streets, sidewalks, walkways, landscaping, lighting, signage, and even the flow of the rivers themselves.

The public and the private sectors will need to work together to create a district with a strong, coherent character along the rivers that meets the specific needs of each neighborhood and reflects Pittsburgh's unique characteristics. The challenge ahead is to encourage the current momentum of development activity along Pittsburgh's rivers and combine private landowners' initiatives with the skill and vision of urban designers to meet high-quality standards and achieve spectacular waterfront development.

Riverlife Objectives

1. Adopt a framework for a riverfront district and develop urban design guidelines in accordance with the guiding principles.
2. Codify a system of urban elements and develop standards for public amenities, lighting, paths, and other furniture, to create a riverfront park district that is cohesive, active, and beautiful, and that reflects Pittsburgh's history, topography, culture, and ecosystems.
3. Work with the public and private sectors to strengthen connections between the riverfronts and the city and to meet the specific needs of each neighborhood.
4. Develop designs for public spaces that accommodate long-term plans for the programming and management of public use and that incorporate practical strategies for maintenance and operations.
5. Outline a formal design review process(es) to oversee public and private riverfront development.

Since Riverlife's inception, the Urban Design Committee has advised the City and private landowners by reviewing and critiquing specific proposals, with the intent of applying consistent principles toward the broader development of a Three Rivers Park. Critical to the Task Force's planning process has been ongoing collaboration with landowners to establish expectations and to assist and empower developers to aspire to the highest possible quality within the realities of the real estate market.

The Urban Design Committee will continue to work with the Department of City Planning and the Planning Commission to provide resources and develop tools that will enable the City to translate the Riverlife guiding principles into a regulatory review process.

The following framework of design guidelines and standards has been prepared as a ***base on which to build***.

What follows is:

1. A framework for creating design guidelines for the Prime Study Area that will facilitate a long range vision for the rivers, consisting of urban design directives and urban design elements for public and quasi-public spaces.
2. A system of urban elements—yet to be designed—that will create a cohesive, active riverfront district that capitalizes on the unique qualities of Pittsburgh's riverfronts.



Section through the proposed "Great Lawn" at the North Shore (EDAW)



DESIGN DIRECTIVES
and Urban Elements

DESIGN DIRECTIVES Legend

Roads / Trails / Connections

	EXISTING TRAIL / EXISTING PEDESTRIAN BRIDGE ACCESS
	PROPOSED TRAIL
	VERTICAL PEDESTRIAN CONNECTION
	PROPOSED PEDESTRIAN BRIDGE ACCESS
	PEDESTRIAN CONNECTION
	CONNECTION TO RIVER
	PROMENADE CONNECTION TO RIVER
	CONNECTION TO NEIGHBORHOOD
	ROAD CONNECTION TO RIVER
	ROAD
	POTENTIAL ROAD CONNECTION / EXTENSION
	EXISTING LRT ROUTE
	EXISTING LRT STOP
	POTENTIAL LRT ROUTE
	POTENTIAL LRT STOP
	EXISTING INCLINE
	POTENTIAL INCLINE
	NEW INCLINE STATION

Waterside Improvements

	RIVERFRONT GREEN SPACE
	EXTENSION OF RIVERFRONT GREEN SPACE
	PUBLIC SHORELINE
	EXTENSION OF PUBLIC SHORELINE
	PRIORITY SHORELINE ENHANCEMENT
	COVE
	WATER TRANSPORTATION SITE
	WATER TRANSPORTATION ROUTE
	COAL BARGE STORAGE
	RECREATIONAL BARGE LOCATION
	RIVER CENTER

Building Mass / Locations

	RIVERFRONT ATTRACTION
	HISTORIC BUILDING / STRUCTURE
	TALL LANDMARK STRUCTURE (100' - 250')
	EXPANSION POTENTIAL
	HOUSING POTENTIAL

DESIGN DIRECTIVES & ELEMENTS

The following pages illustrate a framework for the development of more specific design guidelines for the Prime Study Area. The three rivers have been divided into separate pages to show more detail.

URBAN DESIGN DIRECTIVES

Suggested projects on the land and in the water and general controls on private development such as preservation of view corridors and river access.

URBAN DESIGN ELEMENTS

Suggested public amenities along the shorelines that will help to unify the three rivers as a grand public environment.

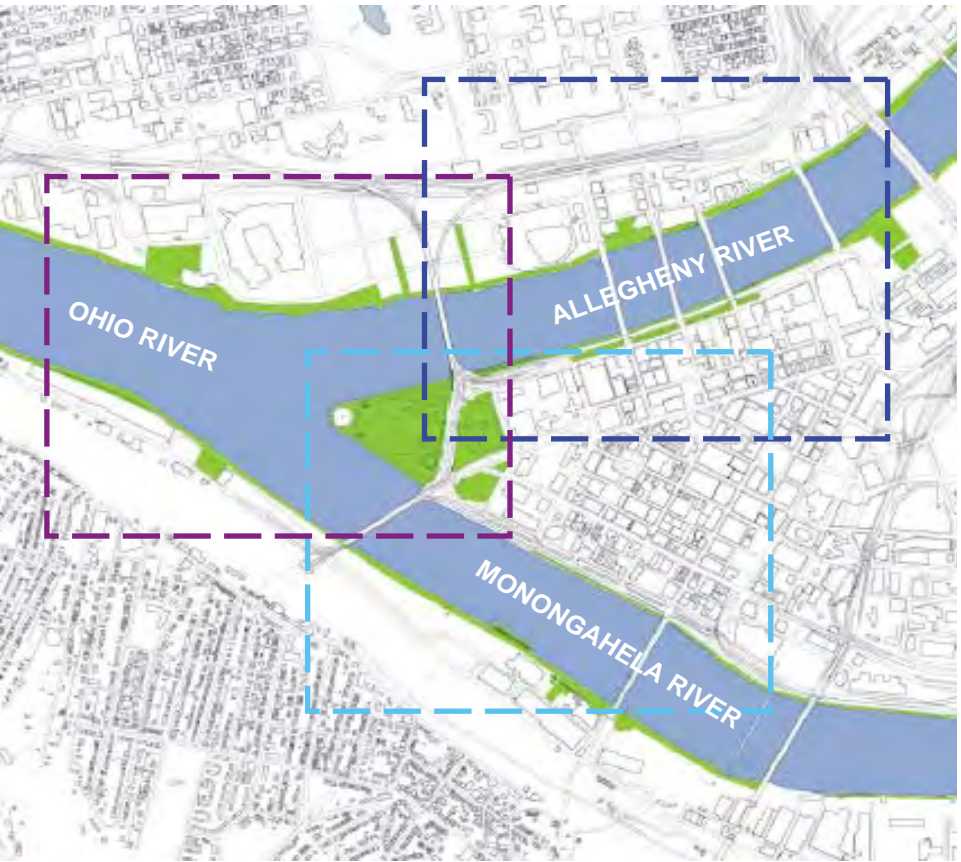
DESIGN ELEMENTS ILLUSTRATED

Pages 68-71 illustrate some of the ideas and recommended treatments for integrated lighting, edges and furniture proposed for a Three Rivers Park.

Ohio River: pages 62-63

Allegheny River: pages 64-65

Monongahela River: pages 66-67



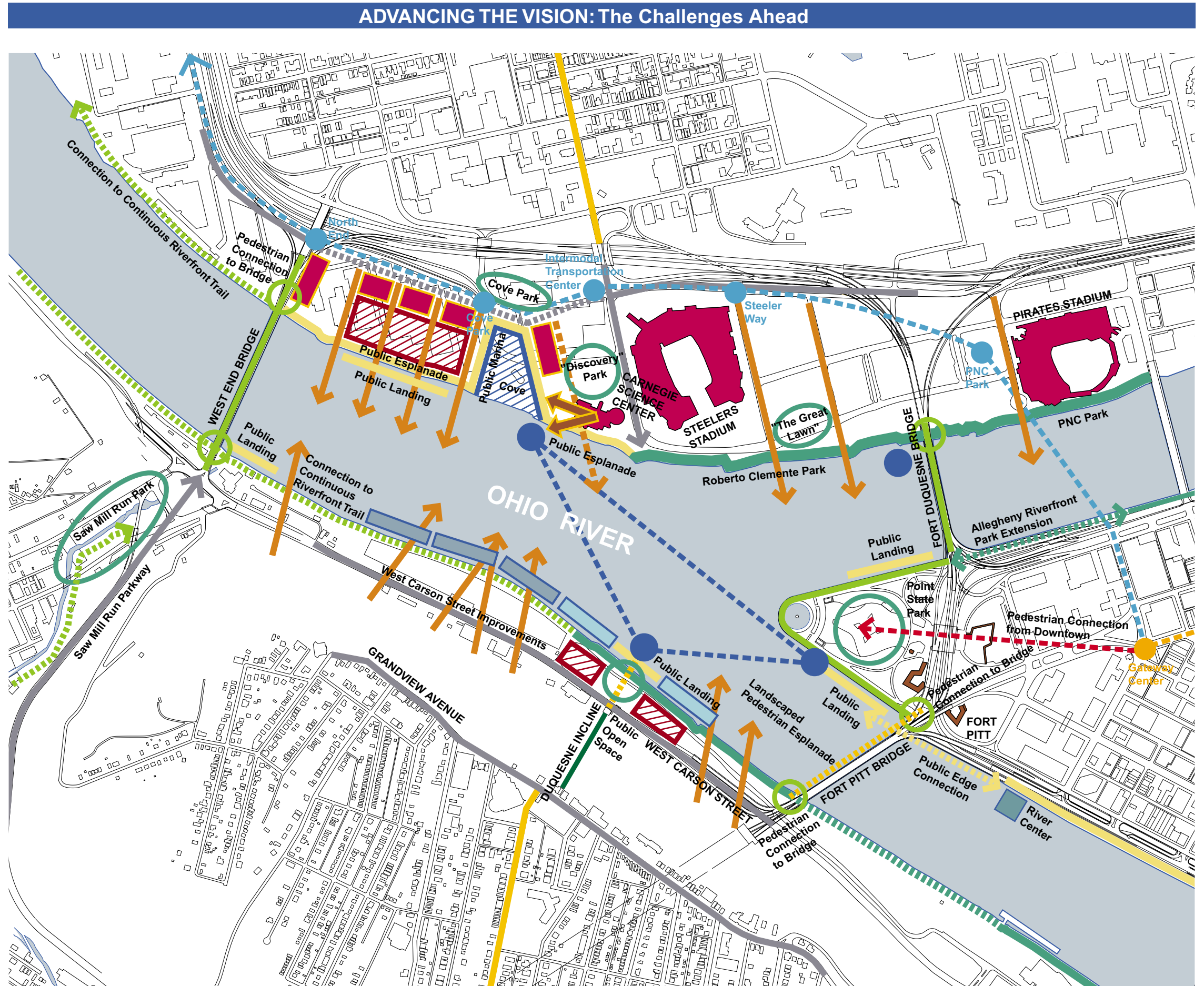


OHIO RIVER Design Directives

The Confluence should be developed as a metropolitan-scaled park leading to the long-term establishment of a continuous promenade, coordinated public attractions, and a visually-and-physically defined civic space stretching from Point State Park to the West End Bridge.

The design directives for the Ohio River propose:

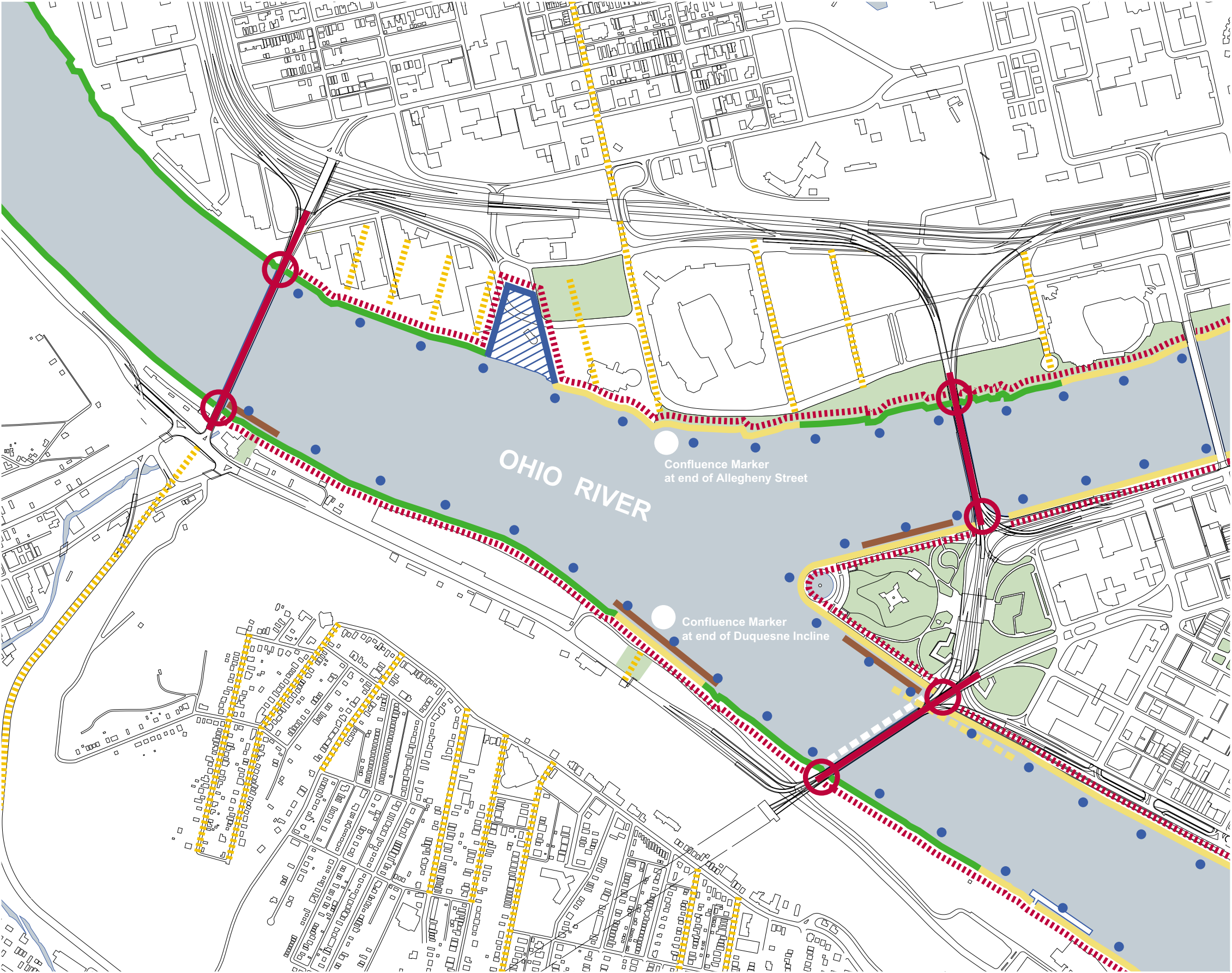
- The connection of the shores with a convenient water-based transportation system that allows visitors to see and experience Pittsburgh from its three rivers.
- The illumination of the edge with new lighting fixtures that are singular enough to establish the Ohio River confluence as a unique spatial domain with a new set of elements which set it apart.
- A treatment of the edges that emphasizes accessibility to the rivers by reducing edge heights, softening the shoreline and reducing wave reflections to allow safer boating conditions.
- The location of two dynamic elements that mark the confluence as a gateway to the city.
- The enhancement of the shoreline by creating an inlet near the Carnegie Science Center and layering landings off the edge of Point State Park.
- The implementation of barge-based amenities along the southern shores of the Ohio River where railroads separate development from the river.
- The identification of the rivers' edge through symbolic markers located at street axes and landing points.
- The enhancement of the Fort Pitt, Fort Duquesne and West End Bridges with lighting, painting and pedestrian walks.
- The improvement of vertical pedestrian access to existing bridges - with stairs, ramps, elevators and viewing platforms - to enable the linking together of the shores of the rivers.
- The development of better pedestrian connections to the Duquesne Incline to connect Mt. Washington neighborhoods to the rivers.
- The construction of a tall landmark building at the northern end of the West End Bridge.





OHIO RIVER Urban Elements

(See Pages 68-71)



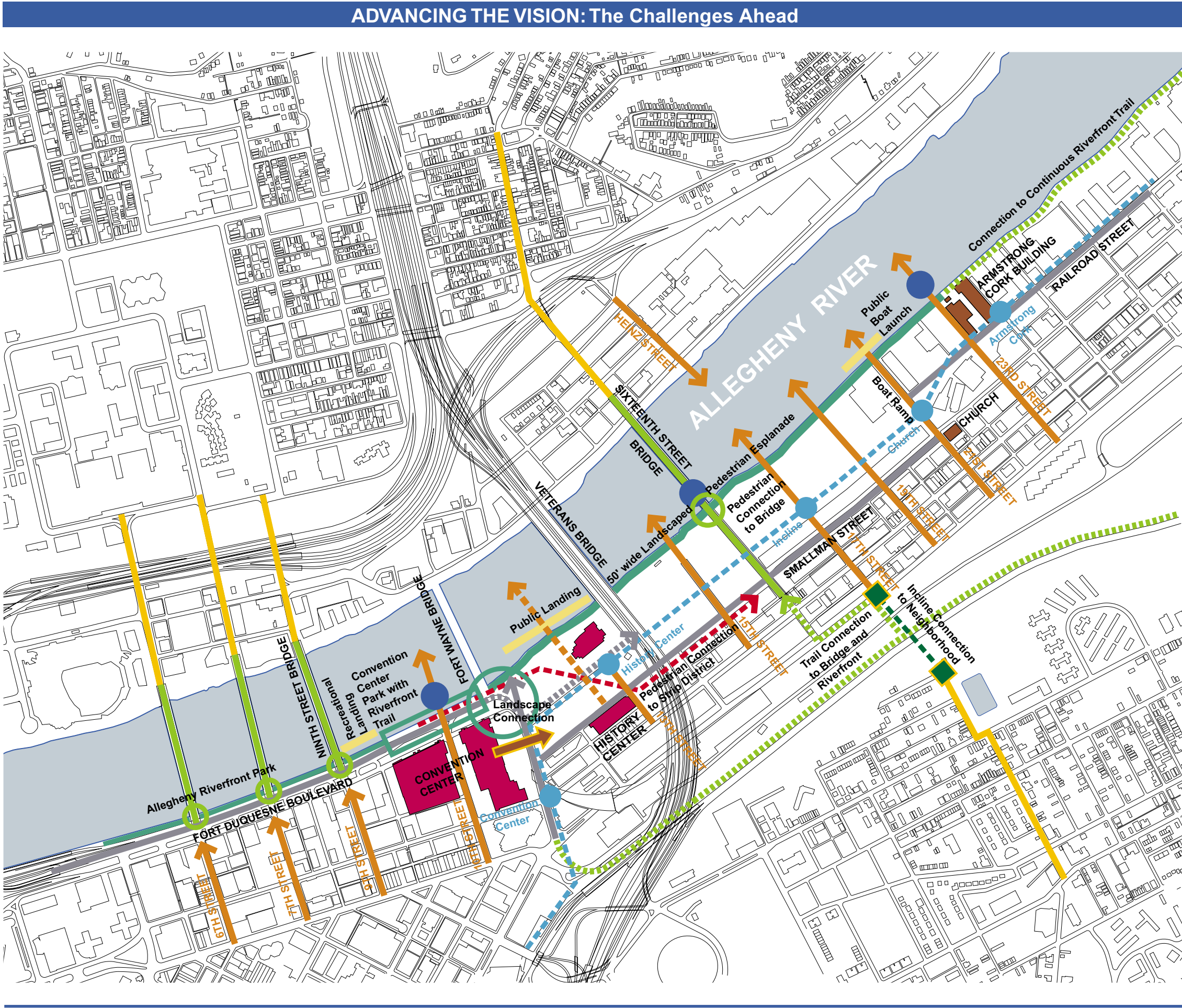
- RIVERFRONT GREEN SPACE**
- EDGES:**
 - GREEN EDGE**
 - URBAN EDGE**
 - LAYERED EDGE**
 - RECONFIGURED EDGE**
- LIGHTS:**
 - CONFLUENCE LIGHTS**
 - RIVERFRONT LIGHTS**
 - STREET CONNECTION LIGHTS**
- MARKERS:**
 - CONFLUENCE MARKERS**
 - RIVER MARKERS**
- PEDESTRIAN CONNECTIONS:**
 - HORIZONTAL PEDESTRIAN CONNECTION**
 - PEDESTRIAN BRIDGE CONNECTION**
 - VERTICAL PEDESTRIAN CONNECTION**
- BRIDGES:**
 - BRIDGES TO BE LIGHTED**
 - BRIDGES AS HISTORIC ICONS**



The Strip District should be developed as a vital mixed-use district with housing, offices, retail and light industrial uses that maintain the character of the place. One Waterfront Place and the David L. Lawrence Convention Center expansion should have a coordinated public open space component that extends the Allegheny Riverfront Park from the Ninth Street Bridge to the Veterans Bridge and further on into the Strip District, thereby resulting in a continuous riverfront trail along the southern shore of the Allegheny River.

The design directives for the Allegheny River propose:

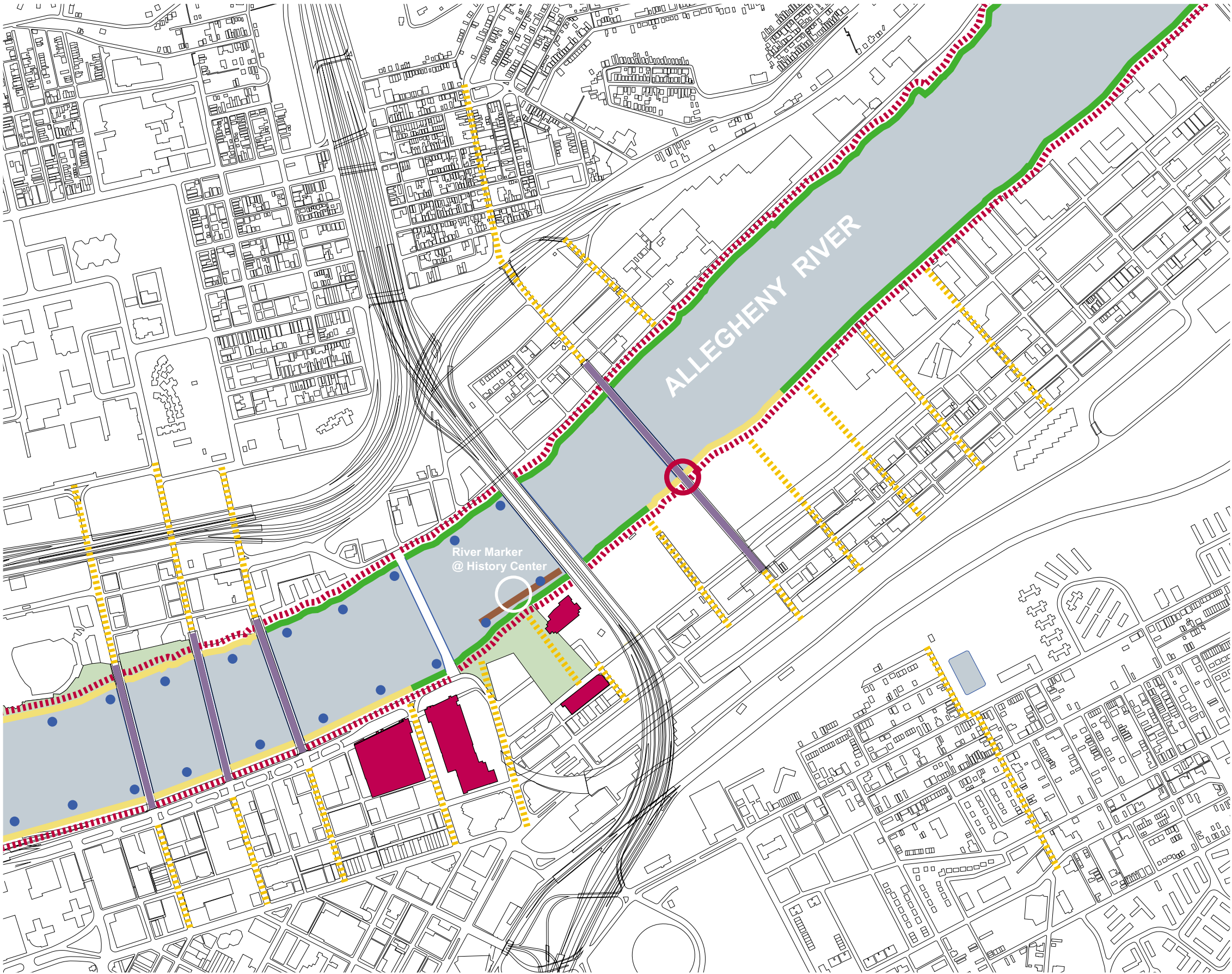
- The construction of a water transportation landing on the Allegheny River adjacent to the Convention Center to connect the facility to other prime attractions in Pittsburgh by water transit.
- The establishment of a 50'-0" wide landscaped pedestrian easement with a minimum 8'-0" wide multi-purpose trail extending the Allegheny Riverfront Park through the Strip District.
- The establishment of clear public access routes to the Allegheny River at the Pittsburgh Regional History Center and at 15th, 17th and 20th Streets.
- The creation of transient landings for small boats, a new marina for motor craft, and overlooks with seating and shade for fishing and viewing wildlife and events on the water.
- The preservation and enhancement of native species within the riparian zone to support wildlife and protect the embankments within the flood zone.
- The establishment of future alignment for the extension of the light rail through the Strip District.
- The establishment of a simple, pedestrian-scale, internal roadway system to clarify public access to the district and the riverfront.
- The reconnection of the Hill to the Strip and to the river by a new incline which could also serve as an attraction.





ALLEGHENY RIVER Urban Elements

(See Pages 68-71)



- RIVERFRONT GREEN SPACE
- EDGES:**
 - GREEN EDGE
 - URBAN EDGE
 - LAYERED EDGE
 - RECONFIGURED EDGE
- LIGHTS:**
 - CONFLUENCE LIGHTS
 - RIVERFRONT LIGHTS
 - STREET CONNECTION LIGHTS
- MARKERS:**
 - CONFLUENCE MARKERS
 - RIVER MARKERS
- PEDESTRIAN CONNECTIONS:**
 - HORIZONTAL PEDESTRIAN CONNECTION
 - PEDESTRIAN BRIDGE CONNECTION
 - VERTICAL PEDESTRIAN CONNECTION
- BRIDGES:**
 - BRIDGES TO BE LIGHTED
 - BRIDGES AS HISTORIC ICONS

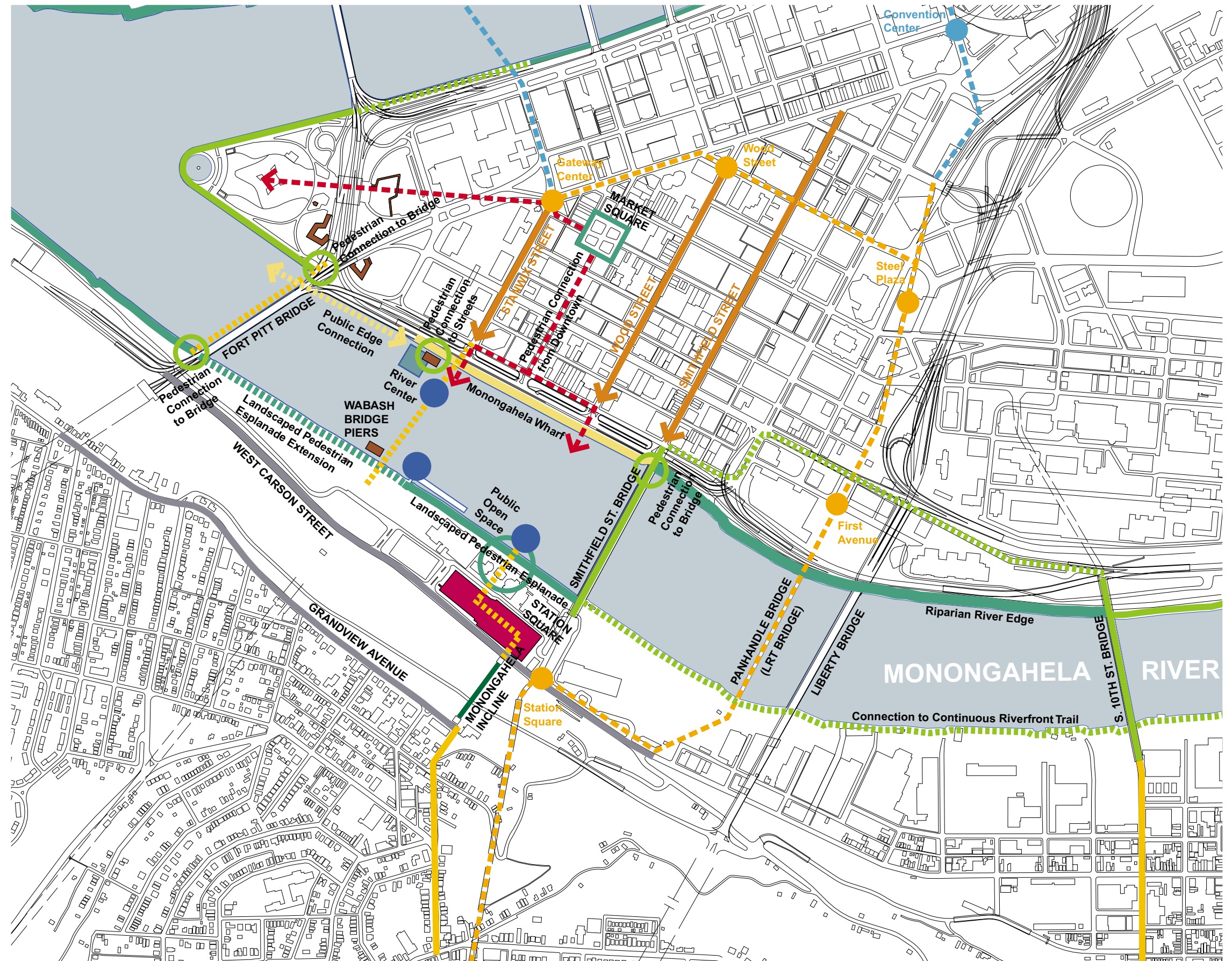
MON RIVER Design Directives

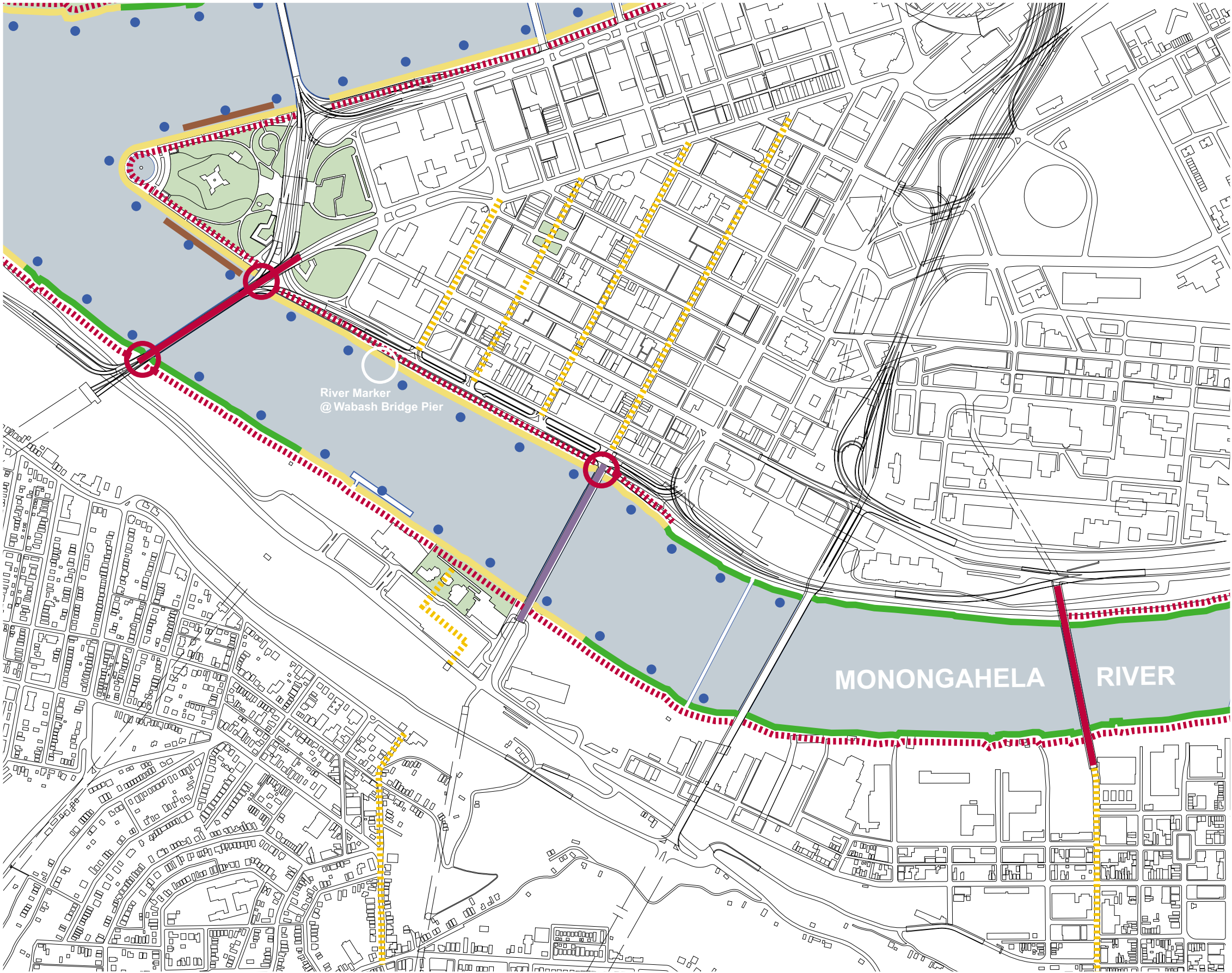
The Mon Wharf serves as a front porch to the city, being visible upon entry through the Fort Pitt Tunnel. The development at the Mon Wharf should enhance this feature by incorporating vertical elements and public art while opening the riverfront to public access and use. Public access from the city grid above to the wharf below should be improved and the street ends strongly emphasized as they are the connectors to the city. Mon Wharf should also serve as a key trail connection between Point State Park and the Eliza Furnace Trail.

The design directives for the Mon River propose:

- The construction of pedestrian access to the wharf at Stanwix Street from the Wabash Bridge Pier with a visitor center and overlook.
- The construction of a water transportation landing on the Monongahela River adjacent to the Wabash Bridge Pier to connect the wharf to other prime attractions in Pittsburgh by water transit.
- The creation of an amphitheater at the Smithfield Street Bridge that takes advantage of Mon Wharf as a public amenity at the river and of a pedestrian and bicycle ramp connection to the Eliza Furnace Trail.
- The establishment of tall vertical elements that mark the street ends and also serve to identify the wharf from the streets above.
- The construction of a walkway from Mon Wharf to Point State Park that is built out into the water and engages the columns of the Fort Pitt Bridge thereby enhancing the experience on the water.
- A landscape treatment of panels and trellises that separate the parking from the esplanade and the use of wetland planting that withstands flooding.
- The preservation and enhancement of native species along the riparian zone to support wildlife and protect the embankments within the flood zone.
- An acoustic treatment to dampen the sound of traffic from the adjacent ramps.

ADVANCING THE VISION: The Challenges Ahead





MON RIVER Urban Elements

(See Pages 68-71)

- RIVERFRONT GREEN SPACE
- EDGES:**
 - GREEN EDGE
 - URBAN EDGE
 - LAYERED EDGE
 - RECONFIGURED EDGE
- LIGHTS:**
 - CONFLUENCE LIGHTS
 - RIVERFRONT LIGHTS
 - STREET CONNECTION LIGHTS
- MARKERS:**
 - CONFLUENCE MARKERS
 - RIVER MARKERS
- PEDESTRIAN CONNECTIONS:**
 - HORIZONTAL PEDESTRIAN CONNECTION
 - PEDESTRIAN BRIDGE CONNECTION
 - VERTICAL PEDESTRIAN CONNECTION
- BRIDGES:**
 - BRIDGES TO BE LIGHTED
 - BRIDGES AS HISTORIC ICONS

MARKERS & Lights

At the Confluence

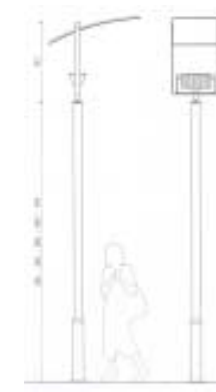
CONFLUENCE MARKERS: Together with the fountain at Point State Park, build two additional elements located on the north and south shores of the Ohio below the confluence to commemorate the joining of the rivers and the establishment of new beachheads.

CONFLUENCE LIGHTS: New confluence lighting fixtures should be singular enough to establish the confluence as a unique and special domain with a new set of elements that set it apart from other areas, and interpret the history of Pittsburgh and the rivers.



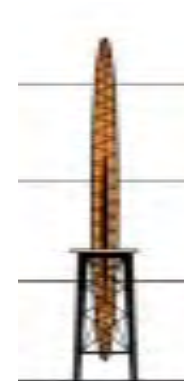
At the River

RIVERFRONT LIGHTS: The standard riverfront light fixture used at the Allegheny Riverfront Park and North Shore Parks is adequate for lighting walkways and paths and for providing local illumination.



ROADWAY MARKERS: At riverfront locations, at the visual termination of streets leading to the river, elements should be placed on the shore or in the water to locate the shore and mark the street's axis with the water.

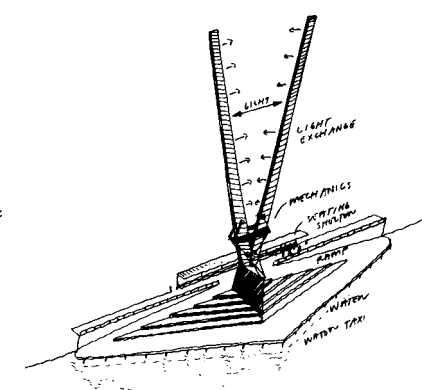
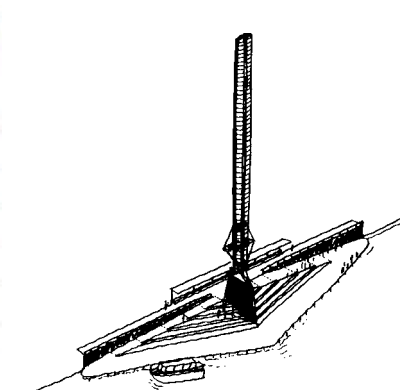
APPROACH ROUTE LIGHTS: On all streets and pedestrian ways connecting the riverfront to major streets and public ways, riverfront fixtures will assist the public in understanding how to reach the river.



At the Street Ends

LANDING MARKERS

At all public transportation landings as required in the design guidelines, markers should be constructed to identify the presence of water transit, both from the water and from the land.



At the Landings



RIPARIAN EDGES: Steep banks and hard edges that aggravate waves and preclude the mooring of small boats have long defined the river edges. In appropriate locations, establish landscaped edges characterized by riparian ecosystems, native species, slope stabilization, and daylighting of streams.

EDGES & Landscaping

Riparian & Natural Edges



BEACHES AND SOFT EDGE LANDINGS: Beaches and low bulkheads with convenient cleats encourage and accommodate the mooring of small boats. For this reason, avoid overhangs at the edges. Beaches also allow for multiple uses and reduce wave reflection.

Beach & Constructed Soft Edges



FLOATS, DOCKS, AND LAYERED EDGES: The placement of floats and landings adjacent to major cultural and civic attractions will address public support for additional landing and mooring opportunities.

Layered & Constructed Soft Edges



BULKHEADS AND RETAINING WALLS: High bulkheads and retaining walls will be discouraged along the riverfronts. Where steep hillsides are unavoidable, explore terraced or stepped edges with opportunities for landscape treatments. In extraordinary circumstances, vertical or sloped walls will be approved if sufficient surface treatment is used.

Constructed Hard Edges

PEDESTRIAN Connections & Trails

Esplanade

ESPLANADE TRAIL: In urban locations such as the Cultural District, the riverfront trail should accommodate a wide range of riverfront users and water events. Encourage non-railing edges where safety permits or low edges and curbs like those located at Allegheny Riverfront Park.



Greenway

GREENWAY: In less urbanized areas the trail may be reduced in width to a minimum of 8' of clear pathway to accommodate bicycles and pedestrians without extensive grading or disturbing of natural vegetation. The path may be lit for security reasons near structures but should not disturb wildlife habitat.



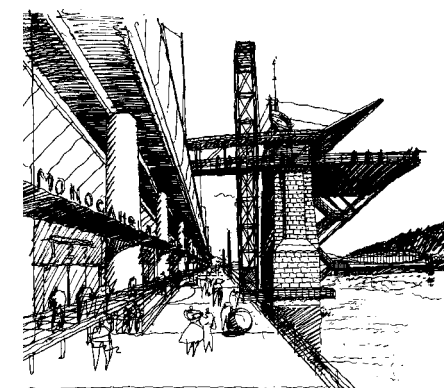
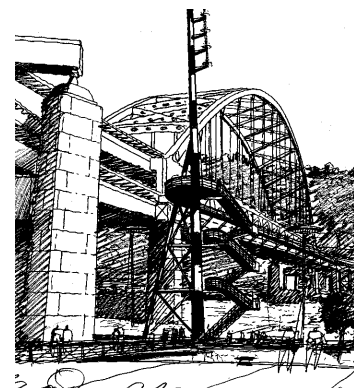
Bridges

PEDESTRIAN BRIDGES: Pedestrian routes across bridges should be a minimum of 8' wide to accommodate bicycles and pedestrians safely. On bridges with high speed traffic (above 25 mph) pedestrians should be protected with crash rails. On slower bridges a simple curb is preferable. Pedestrian lighting should be designed to preserve views to the rivers without glare.



Verticle Bridge

VERTICAL ACCESS: Vertical connections to bridges should be designed to provide additional viewing areas over the rivers. Stairs may be used for direct connections in addition to universally accessible ramps. Elevators may be provided where river programs, such as the River Center, can provide security and maintenance.





PUBLIC
Furnishings

Direction



SIGNAGE: Easy to understand signage will help people, who are unfamiliar with the area, to find their way around. The 10-minute walk signage in the downtown cultural district is a good local example of pedestrian-oriented directions.



BENCHES & TRASH CANS: These basic public space amenities need to be designed for contemporary use and able to deter vandalism and vagrants; and take advantage of recycling opportunities in both construction and trash collection.

Basic Amenities



BIKE, CANOE, & KAYAK RACKS: For recreational users who wish to explore beyond the rivers and trails, a well-designed rack system is necessary to provide safe and secure way to lock up bikes, canoes and kayaks.

Recreational Activity
Support



SHELTERS, WASHROOMS, KIOSKS, & DRINKING FOUNTAINS: Structural amenities—including shelter, washrooms, kiosks, and drinking fountains—are key elements for users who are spending significant time on the water or the trails and do not want to venture far for an area to eat, use washroom facilities, and find snacks and water.

Special Facilities



“Ol’ Man River
He just keeps rollin’ along.”
Show Boat (1927)

72



COLLABORATION
with other entities

Collaborate with Other Entities for
Coordinated Development of Three Rivers Park

The holistic nature of the Vision Plan—which positions Three Rivers Park as the center of a regional network—must by definition be achieved through the collective efforts of property owners, public agencies, environmental regulators, community development organizations, and recreational groups, with support from both public and private sources.

The Riverlife planning process has helped to foster numerous working relationships among governmental agencies, not-for-profit organizations, and private landowners with vested interests in riverfront development. Some of these projects have been completed, some are under construction, and others are in schematic or conceptual development. While one entity may take the lead in a specific project, it is clearly evident that there are key roles for other stakeholders with regard to financing, marketing, or design development.

Riverlife’s Objectives

- 1. Continuing to collaborate with the key stakeholders on all Three Rivers Park projects.
- 2. Coordinating with stakeholders to holistically address regional planning concerns including water quality, environmental biodiversity, mass transportation with water transit, commercial and industrial development, job creation, and residential development.

The Resources and Projects Matrix on the previous page cross-references a range of Three Rivers Park-related projects—actual and proposed—with the entities that have or will have primary roles in the development of each project.

The next several pages include a directory of key stakeholders with brief descriptions and contact information for each entity. This by no means represents a comprehensive listing of the extensive organizational resources in Pittsburgh but is a fair representative listing of the key stakeholders involved in the projects promoted and proposed vision of Three Rivers Park.

LAND OWNERS/DEVELOPERS

The Buncher Company



<http://www.buncher.com/>
The Buncher Company
1500 Forward Avenue
Pittsburgh, PA 15217-0930
412-422-9900 phone
412-422-1298 fax

Carnegie Science Center



<http://www.carnegiesciencecenter.org/expansion/competition.htm>
Carnegie Science Center
One Allegheny Avenue
Pittsburgh, PA 15212-3400
412-237-3400 phone

Forest City Enterprises, Inc.
Station Square



<http://www.fceinc.com/comm2.asp?ID=211>
<http://www.stationsquare.com/develop.htm>
Station Square
The Landmarks Building
One Station Square Drive
Pittsburgh, PA 15219
412-261-2811 phone
412-261-2825 fax

H.J. Heinz Company



<http://www.heinz.com/jsp/index.jsp>
H.J. Heinz Company
World Headquarters
600 Grant Street, USX Tower, 60th Floor
Pittsburgh, PA 15219-2857
412-456-5700 phone

J. Edward Connelly Associates



<http://www.jeca.com/index.html>
J. Edward Connelly Associates
2180 Noblestown Road
Pittsburgh, PA 12505
412-920-4056 phone

Pittsburgh Pirates



http://pirates.mlb.com/NASApp/mlb/pit/homepage/pit_homepage.jsp
Pittsburgh Pirates
115 Federal Street
Pittsburgh, PA 15212
412-321-2827 phone

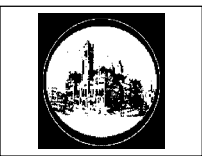
Pittsburgh Steelers



<http://www.pittsburghsteelers.com/>
Pittsburgh Steelers
3400 South Water Street
Pittsburgh, PA 12503-2349
412-432-7800 phone
412-432-7878 fax

GOVERNMENT/QUASI-GOVERNMENTAL AGENCIES

Allegheny County Office of the County Chief Executive



<http://www.county.allegheny.pa.us/welcome/index.asp>
Allegheny County Office of the County Chief Executive
101 County Courthouse
436 Grant Street
Pittsburgh, PA 15219
412-350-6500 phone
412-350-4360 fax

Mayor’s Office - City of Pittsburgh



<http://www.city.pittsburgh.pa.us/mayor/index.html>
Mayor’s Office – City of Pittsburgh
414 Grant Street
Pittsburgh, PA 15219
412-255-2626 phone
412-268-2829 fax

Mayor Tom Murphy introduced the Riverlife Task Force initiative at a press conference in June 1999, when he introduced the co-chairmen, Paul O'Neill and John Craig to the public. They explained what they believed to be the challenges and opportunities presented to the community as a result of the construction of new sports facilities, a new convention center, and other investments underway.

Department of City Planning – City of Pittsburgh



<http://www.city.pittsburgh.pa.us/cp/index.html>
Department of City Planning – City of Pittsburgh
200 Ross Street, 4th Floor
Pittsburgh, PA 15219
412-255-2200 phone
412-255-6519 fax

The Department of City Planning sets the framework for the City’s development through policy and development review by the Planning Commission and through administration of the zoning ordinance. The department pursues community development by facilitating community planning processes, supporting community based and technical assistance organizations and programs, and administering the Community Development Block Grant (CDBG) funds.

City of Pittsburgh River Rescue

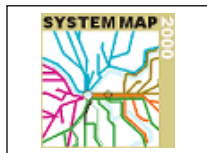


http://www.city.pittsburgh.pa.us/ems/html/river_rescue_unit.html
Emergency Medical Services
700 Filbert Street
Pittsburgh, PA 15232
412-622-6931 phone



GOVERNMENT and quasi-governmental agencies

Port Authority of Allegheny County



<http://www.portauthority.org/>

Port Authority of Allegheny County (PAT)
345 Sixth Avenue, 3rd Floor
Pittsburgh, PA 15222-2527
412-422-2000 phone

The **Port Authority of Allegheny County (PAT)** operates the public transportation system for the greater Pittsburgh region.

Port of Pittsburgh Commission



<http://www.port.pittsburgh.pa.us/>

Port of Pittsburgh Commission
425 Sixth Avenue, Suite 2990
Pittsburgh, PA 15219
412-201-7330 phone
412-201-7337 fax

The Pittsburgh Port District encompasses a ten county area including Allegheny, Armstrong, Beaver, Butler, Fayette, Greene, Lawrence, Washington, and Westmoreland Counties, essentially all 200 miles of commercially navigable waterways in southwestern Pennsylvania. The **Port of Pittsburgh** supports over 200 river terminals and barge industry service suppliers, including privately owned public river terminals. The Commission acts as a one-stop shopping link for shippers seeking information on the river system. The Port complex is served by Conrail, CSX, and Norfolk Southern railroads, and four interstate highways.

Pennsylvania Department Of Transportation



<http://www.dot.state.pa.us/>

PennDOT District 11
45 Thorns Run Road
Bridgeville, PA 15017
412-429-5000 phone

PennDOT Engineering District 11 covers Allegheny, Beaver and Lawrence Counties. District 11 also maintains the Fort Pitt, Liberty and Squirrel Hill Tunnels located within Allegheny County.

Pennsylvania Department of Conservation and Natural Resources



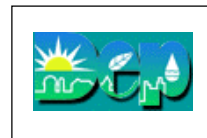
<http://www.dcnr.state.pa.us/index.html>

DCNR – Southwest Region Office
1405 State Office Building
300 Liberty Avenue
Pittsburgh, PA 15222
412-880-0486 phone
412-565-2635 fax

DCNR's primary mission is to maintain, improve and preserve state parks; to manage state forest lands to assure their long-term health, sustainability and economic use; to provide information on Pennsylvania's ecological and geologic resources; and to administer grant and technical assistance programs that will benefit rivers conservation, trails and greenways, local recreation, regional heritage conservation and environmental education programs across Pennsylvania.

ADVANCING THE VISION: The Challenges Ahead

Pennsylvania Department of Environmental Protection



<http://www.dep.state.pa.us>

DEP – Southwest Regional Office
400 Waterfront Drive
Pittsburgh, PA 15222-4745
412-442-4000 phone
412-442-4194 fax

DEP's mission is to protect Pennsylvania's air, land and water from pollution and to provide for the health and safety of its citizens through a cleaner environment. We will work as partners with individuals, organizations, governments and businesses to prevent pollution and restore our natural resources.

Pennsylvania Fish & Boat Commission

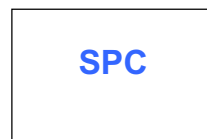


<http://www.fish.state.pa.us/>

PFBC - Southwest Region
236 Lake Road
Somerset, PA 15501
814-433-9841 phone
814-445-3497 fax

The **Pennsylvania Fish and Boat Commission** is an independent administrative commission. It consists of ten competent citizens of the Commonwealth who are appointed by the Governor by and with the advice of two-thirds of the Pennsylvania Senate. Commissioners serve for terms of eight years and continue in office until their successors are appointed.

Southwestern Pennsylvania Commission



<http://www.spcregion.org>

Southwestern Pennsylvania Commission
425 Sixth Avenue, Suite 2500
Pittsburgh, PA 15219-1819
412-391-5590 phone
412-391-9160 fax

The **SPC** is the cooperative forum for regional collaboration, planning, and public decision-making. As a regional public agency, the Commission develops plans and programs for public investments; satisfies federal and state requirements for transportation, economic development, and local government assistance programs; and operates with public involvement and trust.

Sports and Exhibition Authority



http://www.pgh-sea.com/The_Authority/the_authority.html

Sports and Exhibition Authority
Regional Enterprise Tower
425 Sixth Avenue, Suite 2750
Pittsburgh, PA 15219
412-393-0200 phone

As a joint authority for the City of Pittsburgh and Allegheny County, the **Sports and Exhibition Authority's** mission is to provide venues for sporting, entertainment, educational, cultural, civic, and social events for the benefit of the general public. The SEA currently owns and operates the Civic Arena, leases the Benedum Center to the Pittsburgh Cultural Trust, and manages the David L. Lawrence Convention Center. The SEA, in cooperation with the City, County and State, is responsible for the implementation of the Regional Destination Financing Plan for the construction of PNC Park, Heinz Field and the expansion of the Convention Center.

U.S. Army Corp of Engineers - Pittsburgh District



<http://www.lrp.usace.army.mil/>

U.S. Army Corp of Engineers - Pittsburgh District
2032 William S. Moorhead Federal Building
1000 Liberty Avenue
Pittsburgh, PA 15222-4186
412-395-7500 phone
412-644-2811 fax

The **Pittsburgh District** maintains and operates 23 locks and dams and 16 reservoir projects and oversees 42 local flood protection projects in western Pennsylvania, eastern Ohio, southwestern New York, northern West Virginia and western Maryland. With over 100 years of experience, Pittsburgh District has developed a number of areas of expertise in the fields of inland navigation and flood control as well as environmental protection and restoration, construction management, recreation, watershed management, water supply, water quality, acid mine drainage remediation and natural disaster response.

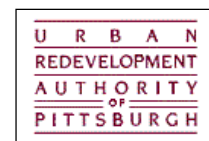
U.S. Coast Guard Marine Safety Office



<http://www.uscg.mil/hq/g-m/gmhome.htm>

U.S. Coast Guard Marine Safety Office
Suite 1150, Kossman Building
100 Forbes Avenue
Pittsburgh, PA 15222-1371
412-644-5808 phone
412-644-3479 fax

Urban Redevelopment Authority



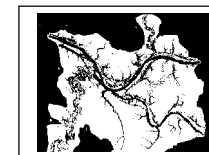
<http://www.ura.org/>

Urban Redevelopment Authority (URA)
200 Ross Street
Pittsburgh, PA 15219-2016
412-265-600 phone

The **Urban Redevelopment Authority of Pittsburgh** helps generate, stimulate and manage growth and development in the City of Pittsburgh. Created in 1946 to fight blight through urban renewal, the Authority now carries out the City's major development projects, programs and activities.

ENVIRONMENTAL/OPEN SPACE ORGANIZATIONS

3 Rivers 2nd Nature



<http://3r2n.cfa.cmu.edu/research/history/>

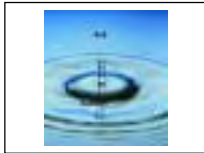
Studio for Creative Inquiry
Carnegie Mellon University
Pittsburgh, PA 15213-3890
412-268-3454 phone
412-268-2829 fax

3 Rivers 2nd Nature consists of an interdisciplinary team of artists, engineers, landscape architects, policy experts, and scientists, collaborating on a study of the *green* and *blue infrastructure* which attends the region's river systems. These infrastructures are the landscapes, waters, soils, microbes, plants, and other natural features of our environment that provide benefit to human communities through biological and physical processes.



ENVIRONMENTAL
and open space
organizations

3 Rivers Wet Weather Demonstration Project

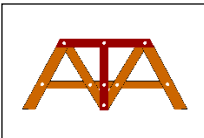


<http://3r2n.cfa.cmu.edu/links/3RWW/index.html>

Studio for Creative Inquiry
Carnegie Mellon University
Pittsburgh, PA 15213-3890
412-268-3454 phone
412-268-2829 fax

3 Rivers Wet Weather was established in 1998 to provide municipalities located in Allegheny County, Pennsylvania, the technical means, institutional structures and financial mechanisms needed to control existing sanitary sewer overloading and overflow problems. The 3RWWDP is an 8-10 year, \$120 million program, funded by Federal, State and local resources, and in-kind services from the partnership of the Allegheny County Sanitary Authority (ALCOSAN) and the Allegheny County Health Department.

The Allegheny Trail Alliance



<http://www.atatrail.org/ata-home.htm>

The Allegheny Trail Alliance
419 College Avenue
Greensburg, PA 15601
724-853-2453 phone
888-282-2453

The **Allegheny Trail Alliance** is a group of rails to trails organizations building the Great Allegheny Passage, a 152-mile bicycle and walking trail connecting Cumberland, MD with Pittsburgh, PA, with a 52-mile branch to the Pittsburgh International Airport. At Cumberland we link to the C & O Canal Towpath, creating a continuous ride to Washington, DC.

Friends of the Riverfront



<http://www.friendsoftheriverfront.org/client/index.html>

Friends of the Riverfront
P.O. Box 42434
Pittsburgh, PA 15203
412-488-0212 phone
520-563-6519 fax

Friends of the Riverfront is a member-based organization dedicated to improved public access and appreciated of Pittsburgh riverfront and the continued expansion of the Three Rivers Heritage Trail. We work to create trails, parks and continuous access along our three rivers, and partner with communities and citizens from all over the region to make our resources recognized around the world.

Green Building Alliance



<http://www.gbapgh.org/index2.html>

Green Building Alliance
64 South 14th Street, Suite
Pittsburgh, PA 15203
412-431-0709 phone
412-431-1432 fax

Green Building Alliance (GBA) is a non-profit organization that works to improve the economic, social and environmental performance of the Pittsburgh region through the integration of green building practices into regional development projects.

Pennsylvania Environmental Council

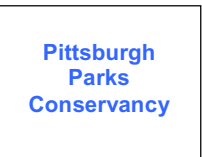


<http://www.greenworks.tv/pec/>

Western Office of the Pennsylvania Environmental Council
64 South 14th Street
Pittsburgh, PA 15203
412-481-9400 phone
412-481-9401 fax

The **Pennsylvania Environmental Council** is a statewide, non-profit, education and advocacy organization devoted to promoting the protection of watersheds, the sustainable uses of land, and the implementation of environmental innovations. Since it's founding in 1970, the Council has worked toward sensible and sustainable answers to the Commonwealth's difficult environmental issues.

Pittsburgh Parks Conservancy



<http://www.pittsburghparks.org/>

Pittsburgh Parks Conservancy
242 McKee Place
Pittsburgh, PA 15213
412-682-7275 phone
412-622-0160 fax

The **Pittsburgh Park Conservancy**, in partnership with the City of Pittsburgh, restore, revitalize and preserve the four great parks of Pittsburgh -Frick, Highland, Riverview and Schenley-by: taking an advocacy role as the not-for-profit connecting link among government, stakeholders and interested citizens; harnessing and coordinating the potential energy of civic organizations with parks-related agendas; enlisting a broad membership base to increase public awareness of parks maintenance and management issues as well as historic, environmental and economic concerns, and to encourage public participation in parks decision making; and becoming self-sustaining through fundraising.

Sustainable Pittsburgh



<http://www.sustainablepittsburgh.org/>

Sustainable Pittsburgh
Regional Enterprise Tower
425 Sixth Street, Suite 1335
Pittsburgh, PA 15219
412-258-6642 phone
412-258-6645 fax

Sustainable Pittsburgh, a non-partisan civic forum, advocates the integration of economic growth, environmental health and social equity as the foundation for a high quality-of-life and long-term prosperity for southwestern Pennsylvania.

Western Pennsylvania Field Institute



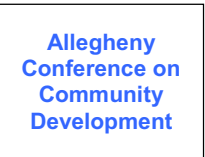
<http://www.wpfi.org/>

Western Pennsylvania Field Institute (WPFI)
304 Forbes Avenue, 2nd Floor
Pittsburgh, PA 15222
412-255-0564 phone

The **Western Pennsylvania Field Institute**, by increasing participation in outdoor recreational activity, seeks to create a sense of community among participants and a better understanding of and a deeper appreciation for the environment and wilderness among the residents of and visitors to Western Pennsylvania.

NON-PROFIT COMMUNITY DEVELOPMENT ORGANIZATIONS

Allegheny Conference on Community Development



<http://www.accdpel.org/>

Allegheny Conference of Community Development
425 Sixth Avenue, Suite 1000
Pittsburgh, PA 15219
412-281-1890 phone
412-281-1896 fax

The **Allegheny Conference on Community Development** is a private, nonprofit, non-partisan organization that convenes corporate, government and community leaders to frame, discuss and implement civic initiatives to improve the Pittsburgh region.

American Institute of Architects – Pittsburgh



<http://www.aiapgh.org/>

AIA Pittsburgh Chapter
211 Ninth Street
Pittsburgh, PA 15222
412-471-9548 phone
412-471-9501 fax

The objective of **AIA Pittsburgh**, a Chapter of the American Institute of Architects is to improve, for society, the quality of the built environment by further raising the standards of architectural education, training and practice; fostering design excellence; and promoting the value of architectural services to the public.

DINAMO



<http://www.dinamo-waterways.org/>

DINAMO
425 Sixth Avenue, Suite 700
Pittsburgh, PA 15017
412-392-4550 phone

Recognizing the importance of a modern, efficient navigation system to the economy of the Ohio Valley, in 1981 the Governors of Ohio, Pennsylvania, West Virginia, and Kentucky, mobilized by the private sector, launched **DINAMO**, the Association for the Development of Inland Navigation in America's Ohio Valley. These state governments, joined by Indiana, continue to participate in the governance and affairs of the organization.

The Hill Community Development Corporation



<http://www.pitt.edu/~hilldc/>

The Hill CDC
2015-17 Centre Avenue
Pittsburgh, PA 15219
412-765-1320 phone

NOT-FOR-PROFIT and community development organizations

Lawrenceville Development Corporation

Lawrenceville
Development
Corporation

Lawrenceville Development Corporation
3400 Butler Street, Suite B
Pittsburgh, PA 15101
412-681-6200 phone
412-621-7606 fax

Mt. Washington CDC

Mt. Washington
CDC

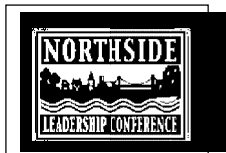
Mt. Washington CDC
307 Shiloh Street
Pittsburgh, PA 15211
412-481-3220 phone

Neighbors in the Strip

Neighbors in
The Strip

Neighbors in the Strip
1212 Smallman St., Mezzanine Office
Pittsburgh, PA 15222
412-201-4774 phone

Northside Leadership Conference



<http://www.nslconf.org/>

415 East Ohio Street, Suite 300
Pittsburgh, PA 15212
412-231-4714 phone
412-231-5306 fax

Pittsburgh Cultural Trust



<http://www.pgharts.org/flash.cfm>

803 Liberty Avenue
Pittsburgh, PA 15222
412-471-6070 phone

Pittsburgh Downtown Partnership



<http://www.downtownpittsburgh.com/>

Pittsburgh Downtown Partnership
925 Liberty Avenue, 1st Floor
Pittsburgh, PA 15222
412-566-4100 phone

Pittsburgh History & Landmarks Foundation



<http://www.phlf.org/global.html>

One Station Square, Suite 450
Pittsburgh, PA 15219-1134
412-471-5808 phone
412-471-1631 fax

Pittsburgh History & Landmarks was founded in 1964. After more than three decades of work in Allegheny County, the grassroots, nonprofit historic preservation organization has shown that architectural landmarks and historic neighborhoods are community assets and that historic preservation can be a catalyst for urban renewal.

South Side Local Development Company

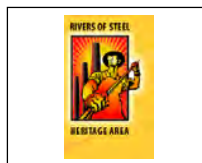


<http://www.southsidepgh.com/>

50 South 14th Street
Pittsburgh, PA 15203
412-481-0651 phone
412-481-2624 fax

The **South Side Local Development Company** is a community based non-profit corporation whose purpose is to promote the economic revitalization and historic preservation of Pittsburgh's South Side. The SSLDC initiates or facilitates responsible business, residential, recreational, industrial, and workforce development in the community.

Steel Industry Heritage Corporation - Rivers of Steel



<http://www.riversofsteel.com/riversofsteel.asp>

Steel Industry Heritage Corporation
338 Ninth Street, 1st Floor
Homestead, PA 15120
412-464-4020 phone

The nonprofit **Steel Industry Heritage Corporation (SIHC)** created **Rivers of Steel**, a multifaceted program that conserves and manages the historic, cultural, natural and recreational resources of steel and related industries in southwestern Pennsylvania, and preserves the region's rich legacy for future generations. The Heritage Area covers seven Southwestern Pennsylvania counties located along the Allegheny, Monongahela and Ohio Rivers, and their tributaries.

Society for the Preservation of the Duquesne Heights Incline



<http://trfn.clpgh.org/incline/society.htm>

The Duquesne Incline
1220 Grandview Avenue
Pittsburgh, PA 15211
412-381-1665 phone

RECREATIONAL ORGANIZATIONS

Gateway Clipper Fleet



<http://www.gatewayclipper.com/>

Gateway Clipper Fleet
Station Square West
Pittsburgh, PA
412-355-7980 phone

What started as one boat sailing Pittsburgh's three rivers offering sightseeing tours, has turned into a diversified operation offering dozens of different types of cruises. Now, over 80 full time employees plus 300 seasonal staff work to arrange brunch, lunch, dinner, dance, specialty entertainment, one-day vacations, private charters, stadium shuttles plus a variety of other cruises, including, of course, sightseeing cruises.

National Safe Boating Council



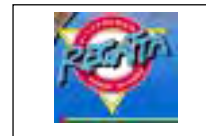
<http://www.safeboatingcouncil.org/>

National Safe Boating Council
Pittsburgh, PA 15232

412- phone

The mission of the **NSBC** is to reduce accidents and enhance the boating experience. The NSBC presently has a membership of over 290 U.S. and Canadian organizations, all with an interest in boating safety and education. The NSBC membership is diverse, with approximately 65% of the membership being nonprofit organizations and 35% being for-profit organizations.

Pittsburgh Three Rivers Regatta



<http://www.pghregatta.com/>

Regatta Management Corporation
900 Parish St. 4th Floor
Pittsburgh, PA 15220
412-875-2153 phone
412-928-8833 fax

The internationally-acclaimed **Pittsburgh Three Rivers Regatta** is one of the premier community festivals in the world. Over 1.5 million people annually attend this grand summer celebration of Pittsburgh's three rivers. Dedicated to enhancing the quality of life for the community and the region, the Regatta stands as an entertainment cornerstone.

Three Rivers Arts Festival



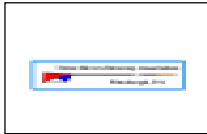
<http://www.artsfestival.net/>

Three Rivers Arts Festival
707 Penn Avenue
Pittsburgh, PA 15222
412-281-8723 phone



ACKNOWLEDGMENTS

Three Rivers Rowing Association



<http://www.threeriversrowing.org/>

300 Waterfront Drive
Pittsburgh, PA 15203
412-231-8872 phone

Three Rivers Rowing Association was founded in 1984 with a goal of providing a broad-based opportunity for rowing in the Pittsburgh area. Toward that end, the club has sponsored community programs. The Three Rivers Rowing Center, a 15,000 square-foot boathouse, serves as home for many activities. This year-round facility is equipped with exercise equipment (ergometers, weights), lockers, showers and work-out/meeting space. Its eight large storage bays can store up to 80 eight-oared shells and numerous smaller craft in over 15,000 square feet of boat storage spaces.

Steel City Rowing Club



<http://www.steelcityrowing.org>

Steel City Rowing Club
157 James Street
Verona, PA 15147
412-828-5565 phone

The mission of **Steel City Rowing Club (SCRC)**, a non-profit organization, is to foster the spirit of competitive rowing and to support the individual rower in reaching his or her maximum potential by encouraging teamwork, dedication and belief in oneself.

The Riverlife Task Force would like to thank the hundreds of members of the community who have devoted their time and effort to working with us in developing the Vision Plan for Pittsburgh's Riverfronts. Many of your ideas have been incorporated into this plan and will enhance the City for generations to come.

With special thanks to:

Richard Armstrong, Carnegie Museum of Art; Tom Armstrong, City of Pittsburgh Planning Commission; Duane Ashley, Department of Parks & Recreation; Dayton Baker, National Aviary; Scott Baker, Klett Rooney; Seddon Bennington, Carnegie Science Center; Al Biehler, Frederick R. Harris; Fred Bonci, LaQuatra Bonci Associates, Tim Bond, Morse Diesel International; Ed Brandt, Northside Leadership Conference; Susan Brandt, Mount Washington Community Development Corporation; James Broadhurst, Eat n Park; Ellen Brooks, The Andy Warhol Museum; Captain George Boyle, Voters Are Boaters; Sue Buradagunta, Sustainable Pittsburgh; Don Carter, Urban Design Associates; Meg Cheever, Pittsburgh Parks Conservancy; Joseph Chnupa, Pennsylvania Department of Environmental Protection; Tim Collins, Three Rivers 2nd Nature; Alex Cooper, Cooper Robertson; Bob Cranmer, L. Robert Kimball & Associates ; Craig Davis, Greater Pittsburgh Convention & Visitors Bureau; The Honorable Bill DeWeese, Stae Representative, Pennsylvania; Lu Donnelly, Buildings of Western Pennsylvania; Craig Dunham, Pittsburgh Pirates; Heidi Edwards, Pittsburgh Steelers; Stephanie Flom, Studio for Creative Inquiry; Robert Gamble, Pennsylvania Department of Environmental Protection; Bob Gleeson, Duquesne University; Norm Goldberg, Agnew Moyer Smith; Nichole Goldsmith, Sustainable Pittsburgh; Henry Hanson, Hanson Design Group; The Honorable Jay Costa, State Senator, Pennsylvania; John Denny, Elsie Hillman's Office; The Honorable Bill DeWeese, State Representative, Pennsylvania; Hanna Erlich, City of Pittsburgh; Nancy Fales, Garden Club of Allegheny County; The Honorable James Ferlo, Councilman, City of Pittsburgh; Harry Finnigan, Pittsburgh Downtown Partnership; Laura Fisher, Allegheny Conference on Community Development; Rebecca Flora, Green Building Alliance; Richard Florida, Carnegie Mellon University; Mike Gable, Department of Public Works; Robert Gamble, Pennsylvania Department of Environmental Protection; Mariann Geyer, Governor's Representative for Southwestern Pennsylvania; Ann Gerace, Conservation Consultants Inc.; Lee Ann Gerkin, Allegheny Conference on Community Development;

Brent Glass, Pennsylvania Historical & Museum Commission; Court Gould, Sustainable Pittsburgh; Steve Greenberg, Pittsburgh Pirates; Joe Jackovic, The Buncher Company; Ray Hack, PennDOT; Ralph Horgan, Pittsburgh Parking Authority; Commander Steve Hudson, U.S. Coast Guard; Tom Kennedy, Sports & Exhibition Authority; Mark Knouse, Pittsburgh Regional Allaince; Bob Kobet, Hanson Design Group; Chuck Kolling, Klett Rooney; Lonnie Krogstad, Army Corps of Engineers; Craig Kwiezinski, Office of the Mayor; Michael Leigh, American Society for Landscape Architects; Cliff Levine, City of Pittsburgh Planning Commission; Barry Long, Urban Design Associates; David Lewis, Carnegie Mellon University; Patricia Lowry, Pittsburgh Post-Gazette; Anne Marie Lubenau, Community Design Center of Pittsburgh; Bob Lurcott, AICP; John Martine, Kuteri Architectural Group, Inc.; Joe McGrath, Greater Pittsburgh Convention & Visitors Bureau; Andrew McElwaine, Pennsylvania Environmental Council; Kevin McMann, The Pittsburgh Cultural Trust; Christine Mondor, Hansen Associates; Bill Mullin, GWSM, Inc.; Secretary Brad Mallory, Pennsylvania Department of Transportation; Andy Masich, historical Society of Western Pennsylvania; James McCarville, Port of Pittsburgh; Bob McCaughn, Pittsburgh River Rescue; Peg McCormick Barron; Harold Miller, Allegheny Conference on Community Development; Martin Millspaugh, Enterprise Development Company; The Honorable Tim Murphy, State Senator, Pennsylvania; Alice Murray, Alice Murray Company; Tracy Meyers, Heinz Architectural Center; Sharon Necciai, Chatham College Department of Landscape; Beth Newman, Sustainable Pittsburgh; Henry Nutbrown, Port Authority of Allegheny County; Secretary John Oliver, Department of Conservation & Natural Resources; Bob Oltmanns, Skutski & Oltmanns; Dean Orr, Port Operations Safety Council; Prentiss Orr, Grater Pittsburgh Chamber of Commerce; Paul Ostergard, Urban Design Associates; Beth O'Toole, Pittsburgh Voyager; The Honorable John Pippy, State Representative, Pennsylvania; Rob Pfaffman, Pfaffman & Associates; Sam Prasad, PennDOT; Brian Ratner, Forest City Enterprise; Nicholas Retsinas, Harvard

Joint Center for Housing Studies; Dave Rickerson, Heinz North America; Brooks Robinson, Regional Industrial Development Corporation; Becky Rogers, Neighbors in the Strip; Dan Rooney, Pittsburgh Steelers; Joe Rosa, Heinz Hall of Architecture; Paul Rosenblatt, Damianos & Anthony; Marilyn Russell, Carnegie Museum of Art; Jim Schmidt, Anchors Aweigh; Christina Schmidlapp, Garden Club of Allegheny County; Mark Schneider, The Rubinoff Company; Jack Scholl, Environmental Planning & Design; David Schwarz, David M. Schwarz Architectural Services; A.J. Schwartz, Environmental Planning & Design; Michael Swartz, David M. Schwarz Architectural Services; Dan Sentz, Department of City Planning; David Shapira, Pittsburgh Regional Alliance; John Sharrar, Department of Conservation & Natural Resources; Graham Shearing, The Tribune Review; Ed Shriver, Kuteri Architectural Group, Inc.; Kevin Silson, Oxford Development; Paul Skoutelas, Port Authority of Allegheny County; Ted Smyth, H.J. Heinz Company; Tom Sokolowski, The Andy Warhol Museum; John Stephen, Friends of the Riverfront; Bob Stevenson, Strategic Investment Fund; Andrew Talento, Tririver Marine Trade Association; Erica Todd, Pashek Associates; Dennis Tubbs, Pennsylvania Fish & Game Association; Bob Venturi, Venturi, Scott Brown and Associates; Rafael Vinoly, Rafeal Vinoly Architcts PC; John Walliser, Pennsylvania Environmental Council.; Bernie Watson, AMEC ; Jane Werner, Pittsburgh; Childrens Museum; Ron Wertz, The Hillman Foundation; Cameil Williams, Allegheny County; Donna Williams, Pennsylvania Historical & Museum Commission; Bob Wilson, PACT Steam Company; Fred Winkler, Architect; Dave Wohlwill, Port Auhtority of Allegheny County; Rex Woodward, Waterways Association; Bob Yaro, New York Regional Plan Association; Stephanie Zamorski and Arthur Ziegler, Pittsburgh History & Landmarks Foundation



ADVANCING THE VISION: The Challenges Ahead

The planning efforts would not have been possible without the generous assistance and expertise of:

ACKNOWLEDGMENTS

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PHOTOGRAPHIC CREDITS

Images were generously provided by the following individuals and organizations:

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John Beale, Pittsburgh Post-Gazette
Franka Bruns, Pittsburgh Post-Gazette
Dale Goldberg, Ace Aerial Photography
Joel Levinson
Miriam Meislik, University of Pittsburgh Archives
Jim Schmitt, Anchors Aweigh
Dennis Tubbs
Thomas Twiss, Hillman Library
Tom Vilushis, Cadnetics
Frank Watters, Photo Antiquities
Carnegie Museum of Art