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Lower Greenmont Revitalization *Featuring Deckers Creek*

Anna Marie Withrow

Thesis submitted to the Davis College of Agriculture, Natural Resources and Design
at West Virginia University
in partial fulfillment of the requirements for the degree of

Master
of Landscape Architecture

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Human Dimensions of Natural Resource Management

Morgantown, West Virginia

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Recreational Design, Community Planning
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ABSTRACT

Lower Greenmont Revitalization *Featuring Deckers Creek*

Anna Marie Withrow

The Deckers Creek riparian corridor is a significant asset around which Morgantown, WV was developed. Historically, the corridor provided an important transportation route from the city to, connecting the area's industrial properties. The impacts of industrial development on the creek have caused it to be classified by the United States Environmental Protection Agency (EPA) as an impaired waterway. Restorative redeveloped along the riparian corridor and throughout the watershed will restore the value of this important natural resource and allow it to contribute to an improved improved local economy and quality of life. This project applies downstream focused redevelopment design strategies for neighborhood revitalization in a residential neighborhood in Morgantown.

This neighborhood revitalization plan will restore a new sense of neighborhood identity and pride in the Lower Greenmont Neighborhood. Pedestrian, stormwater, and site use improvements will be identified to enhance the neighborhood appearance, support the local economy, provide biophilia and recreation, and improve the outputs being sent downstream. The downstream design focus will restore a positive community perception of the adjacent creek and promote downstream thinking by appreciating the visual and recreational benefits that the waterway provides.

The plan is designed to be a neighborhood redevelopment guide that parallels the City of Morgantown's Comprehensive Plan, The Deckers Creek Watershed Based Plan, and the interests of the Greenmont Neighborhood Association. Adoption and prioritization of the suggested redevelopment projects by local champions and stakeholder groups may allow the document to serve as a guide for neighborhood redevelopment. The continued engagement of the local stakeholders that have participated in the project will allow local champions to push neighborhood revitalization projects forward.

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Figure - I.1

Introduction

This document summarizes a process of neighborhood analysis, community engagement, and design that was conducted during the spring of 2015 in the Lower Greenmont Neighborhood in Morgantown, WV. The neighborhood analysis highlights neighborhood assets, issues, and revitalization opportunities. Recognizing the underappreciated neighborhood waterway as a valuable neighborhood asset worth protecting, the revitalization plan focuses on restoring the natural quality of Lower Deckers Creek, so that it may serve as a central community feature from which the neighborhood may benefit.

The participatory design process outlines the process of connecting with various local stakeholder groups and individuals, the planning and execution of a structured community engagement event, and the synthesis of meeting results to create a collaborative community design. The resulting neighborhood revitalization plan addresses key neighborhood issues and identifies practical design solutions for community enhancement. The reinvisioned Deckers Creek waterfront will serve as a central feature, vibrant with recreational, commercial, and ecological activity. The design will promote waterway health by identifying the highest and best use of underutilized industrial infrastructure, restoring the natural waterway ecology, reducing stormwater runoff, and promoting walkability. The improvement of the neighborhoods pedestrian environment will promote local businesses, lessening the need for vehicular transportation. The focus of the project is to provide the community with accurate information and representations of the issues, with achievable short and long term goals for neighborhood revitalization.

Chapter 1 - Area Context

Figure 1.1 - Downtown Waterfront View

The Deckers Creek riparian corridor is a significant asset around which Morgantown, WV was developed. Historically, the corridor provided an important transportation route from the city to, connecting the area’s industrial properties. The impacts of industrial development on the creek have caused it to be classified by the United States Environmental Protection Agency (EPA) as an impaired waterway. Restorative redeveloped along the riparian corridor and throughout the watershed will restore the value of this important

natural resource and allow it to contribute to an improved improved local economy and quality of life. This project applies downstream focused redevelopment design strategies for neighborhood revitalization in a residential neighborhood in Morgantown.

This neighborhood revitalization plan will restore a new sense of neighborhood identity and pride in the Lower Greenmont Neighborhood. Pedestrian, stormwater, and site use improvements will be identified to enhance the neighborhood appearance, support the local economy, provide biophilia and recreation, and improve the outputs being sent downstream. The downstream design focus will restore a positive community perception of the adjacent creek and promote downstream thinking by appreciating the visual and recreational benefits that the waterway provides.

The plan is designed to be a neighborhood redevelopment guide that parallels the City of Morgantown’s Comprehensive Plan, The Deckers Creek Watershed Based Plan, and the interests of the Greenmont Neighborhood Association. Adoption and prioritization of the suggested redevelopment projects by local champions and stakeholder groups may allow the document to serve as a guide for neighborhood redevelopment. The continued engagement of the local stakeholders that have participated in the project will allow local champions to push neighborhood revitalization projects forward.

The core downtown area of Morgantown is bound on three sides by the Monongahela River and

Figure 1.2 - Beaumont Glass
Remnants of the industrial development at the former Beaumont Glass Factory

Figure 1.3 - Morgantown Area Context

Deckers Creek waterfronts, making the waterways key community features. Throughout the late 1800’s and most of the 1900’s, the banks of both waterways were lined with railroad infrastructure that serviced a limestone quarry, coal mines, a flat boat manufacturing facility, and numerous glass factories. This heavy industrial waterfront development has served as a barrier, limiting the ability of the local wildlife, population, and economy to utilize the valuable community asset. The impacts of development and activity upstream in the watersheds has degraded water body health and is contributing to negative perceptions of the waterways. The decline of local extraction and production industries over time has resulted in underutilized waterfront industrial properties.

These properties provide opportunities to preserve the area’s industrial heritage, feature the waterways as a recreational and visual asset, restore waterway ecology and offer more pedestrian accessible commercial facilities. Neighborhood redevelopment which takes advantage of these waterfront development opportunities may transform the waterfront into an ecologically and socially diverse community center. The mitigation of stormwater influx and pollutants from areas throughout the watersheds will improve site ecology and aesthetics, contributing to neighborhood revitalization.

Figure 1.4 - Commercial Development

Many communities throughout Appalachia were developed along the banks of rivers and streams in order to take advantage of the benefits that they provide. Many waterfront properties were developed and used for water access, hydroelectric power, and transportation. This has resulted in urban stream banks being lined with large, industrial waterfront buildings and equipment. Prior to the existence of the Clean Water Act in 1972, it was commonplace for populations to utilize waterways for the removal of chemical and debris pollution. There have since been immeasurable instances of accidental and illegal use of waterways for waste removal. This type of utilitarian waterfront development and activity has created a physical barrier between populations and nearby water bodies, and is likely contributing to degraded public perception of riparian areas. A 2010-2011 Brownfields Survey, conducted by Friends of Deckers Creek revealed that the community views Deckers Creek as scenic, yet polluted by past and present industrial practices as well as raw sewage.

The development of residential and commercial structures, parking areas, and roadways has created large areas of impervious surfaces that contribute to further stream degradation by causing large influxes of untreated runoff during rain events and preventing groundwater recharge from happening between rain events. This causes problems downstream such as erosion, flooding, and water contamination. Water is contaminated as runoff rinses petroleum, chemicals, pet waste, and debris from surfaces throughout the watershed. Combined sewer – overflow systems contaminate waterways with fecal chloroform during large rain events.

Convenient commercial centers that sprawl from the city have led to a need for more vehicular infrastructure and have created cultural norms which have negative impacts on the local economy, quality of life, and ecology. These commercial centers have drawn much of the local customer base from the walkable urban center into suburban areas. This has had a negative impact on the local

economy because suburban commercial centers typically generate revenue for large businesses that transfer profits out of the area. Vacant commercial spaces along Brockway Ave may also be attributed to suburban commercial developments. Over time, this has lead to a limited selection of local downtown businesses, making access to suburban commercial areas a necessity for urban residents. Although residents within the walkable urban center have pedestrian access to much of their needed amenities, individual vehicle ownership seems to be the only reasonable means for residents to access these commercial centers. Individual vehicle ownership in the urban environment creates the unnecessary financial burden of vehicle ownership and maintenance for residents. It also increases the space requirements for vehicle storage within the city, limiting opportunities for human and ecological activity. Furthermore, increased automobile transportation within the city has contributed to pollution hot spots along highly trafficked vehicular thoroughfares, and has created a need for wider roadways, increasing impervious surfaces.

The conversion of river and creek-side railways into recreational trails has allowed many of these waterfronts to be transformed into recreational zones. Vacant, abandoned, and underutilized trailside industrial properties litter the urban waterfront. Industrial waste remaining on these properties is contributing various types of chemical and mineral pollution. Furthermore, these derelict spaces have become inviting places for unwanted and illegal activities, often resulting in debris pollution. This causes trail users to feel unsafe in and avoid these locations. Redevelopment efforts in recent years at the Seneca Center and the Downtown Wharf have repurposed industrial properties for mixed use. The redeveloped commercial centers offer trail-side accesses that face the river, improving the access and safety of the recreational corridor. Further redevelopment which

focuses on the waterfront will continue to enhance and link more areas to the trail network.

Figure 1.5- Brockway Stormwater
This photo was taken on Brockway Avenue during a rain event. Storm drain B6 is shown to be full and overflowing into the next catchment area.

Figure 1.6 - Waterfront Trail
Redevelopment efforts in the Wharf District have repurposed the industrial waterfront for mixed commercial and recreational use.

Project Area: Lower Greenmont

This neighborhood revitalization design project for the Lower Greenmont Neighborhood in Morgantown will focus on the improvement of downstream waterways through community enhancement proposals. The reinvisioned Deckers Creek waterfront will serve as a central feature, vibrant with recreational, commercial, and ecological activity. The design will promote

Figure 1.7 - Sacred Structure of Lower Greenmont. The neighborhood may be viewed as a single district, with the Walnut Street Bridge connecting to the core downtown district and Brockway Avenue corridor continuing into the suburban commercial district. Deckers Creek serves as an edge.

waterway health by identifying the highest and best use of underutilized industrial infrastructure, restoring the natural waterway ecology, reducing stormwater runoff, and promoting walkability. The improvement of the neighborhoods pedestrian environment will promote local businesses, lessening the need for vehicular transportation.

The Greenmont Neighborhood, in Morgantown, WV can be found on WV State Route 7, between Sabraton and Downtown Morgantown. The project area, located in Morgantown's Second Ward, is bound by Deckers Creek, Brockway Avenue and the void beneath the Walnut Street Bridge. The highly walkable neighborhood is conveniently located across Deckers Creek from Downtown Morgantown. There is convenient vehicular and pedestrian access across the creek from Brockway Avenue. Much of Greenmont is located on a flat Plateau, extending south from Brockway Avenue. The Lower Greenmont neighborhood, lies on a steep slope from Brockway Avenue down to the creek. The neighborhood slope and orientation make it highly visible for pedestrians crossing the Walnut Street Bridge to and from downtown. Neighborhood design will provide optimal walkability for neighborhood residents and guests.

The Lower Greenmont Neighborhood is an opportune location for neighborhood revitalization because of neighborhood liabilities and potential. Derelict and underutilized properties deter neighborhood aesthetics and safety. The adaptive reuse of these spaces which utilizes the visual and recreational benefits of the adjacent creek will transform the blighted waterfront into a trail destination and neighborhood hub that supports human and ecological community development. This project identifies the new pedestrian bridge as a catalyst for neighborhood enhancement. The Kerns Crossing Pedestrian Bridge will provide outdoor recreation and commuting opportunities by linking the neighborhood to the rail-trail network. The architectural character and layout of the historic community will contribute to the neighborhoods attractiveness to trail users and potential residents.

Neighborhood History

The Greenmont neighborhood was recognized in 2005 as a Registered Historic District by the National Registry of Historic Places. The land that comprises current-day Greenmont was part of a 600 acre farm that was purchased in 1772 by Michael Kerns. Much of the neighborhood remained undeveloped until the late 1800's (Gioulis, 156). The neighborhood was developed throughout the early 1900's and served as a primarily ethnic and working-class neighborhood. During early development, many residents did not have the luxury of personal vehicles. Neighborhood location offered pedestrian access to Downtown, Sabraton, and Marilla, where many residents worked at glass factories, coal mines, and a tin plate mill (Gioulis, 160). "In the late 1920's and early 1930's, Greenmont had at least 11 grocery stores, meat markets, bakeries, and confectioneries", as well as several "auto repair shops, barber shops, restaurants, and pool halls", with several additional grocery stores located just outside the neighborhood border (Gioulis, 2). Thoney Pietro, an Italian mason and local legend, resided in Greenmont. His company, Pietro Paving and Construction, constructed many of the roads in the neighborhood and throughout Morgantown (Stasick, 2006). There are several remaining structures, streets, and retaining walls throughout the area that were constructed by Pietro's crew. These Pietro constructions provide historically rich neighborhood character.

Figure 1.8 - Historic Development

The large, brick industrial building on the Deckers Creek waterfront that is known today as the Wilson Works facility, was built in the early 1900's and was a coal fired power plant known as the West Virginia Utilities Company Powerhouse. The low head dam behind the structure was a grist mill. By mid century, the Deckers Avenue Power Station infrastructure and white block building were constructed on either side of the powerhouse.

Another key neighborhood historic industry was the trolley. The present day Ervins towing property housed a trolley "car barn" through the early 20th century. The trolley connected to downtown via Deckers Creek Road and the bridge that is to be reconstructed.

Figure 1.9 - Neighborhood Character Collage

Figure 1.10 above demonstrates the visibility of the industrial waterfront from the Walnut Street Bridge.

Figure 1.11 - The Wilson Works Building from Deckers Avenue

Demographics

Greenmont is comprised of a mix of owner-occupied and rental residential structures. Since the 1940’s many of Greenmont’s commercial facilities and larger homes have been subdivided and converted into rental residential units. Many of these units are currently occupied by students. A successful local bakery, a furniture upholstery facility, a salon, an interior design and product facility, along with the recently or soon to be opened pub and grill, brewery, and laundromat facilities along Brockway Avenue currently service the neighborhood.

The Greenmont Neighborhood Association(GNA) is an active group of neighbors that meet monthly, host annual events, and mobilize for community betterment.

In Lower Greenmont, the median household income is less than 30,000 per year and the median age is less than 28 (Census 2011).

Walkability

Convenient to downtown Morgantown and public transit, many Greenmont residents commute to town on foot. The original neighborhood design provides much more adequate pedestrian connections than more recently developed neighborhoods throughout the city.

Figure 1.12

Figure 1.13

The Deckers Creek Corridor

The Deckers Creek Corridor is a valuable asset for surrounding communities. The redevelopment of the Baltimore and Ohio Railroad into the Deckers Creek Trail allows the corridor to serve the community with recreational trails and scenic views of the creek. Subsequent development surrounding the rail-trail which improves views from the trail, provides access to the trail, and the water quality of Deckers Creek will contribute to the corridor’s transformation into a

Figure 1.14

a cohesive recreational and wildlife zone in the heart of Morgantown. The Waterfront Redevelopment area was delineated to include properties within the recommended 150’ riparian buffer area, so that the area may be redesigned for recreational and wildlife enhancement. Also within the redevelopment area, are highly visible and public areas which may provide access to the enhanced recreational and wildlife corridor.

Recreational Opportunities

The installment of the Kerns Crossing Pedestrian Bridge will attract pedestrians through Lower Greenmont to access the trail. The Lower Greenmont Waterfront Redevelopment Design will take advantage of commercial and quality of life opportunities provided by connecting the neighborhood to the trail network by serving as a trail destination for trail users. Like the Seneca Center, the adaptive reuse of the historic Monongahela Power Station could transform the industrial structure into an iconic community center by which folks throughout the area identify the neighborhood. Existing infrastructure can be incorporated into unique park and open spaces, that provide rich site character and appeal to trail users, drawing them from the trail and toward recreational and commercial areas in Lower Greenmont as well as to the trail from residential areas.

Waterfront Redevelopment Limitations

Two issues impacting the effectiveness and appeal of the wildlife and recreational corridor are derelict waterfront spaces, bare riparian buffer areas, and water contamination. Barbed wire fences, large areas of paved surfaces, electric infrastructure, and automobile rubble make the neighborhood industrial properties unsightly and uninviting. The lack of native plant species in the riparian buffer zone, detract from the waterways aesthetics and ability to support a diverse wildlife ecology. Furthermore, debris, bacteria, and contaminants from upstream impair the creek’s water quality. Redevelopment that identifies and exposes these issues, demonstrates remediation plans, and tracks the plans’ progress may educate the community about water quality and improve public perceptions of the waterway.

Existing Waterfront Development

The Deckers Avenue Power Station has been identified as blighted and is creating a barrier between the Lower Greenmont neighborhood and the Deckers Creek Corridor. The station is operated by First Energy and services electricity to 1900 homes. There is a 20’ strip of vegetated, riparian buffer on the property, between the power station and Deckers Creek. Much of the existing

Deckers Creek Analysis

Figure 1.15 - Lower Greenmont Deckers Creek Analysis

Waterfront Redevelopment Area

Inventory and Analysis

Figure 1.16 - Lower Greenmont Deckers Creek Analysis

vegetation is Japanese Knotweed and other invasive species. The utilized portion of the 2 ½ acre site is surrounded by a barbed wire fence, half of which is open with power poles and lines above and below ground. The other half has circuit breakers, transformers, and other power station equipment. The entire fenced in area is sprayed regularly to prevent any vegetation growth. There are also two sets of power lines extending from the power station and across Deckers Creek, to areas downtown. To maintain clearance for these power lines, areas below area clear cut, further impacting the corridor’s visual appeal and wildlife habitat.

The current Wilson Works Property was first developed to utilize the waterway for Kerns’ grist mill in the 1700’s (Held, 2015). Later developments utilized the waterway to provide hydroelectric power to surrounding homes and businesses. In the mid 1900’s, however, a large, sheet metal building was constructed. Property use since does not seem to have featured the benefits of waterfront development. The brick Wilson Works facility houses offices in part of the building. The remainder of the building and the sheet metal structure behind the former power station is being used to store equipment for Ervins Towing Company. The white block building, also on the waterfront, formerly known as Bailey’s Auto Center.

Riparian Buffer

The US Environmental Protection Agency suggests a 150’ vegetated riparian buffer zone, to support local wildlife. However, the streambank adjacent to the Waterfront redevelopment area has a very limited amount, if any, of streambank vegetation. Much of the existing vegetation is invasive knotweed, honeysuckle, and multiflora rose. Native plantings along the redeveloped waterfront may provide framed waterway views and enhance the wildlife and aesthetics of the corridor.

Waterway Impairment

Deckers Creek is currently on the national list of impaired waterways due to contamination from acid mine drainage(AMD), garbage, and bacterial contamination (Schrecongost, 2005). While the creek is contaminated with AMD upstream from Greenmont, existing development and activity in Lower Greenmont is contributing significant amounts of garbage and bacterial contamination. Litter has been identified as a significant neighborhood issue, especially toward the community’s eastern gateway. Garbage that is not removed from city streets and properties, may be washed into the creek. The creek’s bacterial contamination is caused by non-point source and point source pollution. The sources contributing point source pollution in the city are Morgantown Utility Board (MUB) Combined Sewer Overflow (CSO) outlets (Christ, 2005).

Figure 1.17

Garbage from Pennsylvania and Brockway Avenues and the identified derelict neighborhood spaces is washed from neighborhood surfaces and into storm drains, where the debris either flows through the system to enter the creek, or clogs up the stormwater system. This issue causes flooding at the neighborhood’s eastern gateway nearly every time that it rains.

MUB maintains the city’s drinking water and stormwater/ sewer systems. As part of the stormwater/sewer system there are 20 Combined Sewer Overflows along the banks of Deckers Creek. The influx of stormwater runoff following significant rain events causes these CSO’s to dump human sewage directly into Deckers Creek (MUB, 2015). In effect, areas surrounding these CSO outlets are unappealing due to the stench of raw sewage. The reduction of stormwater runoff to these outlets will reduce the amount of contamination that enters the creek (MUB, 2015). There are 4 CSO outlets in the Lower Greenmont Neighborhood. Therefore, to enhance the appeal and improve the water quality of Deckers Creek through Lower Greenmont, the amount of stormwater to CSO outlet numbers 006, 007, 035, and 038.

MUB suggests the installment of green infrastructure to reduce stormwater runoff (MUB, 2015). Incorporating green infrastructure through neighborhood revitalization in Lower Greenmont will reduce runoff to CSO Outlets 007 and 038.

The CSO most directly effecting the Waterfront Redevelopment Area is the CSO Outlet 6, known as the Baird Street Interceptor. This interceptor receives outfall from areas on the downtown side of Deckers Creek including Locust Avenue, Dallas Avenue, and Baird Street. Therefore, the installment of green infrastructure in those areas will allow the redeveloped waterfront in Lower Greenmont to feature the creek’s natural benefits in an environment free from the odor of raw sewage, in addition to improving the water quality of Deckers Creek.

Figure 1.18 - Industrial Waterfront
The white building shown is the former Baily’s Auto Repair Shop, with Wilson Works to the right and Ervin’s Auto Repair and Towing in the background. This is also the location of the USGS gauge. This utilitarian waterfront development is unsightly and is negatively impacting the adjacent waterway through sediment deposition and rapid stormwater runoff.

Friends of Deckers Creek (FODC)
Friends of Deckers Creek is a local nonprofit that is dedicated to the restoration of Deckers Creek. The organization works to identify and mitigate sources of creek contamination. The organization also has a new “Shade Our Streams” Program that focuses on restoring the vegetation and wildlife habitat along the creek. FODC’s Youth Action Board is an educational program for adolescents that raises awareness of waterway health issues and human impacts on them.

A 2005 article released by FODC titled Local Economic Benefits of Restoring Deckers Creek: A Preliminary Analysis demonstrates how the restoration of the water quality of Deckers Creek may contribute to increases in money spent in commercial areas, waterfront property values and community quality of life. The article summarized a series of surveys conducted by WVU Agriculture and Natural Resource Economics Professors that determined that area households were willing to pay \$12-16 per month for improved scenery by lessened visible contamination, reduced bacteria for safe human contact, and improved wildlife habitat to benefit anglers. The document also cites a study conducted in 1999 by the Natural Resources Conservation Service that estimated an increase of \$1.16 million in annual local business expenditures. The authors also conservatively estimated nearly \$1,000,000 in adjacent property value increases. These are all in addition to difficult-to-measure economic benefits such as reduced health care expenditures related to increased trail use, increased property values surrounding waterway areas, etc.

Neighborhood Issues

Heavy Truck Traffic
Heavy trucks currently access the City of Morgantown via Brockway Avenue. This is a hot issue in the city because the route continues through the city’s downtown, causing the noise and pollution associated with the trucks to impact offices, businesses, and visitors. Groups within the city, including folks from the GNA have been working to reroute the traffic through the city.

The heavy truck traffic on Brockway Avenue Continuous truck traffic from early morning until evening each week day disrupts local businesses and residences along the thoroughfare. Several homes near the east end of the neighborhood are only a few feet away from the road. Furthermore, emissions from these trucks is degrading community air quality and appearance. Traffic calming and street enhancement measures are needed to improve neighborhood safety and aesthetics along this key commercial corridor and neighborhood thoroughfare.

Stormwater Runoff
Impervious surfaces prevent stormwater from infiltrating the soil throughout the neighborhood area. So, rather than water being filtered by vegetation and soil on a gradual path to the creek, it rapidly flows over surfaces and into the neighborhood’s stormwater system. In addition to causing the city’s combined sewer stormwater system to overflow, this degrades the water table health by inhibiting groundwater recharge and causing the creek to rapidly rise and fall following rain events.

As referred to by the MUB website, the US Environmental Protection Agency suggests several green infrastructure techniques for runoff reduction. Bio-retention areas can capture runoff from impervious surfaces. Stormwater that drains into bio-swales, rain gardens, and other bio-retention areas slowly infiltrates into the ground, promoting groundwater recharge. Furthermore, bioretention areas are typically planted with native plant species that filter water and provide wildlife habitat. The installment of bio-retention areas throughout the developed areas surrounding rivers and streams will promote waterway health by reducing runoff, filtering stormwater, improving water quality, and slowing its path to the creek, stabilizing healthy water levels.

Garbage
Litter and garbage bins have a significant presence throughout the neighborhood. Each household has separate garbage and recycling bins that are placed out on the sidewalks one day a week for picked up. These bins occupy a significant amount of space in the densely developed residential neighborhood. Furthermore, bins often clutter the sidewalks throughout the week. Litter that collects along the roads and in neglected spaces is a significant issue contributing to negative site perceptions and clogged storm drains. Pedestrian Infrastructure

Figure 1.19

Figure 1.20

The original layout of Lower Greenmont provides adequate pedestrian access throughout the area. The neighborhoods close proximity to Downtown Morgantown and West Virginia University's campus contributes to a significant amount of pedestrian transportation throughout the neighborhood. Maintenance and improvements to the existing pedestrian infrastructure will improve neighborhood quality of life and encourage more pedestrian activity. Pedestrian crossings are needed across and along Brockway Avenue. Non-continuous sidewalks on Kingwood Street, and Pietro Street fail to direct pedestrian traffic and further detract pedestrians from the neighborhood.

Figure 1.21

Derelict Spaces

Underutilized and under maintained outdoor spaces such as the areas under the Walnut Street Bridge on Pennsylvania and Deckers Avenues have become opportune locations for unwanted neighborhood activities such as burning, littering, and camping. Evidence of these activities causes the spaces to be perceived as unsafe and unsightly. Parking Commercial services once provided along Brockway Avenue and

Figure 1.22

Deckers Avenue is a narrow road. Large trucks on Deckers Avenue take up more than their share and run other vehicles off of the road.
-Shane McManus
Deckers Avenue Property Manager

Kingwood Street, are now very limited. This contributes to the need for residents to own personal vehicles and to travel to suburban areas to purchase everyday goods and services. A high number of personal vehicles in this densely populated urban area has resulted in a lack of parking areas throughout the neighborhood, forcing vehicle owners to park in unauthorized locations. Furthermore, Ervins Towing is under contract with several neighborhood landowners and often removes unauthorized vehicles throughout the neighborhood at a large expense. Therefore, in addition to the expenses associated with owning, operating, and maintaining personal vehicles, many neighborhood residents must also deal with the added expenses of parking tickets and towing fees.

Figure 1.23

Unfavorable Commercial Property Use

The Ervin's Auto Repair and Towing business occupies much neighborhood space in Lower Greenmont. The property has two large parking lots, a smaller parking lot, a salvage lot, and three large structures. The business also utilizes the aforementioned spaces at the Wilson Works facility. Furthermore, Ervin's tow trucks are the majority of the traffic on Deckers Avenue, and frequently park in the space between the former Baileys Auto facility and the streambank to the east. The heavy trucks on this unpaved, unvegetated, streamside location are creating erosion and drainage issues and contributing to site degradation.

Poor Property Maintenance

Figure 1.24 - The pipe shown on the left carries drainage from the properties above. Colorful, petroleum-looking substances are often released from this pipe.

Figure 1.25 - Ervin's Towing and other large trucks also frequently park and turn around in the space between the former Baileys Auto facility and the streambank to the east. The heavy trucks on this unpaved, unvegetated, streamside location are creating erosion and drainage issues and contributing to site degradation.

Many of the homes in Lower Greenmont have gutters in disrepair, contributing to property devaluation due to foundation damage associated with poor drainage. Furthermore, most lawns are minimally maintained and are littered with pet waste and/or garbage. This neighborhood norm offers little incentive for property enhancement to landlords and residents.

Envisioning a restored waterway, vibrant with human and ecological life...
Figure 1.26

An overlook at the end of Fayette Avenue by the Farmer's Market downtown offers a view of Deckers Creek and Lower Greenmont. Downtown enhancements of this overlook area and aesthetic enhancements of the industrial waterfront properties will contribute to improved community character.

Figure 1.28

Figure 1.29

Figure 1.30

Figure 1.27

Residents living in the neighborhood area often struggle to find parking spaces near their homes. Figure 1.30 shows a vehicle being towed to Ervins Towing and Auto Repair. It appears that the vehicle is being towed for parking out of the parking zone that ends at the location of the sign.

Chapter 2 Project Mission

Vision

Neighborhood enhancement that uses stormwater management as a framework for redevelopment will reduce stormwater runoff, provide wildlife habitat, and increase pedestrian safety, as well as improve pedestrian connections from commercial and recreational areas. Green infrastructure will enhance commercial spaces, attracting local businesses needed to service everyday human needs. Additional neighborhood commercial facilities will lessen residents’ needs to own personal vehicles, relieving residents from the costs associated with vehicle ownership and mitigating neighborhood parking congestion. The community’s increased pedestrian-oriented commercial centers will attract neighborhood residents to supporting local businesses. The revitalization plan will reconnect the neighborhood to the adjacent Deckers Creek with recreational facilities, enhanced views, native plantings, and repurposed properties in order to harness the redevelopment potential of the community’s natural and developed areas.

Project Goals and Objectives

Promote the neighborhood’s residential appeal:

- Enhancing derelict public spaces
- Repurposing commercial spaces
- Improving pedestrian infrastructure
- Featuring the creek for aesthetics and recreation
- Alleviating the need for additional parking

Reverse the downstream impacts of existing development:

- Reusing underutilized infrastructure
- Restoring natural waterway ecology
- Slowing and treating stormwater runoff
- Proposing green infrastructure

Improve the local economy:

- Repurposing underutilized industrial properties
- Proposing beneficial commercial facilities
- Promoting locally owned businesses
- Encouraging owner-occupied residential development

Chapter 3 - Literature Review

Theoretical Framework:

To define the design approach of the Lower Greenmont Revitalization Featuring Deckers Creek, the design theories of Randolph Hester, Garrett Eckbo, and Elisabeth Meyer were considered and adapted. Each theorist’s view, as summarized in Simon Swaffield’s Theory in Landscape Architecture, serves as a guideline for project inspiration and development. In Randolph Hester’s 1974 publication Community Design, he stresses the importance of site design to serve site users. He explains that site designers often design spaces to serve site owners or their own ethics, resulting in spaces that do not benefit the site users. Hester suggests that the alternative to this practice of design against the people, is for designers to implement design with the people by involving site users in the design process. By doing this, designers analyze citizen input to identify the real issues with the site and the underlying design needs. This approach may be challenging because it often results in the need to advocate for a different design or no design for the project at hand in order to arrive at a successful solution.

Like Hester, Garrett Eckbo stresses the importance of in depth site analysis to identify necessary site programming for successful site designs. He encourages the site designer to “analyze the past in the present for the future”, and to find inspiration “around you in space and behind you in time”. To utilize this approach, the designer must patiently observe the site to be designed in order to analyze its strong points and issues to be improved upon.

Furthermore, in Elisabeth Meyer’s 1997 document, The Expanded Field of Landscape Architecture, she also stresses the importance of thorough site inventory and analysis. She encourages site designers to “collaborate with the site”, and to let the site speak for itself. This can be challenging for designers who are often quick to interject design suggestions, but will ultimately lead to more successful design solutions that address the unique issues related to specific sites. To achieve this, Meyer suggests that the designer consider a site’s previous design and the ethics and theory behind that, as well as the adaptations and improvements which have occurred on the site over time.

Applied Framework:

In order to apply these design approaches to the proposed urban infill and redevelopment project, site assets and issues were identified based on thorough site and neighborhood analysis. The site, originally developed over a century ago, has been redesigned and repurposed over time. Considering the development and use of the space since development will lead to a site design which does not intrude upon the evolution of the site's perception and use. The site inventory and analysis was conducted through multiple site visits, interviews with project stakeholders, and collaborative stakeholder exercises.

Hester advocates site design for the users rather than the property owners and designers. This concept is very relevant with respect to the identified derelict spaces throughout the site that are seemingly neglected by landowners. The input of various site users was collected organically through regular neighborhood walks. Walks during different times of the day and weather conditions lent to a more thorough analysis of site conditions. One afternoon, a resident living close to the proposed pedestrian bridge hysterically expressed her concerns about the potential loss of privacy and increase in neighborhood crime that could result from the bridge installment. Furthermore, on a rainy morning, I observed flooding in the street and on a few private residences. I was able to speak with one of the residents and a crew of utility technicians about the issue and learned that the flooding is caused by debris that clogs the storm drains. During a later visit to the flood site, I learned from another resident that the flooding often remains following attempts to dislodge garbage from the storm drains.

Another great resource for site user inventory and analysis was the local neighborhood association. Within the neighborhood, I was able to identify folks who were interested in different aspects of community enhancement. Some folks were interested and knowledgeable about signage opportunities, others with crime prevention, green space, recreation, etc. Unlike many of the folks that I encountered throughout the neighborhood, neighborhood association participants have a genuine interest in attending public meetings and articulating community needs.

A practical historical neighborhood analysis connected some of the original site developments and continued use patterns with existing site conditions. Through initial development, environmental

Figure 3.1 - Pennsylvania Ave Flooding

Residents claim that storm drains P7 and P8 flood Pennsylvania Ave and nearby homes every time it rains. MUB technicians claim that removing garbage from the storm drains solves the problem. Residents claim that water does not drain even after garbage removal.

Figure 3.2 - Home on Pennsylvania Ave Flooding

from the bridge installment. Furthermore, on a rainy morning, I observed flooding in the street and on a few private residences. I was able to speak with one of the residents and a crew of utility technicians about the issue and learned that the flooding is caused by debris that clogs the storm drains. During a later visit to the flood site, I learned from another resident that the flooding often remains following attempts to dislodge garbage from the storm drains.

and health issues that are high priorities of site designs today, were secondary to utilitarian site development. However undesirable, large, industrial structures, steep roads, jumbled utility infrastructure, and other practical components of life, industry, and business are identifying elements of regional and cultural character. Rather than attempting to distract from and hide these prominent features within the landscape, redevelopment which features these elements may preserve community history and expose the infrastructure needed to support urban life.

Meyer's approach to letting the site speak for itself is particularly applicable in the derelict spaces and natural areas in the neighborhood. The area below the Walnut Street bridge is often the location of couch and dumpster burnings following sporting and social events. Although mitigation measures such as dumpster relocation and fire extinguishing are often used, some residents are relentless in misusing the space.

Despite the creek's impairment, it is fairly adaptive in supporting wildlife. The riparian buffer along the industrial waterfront is very sparse and much of the existing vegetation is invasive. However, the existing vegetation is very regenerative during the warm seasons. Furthermore, Friends of Deckers Creek's efforts in recent years to make the creek "fishable by 2015", have been successful in increasing the diversity and quantities of riparian species. Design strategies which work along with natural ecological site remedies will be more successful solutions for stream restoration, and will contribute to FODC's 2020 Vision to make the creek swimmable by the year 2020.

Chapter 4 - Participatory Design

As an area resident that frequents the study area, I have been able to constantly observe the space and engage with members of the community about the place. This has helped me to understand the place and the many factors that determine neighborhood development and the lifestyles that the neighborhood facilitates. Regardless of what residents need or desire for neighborhood revitalization, property owners determine property use based on personal interests while local governments, nonprofits, and activists prioritize and execute community enhancement projects based on project significance and the availability of funds.

In order to identify practical design solutions, I connected with various individuals and local stakeholder groups that may have interest in Lower Greenmont Revitalization. Community networking allowed me to become aware of existing plans for development and connect with individuals who are “in the know” in terms of community activity. The stakeholder groups that have contributed in some part to this project include: Friends of Deckers Creek (FODC), The Greenmont Neighborhood Association (GNA), The City of Morgantown City Council, The City of Morgantown Developmental Services Department, Morgantown Modern, and neighborhood landowners, neighborhood residents, Morgantown Utility Board (MUB), and First Energy.

The process proved to be an interesting dance as I became aware of the significance of organic social interaction. The individuals representing the local entities have personal interests, workloads, and demeanors that affect their willingness to participate in a project. The following contrasts my expectations with my experiences working with community.

Approach

After several months of place analysis and project planning, I had intended to participate in multiple meetings with individuals associated with local stakeholder groups, and host a large, open invitation community event. I intended for the project to include the same sort of community engagement and place analysis that Randy Hester facilitated in Manteo, North Carolina in his 1985 article, Subconscious Landscapes of the Heart. The project also highlights some of the same key principles such as using “Sacred Structure”, the network of places that the residents find to be important, “as both a means to preserve the local culture and the foundation for new development. However, due to differences in community needs and characteristics, my community engagement approach differed from Hester’s.

Figure 4.1 - Community Engagement Graphic
This graphic represents project goals as related to the participatory design process.

Who is invited to participate today?

Figure 4.2 -Invitee Graphic
This graphic was displayed at the visioning event to clarify how invitees for the event were chosen.

City Developmental Services Department, presented project synopses at regular FOCD and GNA meetings, and had a few meetings with interested parties at local restaurants and offices.

Outcomes

Individuals representing FODC, GNA, and the City quickly responded and demonstrated interest in participating in the project. I was able to be added to the agenda of each of their regular meetings, where I presented project synopses. Each group appreciated being clued in on the project and offered invaluable project advice. Individuals suggested that I identify applicable and fundable design solutions. They also offered contact information for various individuals and groups that may be interested in offering project advice. Discussions following these meetings, allowed residents to share their various perceptions and concerns about the neighborhood.

The City and Utility Companies

Utility companies typically have multiple departments dealing with customer relations, public outreach, etc., that made connecting with the right people challenging. For instance, MUB’s website provided information about stormwater best management practices and advertised a plan to reduce stormwater throughout the city, and offered a contact person to provide further information. I contacted the individual, requesting a copy of the stormwater reduction plan for Lower Greenmont. The person responded and explained that the plan was pending approval by the WV Department of Environmental Protection. I then requested a copy of the plan submitted. The person responded with contact information for an individual in the stormwater engineering department. The second connection was less eager to respond.

I had recently met with the City’s Developmental Services Department regarding a different project.

With a project timeline from January to May. I initiated project engagement by connecting with the various entities individually. For each connection, I predetermined broad topics based on my understanding of the organization and/or individual to guide discussion. This allowed me to gather information about what interests these stakeholders have in the project and what information and skills that they may be willing to offer.

In January, I connected with individuals representing the various entities, and engaged in project discussion as was available. I engaged in email discussions with the utility companies, met with the

Project Map

Figure 4.3 - Project Map

There, I was able to explain my plans for Lower Greenmont Revitalization. Because the individuals in the department were interested in the project, I was able to set up a meeting to discuss it. Like many other communities, plans adopted by the City of Morgantown, such as the comprehensive plan, transportation plans, etc. are available on the web. While these plans are generally well formatted and easily navigable, individuals working in city departments are savvy to the status, amendments, priorities, challenges, property owners, and developers associated with the plans. After a brief explanation of my project, individuals in the department were able to quickly identify and connect me with key project players including property owners and the relevant parties at the utility companies.

I explained the challenges that I was experiencing getting stormwater data from MUB to the city planner, who followed up with MUB’s stormwater engineering department. The person at MUB promptly responded to my email, connecting me with another individual in the stormwater department, who supplied an AutoCAD document with all of the utility data I could have asked for and followed up asking if I needed more information. The second connection at MUB also followed up, expressing interest in viewing runoff reduction plans.

The city planner e-introduced me to the Manager of External Affairs at FirstEnergy, that he may provide information about the Deckers Avenue Power Station. I sent this person a birds eye image of the power station property that was labelled with different areas for questioning, accompanied by a list of questions about the different areas, in order to identify opportunities for the property to better serve the neighborhood. I expressed concern for the response taking longer than I had hoped, given the project timeline to the director of the Northern WV Brownfields Assistance Center, who was able to follow up with FirstEnergy. I promptly received a response to my questions.

Change of Course

Several folks suggested that I connect with a previous project champion, a parks and recreation professional and local activist who had previously worked on a project in the neighborhood. When I reached out to her, she was eager to meet with me and offered much beneficial information. Familiar with the community and local stakeholder groups, she strongly suggested that the community meeting be invite-only, with structured and predetermined points of discussion. She suggested that I organize participants into groups and provide different prompts for each group. She also provided background and contact information for the owner of Morgantown Modern, a local development company that focuses on the green redevelopment of previously used structures.

Having been acquainted with the complexity of the various interests involved in this neighborhood revitalization project, and aiming to propose design solutions for the neighborhood that could be implemented, I chose to alter my plan and host an invite-only visioning, that paired key resident voices from FODC and GNA with the decision makers - city government and property owners. The decision was made early enough in the project term to invite folks 3 weeks in advance and prepare maps and discussion topics for the focus groups. However, I had already mentioned to the neighborhood association that I was planning a community visioning event. A few folks did not understand why the event was to be invitation only.

Event Preparation

Through interactions with various individuals, it became apparent to me the collaboration of key neighborhood players was necessary to determine practical design solutions. I planned and

conducted the community meeting based on the West Virginia Redevelopment Collaborative model, a model for community engagement geared toward brownfield redevelopment. The model pairs project champions with multidisciplinary teams to collaborate through structured engagement (WVRC, 2013).

Thoughtful planning was an important component of convincing folks to attend the meeting, and gathering meaningful information once they were there. I did not hesitate to ask for advice about facilitating the event. The WVRC coordinator offered much valuable advice, literature, and facilitation assistance through the event. I referenced the Facilitator’s Guide to Participatory Decision-Making, and Building Communities from the Inside Out when establishing meeting goals and activities. Each reference offered valuable insight on the complicatedness of organic community engagement. In preparation for the visioning event, I secured a venue, sent individualized invitations via email, planned a meeting agenda, designed focus group activities, sent reminder emails, and compromised as needed. In order to cater the event activities and questions toward the individuals that were to attend, I requested that folks RSVP no later than 3 days before the event.

Securing a Venue

To align with my project timeline, I intended for the event to be held at the end of February. I secured the event venue at the end of January. Choosing a venue was challenging because I planned to, weather permitting, include a site walk. Therefore, I preferred for the venue to be walkable to the neighborhood. I also wanted the event to last 4-5 hours, in which case, refreshments may be in order. Folks at the GNA meeting suggested a couple of small, local churches. Because the churches did not have offices that operate through the week, I relied on an individual from the GNA to contact people in charge of the church facilities for me. When I did not receive a response for several days, I chose to seek out other options so that I may promptly send invitations. The local public library is a quarter mile from the neighborhood and has a meeting room that I was able to reserve for free. The library does not permit food or drinks, so I chose to shorten the meeting time to 3 and a half hours.

Sending Invitations

Invitees were determined based on The Tamarack Institute’s Community Reference System. Knowing that the success of the visioning was, in large part, contingent upon folks attending, and that folks are often more receptive to individualized correspondence than group emails, I sent 37 individualized

Figure 4.4 - Meeting Invitation
This is invitation was sent as an email attachment to event attendees.

invitations via email. The body of each email invitation included an ice breaker of some kind, a synopsis of the meeting, as it related to the individuals interests, and the ways that I felt the individual could contribute to the event. Email invitations included 2 attachments: a one pager with background information and an invitation flyer with meeting time, date, and place information.

Two folks offered to post invitations on social media and/or share invitations with others. Anticipating that this may occur, I promptly responded explaining that the event was by invitation only so that folks may engage in detailed discussions about specific issues. I also explained who from their stakeholder group was invited and why, and encouraged the parties to forward contact information for any key parties that were left out. They both seemed to be understanding as to why the meeting was not an open invitation event.

Setting the Agenda

Valuing the time of the participants, I carefully designed event activities to engage participants the full length of the event. My original plan was to meet at the venue for a brief event introduction and to assign collaborative groups before sending groups out to do site walks through the neighborhood, with maps and discussion points throughout the walk. Upon completion of the 45 minute walk, I planned for groups to sit at tables surrounding maps and perspectives of the areas of interest, where they could discuss and make notes on the maps. I allocated 45 minutes for groups to record assets and issues, followed by 45 minutes to record opportunities for community enhancement, based on individual group prompts. To conclude the meeting, I planned for each group to present a discussion synopsis to the larger group.

An event coordinator advised that I announce that the meeting will take more time than I anticipate because folks generally like to get out of meetings early than have them run late.

Determining Collaborative Groups

I considered my project goals to determine the focus for 4 collaborative focus groups. My goals for the meeting were to connect key stakeholders for neighborhood revitalization and to identify sacred spaces, historic features, and neighborhood issues, determine desirable site uses for the waterfront redevelopment area, and recognize ecological and recreational enhancement opportunities. The four focus groups were Sacred Structure, History and Sustainability, Identity and Branding, and Recreation and Quality of Life.

As I formed the invitee list, I considered the skills that the individuals had to offer, the interests that they had in the project, and the people that they may work well with to achieve meeting goals. I simultaneously made undisclosed notes beside each invitee, listing 1 or 2 groups that the individual may work well in. This allowed me to imagine who may be in each group as I prepared maps and prompts to guide group discussions.

As folks rsvp'd, I assigned them to a group. Aware that folks were likely to add and drop up to the day of the event, I did not share group assignments with the participants until the start of the event. This also prevented folks from asking to work in a different group.

I learned that it is important to decide ahead of time how to divide the meeting into groups and how the facilitator will react if individuals request to work in different groups. At some focus group meetings, facilitators provide nametags with discrete markings representing each group and announce for participants with matching markings to convene in particular locations. At the Reimaging Lower Greenmont meeting, I placed the prepared maps face down on tables so that folks could filter in and sit wherever they felt comfortable, without too much anticipation of what

activities were to come. After a short project introduction, I announced group numbers and names, and prompted participants to rearrange accordingly.

Figure 4.5 - Recreation and Quality of Life Focus Group

Figure 4.6- History and Sustainability Group Presentation

RSVP's

My persistent requests for RSVP's allowed me to be aware of who intended to participate and plan accordingly. The majority of folks who attended rsvped immediately upon receiving invitations. A few folks replied that they “added the event to their calendar”. I learned that this statement does not constitute an RSVP. I sent a reminder email to the entire invitee list the day that the rsvp's were due, and again, the day before the event. At that point several folks informed me that they would not be attending. One key participant, who had never before responded to my multiple attempts at communicating with him rsvped the afternoon before the event.

Event Reflections

Of the 37 invitees, 16 individuals participated in the visioning event. The meeting provided a platform for individuals to collaborate on identifying neighborhood assets, issues, and opportunities for revitalization. The following pages display the event products; notes from group presentations and maps covered with post it notes, followed by my synopses of group discussions based on those products.

Figure 4.7

Figure 4.8

Figure 4.9

Figure 4.10

Figure 4.11

At the visioning event, groups were prompted to identify assets and issues related to people (pink), planet (green), profit (yellow), and history (blue). This added depth to group discussion and encouraged whole-systems thinking.

Figure 4.12 - Sacred Structure Focus Group Map

Figure 4.13 - Recreation and Quality of Life Focus Group Map

Figure 4.14 - History and Sustainability Focus Group Map

Figure 4.15 - Identity and Branding Focus Group Map

Sacred Structure Focus Group Notes

Figure 4.16 - Sacred Structure Focus Group Discussion Overview

Participants

- City Mayor
- City Councilman
- Neighborhood Resident/ GNA Participant
- Neighborhood Resident/ Civil Engineer

Prompts

Identify significant neighborhood spaces and transportation routes, and the assets and issues related to them.

Identify strategies for the enhancement of the identified neighborhood routes.

Discussion Synopsis

This group envisioned the Deckers Creek riparian corridor as an 'oasis in an urban environment', with recreational improvements along the stream and pedestrian, aesthetic, and commercial improvements throughout. The group concluded that increasing the use of outdoor spaces would increase neighborhood safety.

The group suggested that Deckers Avenue serve as a trail, with an additional pedestrian bridge over the creek near the intersection of Pennsylvania Ave and Brockway Ave. To further improve recreational access, the group suggested a pedestrian connection from Pennsylvania Ave to Deckers Ave through city owned property.

The group identified Brockway Avenue commercial corridor enhancement as the starting point for neighborhood revitalization, suggesting aesthetic enhancements such as hanging baskets, and pedestrian safety improvements such as crosswalks. The group also identified several locations for needed pedestrian improvements and areas where garbage bins take up too much space.

History and Sustainability Focus Group Notes

Figure 4.17 - History and Sustainability Focus Group Discussion Overview

- Participants**
- Local historian/ neighborhood association president
 - Neighborhood resident/ historian
 - Industrial property owner
 - Sustainable development specialist

Prompts

Identify key historic structures and materials worth preserving and sustainability issues and needs.

Identify materials to preserve and/or reuse, new materials that may enhance historic framework, and opportunities for sustainable redevelopment.

Discussion Synopsis

As the other groups busily added post-it notes to the provided maps, this group was less interested in recording discussion. This group engaged in meaningful discussion related to industrial property reuse planning that did not necessarily relate to the prompted tasks.

The group identified the installment of the new bridge as an opportunity for broader improvement including pedestrian safety enhancements, private property maintenance, etc.

The property owner discussed two significant issues related to stormwater infrastructure: a strong odor from a combined sewage overflow(CSO) pipe on the opposite side of Deckers Creek and a sunken in man-hole between the former Baily's Auto and the creek. The stench from the pipe is currently causing redevelopment planning

efforts avoid connecting site users with the odor. The identified CSO pipe is the Baird Street Outlet. Runoff reduction in the downtown area will reduce the combined sewer system from overflowing, mitigating the smell and negative perceptions associated with it.

Identity and Branding Focus Group Notes

Participants

- Environmental Scientist/ Working on Area-Wide Brownfields Assessment
- Architect/ Working on Industrial Property Reuse
- Neighborhood Resident/ Graphic Artist
- Area Resident/Human Dimensions and Natural Resources Student

Prompts

Identify commercial needs and locations where they may be provided.

Design a brand for the redeveloped waterfront, and ideal locations, orientations, and materials for signage.

Discussion Synopsis

This group suggested a grocery store on Brockway Avenue, a nice restaurant and community marketplace in the industrial redevelopment area, and a dog park and/or playground in the undeveloped lots along Deckers Creek. The group also suggested minimal development along the waterfront to benefit the planet. This group also suggested redevelopment opportunities for the Ervin's Towing property to feature the history of the former trolley station. Pedestrian access and safety enhancements were also suggested along Deckers Avenue, under the Walnut Street bridge, and along Pennsylvania Avenue.

Figure 4.18 - Identity and Branding Focus Group Discussion Overview

Figure 4.19 - Recreation and Quality of Life Focus Group Discussion Overview

Participants

- Parks and Recreation Specialist/ Former River Town Program Facilitator
- Landscape Designer with interest in waterway recreation
- Resident/ Background in Land Use Management and Forest Ecology/ Active in FODC and WV Land Trust
- Resident/ Water Quality Manager/ Kayaks Lower Deckers Creek

Prompts

Identify the neighborhoods recreational, visual, and ecological assets and issues.

Identify opportunities for visual and recreational stream access and park amenities.

Discussion Synopsis

This group focused on big picture opportunities for community building, wildlife restoration, and commercial improvements through aesthetic and recreational enhancements. The group suggested restoring and improving the appearance of the creek, providing stronger pedestrian connections from the commercial corridor and the high school to the creek, and discouraging heavy truck traffic on Brockway Avenue to increase the availability and use of recreational spaces in order to provide more areas for friendly, neighbor interactions, improve area ecology, and increase pedestrian transportation to commercial areas.

To restore the creek, the group suggested the management of invasive species and the planting of native species, in phases, as well as removing garbage from the stream. The group proposed improving Deckers Avenue for recreation by closing the street to vehicles and removing the residential structures between Pennsylvania Avenue and the industrial waterfront.

To improve the commercial corridor, the group suggested the consideration of re-routing of heavy

truck traffic through the city, the highlighting of existing local businesses, and the encouraging of more 'mom and pop' businesses along the corridor. The group identified community building opportunities through connecting key neighborhood locations with attractive, highly utilized, and safe recreational paths. The group suggested that these improvements would increase residents' sense of neighborhood pride and ownership, encouraging residents to take better care of it.

Chapter 5 - Inspiration

While incorporating the ideas and interests of the meeting participants and local stakeholder groups, case studies from several existing establishments were used to inspire the design. Some of these include the Seneca Center in Morgantown; Evergreen Brickworks in Toronto, ON; and the community Whitewater Park in Durango, CO.

Seneca Center

The Seneca Center is a local business marketplace and museum located in a historic glass factory on the Monongahela River. The facility features a red water tower and brick furnace that preserve industrial heritage and contribute to the city’s identity. The center features a trailside access and houses restaurants, a bike shop, and a running shop, among other businesses. These uses make the Seneca Center an attractive destination for trail users. The redevelopment of the industrial waterfront in Lower Greenmont into a trail destination that, similarly, preserves the site’s historic industrial fabric, will contribute to a network of waterfront attractions throughout the city.

Figure 5.1 - Seneca Center

Figure 5.2 - Seneca Center Trail Access

Durango, Colorado Whitewater Park

FODC’s 2020 Vision to have Deckers Creek swimmable by the year 2020, opens a multitude of local recreational and economic growth opportunities. Long term plans to feature a swimmable Deckers Creek will maintain the momentum of stream restoration efforts and result in community and commercial development being intertwined with the waterway. Imagining a restored waterway, waterfront redevelopment efforts may parallel those in areas that utilize the full recreational benefits that waterways provide, like the whitewater park being installed in the City of Durango, CO. The Durango Animas River Corridor Management Plan includes public transit for river tubers and attractive river accesses lined with natural boulders and native plantings. The corridor management plan identified the natural water feature known as Smelter Rapid as a primary improvement area. A whitewater park surrounding the rapid was designed in 2011 and installed in 2014. The park is now a central community feature that attracts new residents and tourists to the area. The park features natural areas, improved in-stream water features, riverside viewing areas, and connections to the area’s trail network.

A similar corridor management plan for Lower Deckers Creek would likely identify the Waterfront Redevelopment Area as a primary improvement area because of the recreational opportunities provided by the water feature and the need for creekside and access improvements. The Waterfront Redevelopment Plan draws inspiration from the Durango Whitewater Park by highlighting the local waterways natural features to contribute to enhanced trail views and accesses. The installed design will result in area visitors and residents identifying Deckers Creek as a key area attractions.

Map 6 – Conceptual Plan for Whitewater Park at Smelter Rapids
Figure 5.3 - City of Durango Primary Improvement Area Plan

Figure 5.4 - Animas River Sight and Access Improvements

Figure 5.5 - Animas River In-Stream Enhancements

Evergreen Brick Works

Evergreen Brick Works is a multi-use community environmental center in Toronto, Ontario, located on a former brick manufacturing industrial complex. After the Don Valley Brick Works property sat vacant for several years, inviting raves, graffiti artists, etc., the property was redeveloped into parks, gardens, shops, and offices. The lengthy site redevelopment process involved extensive community engagement, planning and compromise. The site today is a living testament of the value of partnerships between cities and authorities (Holcim, 2012). The redevelopment of the Industrial Waterfront Area can draw inspiration from Evergreen Brick Works by involving a similar level of community engagement to identify successful site uses and achieve rich site character through preservation and design.

Designers adapted existing infrastructure and character elements at the Don Valley Brick Works site and repurposed the site to serve as a community center, business complex, and event space. The innovative design is, surprisingly, passive in terms of preserving elements such as graffiti, industrial equipment, etc., showcasing these elements as artful pieces of site history. In a addition to preserving these interesting pieces, the design includes green infrastructure to treat stormwater and educational components to inform the public about local water quality and environmental issues through art and practice. With a focus on restoring health to the Don River Watershed, the site includes an artful watershed model and a pond system to treat stormwater, as well as water conservation and filtration systems within the site’s facilities.

The Industrial Waterfront Area Design includes the adaptive reuse of the frame of the existing sheet metal structure on site into an open park space, similar to the Koerner Gardens at Evergreen Brick Works. The building frame around the Koerner gardens defines the space, yet leaves it open to the elements, like most other parks. With a cement slab limiting plant growth in the garden, sheet mulching methods were used to build new soil on top of the cement. The space serves as an event space, garden, and picnic area in warmer months, and an ice skating rink in the wintertime (Evergreen, 2015).

Figure 5.6 - Evergreen Brickworks Garden

Figure 5.7- Don Watershed Model

Figure 5.8 - Evergreen Brick Works Welcome Center

Remnants of the site’s industrial history add depth and interest to the site character.

Figure 5.9 - Evergreen Brick Works Koerner Gardens

Figure 5.9 - Evergreen Brick Works Ice Skating Rink

In the winter months, The Koerner Garden Area is utilized as an ice skating rink.

Chapter 6 Neighborhood Design
Master Plan

Signage

This neighborhood master plan includes signage, greenery, pedestrian crosswalks and stormwater improvements along the Brockway Avenue Corridor, as well as detailed designs of the eastern and western community gateways and the waterfront redevelopment area. Proposed “Welcome to Greenmont” signs, flags, and hanging baskets will provide a sense of place identity for motorists passing through. Collectively, these elements will catch the eye of motorists, likely causing them to reduce their speed, improving neighborhood pedestrian safety.

Figure 6.2

Figure 6.3 - Arch Street Sign Design

Thoney Pietro incorporated the top half of a 10-point-star as a signature element in his constructions. Figure 6.3 is a vignette of a sign that the GNA is working to install on Arch Street (in another area of Greenmont). The Arch Street sign will include stone and metalwork, to be constructed by a local artist. The logos proposed for the signs and flags for the eastern and western community gateways and the Brockway Avenue corridor incorporate the historic logo into one that may be easily printed and installed by a local sign company. Aside from the eastern gateway sign, all of the proposed locations are on existing poles along the thoroughfare, to avoid sign clutter.

Pedestrian Improvements

Proposed bioretention cells will insulate pedestrians from vehicular traffic and further enhance neighborhood aesthetics, in addition to providing environmental benefits. Proposed crosswalks will slow vehicular traffic through the neighborhood and improve pedestrian safety.

Painted footpaths will guide pedestrian traffic to continue paths where sidewalks end and/or sidewalks are unneeded, allowing low-traffic roadways to serve pedestrians as well as vehicles.

Recreational Enhancements

Closing Deckers Ave to heavy trucks, will make the low-traffic volume road more appealing to pedestrians. The proposed Waterfront Park will provide a destination along this recreational path. The proposed public stairway will connect pedestrians from other areas of the neighborhood to the park. Trail users on this path may continue to the proposed second pedestrian bridge to access Deckers Creek. The second bridge will add a key access at a secluded section of trail. With 2 pedestrian bridges, neighborhood residents will have access to a 1-mile trail loop that connects to the larger trail network.

Sedum

A sedum mix will increase permeability and aesthetics in proposed areas in the waterfront redevelopment area and on underutilized sidewalks. Trays including growing medium and sedum plants are proposed to be installed along the fence in the Deckers Avenue Power Station and on the rooftop of the former Bailey’s Auto facility. The sidewalks on either side of Pietro Street are seldom utilized by pedestrians because the steps are less comfortable to walk on than the road. Furthermore, the sidewalk on the south side of Brockway Avenue is uncontinuous, unsafe, and overgrown. The proposed crosswalk at the Overdale St intersection will guide pedestrians

Figure 6.5- Sedum

onto the north side of Brockway Ave. Planting the underutilized sections of sidewalk with the sedum mix will enhance appearance and permeability. The resilient plant can withstand light human and vehicular traffic.

Figure 6.4 - Footprints

62 **Lower Greenmont Revitalization Stormwater Management Plan**

Figure 6.6

Lower Greenmont Revitalization Stormwater Notes

This draft stormwater management plan aims capture stormwater from sidewalks and streets in proposed bioretention cells above existing catchment basins. Once filled, the cells will overflow into the existing stormwater network. Typical details can be found on pages 7-9 (SW 310-312) of the City of Portland reference document.

The stormwater spreadsheet includes catchment areas (not including private properties), drainage strips, and other stormwater calculations. The bioretention areas proposed in the plan do not correspond to the calculations suggested in the spreadsheet. The proposed cells were sized based on space availability and grading limitations.

Eastern Gateway

Below the proposed sign at the Eastern Gateway, the footprint of a home that is proposed to be demolished is shown. I believe that the City of Morgantown may be gaining control of this property, and know that the Greenmont Neighborhood Association has plans to install a sign there. The property to the east is not listed on the local parcel map, and I believe, is also under the control of the city. These properties may be an opportune location for a tiered bioretention area to reduce runoff from areas B9 and B11.

Garbage, paired with excessive runoff, in this area is a significant issue. Aside from deterring from community aesthetics and pride, debris pollution clogs storm drains, contributing to flooding. During the flood event on the morning of Wednesday, March 4th, I met, Justin Harpe, a resident in the home adjacent to the catchment basin in area P7. His home was flooding at the time, and he mentioned that flooding is a recurring issue that he has to report to Morgantown Utility Board frequently. Shortly after that, a MUB utility vehicle and crew arrived on the scene, and removed garbage from the drain to relieve the flooding.

A tiered bioretention installment throughout the area within the Eastern Gateway, shown in green, would be a significant project. However, paired with the proposed “Greenmont Historic District” signage and attractive plantings, the project would provide significant enhancement to the neighborhood which may increase neighborhood pride, which may help mitigate the litter issue.

H1 The bioretention area proposed below catchment area H1 is on private property.

P3 The proposed bioretention cells below catchment area P3 is located on parcels owned by the City of Morgantown.

Additional Notes – Deckers Ave and Pietro St are still being analyzed for bioretention opportunities.

Bio-retention areas

Bio-retention areas can capture runoff from impervious surfaces, preventing issues related to storm water influx. Storm water that drains into bio-swales, rain gardens, and other bio-retention areas slowly infiltrates into the ground, promoting groundwater recharge. Furthermore, bioretention areas are typically planted with native plant species that filter water and provide wildlife habitat. The installment of bio-retention areas throughout the developed areas surrounding rivers and streams will promote waterway health by filtering storm water and slowing its path to the creek.

Figure 6.7

Waterfront Redevelopment Area

At the meeting conclusion, the property owner expressed plans to develop a 6-7 story mixed use structure that would retain the facade of the historic power house to replace the three waterfront buildings. He expressed that discussions to date have been for the structure to include commercial and parking on the ground floor; a green roof, swipe card vehicular access, and, potentially, a bridge, connecting the property to downtown. This model roughly demonstrates the size and form of the proposed structure, as described in the meeting, and the impacts that the redevelopment may have on the landscape. A tall structure adjacent to the creek will have a significant impact on the waterfront, effecting trail users, residents, and the local ecology. The thoughtful considerations of these impacts may influence the design of the structure so that the redevelopment is perceived as favorable by the surrounding neighborhood.

Sustainability

Dense, urban infill is a standard model for green development. Furthermore, the inclusion of parking within proposed developments is also an efficient model (Farr, 2008). Additional commercial spaces, as proposed on the structures ground floor will integrate needed commercial facilities into the residential neighborhood. The reuse plan is a colorful alternative to the existing industrial waterfront that is not currently benefitting the community.

Impacts on Trail

The property’s location on the inside of a bend in the creek, increases the visibility of the site from the trail and the length of waterfront along the property. The appearance of the “back side” of the structure will have a significant impact on trail aesthetics. Furthermore, the section of rail-trail behind the site has been identified as an area of safety concern due to seclusion at public meetings held by the City. Site redevelopment which incorporates appealing views from the trail and draws people to the Lower Greenmont waterfront will improve trail views and increase local eyes on the secluded section of trail, improving safety. Conversely, development which faces away from the waterfront or does not include favorable views to the trail may contribute to negative local perceptions of the development and the affected section of rail-trail becoming even more secluded, and, therefore, more of a safety concern.

Figure 6.8

Impacts on Ecology

A tall structure on the site will cast a shadow on the riparian buffer area to the north, inhibiting the establishment of native plantings along the waterway. This may lead to further bank erosion. Furthermore, the 50'+ abrupt height change against the riparian edge will serve as a barrier for local wildlife. The proposed green roof on the structure will help mitigate the ecological costs of development. Thoughtful design of the structure can further mitigate the development's impact on and integrate the structure into the local riparian ecology.

Alternative Design

The site's features and location offer much opportunity for it to serve the needs of the existing population and guide the revitalization of Lower Greenmont. The low head dam and form of the creek add much natural value to the site, and the site's existing infrastructure adds authentic site character unique to the location, that could not be easily recreated. Furthermore, the site is located at a key pedestrian and vehicular node, providing much opportunity for multimodal connections. While the redevelopment plans outlined on the previous page include self-contained parking, allowing the redevelopment to not increase neighborhood parking issues, redevelopment of the site to serve primarily as a pedestrian and trail destination may improve neighborhood parking and aesthetic/recreation needs. A soft transition from the natural creek area into developed areas will transform the waterfront into a vibrant community space with improved site aesthetics, wildlife habitat, and human connections to the creek.

This alternative site design provides recreational and visual human connections to the site's key water feature, and suggests the adaptive reuse of existing structures to transform the waterfront into a unique park space that will attract trail users into Lower Greenmont. Local offices and businesses will drive the market for the redevelopment of the historic power house into an open layout office and/or commercial space. Like the Evergreen Brick Works redevelopment, continued community engagement will contribute to a dynamic site design that will serve as a key community center where historic materials and equipment contribute to rich site character, material interest, and heritage preservation.

Historic Power Station - iconic community center

Increased visibility - Increased safety perception

Attractive waterfront open space - attracts trail users into the neighborhood

Painted footprints - guide pedestrian traffic

I-beam outrigger - slows vehicular traffic

Figure 6.9

Waterfront Redevelopment Area

Figure 6.10

Decker's Avenue Power Station

0 5 10 20 40 ft
N

WILSON_WORKS

POWERSTATION

Decker Avenue

PLANT SCHEDULE WILSON WORKS

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Amelanchier alnifolia / Serviceberry	15 gal	5
Betula nigra / River Birch	15 gal	10
Platanus occidentalis / American Sycamore	15 gal	3
Quercus bicolor / Swamp White Oak	15 gal	6
Rhus glabra / Smooth Sumac	15 gal	8
Sassafras albidum / Sassafras	15 gal	18	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Andropogon gerardii / Big Blue Stem	5 gal	53
Asclepias albicans / Whitestem Milkweed	5 gal	44
Athyrium asplenoides / Southern Lady Fern	5 gal	79
Botrychium virginianum / Rattlesnake Fern	5 gal	80
Clematis virginiana / Virgins Bower	flat	6
Forsythia ovata / Korean Forsythia	5 gal	38
Lindera benzoin / Spicebush	15 gal	28
Lobelia x 'Brightness' / Lobelia	5 gal	62
Microbiota decussata / Siberian Carpet Cypress	5 gal	50
Parthenocissus quinquefolia / Virginia Creeper	5 gal	6
Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhododendron	5 gal	31	
ANNUALS/PERENNIALS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Eupatorium fistulosum / Joe Pye Weed	5 gal	13	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
Lycopodium obscurum / Rare Clubmoss	flat		1,522 sf
Rhus aromatica 'Gro-Low' / Gro-Low Fragrant Sumac	flat	18" o.c.	353
Sedum x / Sedum var.	flat		3,714 sf

PLANT SCHEDULE DECKER AVENUE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Castanea mollissima / Chinese Chestnut	15 gal	3
Sassafras albidum / Sassafras	15 gal	3	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Asclepias albicans / Whitestem Milkweed	5 gal	10
Athyrium asplenoides / Southern Lady Fern	5 gal	19
Botrychium virginianum / Rattlesnake Fern	5 gal	40
Forsythia ovata / Korean Forsythia	5 gal	6
Lindera benzoin / Spicebush	15 gal	6
Lobelia x 'Brightness' / Lobelia	5 gal	14
Microbiota decussata / Siberian Carpet Cypress	5 gal	6
Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhc	5 gal	9	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
Lycopodium obscurum / Rare Clubmoss	flat		126 sf

Deckers Avenue Power Station

PLANT SCHEDULE DECKER AVENUE

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Castanea mollissima / Chinese Chestnut	15 gal	3
Sassafras albidum / Sassafras	15 gal	3	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Asclepias albicans / Whitestem Milkweed	5 gal	10
Athyrium asplenoides / Southern Lady Fern	5 gal	19
Botrychium virginianum / Rattlesnake Fern	5 gal	40
Forsythia ovata / Korean Forsythia	5 gal	6
Lindera benzoin / Spicebush	15 gal	6
Lobelia x 'Brightness' / Lobelia	5 gal	14
Microbiota decussata / Siberian Carpet Cypress	5 gal	6
Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhododendron	5 gal	9	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
Lycopodium obscurum / Rare Clubmoss	flat		126 sf

PLANT SCHEDULE ERVINS PARKING

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Carya cordiformis / Bitternut Hickory	15 gal	5	
	Castanea mollissima / Chinese Chestnut	15 gal	6	
	Pinus alba / White Pine	15 gal	5	
	Quercus rubra / Red Oak	15 gal	4	
	Sassafras albidum / Sassafras	15 gal	17	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Microbiota decussata / Siberian Carpet Cypress	5 gal	43	
	Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhododendron	5 gal	25	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
Lycopodium obscurum / Rare Clubmoss	flat		1,223 sf

Western Gateway

PLANT_SCHEDULE_WESTERNGATEWAY

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Castanea mollissima / Chinese Chestnet	15 gal	1
	Ilex glabra / Inkberry Holly	15 gal	6
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Festuca rubra / Red Fescue	5 gal	45
Forsythia ovata / Korean Forsythia	5 gal	3
Iris versicolor / Blue Flag	5 gal	67
Panicum virgatum / Switch Grass	5 gal	13
Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhododendron	5 gal	2
Rosa carolina / Carolina Rose	15 gal	9
Sorghastrum nutans / Indian Grass	5 gal	44
ANNUALS/PERENNIALS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
	Rudbeckia hirta 'Goldilocks' / Goldilocks Black-Eyed Susan	5 gal	7
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING QTY
Lycopodium obscurum / Rare Clubmoss	flat	41 sf
Sedum x / Sedum var.	flat	183 sf

PLANT_SCHEDULE_EASTERN_GATEWAY

TREES	BOTANICAL NAME / COMMON NAME	CONT	QTY
Castanea mollissima / Chinese Chestnet	15 gal	2	
	Ilex glabra / Inkberry Holly	15 gal	3	
SHRUBS	BOTANICAL NAME / COMMON NAME	SIZE	QTY
Castilleja chromosa / Indian Paintbrush	5 gal	32
Festuca rubra / Red Fescue	5 gal	69
Forsythia ovata / Korean Forsythia	5 gal	15
Iris versicolor / Blue Flag	5 gal	85
Oenothera fruticosa / Golden Sundrops	5 gal	66
Panicum virgatum / Switch Grass	5 gal	11
Rhododendron x 'Olga Mezitt' / Olga Mezitt PJM Rhododendron	5 gal	9
Rosa carolina / Carolina Rose	15 gal	5
Sorghastrum nutans / Indian Grass	5 gal	43	
GROUND COVERS	BOTANICAL NAME / COMMON NAME	CONT	SPACING	QTY
Lycopodium obscurum / Rare Clubmoss	flat		950 sf

Next Steps

Upon the completion of this phase of the neighborhood revitalization design process, continued stakeholder engagement will push neighborhood revitalization forward.

Signage and Hanging Baskets

A local entity interested in pursuing Brockway Avenue signage and hanging baskets may search for funding so that they may be installed. Members of the GNA have been working on neighborhood signage and may have valuable suggestions for sign design and or location edits.

Planting Plans

The presentation of native planting plans to the relevant property owners may encourage property owners to install vegetative enhancements to contribute to neighborhood revitalization.

Stormwater Runoff Reduction

The continued engagement of Morgantown Utility Board is needed to achieve stormwater runoff reduction. To move forward with the proposed plan, a feasibility study and further design details are needed. Also, stormwater management on Baird Street is a high priority for enhancing the redevelopment opportunities of the Wilson Works Property.

Deckers Avenue Power Station

With the provided design as a long term goal, continued communication and compromise between community stakeholders and First Energy will result in the identification of ways that site vegetation and access may be restored over time. Native plantings and the proposed sedum mix will mitigate blight and promote permeability and wildlife habitat. The sub parceling of the site will contribute to neighborhood enhancement by providing additional parking and waterfront access.

Wilson Works Redevelopment

The continued cooperation between the property owner and neighborhood stakeholders will contribute to the transformation of this key waterfront property into a community center that preserves the area’s industrial heritage, contributes to the recreational trail environment, and connects the neighborhood to recreational and visual benefits of Deckers Creek.

Waterfront Park

The proposed waterfront park is located on undeveloped land owned by Joseph Dow. Identifying landowner development and/or plans for continued ownership will help identify site opportunities. A community visioning and site design for this property may contribute to successful park planning.

Public Stairway

As waterfront park and Deckers Avenue traffic enhancements are being pursued, the proposed public stairway may be prioritized by the City, designed, and installed. Increased recreational neighborhood activity will contribute to the safety of this site.

Traffic Enhancements

The department of highways will need to approve the limiting of truck traffic on Deckers Avenue, the crosswalks on Brockway Avenue, and the painted footpaths on Deckers Avenue, Kingwood Street, and Pietro Street.

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