At the October 24 workshop, the project team presented three alternative concepts (Streets, Squares, and Greenways) for how the demonstration plan site might develop over time. Participants at the workshop were asked to discuss the concepts and provide feedback for each of the alternatives. Specifically, participants were asked the following questions: What elements of the design do you like? What elements of the design don't you like? What elements would you change? Participants discussed these questions in small groups and reported back to the entire group at the end of the night. Below is a record of each group's comments as they relate to the individual alternatives:

Large Group Report Out:

Plan A "Streets"

Likes	Dislikes	Change
• Parallel access road	• Not enough green space*	• Limit intersections on 30
• Boulevard idea	• Stream corridors too small	• More office/retail
• Interior parking	• Buildings too tall	• Need shuttle
• Consistency of roads crossing 30 (connectivity)	• Too much housing	• Make it special
• Preserving streams	• Gated community without the gates	• Add more green space
• Street network	• Buildings too close to 30	• Reduce signals on 30 and add pedestrian overpass
• Location of park*	• Blocked views	• More dense housing
• Good plan for aging population	• Too many single family homes	• Add a hub for mass transit – connect to Latrobe and airport
• Need to tie housing into St. Vincent's	• Single family too close to mixed use/retail	• Housing shown at end of runway

*Mentioned more than once

Plan B "Squares"

Likes	Dislikes	Change
• 30/981 Gateway*	• Less economic activity	• Shuttles
• Parking behind buildings	• Too dense/cookie cutter	• More roundabouts in residential area
• Service road on 30	• Too many roundabouts	• Traffic lights toward ends of 30
• More natural evolution for the area	• Roads too straight, needs curves	• Require front porches / green buildings
• Squares create sense of community	• No central recreational area	• 'Themes' for each square
• Buildings set back on 30	• Too much building mass on Arnold Palmer Drive	• Need active recreation*
• Few access points on 30*	• Building uses too segregated	• More pet friendly
• High school students can walk there	• Too dense (1/3 less), enlarge squares/lots	• Break up streets (no cut-throughs)
• Single family separate from	• Streets too straight –	

| | retail | encourage speeding | |
| | Nice place for an evening stroll | | |

*Mentioned more than once

Plan C "Greenways"

Likes	Dislikes	Change
• More spread-out – fits with rural area • Better North-South connections* • Hotel at 981 and Arnold Palmer • Aesthetics / scale of parking lots • Includes big box* • No parking fronting 30 • Least dense – most green space* • May not need ball fields • Captures rural feel • Dispersed stormwater management • Takes advantage of topography	• Single family in flight paths • Don't have gateway at 981/30 • Frontage on Arnold Palmer should be residential • Lack of boulevard concept • High maintenance of green space • Too much commercial • Kept elements from trend • No single family • Leaves 30 as is • Cut through to 981 at westernmost traffic light	• Flip single family homes with higher density homes • Shuttles • Add some feature at green 'horseshoe' • Don't front parking on green space • Need pedestrian connections across and along 30* • Add gateway at 981/30 • Add boulevard and gateway • Combine Plan A for Route 30 with this one • Add connections west of 981/30 to allow bypassing intersection

Small Group Discussion:

A. Streets

What elements of this design do you like?

Group 1
- Parking in the rear is good – leaves character on frontage + good connection shopping to residents and business connections
- Opportunities for aging population
- 30 year building age
- Village concept good
- Sports and recreational place for kids + alternatives
- Mixed use buildings – retail is disposable

Group 2
- Boulevard along Rt. 30

- Attractive retail
- Access from side roads; not direct to 30
- Greenway buffer along perimeter of development
- Protected stream valleys for stormwater instead of ponds
- Parallel road to Rt. 30 for local traffic

Group 3
- For most part design lives up to principles
- Parallel access road

Group 4
- Recreational area near High School
- During first phase keeping retail out on Rt. 30
- Hotel near corner of 30/981
- Like limited access to 30
- Traveling on back roads
- Proximity to High School – allows them to use the space
- Little neighborhoods

Group 5
- Park/sports area
- Walkable

Group 6
- Housing – some housing of some type ok
- Good site for youth residential component
- Green area is good, also stormwater
- Interior parking is nice

Group 7
- Preserving stream beds
- Residential areas connected to commercial areas
- Likes this one best
- Parking to the rear

Group 8
- Parallel Access Road
- Connectivity across 30
- Long term stream protection
- No big box
- Like parking behind buildings
- Fits community

Group 9
- Street network, park, cul de sacs

RENAISSANCE PLANNING GROUP

- High school athletic facilities could be used be neighborhood

What elements of this design don't you like?

Group 1
- Connections maybe dangerous to children
- Sports complex costs and taxes
- Congestion

Group 2
- Buildings up to Route 30 instead of setback w/ greenspace buffer along Route 30
- Too much housing = congestion, water pollution
- 3-6 story height too high
- Park is unnecessary (redundant). Other park exists nearby.

Group 3
- Concern that design doesn't capitalize on view. Too many buildings, not enough green space (view of Chestnut Ridge, view of property itself)
- Single family is too much an element of the plan
- Not enough green spaces. Stream corridors are minimal in size and scope.
- Too many intersection points on Route 30

Group 4
- Needs more buffering between SF housing and hotel/dense housing
- Needs more sense of place
- Doesn't address the problem of stop and go – goal should be to take stoplights out
- Not enough green space

Group 5
- Where will big box retailers relocate? Rt. 30 will be a major highway
- Don't put Main Street concept along Rt. 30
- Too many access points along 30
- 3-6 story walk up not good.

Group 6
- Too much housing
- Not enough population growth in this area to support density
- Residential in line with runways

Group 7
- Buildings close to the street prevents views to Ridge – makes it feel claustrophobic
- Not enough green – maybe it's the level of detail shown
- Doesn't like it, but don't know why
- Buildings up to the street makes you feel like you're in an urban area

Group 8
- Phase 2 – no connectivity between developments
- Appeals to younger families
- Not a special place to live – like a lot of other places
- Looks like a continuation of the same as surrounding neighborhoods

Group 9
- Doesn't address through traffic on US 30
- Not enough green throughout

What elements would you change?

Group 1
- Relies on eliminating Walmart (big box) powerful
- Ignores mass transit
- True elevated railway – transportation first then build community around hub
- Mass transit hub at Arnold Palmer drive/981
- Rail will help both Latrobe and site

Group 2
- Decrease building height to 2-3 story; retain vistas/scenery
- Limit number of intersections onto 30 in long term (phase 3)
- Not build up corner intersection

Group 4
- More denser housing than single family – more brown
- Add bikeway SW to park at extreme lower right corner
- Housing for St. Vincent's students
- Add short overpasses
- Eliminate stop lights

Group 5
- Townhouses would work on site
- Don't put housing by big box, loading docks
- Put small retailers behind big box with street separating – or green space until big box disappears
- No more traffic lights on Route 30 – use street behind big box to Rt. 981 to Rt. 30.
- More manufacturing by airport

Group 6
- More office and retail needed
- Make community government center, community hall

Group 7
- More green along Rt. 30

Group 8
- Make it a special place. It's a gated community without the gates

Group 9
- Access development only from 981
- Remove or reduce signals on 30
- Pedestrian overpasses or tunnels – skywalks
- Add a bikeway or path to high school

Additional Comments?

Group 1
- Final phase congested – too urban for rural
- Laurel Valley way ignored
- Mass transit ignored
- 3 miles from site to Latrobe
- Community will last
- Balance in township shifts to west – schools move campus?
- 200 year history shows development around transportation – good for economy, community, etc. Transportation shaped communities

Group 4
- Great starting point for younger families and seniors
- Need secondary roads to take excess traffic off of Rt. 30
- People don't want to stop and go
- Use 981/130 connection to relieve stress/volume on Rt. 30
- Overpasses expensive, accessibility issues
- Underpasses intimidating – security issues
- Multi-story buildings connected by skywalks?
- Where's the gathering spaces?
- Night life?
- Underground parking is expensive. Garages in interior spaces.
- Where are sidewalks?
- Want lots of trees
- Landscaped, permeable paving
- Air traffic could be a problem for residential areas

RENAISSANCE PLANNING GROUP

Group 5
- Big Lots plaza is old and likely to disappear soon

Group 6
- Would like to see shuttle

Group 7
- Would like to see incentives to fill up existing empty places/housing stock
- Don't want to see any development

Group 8
- Architectural standards for buildings
- Make sure there are walking paths
- Include St. Vincents housing in housing area
- Get parking underground or in garages. Make it permeable.
- Store water underneath the road
- Is residential feasible with more air service and noise?
- Needs more green.

B. Squares

What elements of this design do you like?

Group 1
- No single homes – all medium/high density housing
- Nice community as it progresses

Group 2
- Greenspace along Route 30 with gateway at intersection
- Walkability and mix of uses within walking distance
- No additional traffic lights
- Retail along 30
- Local street design deters cut through traffic

Group 3
- Limited access points
- Village green makes development look more like a town than a development
- Gateway
- Makes better use of greenspace
- Parking in back is "cool"
- Like the street system (as long as they fit the topo – prefer minimal grading)
- This design allows most alternative travel routes through the corridor
- This design can help reduce or contain Route 30 congestion because of interior circulation

Group 4
- Like the density of housing in Phase 1
- Like the squares
- Lends itself to "third places"
- Looks easier to walk around in
- Easier for traffic and finding your way around
- Like the green area at 981/30
- Like central square concept, but make it more organic/curvilinear rather than geometric
- Residential areas facing inward increases security
- Has more of a sense of community
- Front porch concept – sidewalks
- Easy to meet neighbors
- Safe place for kids to play
- Centralities

Group 5
- Easier sell from an evolution standpoint (i.e. Waterfront @ Homestead has plazas/squares/streets can fit big box in it too)

- Moderate density is perfect
- Secondary access road behind Giant Eagle – can expand over time
- Service roads along Route 30
- Gateway at 4 corners feels great

Group 6
- More aesthetically pleasing than streets
- Interior parking is nice
- Like much better than big box design
- Like the gateway area a lot

Group 7
- Ability to walk to HS
- High density is more sensible for this place
- Like village feel, smaller, more dense with green space
- Similar to Ligonier in village scale – creates better gateway to Laurel Highlands

Group 8
- Like the squares like Ligonier
- Retail along main corridors
- Like buffer along route 30
- Squares discourage thru traffic
- Connectivity is good
- Like gateway concept
- Like parking behind the buildings

Group 9
- Like the squares – would incorporate into A
- Creates sense of community with front porches
- Safe for pedestrians and bikes

What elements of this design don't you like?

Group 1
- Airport noise
- Safety issue with traffic – grid streets/thru streets encourage speed
- Traffic flow
- Close proximity of residential to high intensity lighting
- Relies on eliminating big box
- Congested

Group 2
- All big box removed
- Too many squares (green public space)

- Lots too small

Group 3
- Green space lacking at Arnold Palmer Drive/981
- Chestnut Ridge views not capitalized by buildings right on Arnold Palmer Drive
- Not enough active park/recreations

Group 4
- No central recreation area
- Duplicates what's already in Latrobe – might compete with Downtown
- Road system in Concept A is better

Group 5
- Roundabouts

Group 6
- Less opportunity for activity
- Takes more space for roads

Group 7
- Loses the park area
- Need to keep market/grocery accessible to people, but maybe something smaller scale
- Maybe a little too segregated

Group 8
- A little bit too dense
- Too much retail to be supported, needs more residential
- Too geometric, little bit institutional

Group 9
- Same comments about US 30 through
- Duplicates Latrobe – would compete
- Put some curves in the roads for aesthetics
- Likes plan A road system

What elements would you change?

Group 1
- No thruway in residential to airport
- Too easy for residential neighborhood to become highway. Too direct a route.

Group 2
- Remove about 1/3 public park squares and create larger lots

Group 4

- Needs larger recreational facility
- Still eliminate traffic signals
- Incorporate square concept into Plan A – would improve
- Make curvilinear as opposed to square/geometric

Group 5
- Only one light in the middle and 1 on each end

Group 7
- Needs to be pet friendly
- Incorporate shuttle buses

Group 8
- Grade separated intersections along Route 30
- More use of residential roundabouts
- Needs to be expanded

Group 9
- Keep cars in back, use alleys

Additional Comments?

Group 1
- UPS may become 24 hour operation from airport. Look for development around other airports as guideline
- Encourage mass transit by limiting flat lots and having smaller foot prints with paid parking garages.

Group 3
- This design looks worse in early stages than in full build out. Rick thinks this is the best of 3.

Group 4
- Each village could be themed
- Connect to St. Vincent's – visually, walkway, etc.
- Downtown Latrobe and Youngstown revitalization is important
- Central pedestrian spine
- Totally green new town – goal
- Stormwater storage under roadways

Group 6
- Nice streetscaping would be good (i.e. lighting, landscaping)
- Would like to see shuttles

Group 7
- Would you want to live so close to 30?
- Western PA doesn't have enough housing for special populations (i.e. seniors)
- Looks like Columbia, MD

Group 8
- Would rather live here than Streets
- More unique, more walkable
- More user friendly

Group 9
- Require everyone to have a front porch
- Require solar paneled roofs, build it green
- Reuse water
- Craft areas/farmers markets on NW corner of 30/981

Another question to promote discussion:
Would you choose to live, work, shop or use this site?

C. Greenways

What elements of this design do you like?

Group 1
- More spread out, rural character
- Anticipates future – not losing big box, areas for mass transit development needed
- Homes not right on flight path
- Parking within buildings allows character development along frontage
- Convenient for aging
- Single family no important on this plan

Group 2
- Aesthetics of overall plan, especially greenery
- Less dense
- Driving experience with possible large shade trees
- Scale of parking lots appropriate to uses
- Boulevard connections to alleviate impact on major intersection
- Goo mix
- Not too much residential
- Cleans up frontage along 30
- Sub-access roads

Group 3
- Takes care of traffic flow, accommodating both new development and existing development
- Like green spaces
- Hotel at Arnold Palmer Drive/981 is a good location because of airport

Group 4
- Greenspace – don't need central ballfield/recreational area as much
- Dense housing
- Like the horseshoe – unique
- Fits the area – rural small town
- There's more green – good! Increases wildlife.
- Brings community sense to commercial areas
- More realistic scenario than recreating suburbia

Group 5
- Cleaner approach
- Not excluding uses
- Allows big box to remain
- Like central greenspace
- Like the green strip along Route 30

Group 6
- Has more green space
- Like the green common area
- It is very aesthetically pleasing
- Follows the topography
- Preserves the viewshed
- Like the better North/South connections

Group 7
- Limited access to Route 30
- Stormwater management
- Fits in more with rural nature of Unity Township
- Connections between shopping centers.
- Parking is removed from road.
- Lots of trees.
- Location of housing
- Love greenspace.

Group 8
- Preserves a lot of greenspace.
- Less dense
- Enjoyable to come to.
- Most different.

Group 9
- More green.
- Hotel location
- Area away from US 30 in nice
- More practical, not as much housing
- Good transition to residential area to north

What elements of this design don't you like?

Group 1
- Single family homes in line with flight path
- Loss of community

Group 2
- Lack of boulevard concept on 30. Status Quo.

Group 3
- Doesn't have a center. More "pieces"
- High density housing should front on greenway instead of parking.
- Arnold Palmer Drive frontage should not be retail/residential buildings.
- Lacks active park/recreation

- Not as much a gateway at 981/30

Group 4
- No yellow/single family homes

Group 5
- Concern of landscape maintenance of greenways, unless natural native plants
- Not walkable

Group 6
- Does not have the gateway area

Group 8
- Not really changing the future.
- Doesn't like cut through from 30 to 981 to Latrobe.

Group 9
- Leaves US 30 as is

What elements would you change?
Group 1
- Move single family homes to below 30, flip flop single family with multi-family
- Focus on mass transit hub

Group 4
- Should have a boulevard
- Add gateway
- Have residential on top of retail/commercial, as well as professional office above
- Have mixed use square concept along Route 30

Group 5
- Need service road in Phase 1 behind big box
- Need pedestrian bridge to link greenspaces or tunnel
- Where are the loading docks – maybe restock at night?
- Put sidewalks by buildings
- Stronger width greenspace for paths by Route 30 and buildings
- Put less width for greenspace unless it's low maintenance

Group 6
- Put in a gateway

Group 7
- Improve bike/ped connections across 30
- Add shuttle bus

Group 8
- Prefer gateway entrance in squares/development
- Add some more single family in long term
- Add a destination here

Group 9
- US 30 use Streets Concept

Additional Comments?

Group 1
- Big box not ever lost, just changes names
- Airport creates too many other concerns for prototype community
- Baby boomers retiring need better mass transit to reduce traffic/driving

Group 2
- Like this concept best.

Group 3
- For any of plans, connection to High School is important.
- For any of plans, question practicality of residential by the airport, especially in view of future airport growth and traffic.

Group 4
- Have secondary road behind squares
- Use central area as civic gathering space
- Air-related business incl. lite industry, high tech
- Airport is major western gateway
- Craft villages
- Move farmers market to more central/accessible place
- County Parks Plan connects county parks with trails
- Have to have destinations and amenities for trails to work
- A lot of this is predicated on growth and job availabilities – lots of empty store fronts along Route 30. No new industries.

Group 5
- Not feasible financially

Group 6
- Would like to see shuttles
- Good work by the team!

Group 7
- Land is too valuable to be put to public use – can't collect taxes.

- Win a planning grant by making it an environmentally sustainable place.
- No one forces developers to do good design. We need good design.
- There's no concept of the architecture in this scheme.

Group 8
- Most drastic change.
- Least dense.
- Best for DEP.
- Keeps green buffer area along street.
- Would live here more than the other two because it's open.
- Bypass around 30 to allow for bike/ped.

Group 9
- Bring community college to this site?
- Use squares concept along 30, use this one further back
- Bike path across 981 North toward St. Vincent
- Tie to hotel

Another question to promote discussion:
Would you choose to live, work, shop or use this site?
- Do we have the ability to say NO SIGNS on 30?