LocalWiki

LocalWiki is a grassroots effort to collect, share and open the world's local knowledge.

We believe that giving people access to collaborative tools to create and share knowledge about local issues empowers them to make change in their communities.

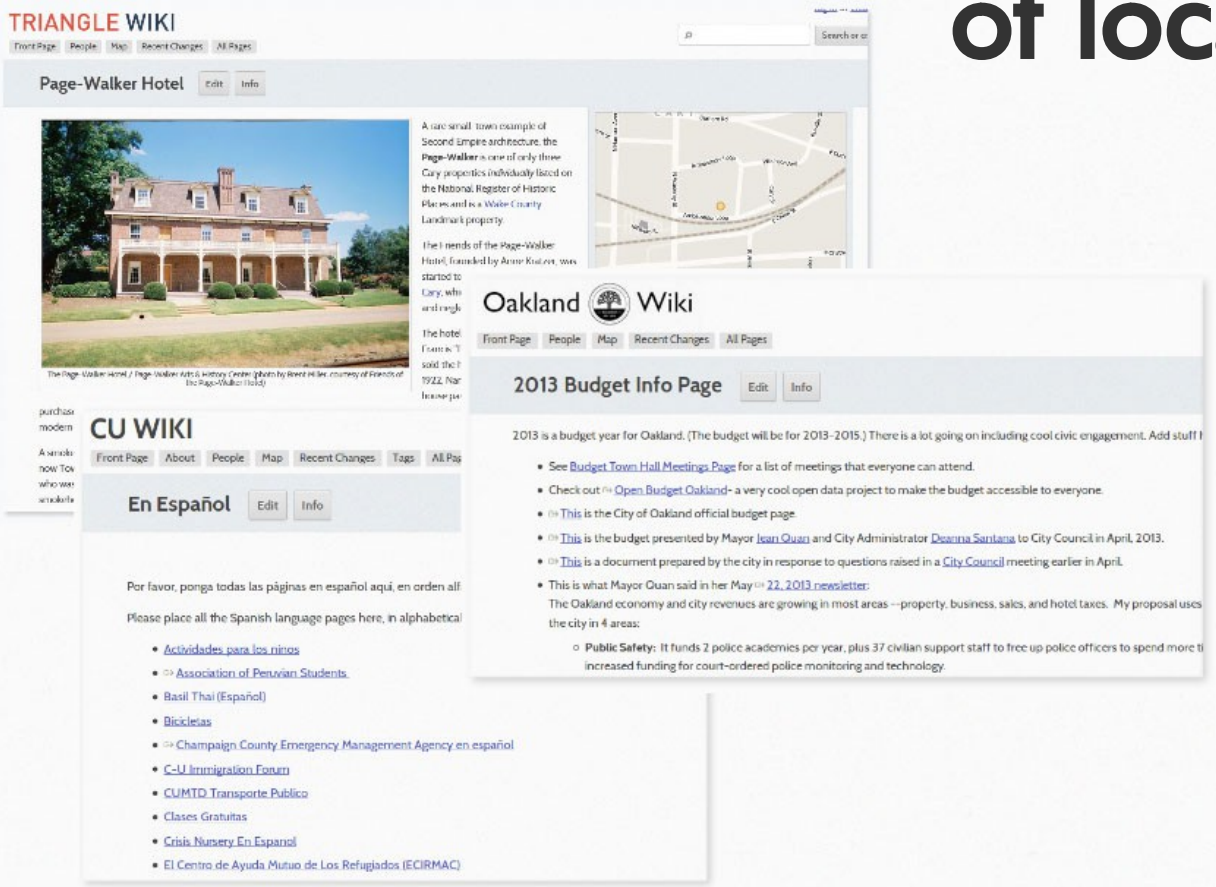
About

- Originated in 2004 with the Davis Wiki
- Expanded in 2009 to become LocalWiki
- Open source & open content
- 501(c)3 non-profit based in San Francisco
- Supported by the Knight Foundation & individual community backers

Everyone can contribute

- A new kind of wiki software designed specifically for local, geographic collaboration.
- Simple, intuitive design breaks new ground in usability and makes it possible for people without any technical skills to participate.

Knowledge about any facet of local life



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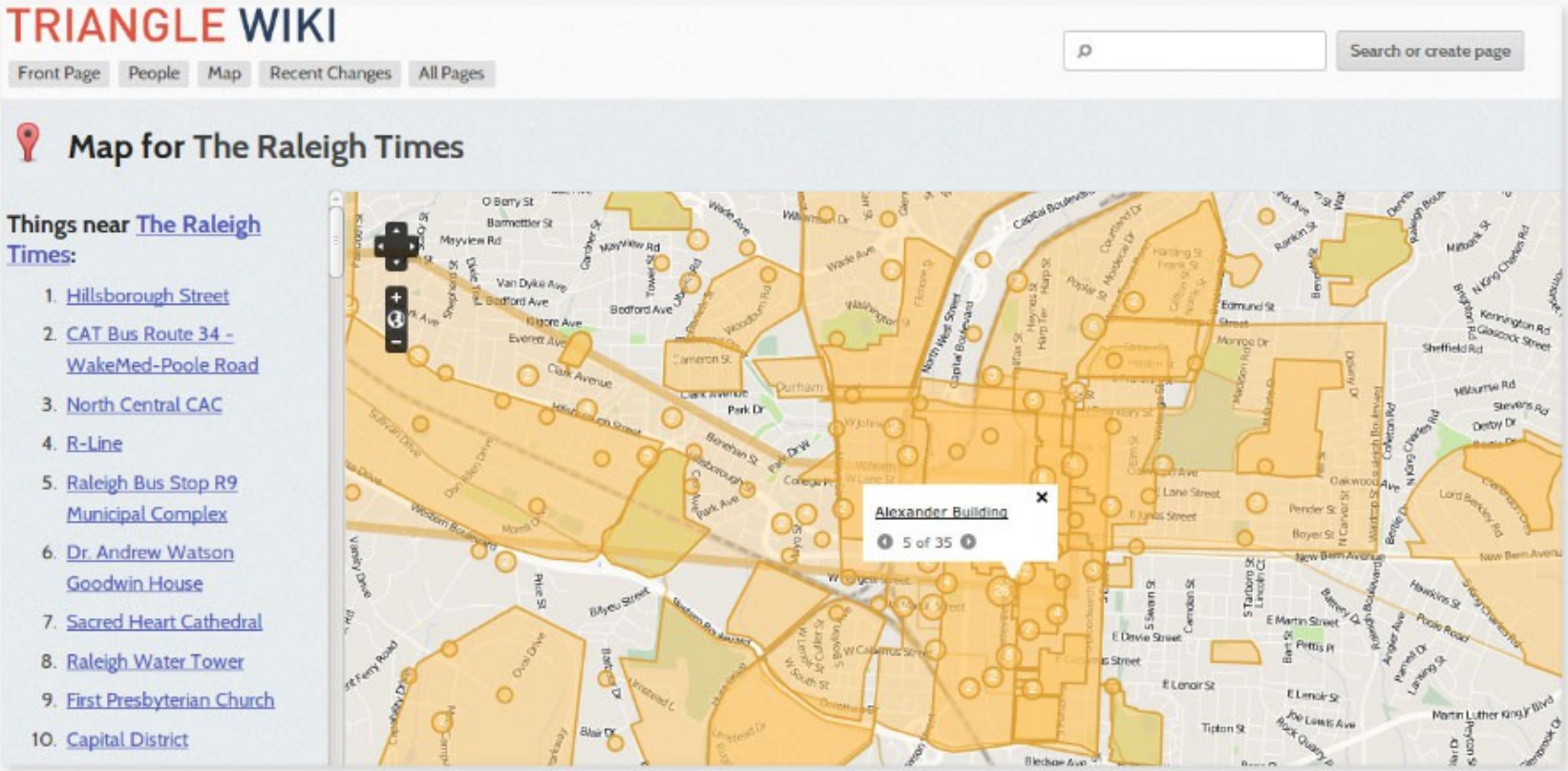
Powerful open source maps



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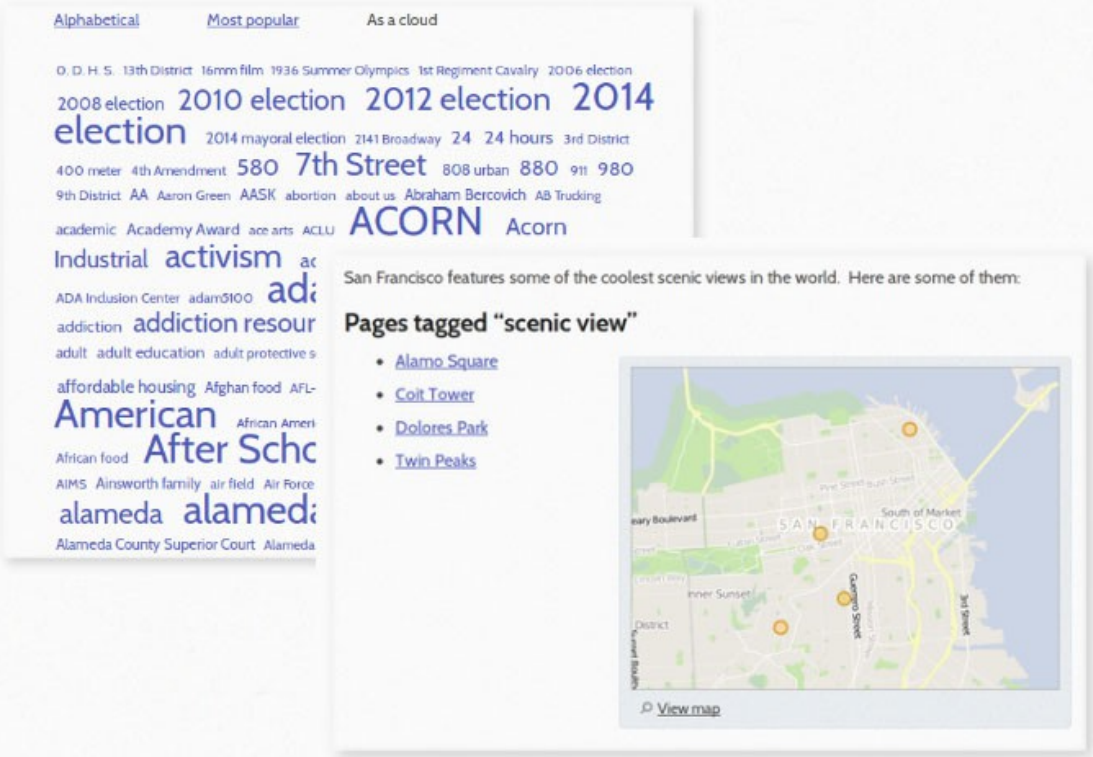
Tags allow users to categorize content



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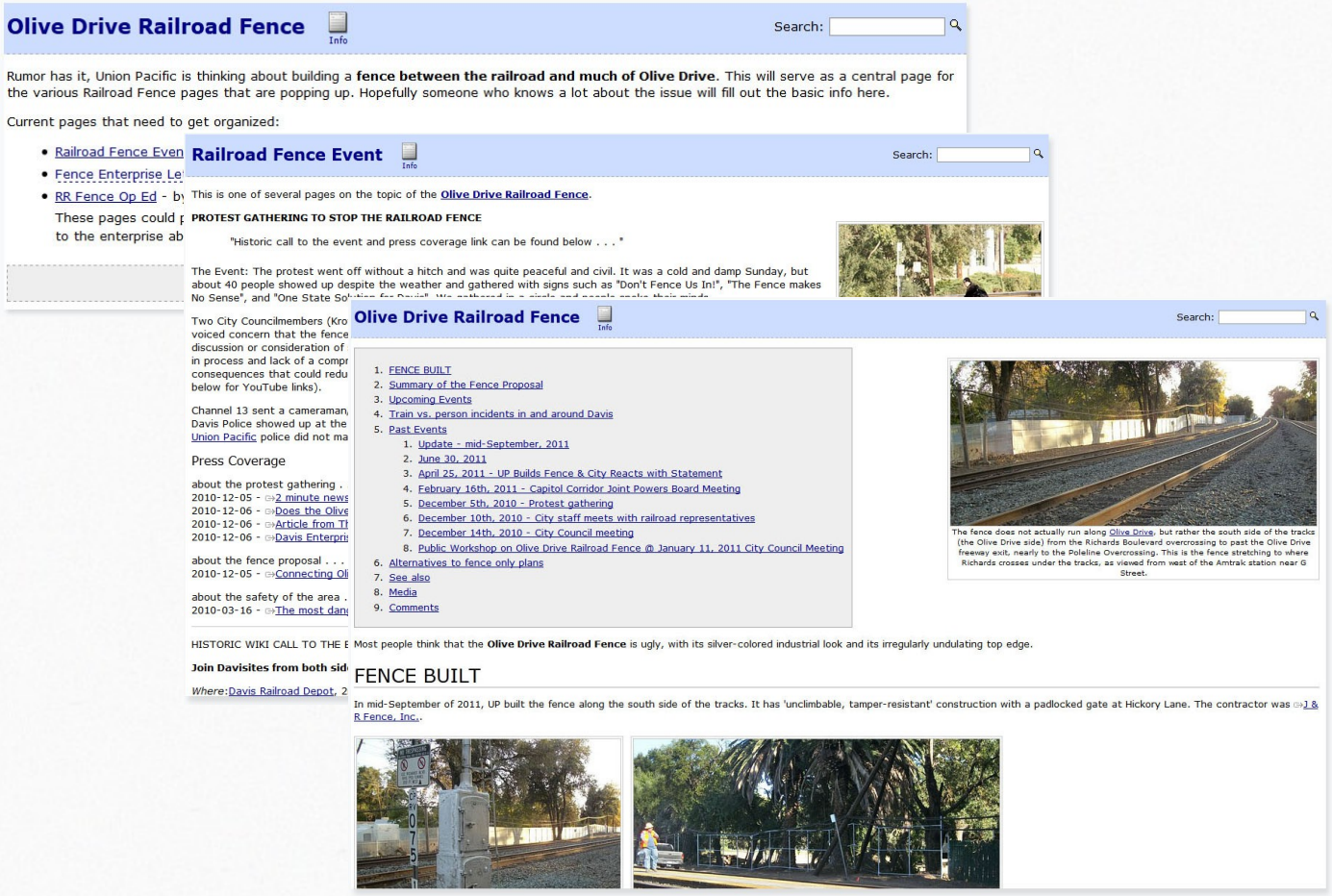
What do people use LocalWiki for?



In Davis, CA residents engaged in the planning and discussion of a railroad fence project, all the way from the rumor stage to the current project status. Residents planned and discussed events about the fence and showed up in large numbers at City Council meetings to speak about the plans.

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Brooklyn

Edit Info

The town of **Brooklyn** (1856–1872) was situated in what is now part of Oakland, just east of Lake Merritt. Named for a ship that brought Mormon settlers to California in 1846, the town was formed in 1856 by the joining of two settlements, Clinton and San Antonio. In 1870, it annexed the nearby town of Lynn. In 1872, voters approved its annexation by Oakland.

The town was part of Brooklyn township, which extended from Indian Gulch (Trestle Glen) to San Leandro Creek (then the border with Eden township).

The area was home to at several large breweries, including the Brooklyn Brewery:

"Brooklyn Steam Beer was a local product. Even after Brooklyn became part of Oakland, people liked to use the name to distinguish i

At its peak during summer months, Brooklyn produ

Brooklyn was also the site of the palatial Tubbs Hot residences. Gertrude Stein's family lived there for ai

The town had a number of churches. The First Pres moved to 12th Avenue and East 15th Street in 188 Avenue and East 14th Street. That building has bee

Although Oakland annexed Brooklyn in 1872, the B One notable fireman was Joe Sullivan, who at over sleep, they were forced to lower his body out the s

Even after its annexation by Oakland, the area was

> *The steamer Capitol arrived in the bay early y and to have new engines, and will when comp*

The Brooklyn name lives on in Oakland via a street

c.1869 map of Brooklyn and Oakland from the UC Berkeley Library

Piedmont Meat Market

Edit Info

Piedmont Grocery Meat Department - 1940 [2]

The **Piedmont Meat Market** was located on Piedmont Avenue in Oakland, California, next door to the Piedmont Grocery Store. Owned and operated by the Guerra family, the Piedmont Meat Market merged with the Piedmont Grocery in 1964. [1]

[JL]recalls: "This historical account is not accurate ... the meat market was located in the Monte Vista Market, a few doors down from the Piedmont Grocery Store, and as memory serves, the owner/butcher retired and closed the meat market. The Piedmont Grocery Store already had its own in-store meat market *before* 1964"]

[JL continued "I just love a good mystery! Monte Vista Market had a meat market in the store during the 1940's & 1950's (not sure what year it opened, but by the 1950's the meat department, which was independently owned, was already a neighborhood staple which had been there for years. They were in competition with the Piedmont Market meat market, but as prices at the Monte Vista meat market were lower more folks on a limited budget shopped there while residents of the City of Piedmont (which didn't have its own grocery store) shopped at the Piedmont Grocery meat department. It appears from the historical data that there was a third store selling meat on Piedmont Avenue, the Piedmont Meat Market, next door to the Piedmont Grocery. It must have been located between the Piedmont Grocery and Pearson's Hardware Store (that is now a comic book store). However, there still was a meat department in the Piedmont Grocery ***before*** the reported 1964 merger between the two stores ... I found a photo! And sometime after the mid-1960's the size of the Piedmont Grocery's meat department did grow larger. I realize probably no one cares about this minor bit of Oakland history, but enjoy exercising the little grey cells.]

[NAParish sez: I am nearly certain the OMCA item *is* correct. This 1969 Tribune article (35056746.pdf) states that the Piedmont Market was started by Billy Land in a location at 41st Street, and later moved to a site next to the Piedmont Grocery under the ownership of the Guerras. The 1941 Polks directory at http://archive.org/details/polksoaklandcali1941rlpo (page 758) lists the Piedmont Grocery Co. (groceries, deli, fruits, veggies) at 4038 Piedmont Ave and the Piedmont Market (meats, fish, poultry) at 4042 Piedmont Ave. A 1931 Tribune page celebrating the Piedmont Market's 33rd Anniversary (31554430.pdf) noted that the Piedmont Grocery and the Piedmont Market had been neighbors for 29 years. And then a 1959 obituary for Rene Guerra noted that he was an owner of the Piedmont Meat Market (32413696.pdf). Looks like the word "Meat" was added to the name of the store sometime between 1941 and 1964. Maybe the Monte Vista Market opened a separate meat market once Piedmont Meat and Piedmont Grocery merged?]

Residents created over 300 entries on Oakland history, including original archival research published directly to LocalWiki.

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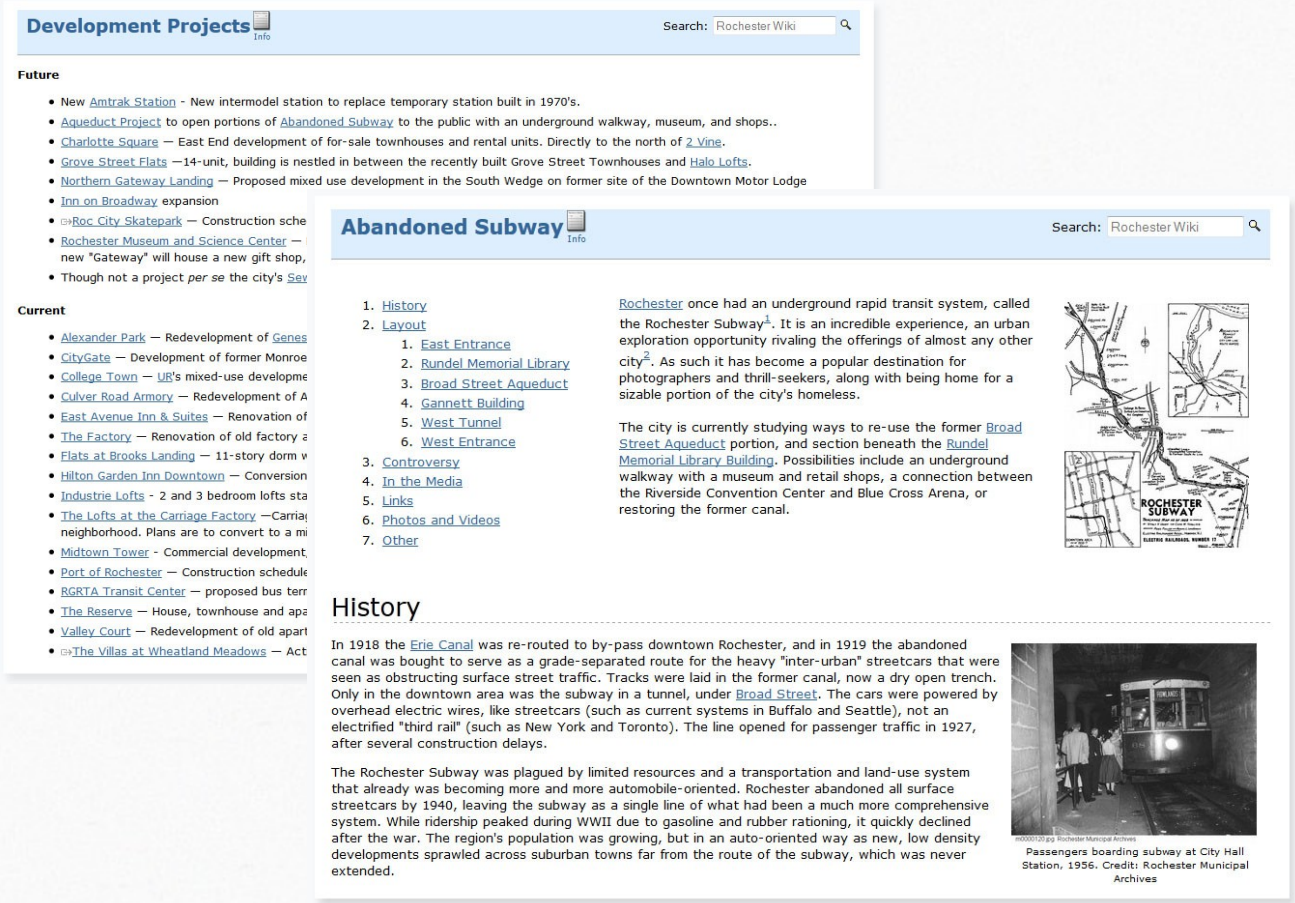

Development Projects

Search: Rochester Wiki

Future

- New Amtrak Station - New intermodel station to replace temporary station built in 1970's.
- Aqueduct Project to open portions of Abandoned Subway to the public with an underground walkway, museum, and shops..
- Charlotte Square — East End development of for-sale townhouses and rental units. Directly to the north of 2 Vine.
- Grove Street Flats —14-unit, building is nestled in between the recently built Grove Street Townhouses and Halo Lofts.
- Northern Gateway Landing — Proposed mixed use development in the South Wedge on former site of the Downtown Motor Lodge
- Inn on Broadway expansion
- Roc City Skatepark — Construction sche
- Rochester Museum and Science Center — new "Gateway" will house a new gift shop,
- Though not a project *per se* the city's Sew

Current

- Alexander Park — Redevelopment of Genes
- CityGate — Development of former Monroe
- College Town — UR's mixed-use developme
- Culver Road Armory — Redevelopment of A
- East Avenue Inn & Suites — Renovation of
- The Factory — Renovation of old factory a
- Flats at Brooks Landing — 11-story dorm w
- Hilton Garden Inn Downtown — Conversion
- Industrie Lofts - 2 and 3 bedroom lofts sta
- The Lofts at the Carriage Factory —Carriag neighborhood. Plans are to convert to a mi
- Midtown Tower - Commercial development
- Port of Rochester — Construction schedule
- RGRTA Transit Center — proposed bus terr
- The Reserve — House, townhouse and apa
- Valley Court — Redevelopment of old apart
- The Villas at Wheatland Meadows — Act

Abandoned Subway

Search: Rochester Wiki

1. History
2. Layout
   1. East Entrance
   2. Rundel Memorial Library
   3. Broad Street Aqueduct
   4. Gannett Building
   5. West Tunnel
   6. West Entrance
3. Controversy
4. In the Media
5. Links
6. Photos and Videos
7. Other

Rochester once had an underground rapid transit system, called the Rochester Subway[1]. It is an incredible experience, an urban exploration opportunity rivaling the offerings of almost any other city[2]. As such it has become a popular destination for photographers and thrill-seekers, along with being home for a sizable portion of the city's homeless.

The city is currently studying ways to re-use the former Broad Street Aqueduct portion, and section beneath the Rundel Memorial Library Building. Possibilities include an underground walkway with a museum and retail shops, a connection between the Riverside Convention Center and Blue Cross Arena, or restoring the former canal.

History

In 1918 the Erie Canal was re-routed to by-pass downtown Rochester, and in 1919 the abandoned canal was bought to serve as a grade-separated route for the heavy "inter-urban" streetcars that were seen as obstructing surface street traffic. Tracks were laid in the former canal, now a dry open trench. Only in the downtown area was the subway in a tunnel, under Broad Street. The cars were powered by overhead electric wires, like streetcars (such as current systems in Buffalo and Seattle), not an electrified "third rail" (such as New York and Toronto). The line opened for passenger traffic in 1927, after several construction delays.

The Rochester Subway was plagued by limited resources and a transportation and land-use system that already was becoming more and more automobile-oriented. Rochester abandoned all surface streetcars by 1940, leaving the subway as a single line of what had been a much more comprehensive system. While ridership peaked during WWII due to gasoline and rubber rationing, it quickly declined after the war. The region's population was growing, but in an auto-oriented way as new, low density developments sprawled across suburban towns far from the route of the subway, which was never extended.

Passengers boarding subway at City Hall Station, 1956. Credit: Rochester Municipal Archives

Residents documented over 50 past, present, and planned city development projects in Rochester, NY

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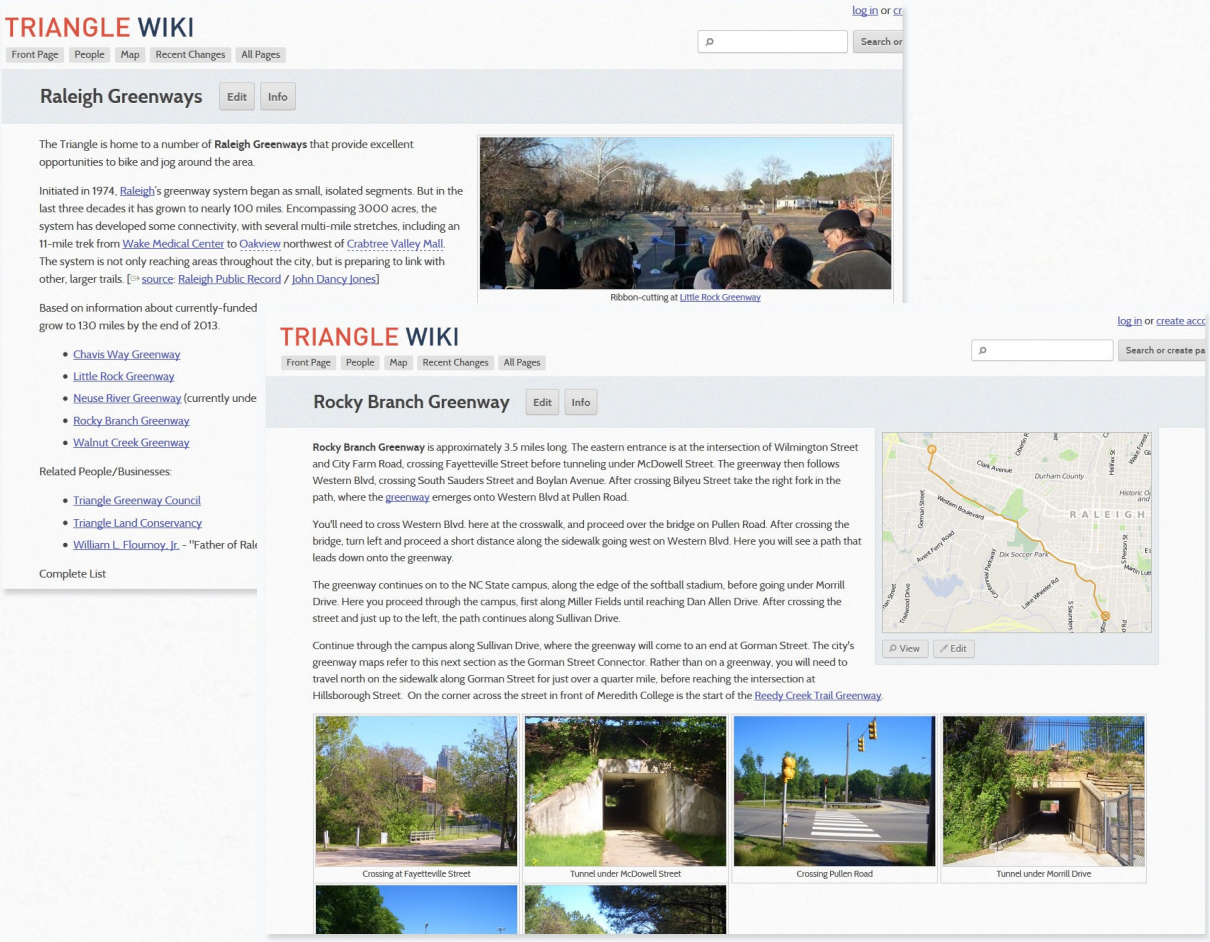

Residents mapped every nature path in Raleigh, NC

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