



# MOUNT LEBANON DESTINATION UPTOWN

A PUBLIC SPACE IMPROVEMENTS PROJECT FOR  
MOUNT LEBANON'S CENTRAL BUSINESS DISTRICT



powered by  
**evolveEA**



# MOUNT LEBANON **DESTINATION UPTOWN**

A PUBLIC SPACE IMPROVEMENTS PROJECT FOR MT  
LEBANON'S CENTRAL BUSINESS DISTRICT

**COMPLETED FOR**

Municipality of Mt. Lebanon	eric milliron	
Gateway Engineers	kevin nadalin	
Steering Committee	bill callahan mara dowdy rick sabeh tim steinouer	Mt. Lebanon Partnership Mt. Lebanon Partnership AIA, EDC Mt. Lebanon Partnership

**COMPLETED BY**

evolve environment::architecture	christine mondor ashley cox elijah hughes nico azel
----------------------------------	--

# CONTENTS

---

## INTRODUCTION

### 01

#### PROJECT BACKGROUND

Destination Mount Lebanon  
Streetscape Improvements  
Connecting to Transit  
Parse Way Activation  
A History of Transit and Growth  
Revisiting Our Central Business District

### 02

#### STREETSCAPE IMPROVEMENTS

Existing Conditions Assessment  
Modular Bumpouts  
Landscape Improvements  
Material Palette Recommendations

### 03

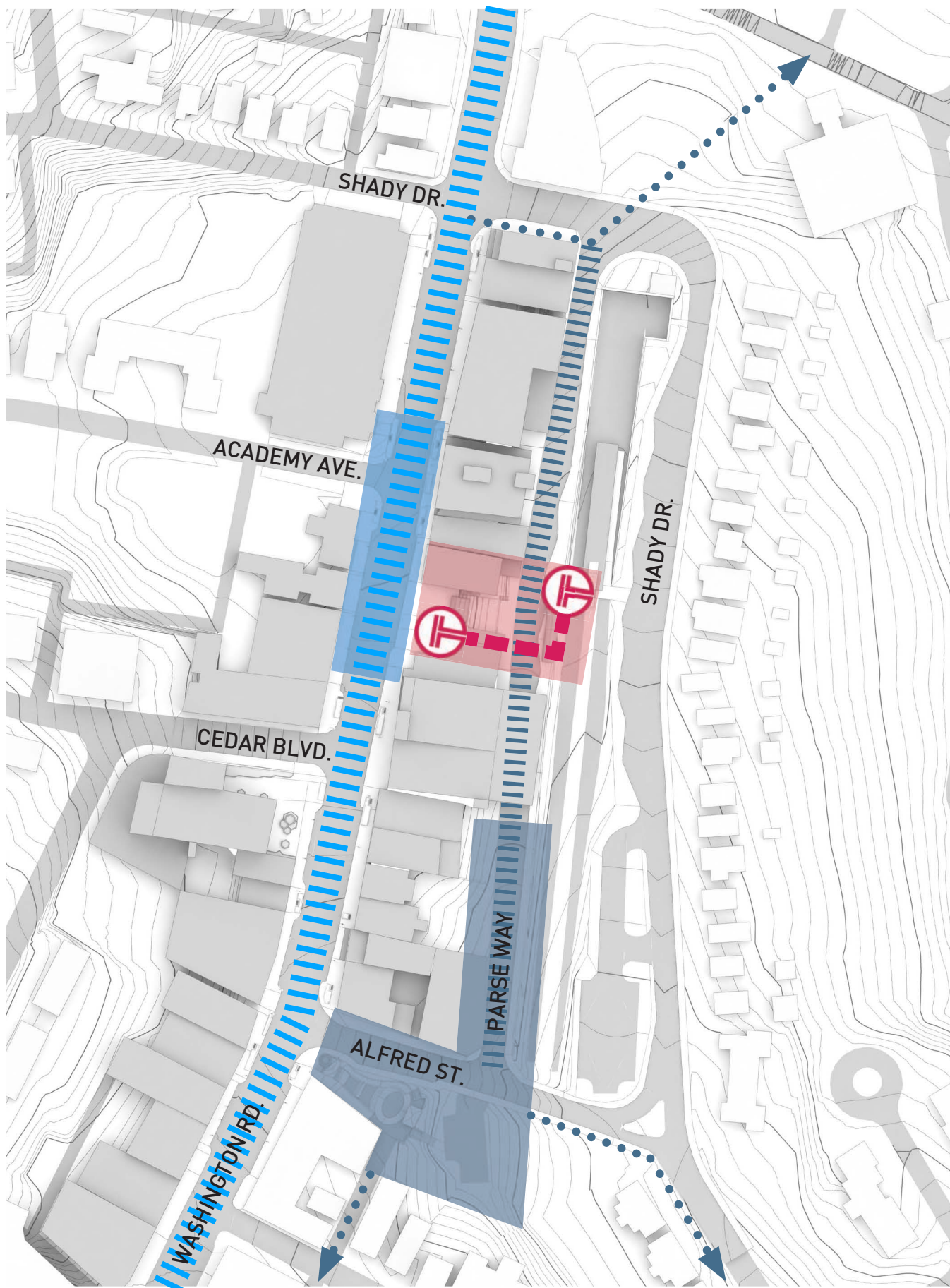
#### TRANSIT CONNECTIONS

Existing Conditions Assessment  
Leaving Breadcrumbs  
Key Projects

### 04

#### PARSE WAY ACTIVATION

Existing Conditions Assessment  
Key Projects



# PROJECT BACKGROUND Destination Mt. Lebanon

---

The Uptown Business District in Mount Lebanon is enjoying a renaissance. Storefronts are full of activity and there is a renewed diversity of spaces in the historically designated area. This proposal is for a conceptual design scan that will identify issues and possible solutions related to three areas of focus

## STREETSCAPE IMPROVEMENTS

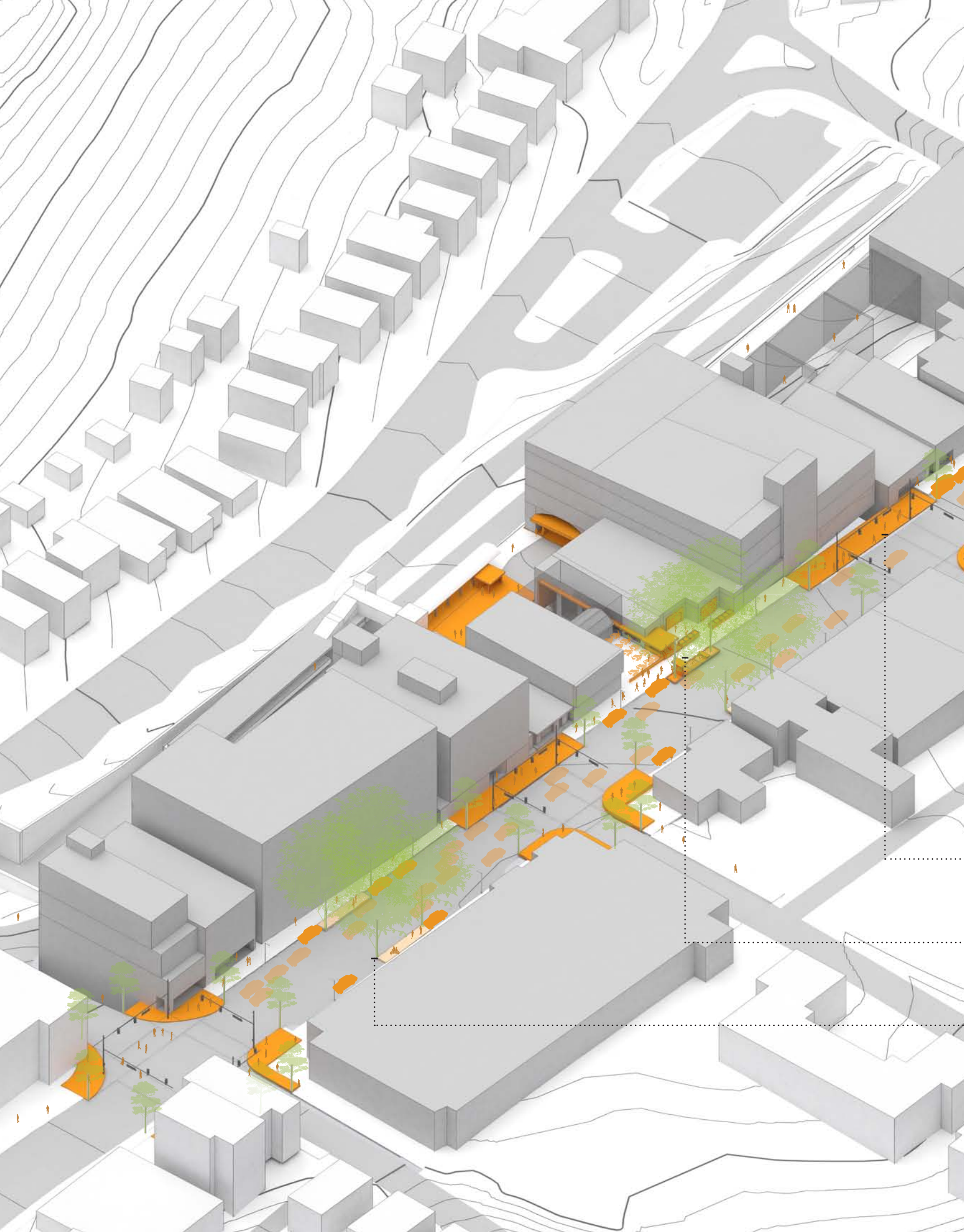
The Municipality would like to coordinate public realm elements, enhance the pedestrian experience and unify the business district. Streetscape improvements are likely to be implemented along the length of the business district. This report includes recommendations on the planters, light poles, light fixtures, benches, trash cans, pavement detail, green infrastructure integration, parking pay stations and, locations for wayfinding or other signage.

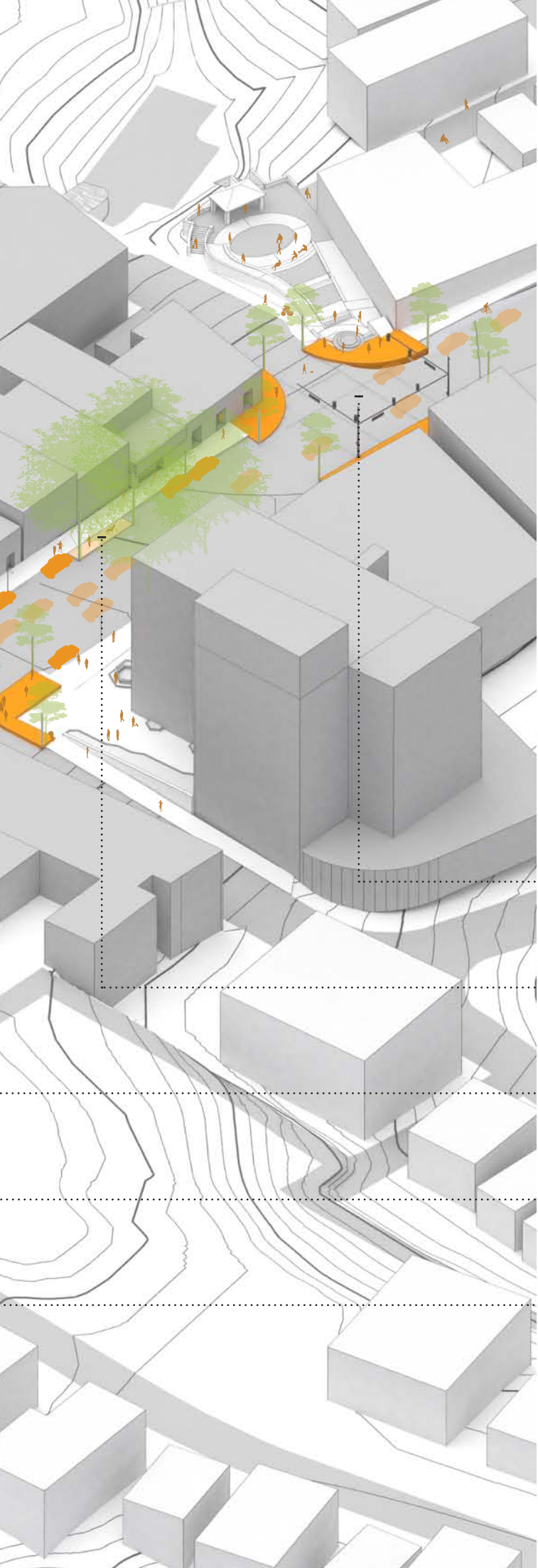
## CONNECT TO TRANSIT

Mount Lebanon's light rail transit (LRT) stop passes through its business district onto Parse Way, which acts as the business district's front door. By reinforcing the connection between the station and the Municipal Building's Washington Road plaza, visitors can have a safer and more engaging entry sequence into the Uptown area. This report provides recommendations for infrastructure improvements and activation of the plaza and stair connection from Washington Road to Parse Way.

## ACTIVATE PARSE WAY

With its proximity to Washington Road and Mount Lebanon's only LRT station, Parse Way was identified as a potential pedestrian corridor that would support and expand business district activities and bring together the community assets at each end. This report encourages greater pedestrian use by recapturing the currently underutilized road as a multi-use, pedestrian oriented space that activates the rear side of Washington Road businesses. This may include infrastructure improvements along Parse Way and Clearview Commons park and better connections to the cemetery, the public school, and even the library.





## STREETSCAPE IMPROVEMENTS

Mt. Lebanon's streetscape improvements will better support a thriving sidewalk culture.

The last major investment in Mt. Lebanon's business district was over 20 years ago. The heart of the district between the fire station and Washington Elementary School has sidewalks, planters, lights and other amenities that are in need of repair or are aging out. The Municipality has received funds to begin this work in the core. It will eventually expand on Washington Road, from Shady Drive to Alfred street.

Principles for streetscape improvements include:



Overview Of  
Washington Road  
IMAGE BY EVOLVEEA

### SAFE INTERSECTIONS

More visible intersections with artist-driven creative crosswalk installations and better lighting.

### MODULAR BUMPOUTS

Interchangeable components organizing infrastructure, services and furniture in site specific configurations.

### SIDEWALK ZONES

Three zones allowing for more pedestrian space and for easier maintenance, amenities, and infrastructure.

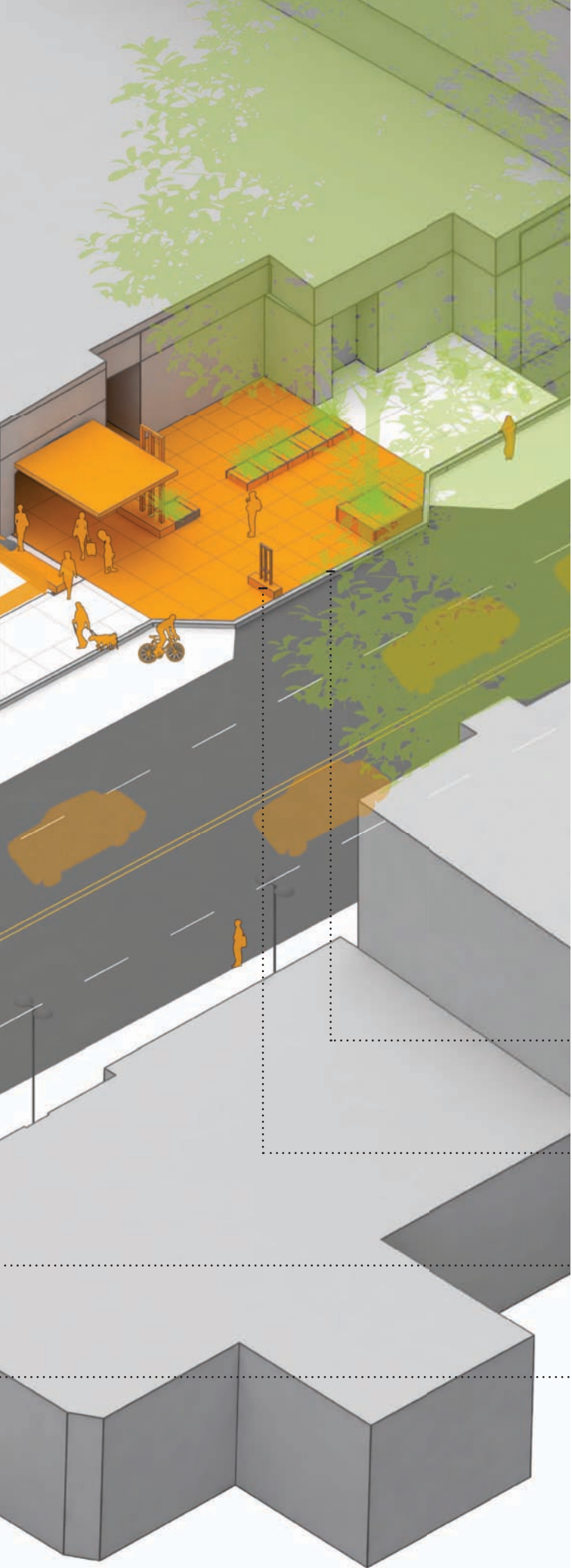
### UPPER STATION PLAZA

Improvements bringing life to the upper plaza and creating leasable space for the municipally owned building.

### SIDEWALK AMENITIES

Incorporating streetlights, furniture, and green infrastructure to save money and make a great place.





## CONNECT TO TRANSIT

The Light Rail Transit Station should become a welcoming front door to the Washington Road business district.

Mt. Lebanon's is fortunate to have a commercial district in close proximity to an LRT station, yet the pathway is not very welcoming. Redevelopment of a Station Plaza on Washington Road would bring activity to the street with a high quality grab-and-go eatery for use by transit riders as well as the general public. Wayfinding and other community information would orient visitors to the business community and would serve as another key public space along the corridor.

Station Plaza improvements should be coordinated with Port Authority station area designs and the already secured municipal funding for sidewalks and streetscapes on Washington Road.

Principles to connect to transit include:

### SIMPLIFIED MATERIAL PALETTE

A contemporary palette of streetscape elements highlighting architectural character and functional clarity.

### WAYFINDING SIGNAGE

A series of "breadcrumbs" guiding travelers to key destinations and encouraging district exploration.

### ACTIVATED SIDEWALKS + ART

Storefronts with open facades and seating areas along major nodes that can incorporate public art.

### SAFE INTERSECTIONS

More visible intersections with artist-driven creative crosswalk installations and better lighting.



Zoom-In  
Axonometric Of  
New T-Station  
Entrance

IMAGE BY EVOLVEEA





## ACTIVATE PARSE WAY

Parse Way is a hidden gem that can sparkle if polished.

Parse Way is one of the most used pedestrian thoroughfares, connecting the transit station to Clearview Commons, Washington Road businesses, and civic and residential areas. Ironically, Parse Way is also one of the least designed or maintained areas of the district, and residents report that the dumpsters, broken pavement, and safety concerns are what characterize the experience.

Parse Way can become a unique “hidden gem” with strategic public realm improvements that organize typical alleyway functions and create a more pleasant and welcoming place. Public investment in streetscape, planting, and intersection safety, as well as coordination of pop-up events and activities can leverage private investment by adjacent business owners as well as Port Authority station area improvements.

Principles include:

### CONNECT TO TRANSIT STOP

Public art, lighting, & signage create a safe and pleasant experience en route to the upper plaza.

### ACTIVATE PARSE WAY PROPERTIES

“Back of house” functions could be consolidated as businesses use Parse Way as a second front door.

### SHARED STREETS

Streetscape and sidewalk improvements allow for a comfortable pedestrian experience.

### CONNECT TO CLEARVIEW COMMONS

Create safe crossing to CC and consider expanding the park usage to the lower level for more diverse activity.



Axonometric  
Overview Of Parse  
Way

IMAGE BY EVOLVEEA





# A History of Transit and Growth

Mount Lebanon's business district has always been a transit hub.



The first day of the  
"T," the new light  
rail transit, 1987

IMAGE BY MT.  
LEBANON HISTORIC  
SOCIETY

## 1797 (to 1874)

State road and stagecoach route to Washington, PA (thus its name!)

It would have been common to see herds of sheep and cattle moving down WR, stopping at Thomas Alderson's Five Mile House at Washington and Cochran Roads!

## 1878-83

Narrow gauge railroad connects Mt Lebanon to Washington, PA to Pittsburgh's West End.

## 1903-09

Electric interurban cars connected Mt. Lebanon to the Mon Valley and Pittsburgh.

## 1924

Liberty Tunnels made the car ride to downtown more direct and Mt. Lebanon's automobile sales and service industry blossomed.

## 1934

Mt. Lebanon residents had one car per household, a feat during the Great Depression!

## 1945-60

Public transportation and highway connections enabled bus lines to proliferate, allowing Mt. Lebanon to grow in population.

## 1987

Light rail upgrades replace the traditional trolley cars and Mount Lebanon Station in its current configuration is opened to the public.

## 1994

Mt. Lebanon invests in district parking with the construction of the North Parking Garage

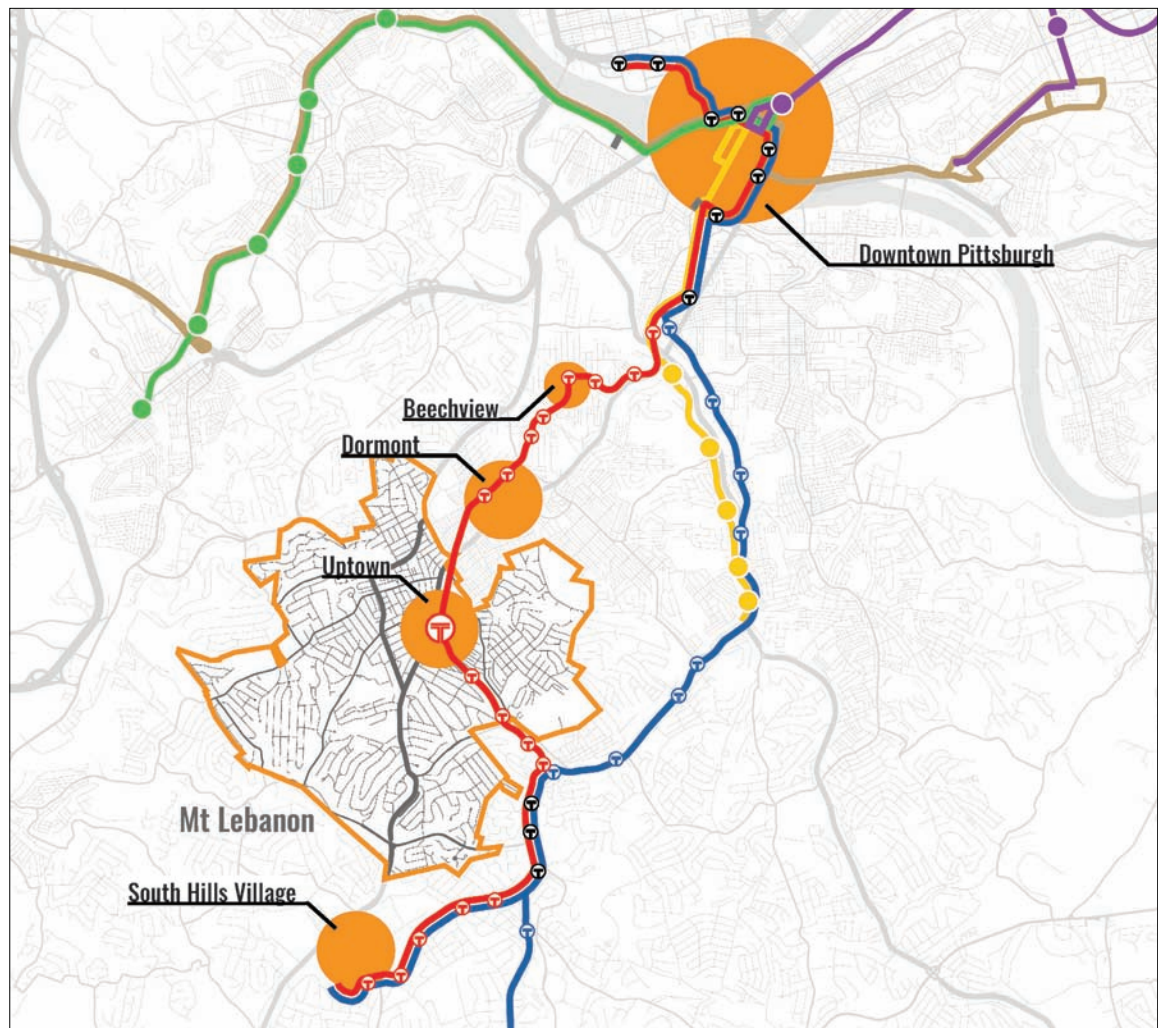


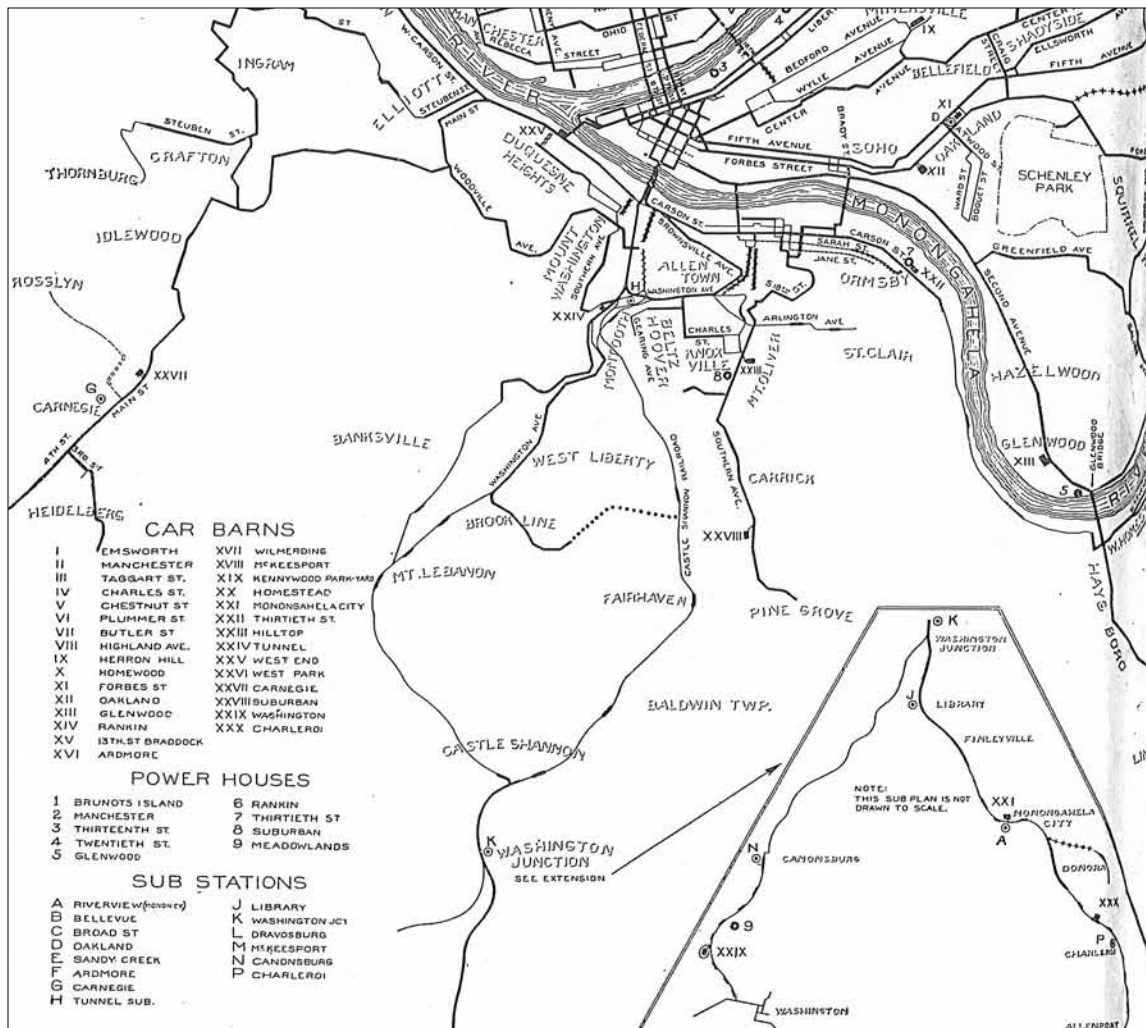


**Map of Regional  
Bus and Light Rail  
Transit Lines**  
IMAGE BY EVOLVEEA



**The last day of the  
streetcar, Trolley  
Day Celebrations  
April 14, 1984**  
IMAGE: BY MT.  
LEBANON HISTORIC  
SOCIETY





Map of all street railway lines in Pittsburgh and Vicinity, 1910  
IMAGE BY TRANSIT GURU LIMITED



Clearview loop looking toward Washington Road, 1975  
IMAGE BY MT. LEBANON HISTORIC SOCIETY





Uptown is a destination.

The businesses, restaurants, and shops beckon to pedestrians in nearby neighborhoods, those arriving from the City of Pittsburgh or South Hills on the Port Authority's light rail station, and drivers and bus riders.

## Revisiting Our Business District

Two previous plans are especially relevant to the scope of this report. Mount Lebanon's municipal document, **Elevate Mount Lebanon Comprehensive Plan 2013**, identifies transportation, connectivity, and business development as interlinked. Actions such as "Cooperation Action 2: Engage and support initiatives that improve regional transportation and public transit aimed at reducing the traffic volume in Mt. Lebanon and surrounding communities," supports the need to prioritize pedestrian-friendly improvements and increased public transit usage. The Comprehensive Plan also identified the need for an Uptown Business District study (summarized below) and further investigation into future transit oriented development at the LRT station.

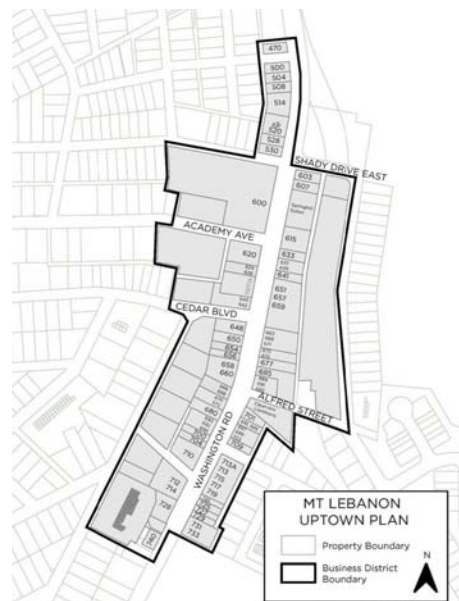


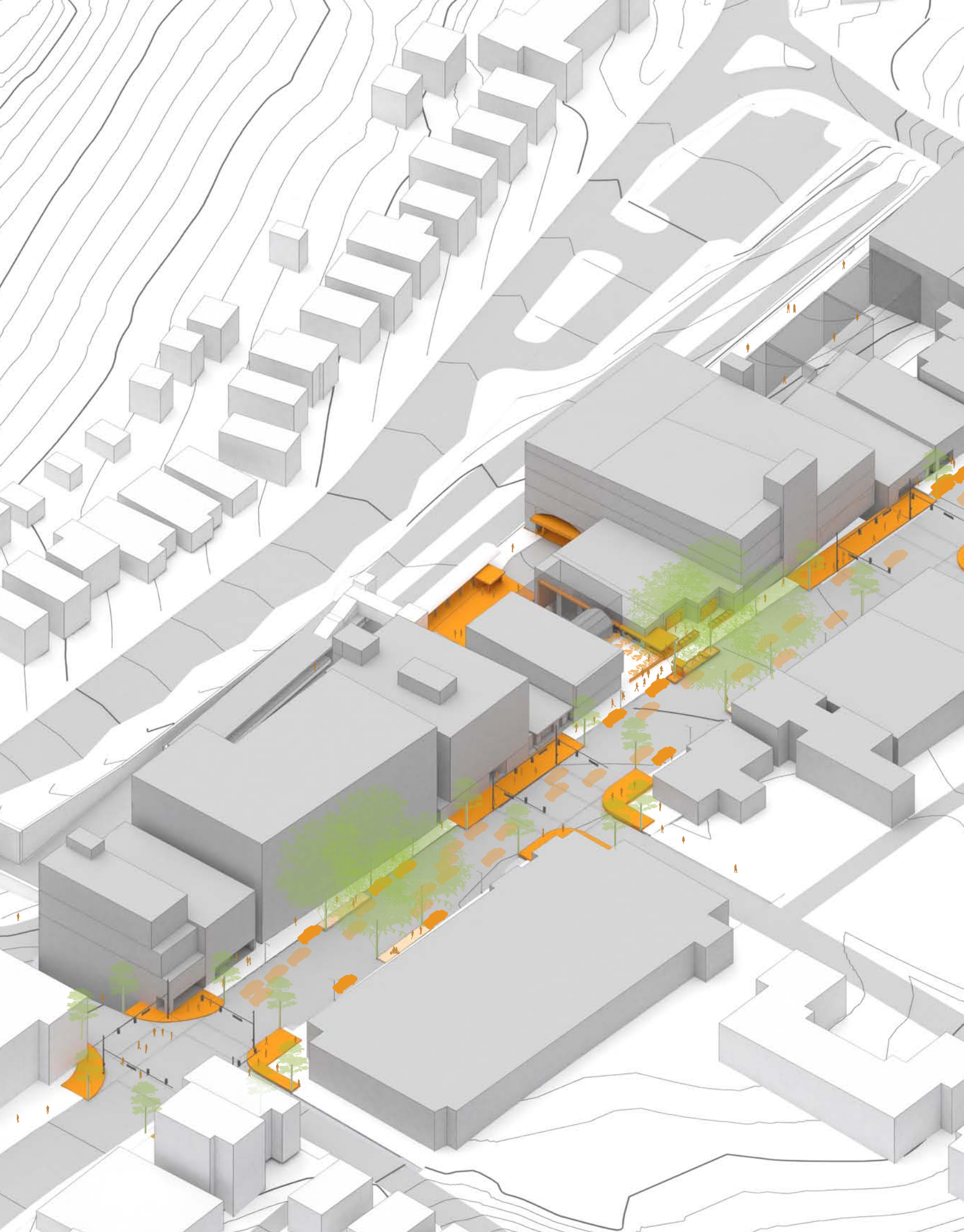
Washington Road  
Aerial  
IMAGE BY EVOLVEEA



District Map  
IMAGE: BY MT.  
LEBANON UPTOWN  
PLAN

**Uptown Mt. Lebanon: A Place to Celebrate** was a site specific study to prioritize projects and to identify programming and resources for the business district. Recommendations included identification of hazardous intersections, underutilized open space, maintenance and streetscape improvements, and programming opportunities to enliven the space. The focus areas for this report were identified as part of the Mt. Lebanon Uptown study.







# STREETSCAPE IMPROVEMENTS

With better connectivity, refreshed materials, and safety improvements, Mt. Lebanon's public spaces will better support a thriving sidewalk culture.

## SAFE INTERSECTIONS

More visible intersections with artist-driven creative crosswalk installations and better lighting.

## MODULAR BUMPOUTS

Interchangeable components organizing infrastructure, services and furniture in site specific configurations.

## SIDEWALK ZONES

Three zones allowing for more pedestrian space and for easier maintenance, amenities, and infrastructure.

## UPPER STATION PLAZA

Improvements bringing life to the upper plaza and creating leasable space for the municipally owned building.

## SIDEWALK AMENITIES

Incorporating streetlights, furniture, and green infrastructure to save money and make a great place.

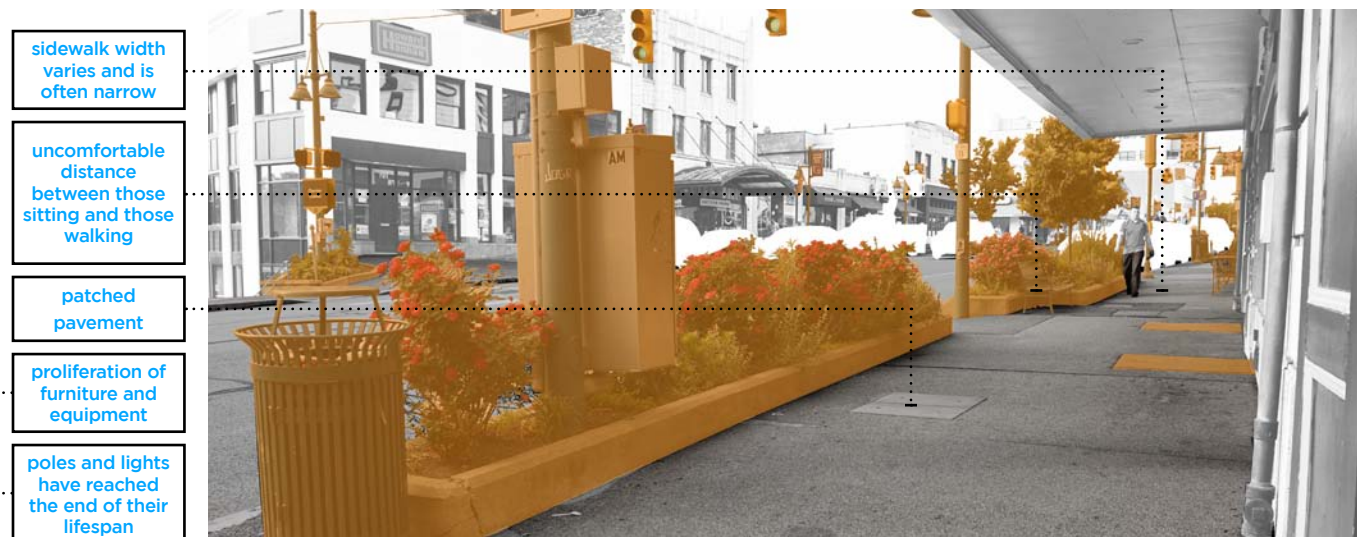


# STREETSCAPE IMPROVEMENTS

## Existing Conditions

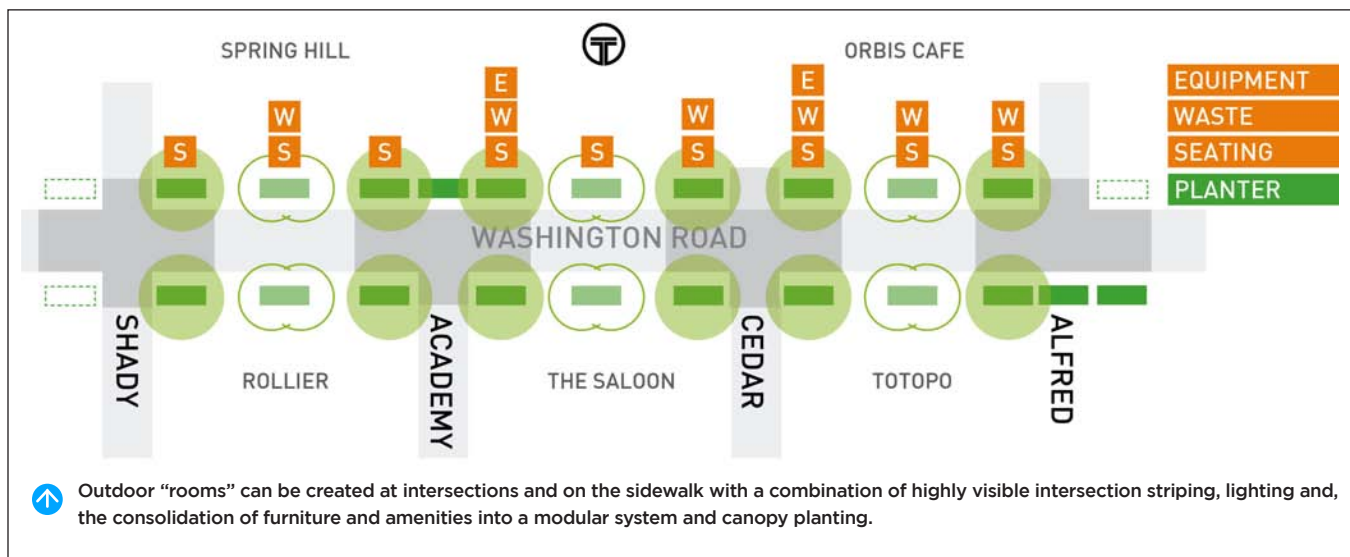
The street furniture adds to the visual complexity of the walkway, creating a challenging pedestrian experience.

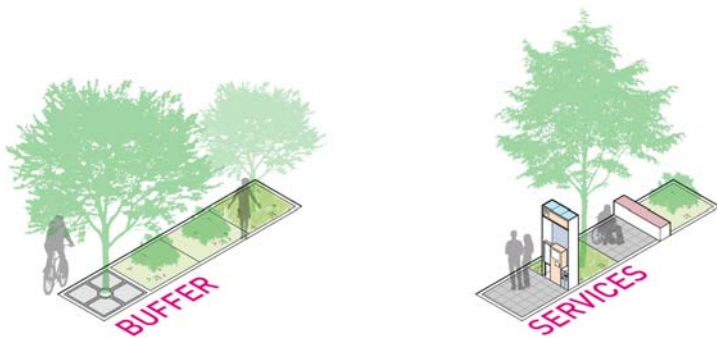
Mt. Lebanon's sidewalks have grown visually and spatially cluttered as pavement has been patched, furniture and other equipment has been added, and the planting has been inconsistently maintained. Curbed planters are neither functional for seating nor flexible enough to accommodate an increasing number of pedestrians. Their fortress-like quality might seem protective, but in fact, a lack of visibility from sidewalk to drive lanes can create unsafe situations and limit visibility to the emerging sidewalk culture.



# Safe Intersections and Sidewalk Amenities

Prior improvements to Washington Road include planter bumpouts at intersections and sidewalk amenities. Improvements to this infrastructure should emphasize safe, well lit intersections that calm traffic and should update materials and amenities to be more pedestrian friendly and easier to maintain.





A refreshed material palette with interchangeable components organizes infrastructure, services and furniture in site specific configurations, with a common visual language. The updated bumpouts can also accommodate stormwater management systems.



Taller canopy trees create memorable outdoor rooms and have fewer conflicts with signage. Research by the Center of Urban Horticulture at the University of Washington has shown that a street tree canopy can attract and retain businesses, reduce car accidents, and improve stormwater systems. PHOTO: GOOGLE

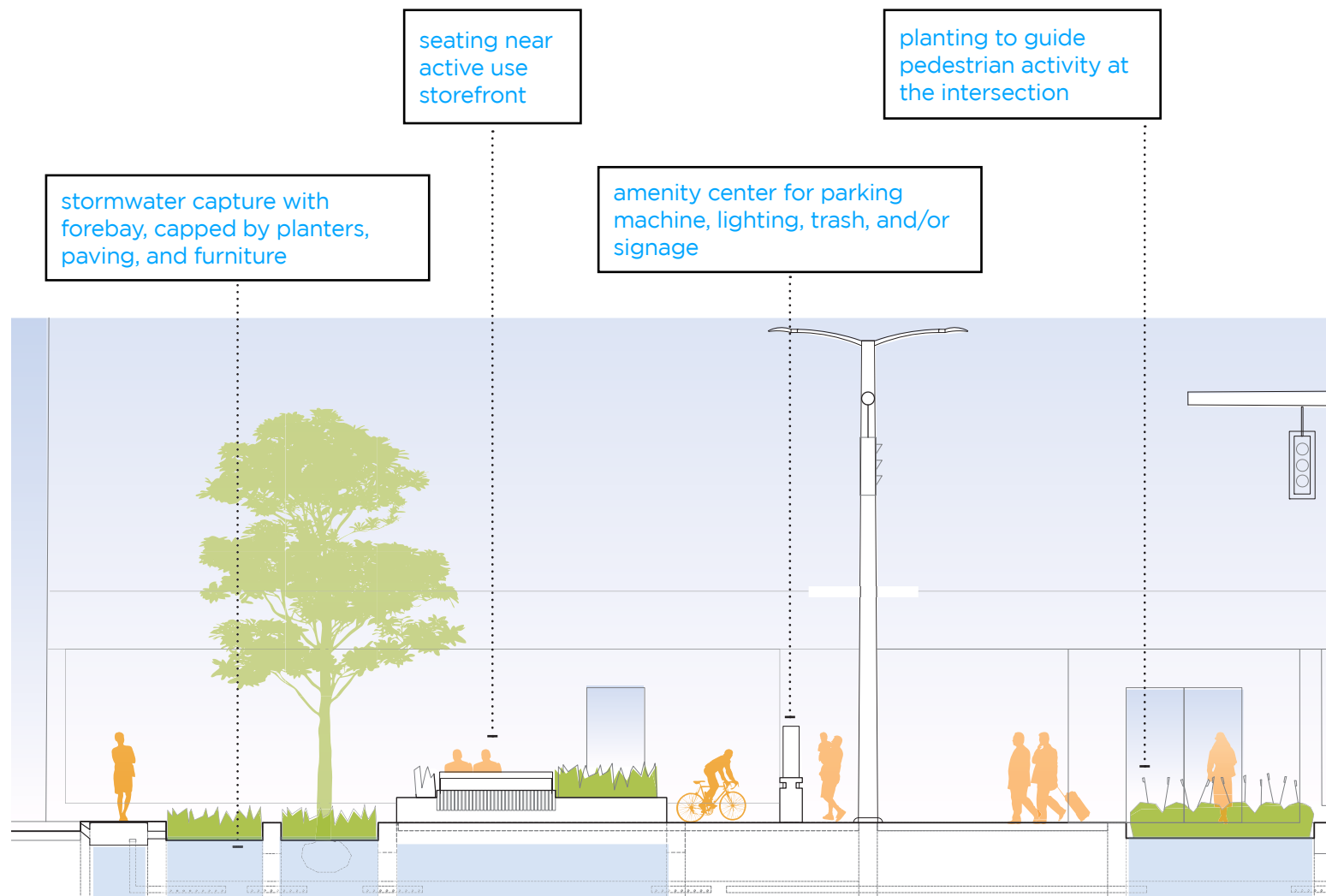


Pedestrian safety can be improved with improved lighting and large, highly visible crosswalks with expanded areas of paint or artist-created crosswalk patterns. PHOTO: GOOGLE

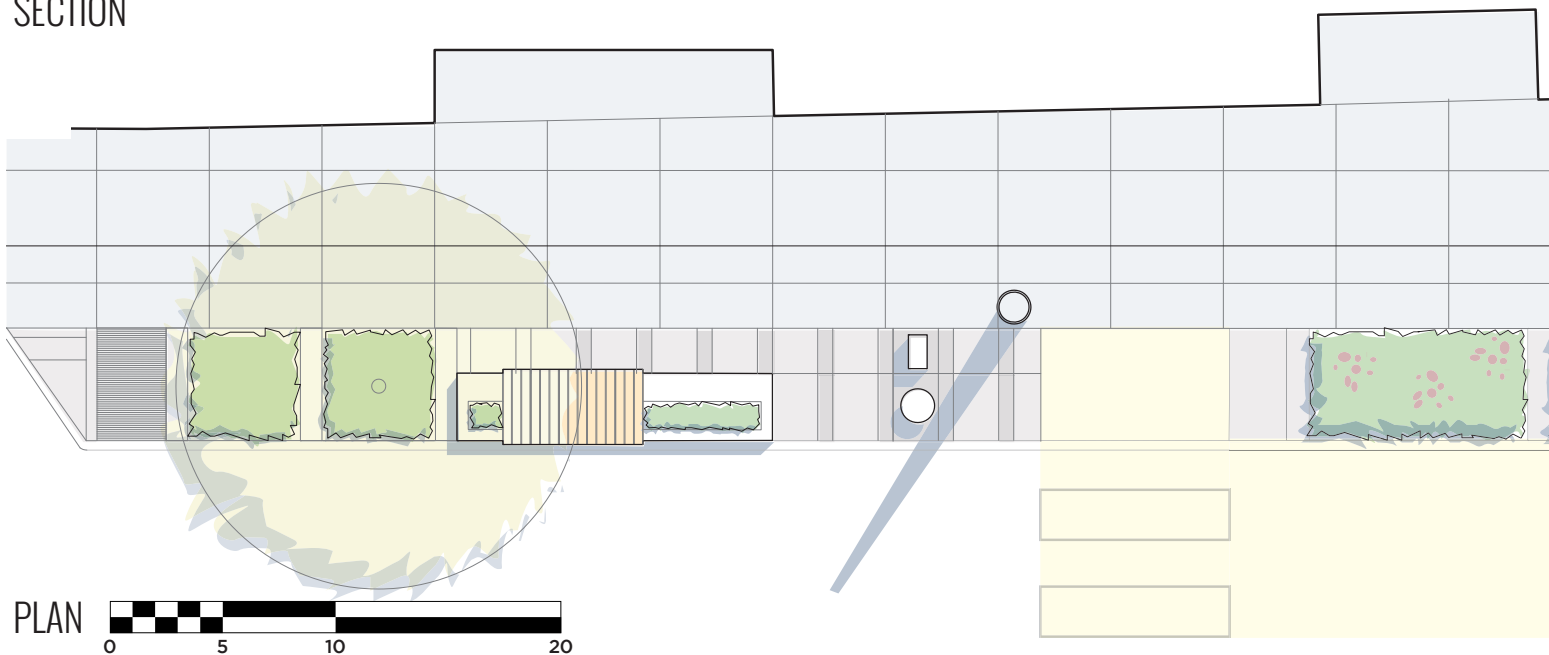
**"STREET TREES IMPROVE STORMWATER CONTROL SYSTEMS BY KEEPING WATER NEAR TO WHERE IT FALLS. A 32' TALL STREET TREE RETAINS 327 GALLONS OF WATER ANNUALLY"**

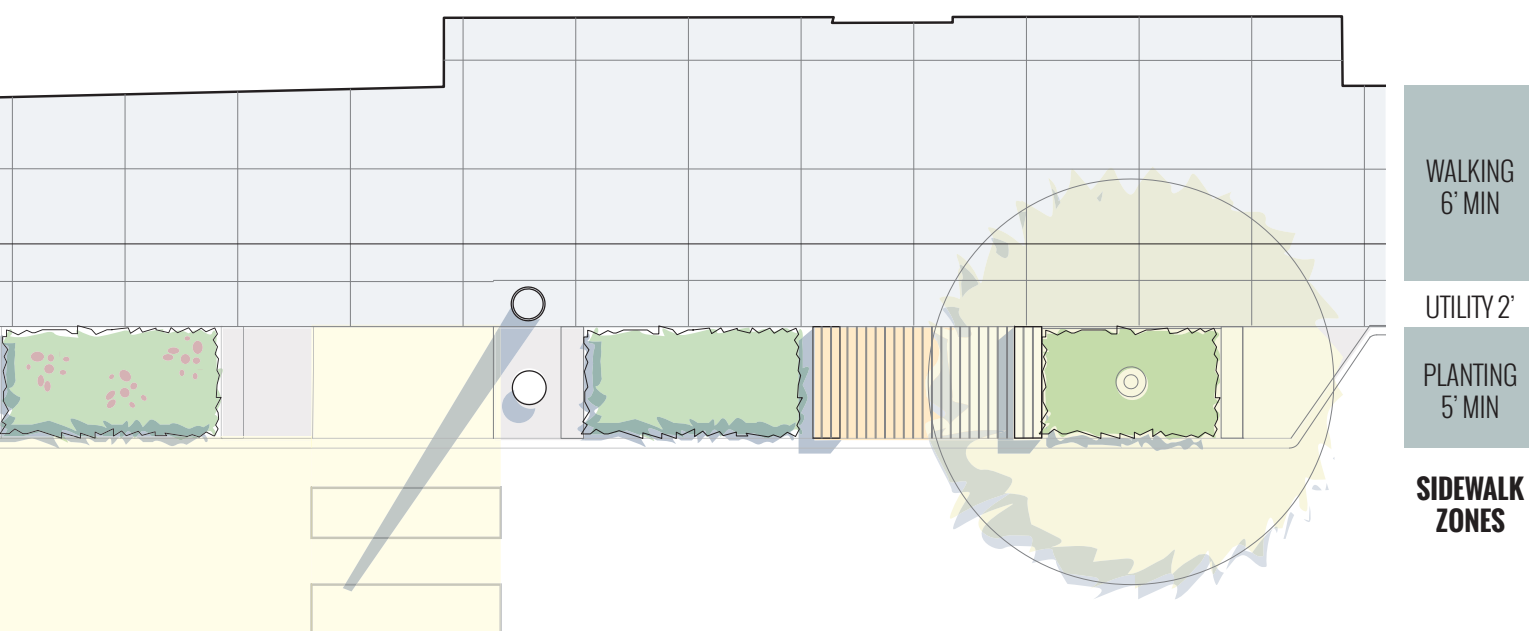
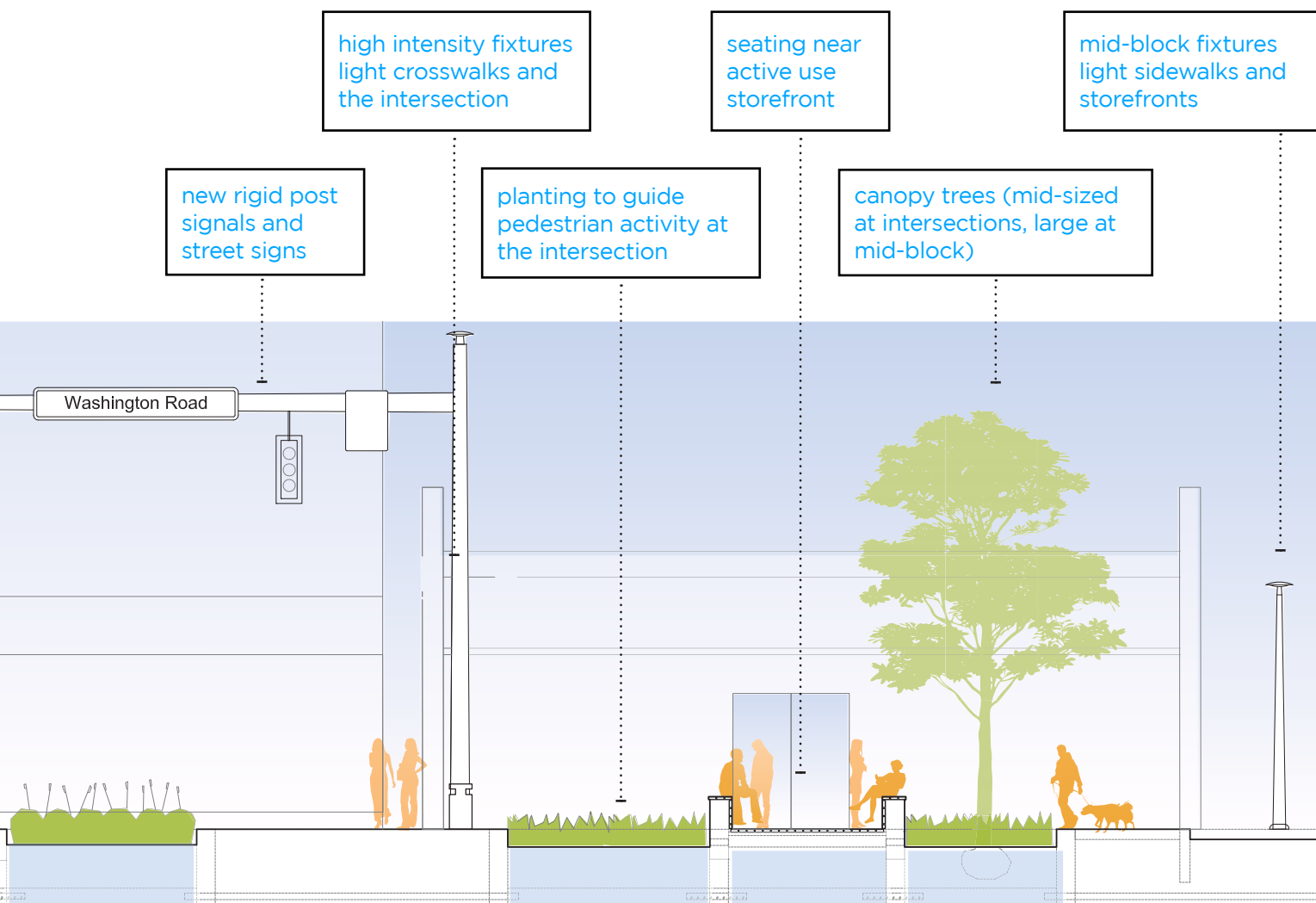
UNIVERSITY OF WASHINGTON, CENTER FOR URBAN HORTICULTURE

# Landscape Improvements



SECTION





# Before & After

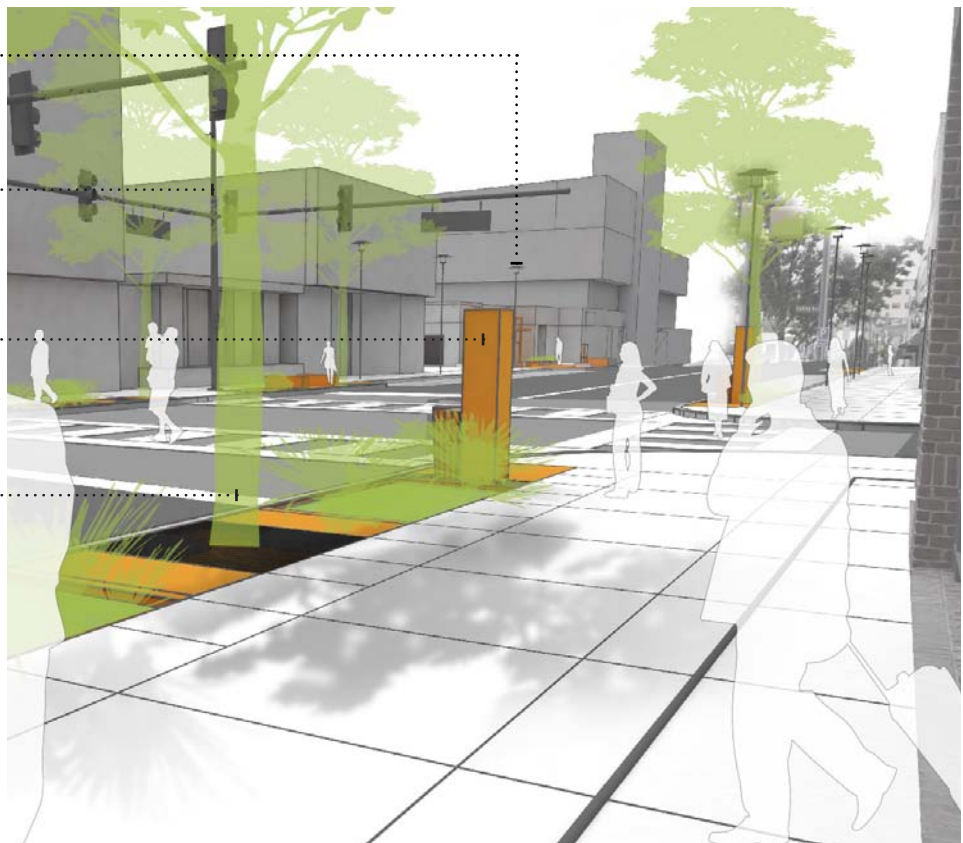


new rigid post signals and street signs

high intensity fixtures light crosswalks and the intersection

amenity center for parking machine, lighting, trash, and/or signage

canopy trees (mid-sized at intersections, large at mid-block)





midblock fixtures that light sidewalks and storefronts

planting to guide pedestrian activity at the intersection

amenity center for parking machine, lighting, trash, and/or signage

seating near active use storefront

stormwater capture with forebay, capped by planters, paving, and furniture

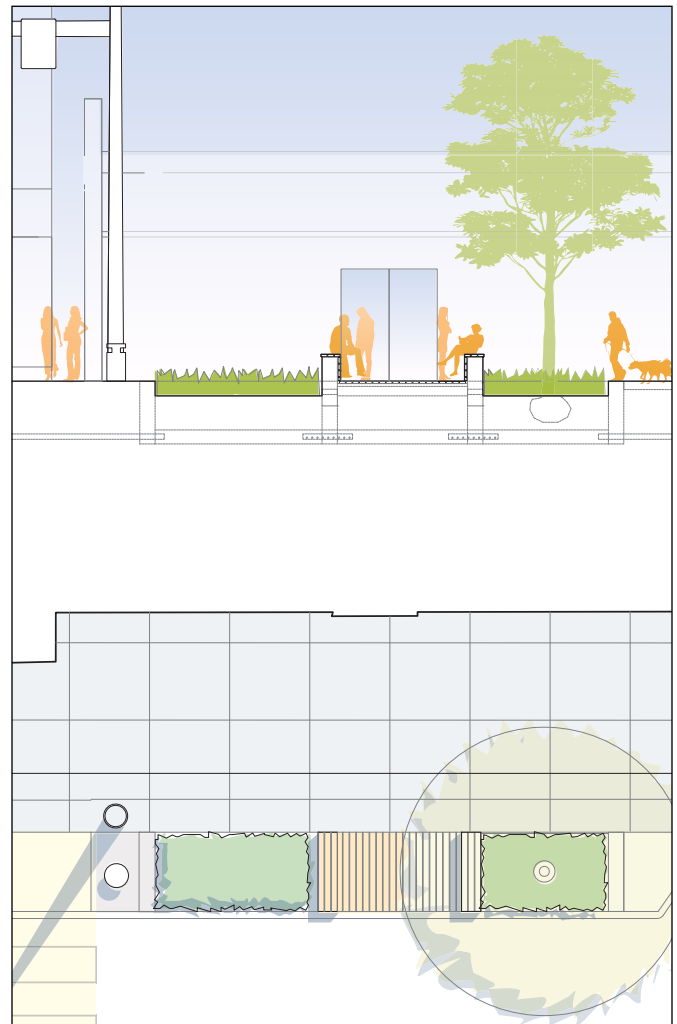
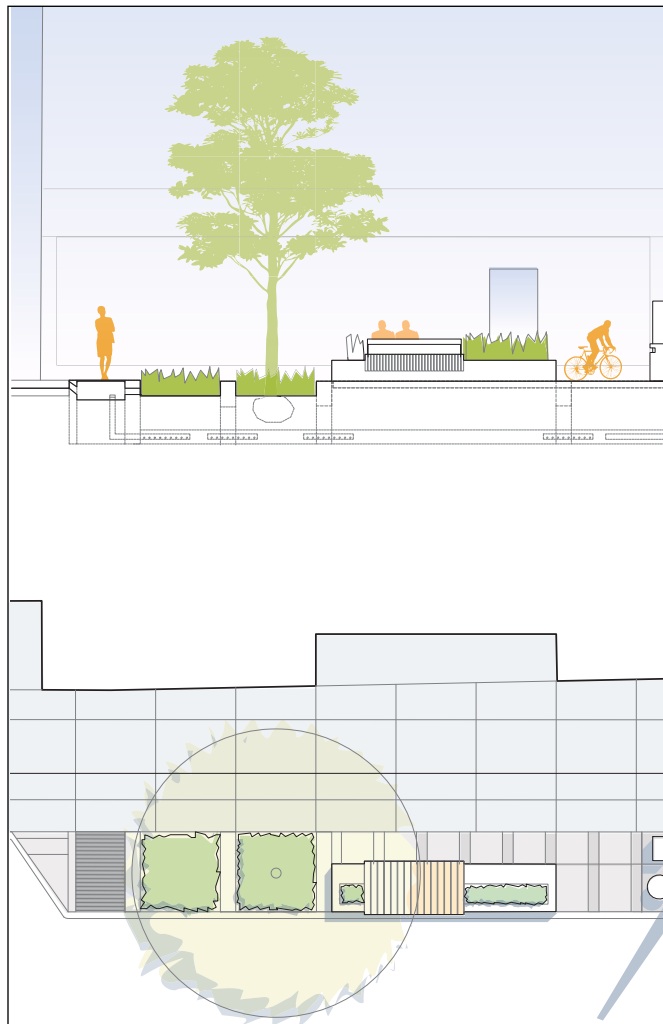
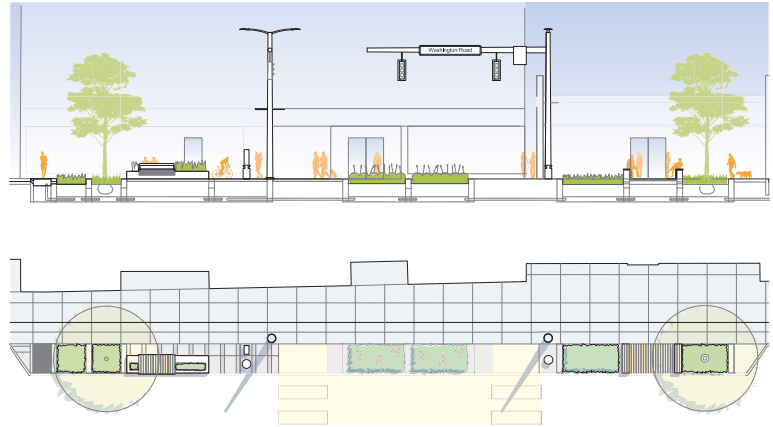
# ONE

## Material Palette

Mt. Lebanon's architecture is wonderfully eclectic with buildings from many periods, including neo-gothic, art deco, and modernist structures. Simple furniture and fixtures attract little attention and allow the architecture to be the focus.

A contemporary blend of traditional and modern styles that are timeless and clean

The materials include simplified light heads that attract little attention, simple concrete forms, and wood surfaces for sitting and for feature areas. Plantings can be recessed slightly below the sidewalk grade to save water or can be at grade. Plantings are perennials and consistent across the district.

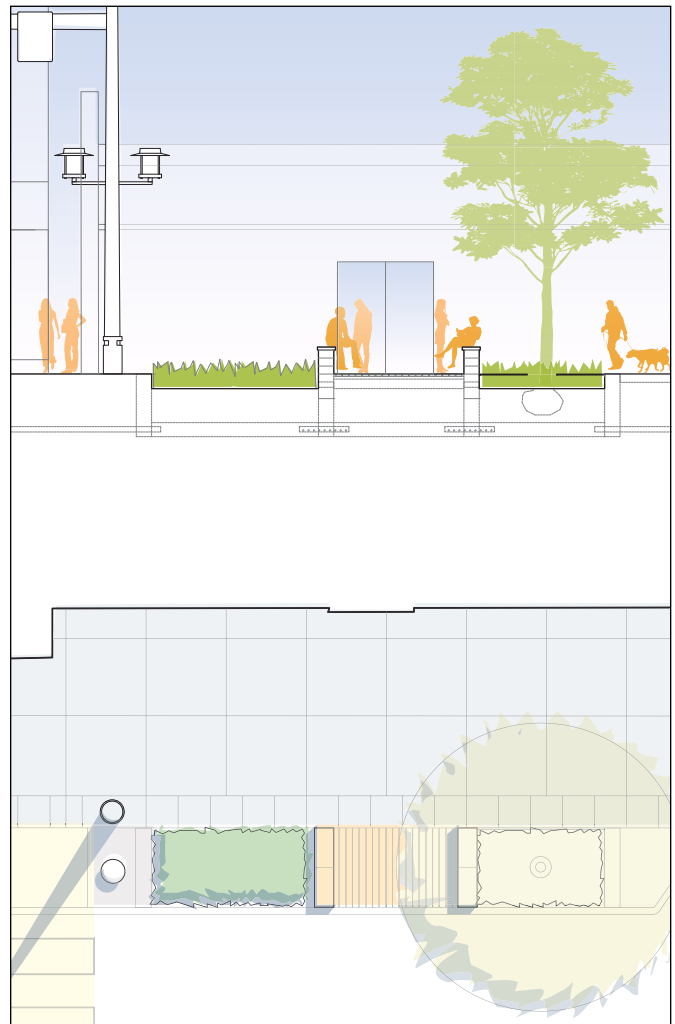
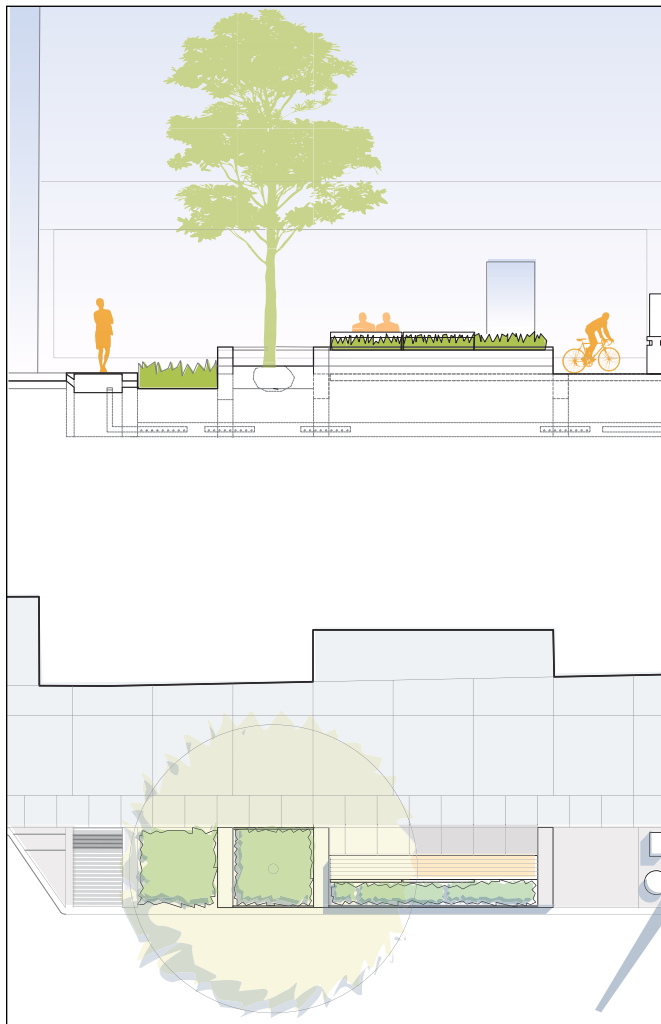
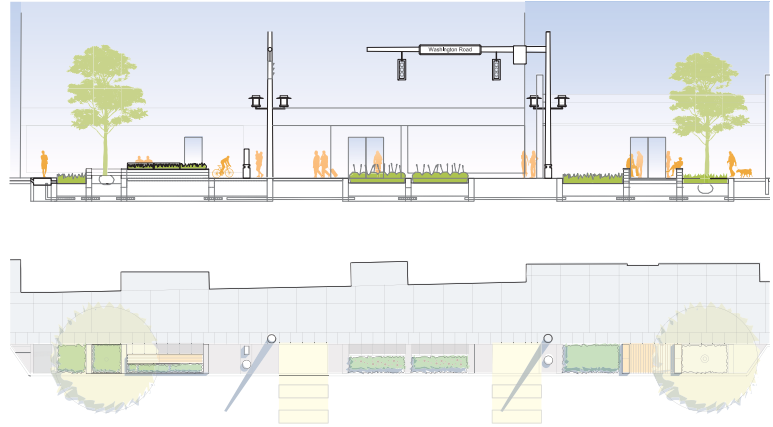


# TWO

## Material Palette

Materials that recall but do not mimic some of the best of Mt. Lebanon's architecture.

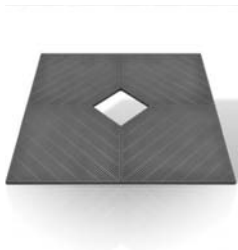
The materials include classic lighting fixtures that are not historic reproductions. Wood is used with masonry planters or bench supports. Plantings can be recessed slightly below the sidewalk grade to save water or can be at grade. Plantings are perennials and consistent across the district.



# Material Palette Recommendations

## GRATES AND RECEPTACLES

**KIVA**, Urban Accessories  
**VARIATIONS**, Urban Accessories  
**JAMISON**, Urban Accessories

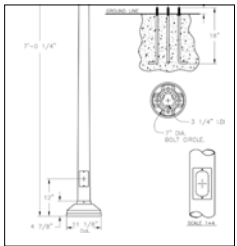


**DISPATCH**, Forms & Surfaces  
**UNIVERSAL**, Forms & Surfaces

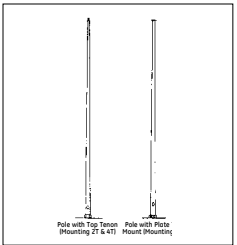
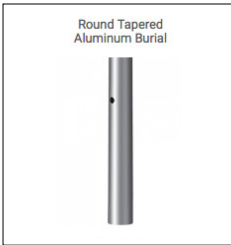


## LIGHTING AND POLES

**EVOLVE LED**, GE Current  
**ALUMINUM POLE**, Lightpole Plus



**HARMONY**, Philips  
**CITY SOUL POLE**, Philips



## PLANT MATERIAL

### TREES

Green vase zelkova  
London plane tree



### SHRUBS

Amsonia hubrichtii  
Comptonia peregrina  
Spiraea tomentosar



### GROUND COVER

Ajuga reptans  
Festuca mairei  
Liriope muscari







# TRANSIT CONNECTIONS

Washington Road will have a prominent entry to Parse Way with targeted improvements to the Municipal Building's stair and plaza areas, an expanded station area and enhanced connectivity to the region's most significant transit asset.

## SIMPLIFIED MATERIAL PALETTE

A contemporary palette of streetscape elements highlighting architectural character and functional clarity.

## WAYFINDING SIGNAGE

A series of "breadcrumbs" guiding travelers to key destinations and encouraging district exploration.

## ACTIVATED SIDEWALKS + ART

Storefronts with open facades and seating areas along major nodes that can incorporate public art.

## SAFE INTERSECTIONS

More visible intersections with artist-driven creative crosswalk installations and better lighting.



View of the  
Municipal plaza  
and stair on  
Washington Road  
leading down  
towards Parse  
Way

IMAGE BY EVOLVEEA



View looking  
through Municipal  
Parking overhang  
with T-Station  
Entry to the left  
and the Municipal  
stair leading to  
Washington Road  
on the right

IMAGE BY EVOLVEEA



# TRANSIT CONNECTIONS

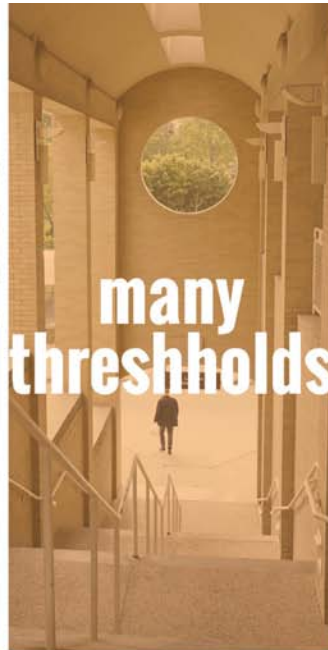
## Existing Conditions

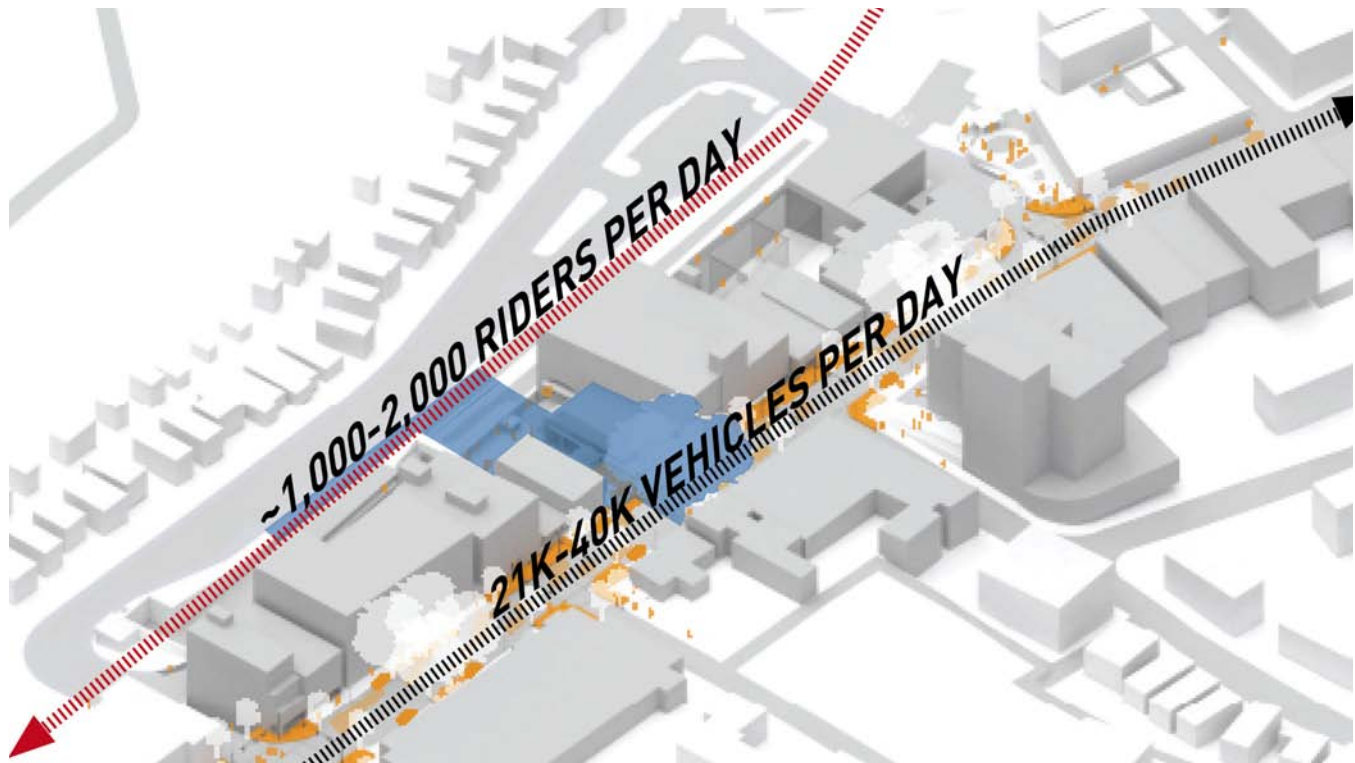
---

When you enter Mt. Lebanon from the LRT, the disjointed experience makes it difficult to find your way to the business district.

Mt. Lebanon is a key destination on the T, attracting people from Pittsburgh's downtown as well as from South Hills Village, Dormont and Beechview. The Light Rail Transit Station is well below Washington Road's destination businesses, as it is on Parse Way, a service road and layover area for Port Authority bus lines.

There are few visual cues that let you know where or when you have "arrived." There is little indication of the T-Station and Parse Way is littered with large trash bins and is bookended with parking lots. To improve transit connections, the Municipality should articulate a legible pedestrian paths across both roads and enhance the plazas at each end of the Municipality's steps.





# Leaving Breadcrumbs

Uptown has an opportunity to create new nodes that can strengthen both Washington Road and the budding Parse Way corridor. To support transit oriented development, we must not only maximize visibility and safety as people descend, but also create a new front door to the municipal building that faces Parse Way.

The path to Washington Road must have a distinct language and feel accessible to pedestrians. This is most important along Parse Way, where service automobiles dominate and pedestrian enhancements can transform the service road into a pedestrian oriented alley. Some strategies include: curb bumpouts, raised crosswalks, articulated pavement and bollards.

Although the distance from the station to the main road is fixed, introducing intermediary architectural features can break up the path into a sequence of memorable moments. For example, a

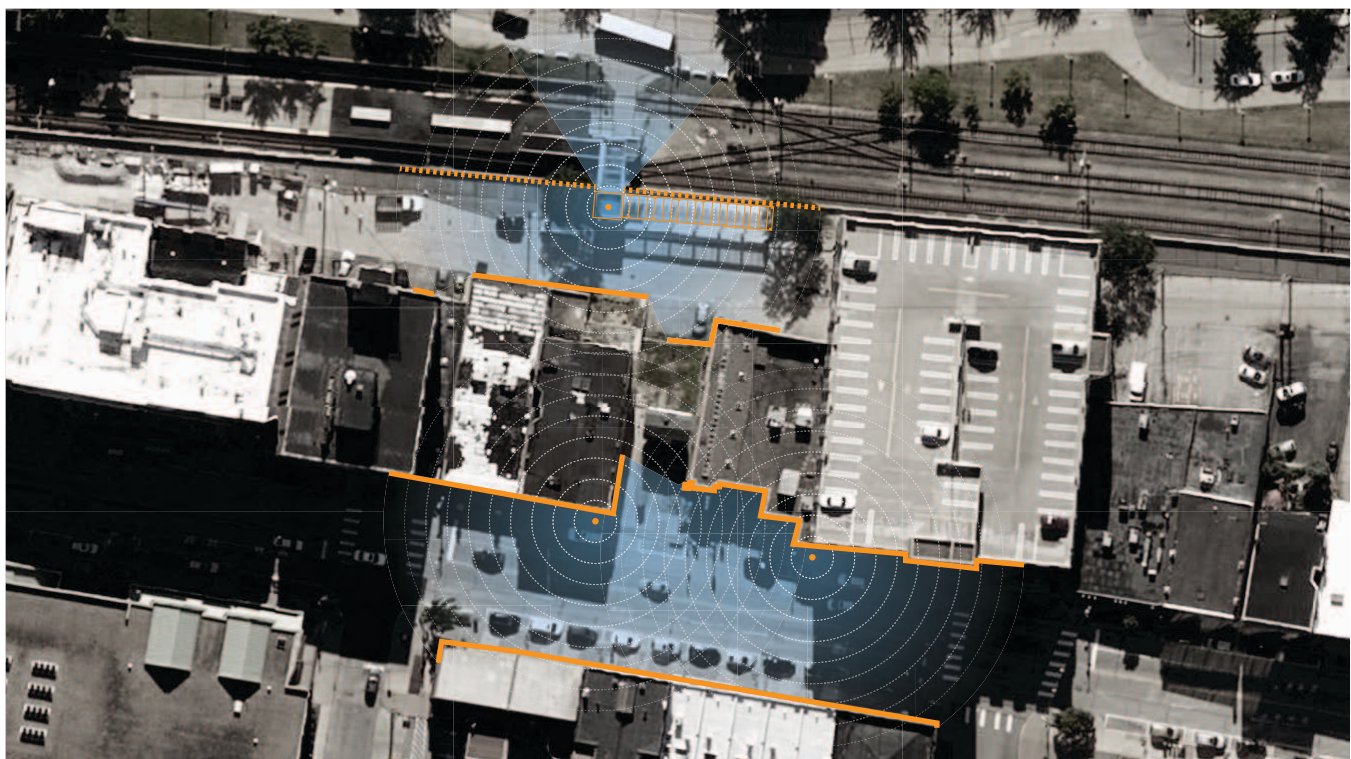
series of markers to indicate directionality, and a path that leads to and from each marker could help create a more pleasant experience. The marker can be as discreet as a small paver with an arrow or as pronounced as artist inspired signage; it is important that all markers exhibit visual cohesion.

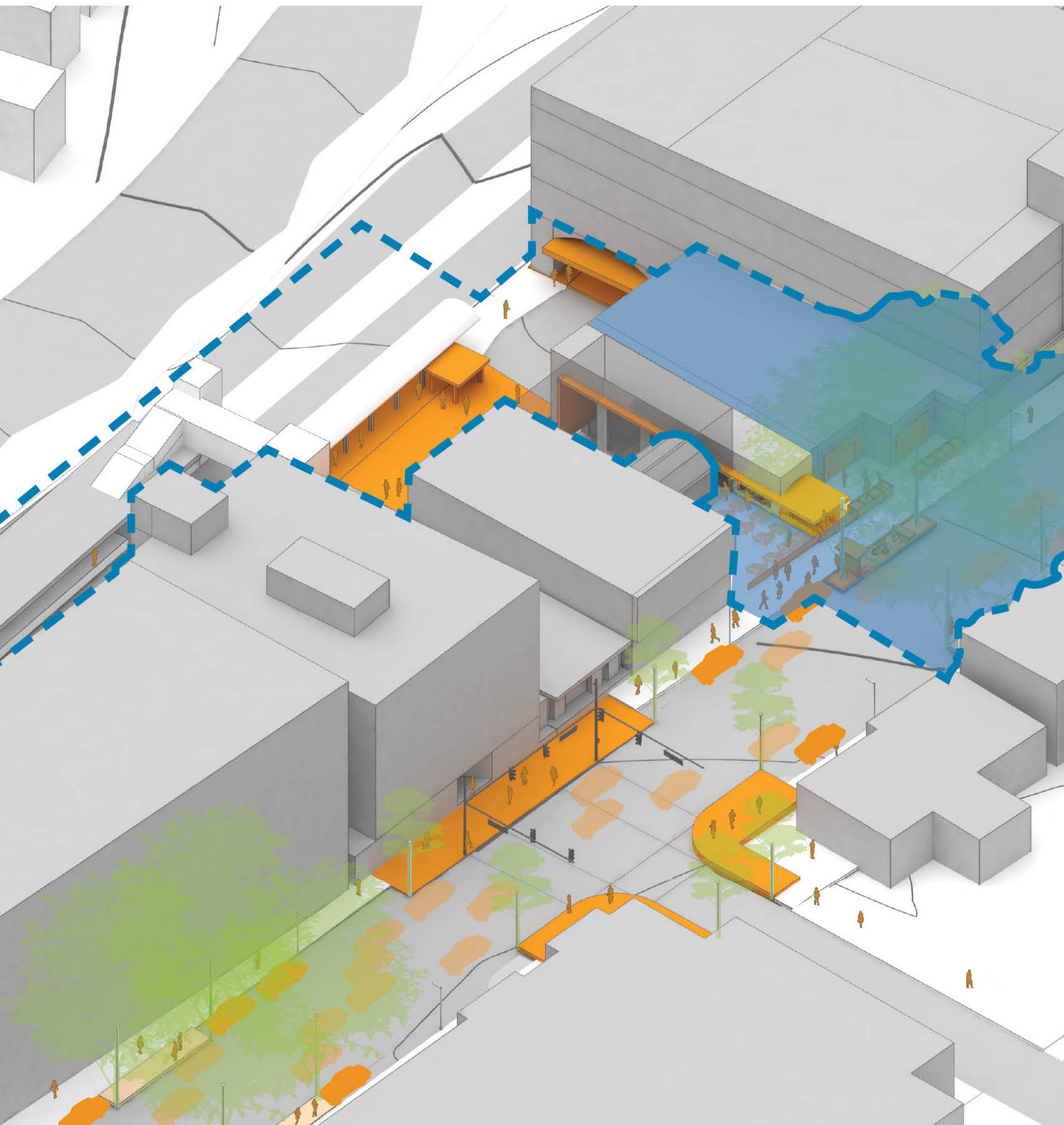
The next few pages outline specific strategies for the upper, middle and lower platforms of the municipal building's stair.

## SIGNAGE OPPORTUNITIES

- Field Of Vision
- Visible Surfaces
- Radial Distance (10 Ft)

As people approach the Municipal Building stair from Parse Way and Washington Blvd, there are opportunities to place visual cues along nearby vertical surfaces





# UPPER STATION

## Key Projects

### STREET BUMPOUT

A sidewalk extension will provide more space and amenities for people using the street. Should include mode transfer signage that displays wayfinding, departure and arrival information, advertising, news and, weather updates.

### IMPROVED PLAZA

Improvements activate the upper plaza and create lease-able space for the municipally-owned space. A refreshed palette with interchangeable components organizes infrastructure, services and furniture in site specific configurations with a common palette of material.

### ACTIVATED STOREFRONTS

The storefronts that face the upper plaza area will prioritize quick pick retailers that spurs frequent visits. The municipality can begin renovations for more open facades.

### VISIBLE SIGNAGE

Signage can unify public spaces within the plaza entrance under one identity. It can serve as a wayfinding device to visitors and can include as much or as little detail as desired.



↑ Noriega Street Parklet by Matarozzi Pelsinger Design+Build  
IMAGE BY WELLS CAMBELL



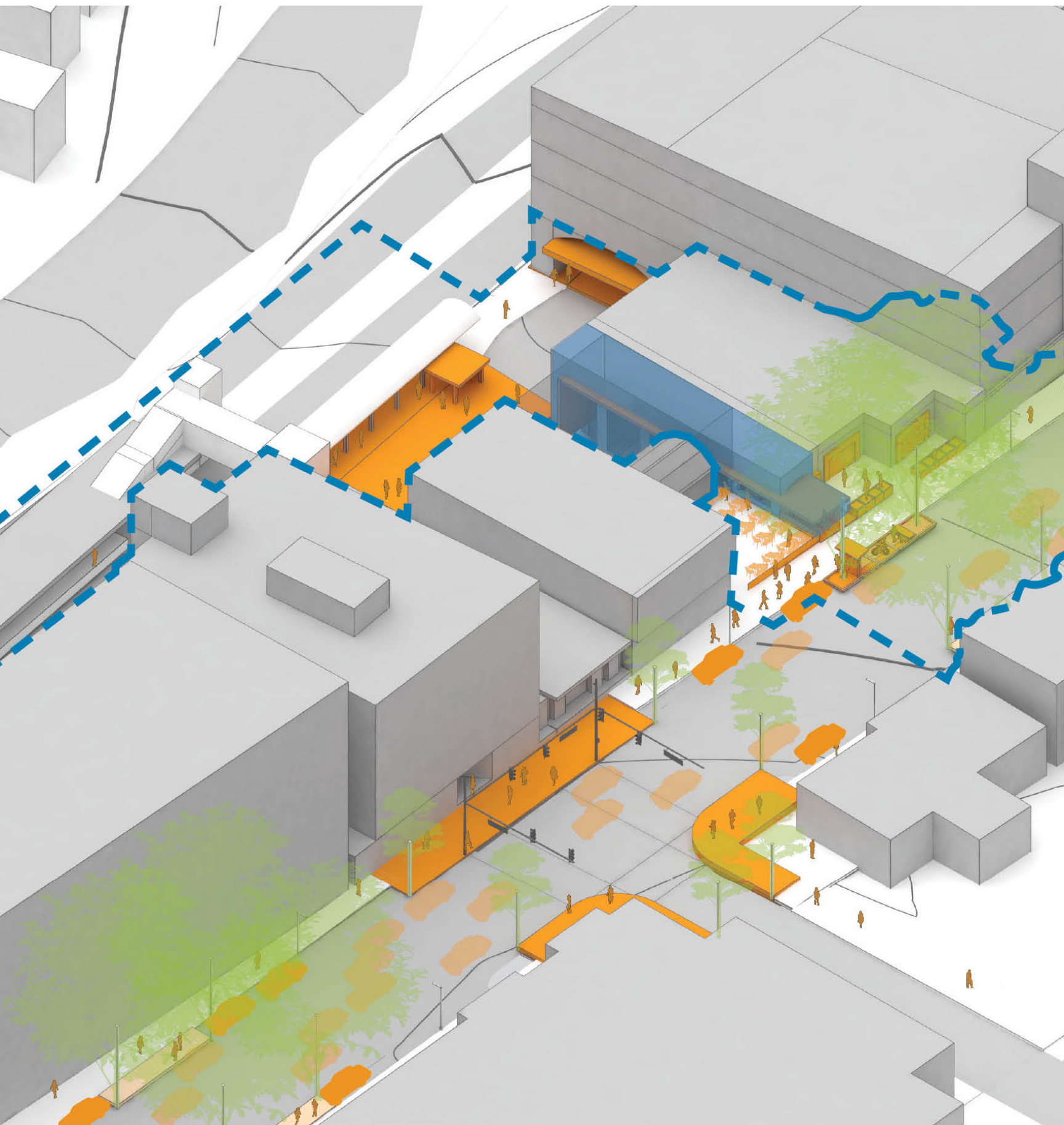
↑ Hollywood + Vine Metro Portal and Public Plaza  
IMAGE BY WORLD LANDSCAPE ARCHITECT



↑ Pitt Street Mall by Tony Caro Architecture  
IMAGE BY BRETT BOARDMAN



↑ Hollywood + Vine Metro Portal and Public Plaza  
IMAGE BY WORLD LANDSCAPE ARCHITECT



# MIDDLE STATION

## Key Projects

### CONTINUOUS MATERIAL PALETTE

Materials and/or colors begun at the plaza are carried through the staircase using overhangs or directional signage above and along the walls and columns. The plaza and stair should feel seamless, with a similar treatment of flooring.

### LIGHTING+ART ACTIVATION

Specialty lighting can attract attention as an artist enhancement. This will allow for visual interest, instill a sense of safety after twilight and presents an opportunity to contract with local talent.

### ENCLOSED ADA ROUTE

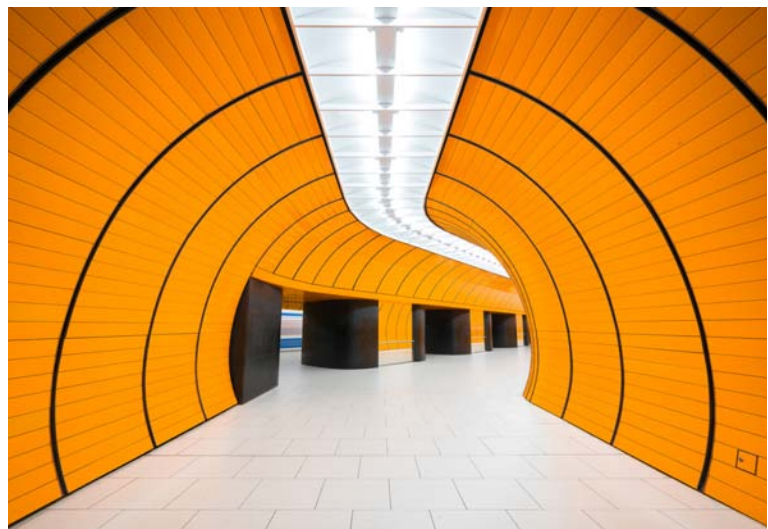
Special consideration should be given to the ADA route to the station. While functionally compliant, the outdoor corridor is out of the way and not part of the arrival sequence. Active uses in the adjacent commercial space and possible enclosure of the corridors might bring more activity into the space.



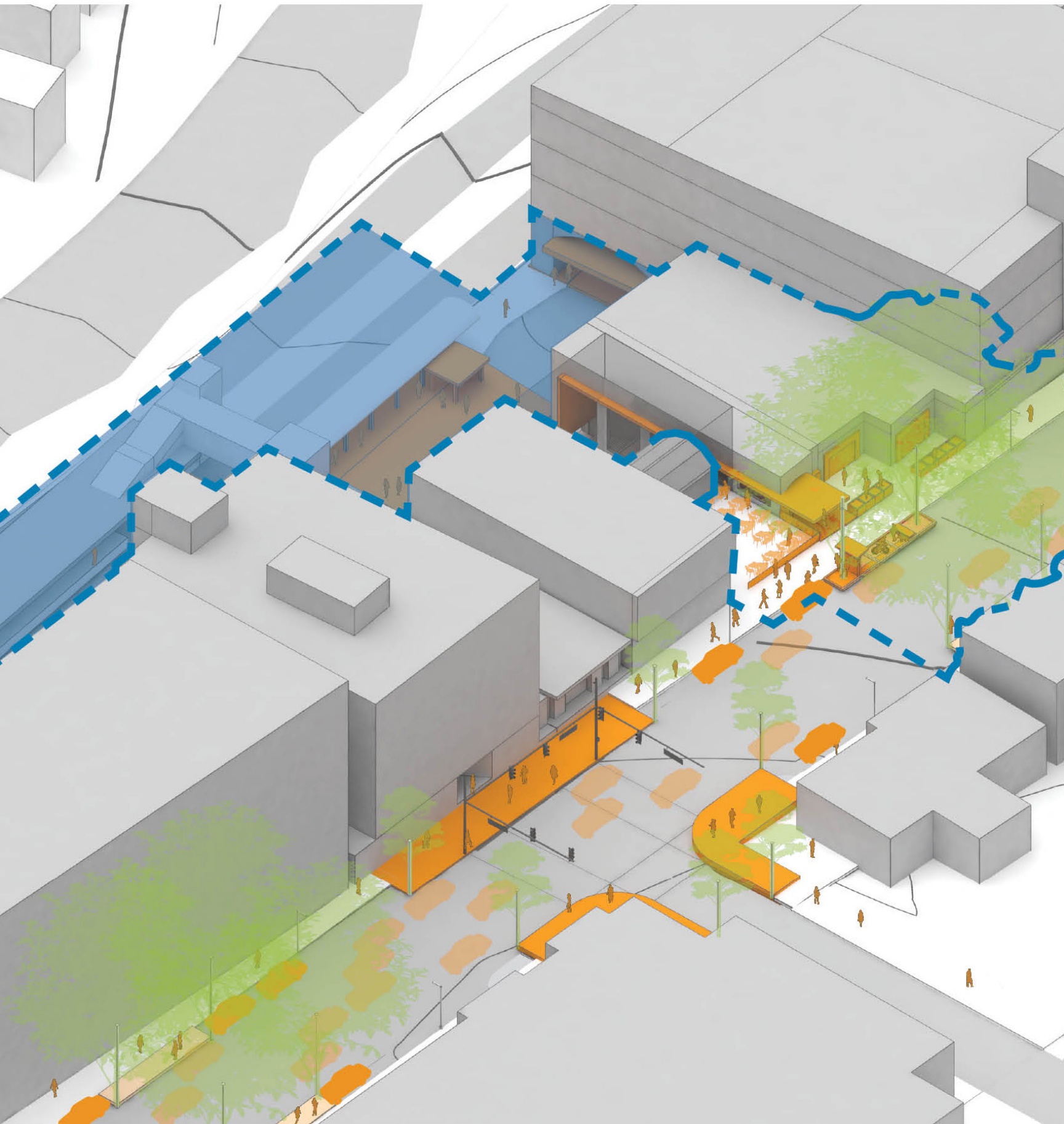
↑ Catlidge Levene Barbican Arts Center  
IMAGE BY SEB LUFF



↑ Christmas Lights in Italy  
IMAGE BY JERRY FINZI



↑ Munich U-Bahn Metro Station  
IMAGE BY CHRIS M FORSYTH



# LOWER STATION

## Key Projects

### PARSE WAY “ROAD DIET”

The existing sawtooth sidewalk along Parse Way was created for use by Port Authority buses. There is ample space to restrict traffic to one lane while allowing for a pull off after the mid-block crossing. This would allow for more public space to be dedicated to pedestrian use and potential commercial activity.

### CELEBRATED CROSSWALK

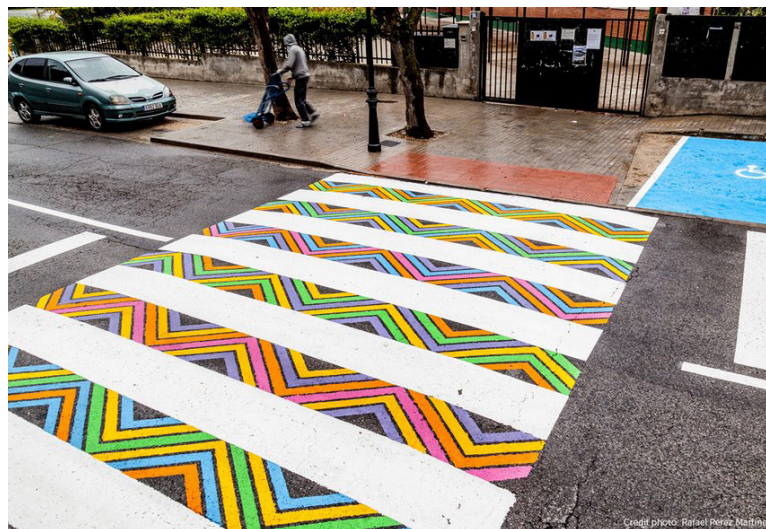
An artist enhanced crosswalk improves the visibility of pedestrian crossings and provides opportunities for local artists to give a unique character to Parse Way. Its design and installation can be a community event and it can be painted or graded with a different material.

### CONTINUOUS MATERIAL PALETTE

Ceiling and overhang materials from the upper levels appear at the lower level and should be designed in conjunction with any Port Authority renovations.



↑ **Buenos Aires Pedestrian Street**  
IMAGE BY FABRICO DI DIO



↑ **Madrid Crosswalk Art**  
IMAGE BY CHRISTO GUELOV



↑ **Hollywood + Vine Metro Station Portal**  
IMAGE BY TOM BONNER





# PARSE WAY ACTIVATION

By controlling traffic patterns and enhancing the pedestrian experience along Parse Way, Mt. Lebanon will have a new entry into its business district and additional space to support their budding public arts programming.

## CONNECT TO TRANSIT STOP

Public art, lighting, & signage create a safe and pleasant experience en route to the upper plaza.

## ACTIVATE PARSE WAY PROPERTIES

“Back of house” functions could be consolidated as businesses use Parse Way as a second front door.

## SHARED STREETS

Streetscape and sidewalk improvements allow for a comfortable pedestrian experience.

## CONNECT TO CLEARVIEW COMMONS

Create safe crossing to CC and consider expanding the park usage to the lower level for more diverse activity.



# PARSE WAY ACTIVATION

## Existing Conditions

---

Investments in Parse Way will create a dynamic and welcoming portal for the Business District.

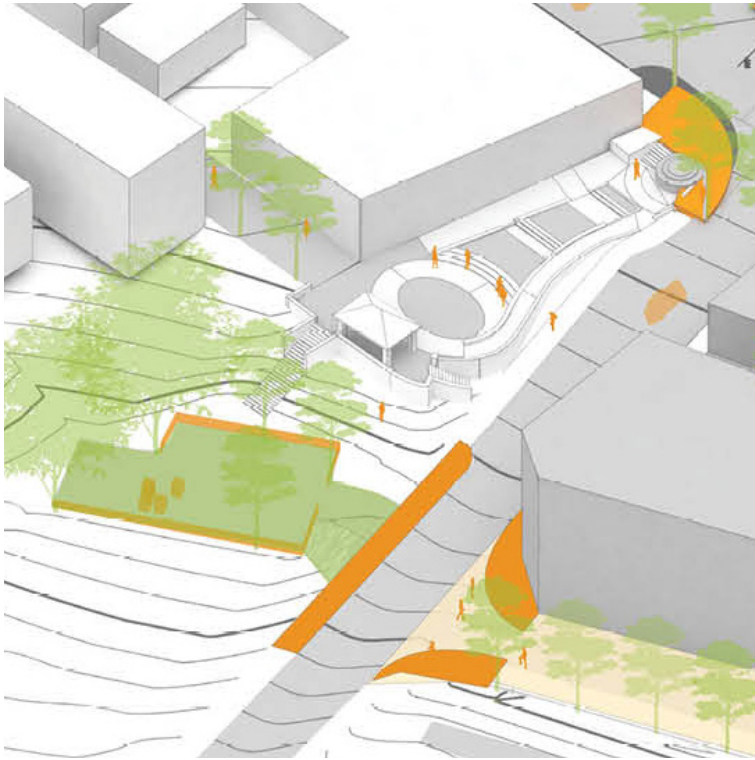
Parse Way has great potential as a way to connect the Business District to the T-Station, the cemetery, and Clearview Commons Park. Currently, it acts as a service road for the Port Authority and back-of-house access for Washington Road businesses. The street is cluttered with utility poles, dim streetlights, and a row of scattered dumpsters.

While the Clearview Commons parklet is well used and recognized, it remains disconnected from the energy of business district's main road. There is a significant grade change that creates a visual and topographic barrier, and both access points on Alfred Street are oriented towards Washington Road, reinforcing Parse Way as a back alley.

By improving Parse Way and reorienting Clearview Commons, we can accommodate more recreational uses and, enhance Mt. Lebanon's pedestrian network.



# Key Projects



## EXPAND CLEARVIEW COMMONS PARK

Encouraging an active storefront adjacent to the Commons, such as an ice cream shop, coffee shop, or even public library outpost would activate Clearview and lessen the likelihood of undesirable behaviors.

Expansion of the park into the existing municipal parking could provide a more active or family oriented use such as a playground, to provide places for children in the business district. This addition provides a seamless connection to and from Parse Way to the library and school, while also minimizing unwanted loitering activities in the parking lot.

Lastly, an entry into the renovated theatre building at Parse Way (see below) create a new front and bring life to Parse Way.



## SHARED STREETS

Many previous planning documents have highlighted Parse Way as a secondary road that works in tandem with Washington Road. It is oversized for its current utilitarian uses and traffic counts and could be made into a shared street where infrequent traffic is accepted but pedestrians are prioritized. Road and sidewalk enhancements (upgraded paving, lighting and planting standards) are needed, as is a service area strategy for adjacent properties.

## ACTIVATE PARSE WAY PROPERTIES

Additional development at the rear of properties could provide more income producing space and could bring activity to Parse Way.



### CONNECT TO TRANSIT STOP

Parse Way is another front door for Washington Road via the Municipal staircase and plazas. Improvements to the Washington Road stair and the Parse Way underpass can be more welcoming. The lighting, ground treatment, service equipment, signage and material palette will provide continuity with the improvements on Washington Road.



### PARSE WAY UNDERPASS

The Municipal Garage covers Parse Way and for years, people have recognized the potential for this to be a focal point for activity and art. The redevelopment of this underpass could contain services like covered dumpster areas while also providing a more controllable common space for use by community residents, non-profit organizations and local businesses.

Immediate actions can include building a well designed dumpster enclosure, better lighting, and sidewalk maintenance and improvements.



# APPENDIX

Intervention	Frequency
simplified material palette	9
directional signage	8
activated sidewalks	7
celebrated crosswalks	7
canopy trees	6
festival lighting	5
invisible light sources	5
small footprint furniture	5
integrated landscape furniture	4
landscape bumpout	4
low water planting	4
mode transfer sign	4
placemaking sign	4
district signage	3
landmark signage	3
parklet bumpout	3



# APPENDIX

## Public Meeting Summary

---

**LOCATION** Municipal Building  
710 Washington Road

### Session 01- Kick Off

**DATE** June 12, 2017  
5PM - 8PM

**ATTENDEES** 20 - 25

### Session 02- Feedback

**DATE** August 17, 2017  
5PM - 8PM

**ATTENDEES** 15 - 20

### Session 03- Council

**DATE** November 14, 2017  
8PM - 10PM

We conducted several public meetings to share analysis and gain feedback on greatest need, district identity and character, and general visual preference.

We began each meeting with a Powerpoint presentation putting Mt Lebanon's business district in context regionally. We went on to go through the challenges and opportunities with respect to the four project focus areas: (1) Streetscape Improvements along Washington Road, (2) Activating Parse Way, (3) Reinforce the T-Station Connection and, (4) Connecting to Other Assets in the Community. That was followed with a question and answers session and then breakout sessions where attendees were able to dig into more pointed questions using printed material as a prompt.

The overall response was a mix of eagerness to see something completed and questions about how the physical changes might shift the business district's character. The remaining comments have been grouped topically and are summarized below.

## TRAFFIC

The Business District is a major through-way, Washington Boulevard services anywhere between 21k-40k drivers a day. Having such an active main road is great for Uptown's visibility, but needs structural improvements that increase safety and functionality.

The intersection at Alfred Street and Washington Boulevard was identified as one of the most dangerous. Visibility is the major culprit: the community noted the poor lighting and a high incline. Many of the accidents that occur there were observed to be a result of cars running red lights.





## PAVEMENT

There have been several complaints about the existing exposed aggregate sidewalks, particularly from local business owners. Whenever utility companies perform maintenance along Washington Road, they have to dig into the aggregate. The original integrity of the unit size and aggregate mix has crumbled overtime, leaving a patchwork of the business district's pavement.

In addition to visual inconsistency, the rounded aggregate becomes slippery after rain and snow storms and has proven itself a safety hazard for pedestrians. Washington Road has witnessed many falls, which is a deterrent for visitors and a disadvantage to business owners.



## BUMPOUTS

The major goal of this project proposal was to enhance the pedestrian experience. Currently Washington Boulevard is dotted with a series of bumpouts that function as green space, seating and a protective barrier from the traffic.

There was agreement about the need for additional sitting and standing space and an anecdote was made about loiterers using the curbs of the existing tree wells as sitting areas.

There were also questions about who would own and/or steward the new curb cut extensions, concerns over having seating whose backs are adjacent to moving traffic and, the resulting parking spaces that may be removed to accommodate additional bumpouts.

## LIGHTING

The light fixtures and conduits that are on the main street have reached the end of their life cycle. Luckily, the Municipality has funding to procure replacements.

During the meeting, some lamented losing their existing lighting fixtures while others agree that replacements are necessary for greater efficiency.

It was pointed out that when the district plans events, they are often cut short for lack of adequate lighting. With LED lights, that have greater intensity and can throw light at a larger area, the Municipality would be able to cut back on the number of fixtures necessary and lower maintenance costs.



## PARSE WAY

Mt Lebanon has been investigating Parse Way over the course of several planning processes. There has always been great support for investment in making this back street into a dynamic and welcoming transition into and out of the Business District. The T-Station was referred to as the shabby front door of an otherwise amazing house

It was said during the meetings that you cannot talk about Washington Boulevard without thinking about Parse Way. The community recognizes a need for a clear transition from Parse Way, but question its viability given the trash bins and large vehicles (layover buses and garbage trucks) that currently occupy both sides of the street. By optimizing how the utilities are managed in on Parse Way, we will also alleviate the garbage bins that are overused on the main road by residents and business owners.



## Invisible Light Sources

Provides lighting in areas that don't have a lot of evening activity. It creates a safer pedestrian sidewalk and extends the spill out area of more active commercial spaces.

### NOTE

More fixtures to maintain.

### PLACEMENT

Can be embedded within seating planters or withing sculptural objects. Focus within public gather spaces.



## Simplified Material Palette

Highlights building character and functional clarity of streetscape elements. Simplifies maintenance.

### PLACEMENT

Along main streets



## Canopy Trees

Serves as a visual connector for the street, and a traffic calming mechanism. Can be integrated into stormwater BMPs, traffic barriers or seating.

### NOTE

Trees species should be viable for the climate and installed carefully

### PLACEMENT

Distinguishes pedestrian/vehicular circulation, and creates a human scale for larger open areas.



## Low Water Planting

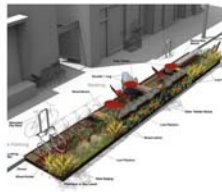
Stormwater management element that separates vehicular/pedestrian traffic while maintaining a visual connection across the street

### NOTE

Can be integrated with other street furniture (seating, bike racks etc.)

### PLACEMENT

Street bumpouts or towards the street edge of a sidewalk where you want to prevent jay walking



## Activated Sidewalks

Storefronts with open facades, customizable outdoor seating area

### NOTE

Works best with quick pick commercial retail spaces. Collaboration with property owners for facade renovations

### PLACEMENT

Prioritize quick pic retail tenants on ground floor. Wider sidewalk widths preferable.



## Festival Lighting

Creates a canopy along the street and is great for marking special events happening along the corridor

### NOTE

Can be designed to accommodate multiple designs

### PLACEMENT

Along the main street and public gathering spaces



## Integrated Landscape Furniture

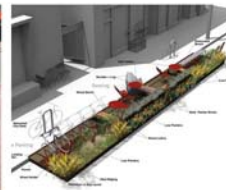
Consolidates multiple streetscape elements into a kit of parts that can be assembled to meet a number of functional needs

### NOTE

Can include bike racks, planting, seating, receptacles, lighting, signage etc.

### PLACEMENT

Can be designed to fit a number of site conditions



## Celebrated Crosswalks

Creates a greater presence for pedestrian crossings and opportunities for art within the Central Business District

### NOTE

Each crosswalk can have its own artist/artistic theme and its creation can be an event. Can be paint or gradded with different material

### PLACEMENT

Best along major intersections with high pedestrian-vehicular traffic



## Small Footprint Furniture

Smaller or integrated furniture pieces are more flexible functionally and with respect to placement. Can extend and contract as needed and reduce visual clutter.

### NOTE

Works best when integrated with other streetlife functions

### PLACEMENT

Sidewalks with limited width



## Landmark Signage

Brands public spaces within the district under one identity and can serve as a wayfinding device to visitors

### NOTE

Can have as much or as little detail as desired

### PLACEMENT

Public gathering spaces, historic landmarks, parks and recreation spaces



## Mode Transfer Gateway Sign

Displays wayfinding, departure and arrival information, advertising and, more recently, news and weather updates

### NOTE

Needs coordination of different transportation services

### PLACEMENT

Best used at major transportation nodes where multiple forms of transportation cross or are proximate to one another



## Directional Signage

A series of breadcrumbs that help guide travelers to a desired destination and encourages visual exploration of the district

### NOTE

Can be integrated into light poles, walls and pavement

### PLACEMENT

Entry points, across thresholds and places where you need to turn the corner



## Placemaking Sign

A consistent cohesive signage system that makes wayfinding easier and enhances the visual unity of the district

### NOTE

Can be integrated into street furniture and lighting

### PLACEMENT

Marks entrances, direction, and location



## District Signage

A wayfinding device that helps identify and define the extents of a district and reinforce a strong sense of place

### NOTE

More durable materials have a greater sense of permanence and have lower maintenance costs

### PLACEMENT

Can be placed along the canopy, along the street edge or on the ground plane



## Parklet Bumpout

A sidewalk extension that provides more space and amenities for people using the street. Should be designed for quick and easy removal

### NOTE

Can be public or privately owned/maintained

### PLACEMENT

Usually installed on parking lanes and use several parking spaces



## Landscape Bumpout

Curb extensions that are common in existing neighborhoods for traffic calming

### NOTE

Can be integrated with stormwater infiltration design

### PLACEMENT

Best along high speed traffic areas where you may want to create a more narrow street cross section



# Municipality Objectives for Uptown



Uptown Mt. Lebanon Strategic Plan

PHOTOS AND EXCERPTS BY ENVIRONMENTAL PLANNING & DESIGN, LLC

## UNIFYING THE COMMERCIAL DISTRICT

An important part of this process is unifying patterns throughout the District. Among a diversity of building types, signage and public amenities, lies a framework where design remains inspiring while flexible. The common goal is to remain rooted in providing a business environment that remains timeless, welcoming to all, and “the” place to be.



## SELECTIVE EXPANSION

In response to community desires, to ensure Uptown survives as the community’s heart and as a marketing tool for potential home buyers, the Municipality is encouraged to reinforce the existing business mix with additional retail and entertainment businesses, theatre/performance space and associated experiences oriented to the public.



## MAINTAINING THE STREETScape

Re-planning traffic on Washington Road could give Uptown a visual and economic boost. This includes evaluating how to make street crossings safer, increase pedestrian and bicycle traffic in the Uptown and give citizens parking alternatives. The goal is to encourage Uptown businesses to use the sidewalk areas with greater frequency and ease.



## THE PEDESTRIAN EXPERIENCE

An ongoing challenge that Uptown faces with Washington Road is finding a balance between its use as a primary regional thoroughfare and as a commercial nucleus. Transforming Washington Road into a multi-modal traffic corridor can expand Mt. Lebanon's connection to surrounding neighborhoods and promote alternatives to driving.



## PROGRAMMING AND FREQUENCY

With the desire to expand on its popularity, there has been interest demonstrated by both residents and the Municipality to increase and to support recurring programming and events held in Uptown. Increasing the number of or the length of events that take place here can aid in drawing more visitors and reinforce Mt. Lebanon's prominence as a destination commercial district.



## DISCOVERING PARSE WAY

This right-of-way is a space that has yet to be realized to its fullest for a safe and inspiring connection between Clearview Common and Washington Road T Station pedestrian access. As an artful, vibrant corridor, this right-of way can extend the pedestrian experience, resident and non-resident alike, and serve as a gateway for both attract pedestrians and aid in more succinctly organized motorized demands.



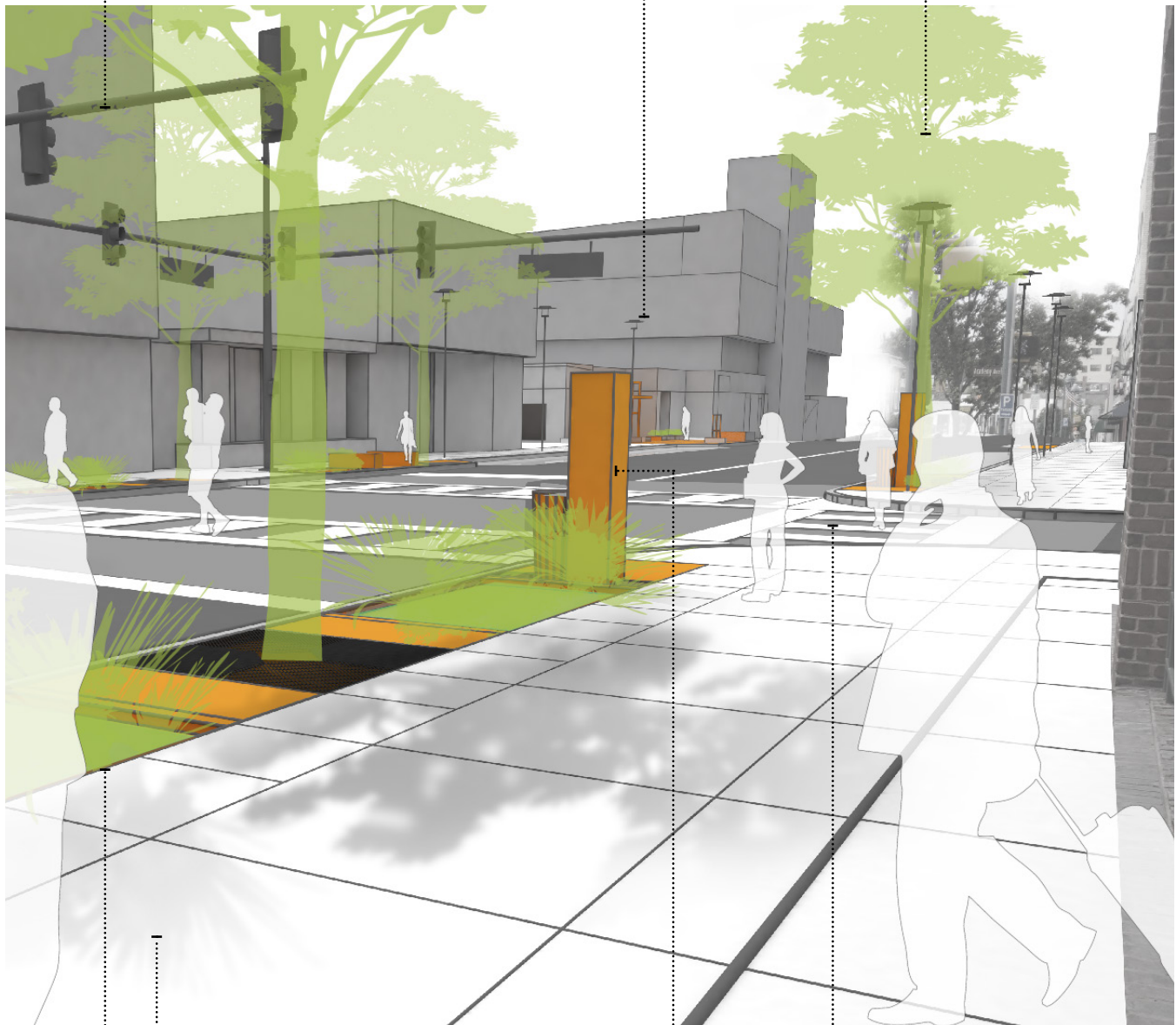
# Landscape Improvements



MINIMIZE SUSPENSION WIRES

CULTIVATE CANOPY TREES

LOW VISUAL IMPACT LIGHTING



INCREASE SIDEWALK WIDTH

CONSISTENT PLANTING PALETTE

INTEGRATED EQUIPMENT

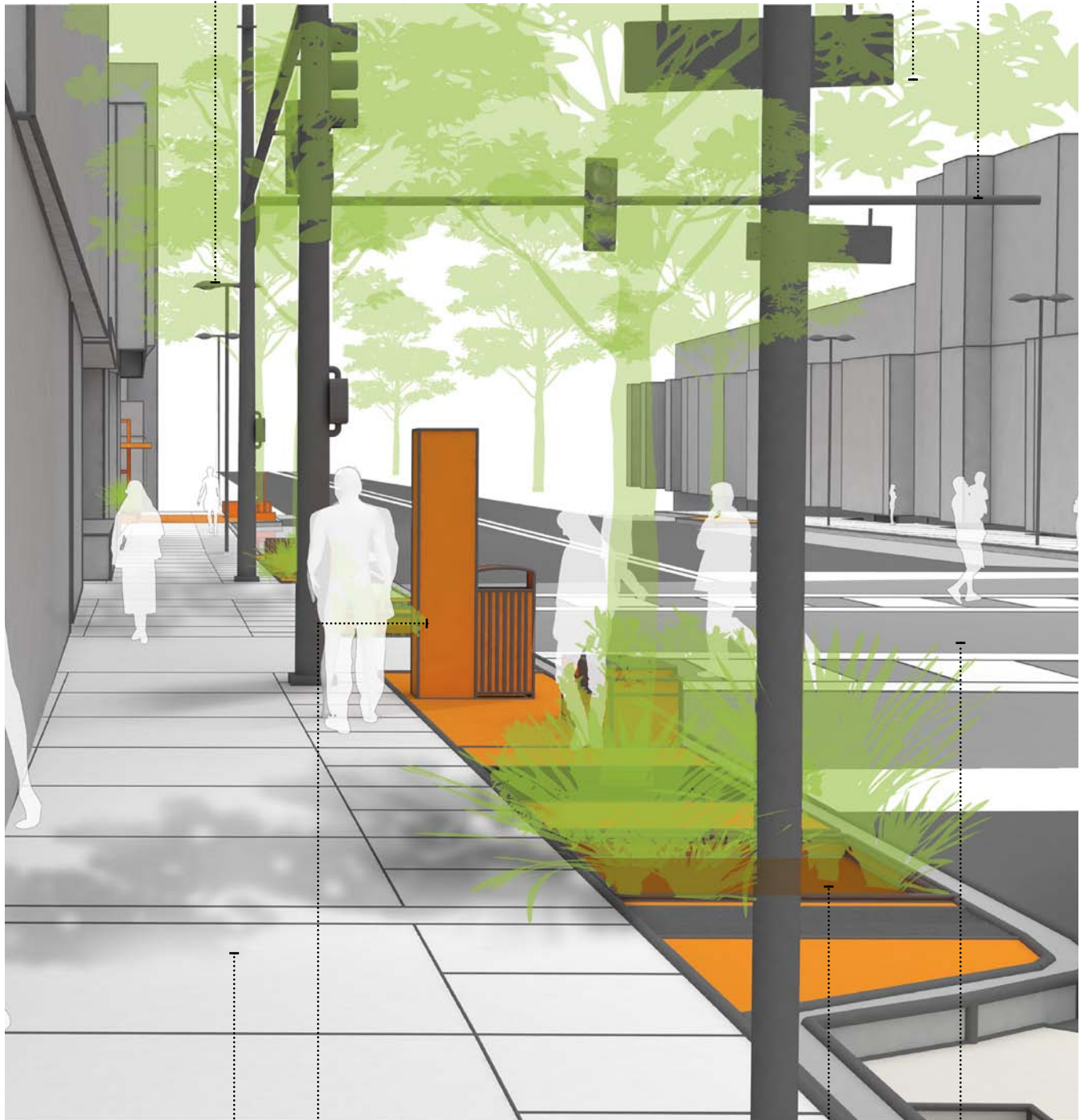
INCREASE CROSSWALK VISIBILITY



MINIMIZE SUSPENSION WIRES

CULTIVATE CANOPY TREES

LOW VISUAL IMPACT OF LIGHTING



INTEGRATED STREET FURNITURE

INCREASE SIDEWALK WIDTH

STORMWATER STORAGE & PLANTS

INCREASE CROSSWALK VISIBILITY

