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IMPORTANT DISCLAIMER

Butler Street is a busy, multimodal, PennDOT corridor. Any proposed modifications to its curbline and/or right-of-way will require traffic engineering analysis and approval by the appropriate agencies.

The streetscape recommendations included in this document are illustrative and conceptual in nature. The proposed curbline modifications have been preliminarily reviewed with the City’s Department of Mobility & Infrastructure (DOMI), but each individual modification will require further study, traffic engineering analysis and permitting approvals, before they can be implemented.

The proposed curbside modifications will also require review, approval and coordination with the Department of Public Works (DPW) and Pittsburgh Water & Sewer Authority (PWSA), particularly where interventions would modify storm water conveyance patterns.

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Panorama photograph taken during the February 2019 Lower Lawrenceville “Walk-Shop”

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All maps and graphics were created by Studio for Spatial Practice.

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Introduction

The Lawrenceville Corporation (LC) has served as a facilitator of market change in the neighborhood for decades. While Lawrenceville's success cannot be overstated, one of the key assets that have contributed to this success – the fine grain pedestrian scale of the neighborhood's signature business district – is in a constant state of fragility due to the overwhelming influx of new development projects, incompatible infrastructure investments and other factors. Currently, the LC and its partners do not have a reliable set of endorsed guidelines for the Butler Street Streetscape, and consequently, have limited ability to ensure that development projects of all types comport with neighborhood priorities.

The *Butler Streetscape Design Guidelines* include an explicit set of conditions-based, block-by-block standards for public realm components on Butler Street. The Guidelines encompass the length of Butler Street (Doughboy Square through the intersection of 57th and Butler Street) and make recommendations for the design, materials and installation of streetscape elements, including but not limited to: ADA-accessible walkways, sidewalks, street trees, public art, street lighting, storm water management, street furniture, public transportation amenities, and other elements as appropriate. These Design Guidelines provide a functional and adaptable planning document to be used in liaison with private developers, PennDOT, the City of Pittsburgh, and others when implementing streetscape improvements.

The key, place-based considerations addressed within this document include:

21st Century Users on 19th Century Infrastructure: The bulk of the buildings that comprise Butler Street were laid out and constructed before the advent of the automobile. As a result, there are a myriad of issues that impact how the district functions – or doesn't.

Population: The influx of nighttime and weekend visitors has created large pockets of increased pedestrian activity that has become a quality of life issue for residents and neighborhood employees.

Transit: Currently, seven bus routes and eight Healthy Ride bike share stations (with five additional stations planned) serve Lawrenceville. Four of the major bus routes facilitate 2,780 trips across 52 stops every weekday. The 91 is the highest-ridership route on Butler Street, traveling the complete corridor between 34th Street and the 62nd Street Bridge as it runs between Downtown and RIDC Park or Veterans Hospital.

Parking Infrastructure: Many key intersections have become difficult to navigate for pedestrians, cyclists, and persons with disabilities. Many neighborhood visitors illegally park when no other option is available. Line of sight issues arise at major intersections, often putting pedestrians and cyclists at risk. The parking shortage creates tension between residential and commercial entities.

Traffic Calming: Increased development has also affected traffic-calming techniques and design. For example, the street tree population in Lawrenceville is rapidly declining. In 2017, 47 publicly-owned street trees along the Butler Street corridor were removed by construction activities. Per the 2014 Street Tree Inventory, Butler Street in Lawrenceville has lost over 12% of the street tree population.

Project Vision

A 21st century Butler Street business corridor will be defined by its ability to move, accommodate, activate, innovate, distinguish and coexist. To this end, we envision a street that will:

Move: Our 21st century business district will have sustainable and safe transportation infrastructure that ensures



an efficiency of movement, provides a diversity of travel options, and invites pedestrian activity.

Accommodate: Our 21st century business district will signal through its infrastructure that everyone, regardless of mobility preferences or ability levels, is welcome.

Activate: Our 21st century business district will be anchored by an environmental and right-of-way design that boosts local businesses, strengthens community ties, and expands economic opportunity.

Innovate: Our 21st century business district will include a street design in concert with natural systems and the human and natural environment with regard to utilities, stormwater management, trees, climate and energy.



Distinguish: Our 21st century business district will reflect local culture and celebrate community.

Coexist: Our 21st century business district will promote community ownership, pride, and stewardship over the street and public spaces. Community ownership and cooperation are essential to ensure that improvements are sustained. Public resources and local technical assistance providers support neighborhood beautification and maintenance programs to ensure that the local community protects such investments.

LC's need to respond to the key, place-based considerations, while enacting its vision for a 21st century Butler Street, led to the development of this project.



Project Background

The Lawrenceville Corporation, with support from the Urban Redevelopment Authority, set out to create a reliable set of endorsed streetscape guidelines for Butler Street. The main goal of the effort was to "use design to accentuate and support local culture and community while preserving authenticity," with a focus on the pedestrian experience and multimodal transportation.

In December of 2018, the LC brought in an urban design consultant, Lawrenceville-based Studio for Spatial Practice (SfSP), to help capture the neighborhood's vision for a 21st century Butler Street that complements current - and future - development occurring in the neighborhood. The following page summarizes the process through which these *Butler Streetscape Design Guidelines* were informed and created.

Process Summary

The *Butler Streetscape Design Guidelines* were developed via a three-phase planning process that was guided by a steering committee, with several opportunities for community input.

Phase 1: Understanding Needs and Documenting Existing Conditions

The Butler Street Design Guidelines project commenced in December 2018. SfSP documented existing conditions along Butler Street using photographs, field notes and existing GIS map layers. They reviewed past planning efforts that are relevant to the project, and created an updated base map including recent development projects. Pittsburgh’s *Complete Streets Policy* was reviewed and recognized as providing a useful framework for creating action-able design guidelines. SfSP also compiled best-practice examples of commercial district streetscapes to help guide the project.

Phase 1 included a series of community and stakeholder input opportunities. LC distributed a survey to Lawrenceville business owners and residents prior to the walkshop. Respondents were asked to list public realm problems within their immediate vicinity, tell how an ideal Butler Street would function, and describe what its character would be. The design team also conducted a walkshop with steering committee members and neighborhood stakeholders through segments of Butler Street. The walk-shop served as the first “community meeting,” where the design team introduced the project, explored streetscape standard preferences, and gained a better understanding of specific needs and opportunities along Butler Street. The phase concluded with a steering committee meeting where survey findings, streetscape precedents and conceptual designs were reviewed.

WHAT DID WE LEARN FROM PHASE 1?

The following notes summarize the survey findings, the design team’s existing conditions documentation, and the walkshop notes taken during this phase.

Findings are grouped into the following categories: problematic intersections, challenges, emerging themes, and place-making opportunities.

PROBLEMATIC INTERSECTIONS

Many key intersections were repeatedly cited as the neighborhood’s most dangerous intersections, due to long crossing distances and aggressive drivers. Illegally-parked cars limit drivers’ visibility at intersections, further compromising the safety of pedestrian crossings. Large curb cuts also interrupt pedestrian circulation paths, contributing to safety concerns.

CHALLENGES

- Aging infrastructure detracts from the public realm. Potholes in streets and crumbling and/or overcrowded sidewalks make navigating the corridor difficult and also creates accessibility concerns.
- Public open space and seating options are generally lacking along Butler Street. More public transit amenities are needed, i.e. bus shelters, transit seating, wayfinding, etc.
- A curbside management, parking management and enforcement strategy needs to be created in conjunction with new development and right-of-way improvements. Loading zone placement and quantity should also be regulated.
- More street trees, ground level plantings and ongoing maintenance are needed to maintain the public realm.
- Construction regulations and enforcement need to address traffic patterns, noise levels, on-street parking reductions, and street tree protection.
- Overcrowded sidewalks create clutter and hinder pedestrian circulation. Placement of sign boards, street poles, seating, planters, and circulation need to be regulated.
- An increase in the volume of pedestrians necessitates additional trash collection on weekends. Increased vehicular traffic demands pollution controls, i.e. support Port Authority’s efforts to switch fleet to electric.

- ADA accessibility throughout Butler Street is not coherent. ADA crossings are entirely missing from some intersections.

EMERGING THEMES

The challenges listed on this page were considered in relation to the problematic intersections identified by community members. This analysis led to the identification of five design strategies to test during Phase 2. The following five categories are further developed in the Strategies and Standards section of this report: Traffic Calming and Complete Streets, Street Trees and Stormwater Planting, Public Art, Street Furniture, and Parking Strategy.

PLACE-MAKING OPPORTUNITIES

After analyzing client feedback, reviewing survey responses and making field observations, the design team developed a list of key place-making opportunities along the Butler Street corridor (see the District Map below). If the place-making opportunities are implemented, they will provide much-needed open space along Butler Street, with public plazas, rain gardens, art, enhanced crossings, and other pedestrian amenities.

Phase 2: Exploring Design Scenarios

SfSP explored a series of relevant design interventions for every Butler Street block in Upper, Central and Lower Lawrenceville. The palette of design interventions included landscape and green infrastructure elements, street furniture, lighting, and public art opportunities, in addition to site-specific place-making improvements. This phase included a brief project update at the April neighborhood wide public safety meeting, as well as an initial coordination meeting with the City of Pittsburgh’s Department of Mobility and Infrastructure (DOMI).

Following these meetings, the LC created an on-line survey to collect feedback about initial ideas for new streetscape elements and placemaking opportunities throughout

the commercial district. A summary of survey results is included in the Appendix of this document. An interim Design Guidelines report was compiled and submitted to the client for review. Based on feedback from meetings and suggested content edits, a final design direction was identified for each block along Butler Street.

WHAT DID WE LEARN IN PHASE 2?

Survey respondents showed a strong preference for adding more street trees and landscaping elements to the Butler streetscape. The number of missing street trees along the corridor is immediately evident. The design team inventoried gaps in the street tree canopy and observed that additional landscape opportunities could be created within new curbside bumpouts. Survey respondents also emphasized a need for more outdoor seating within social spaces and making intersections safer through expanded or additional crosswalks.

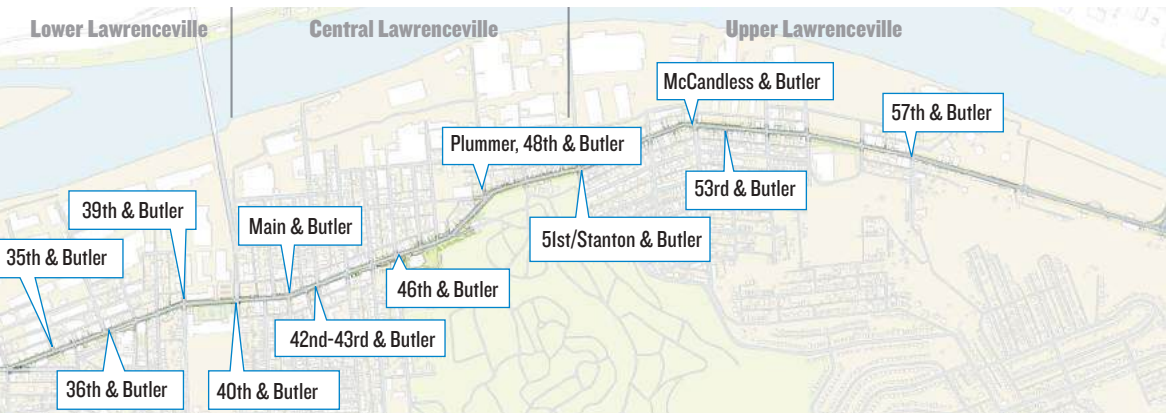
Phase 3: Final Streetscape Plan

SfSP advanced the development of conceptual-level streetscape designs for every Butler Street block, including a series of illustrative plans, typical sections and detail drawings. Element location plans were created, designating where plantings, street furniture and lighting should be incorporated into the streetscape environment.

A draft of the Design Guidelines document was submitted to the LC for review, and was presented at a joint stakeholder and steering committee meeting in June. The final Design Guidelines document was completed in August 2019, and the public was invited to a *Butler Streetscape Design Guidelines* Launch Party at the Lawrenceville Carnegie Library.

How to use this document

This document is a tool for the LC and other stakeholders to use when development and public realm projects are proposed along the Butler Street corridor. The **Strategies and Standards** section, detailing five overarching design themes, is intended to be applied to the entire corridor. These themes provide a framework for achieving the project’s overarching goals. This section is followed by detailed **Block-by-Block Recommendations**. Proposed projects should be situated within the context of the detailed block-by-block “streetscape intervention plans,” which call out key actions that could be taken at each location to improve the streetscape. If a unique, site-specific, public realm improvement is identified on a block, the **Place-Making Opportunities** section of this document should be consulted for additional design recommendations. The **Appendix** includes a summary of survey results, plant lists and details, recommended materials and programs and other reference information.



District Map highlighting the place-making opportunities that were identified by community members

Existing Conditions

Butler Street is the main corridor spanning Lawrenceville, between 34th Street, known as Doughboy Square, and the 62nd Street Bridge. The neighborhood is organized into Lower, Central and Upper Lawrenceville with Butler Street as the main spine connecting the three districts. This report focuses on the entire business district corridor between Doughboy Square and the intersection of 57th and Butler Street. In addition to the defined study area, the design team also discussed connections to the 62nd Street Bridge, the Allegheny River, and the Strip District, to better understand the corridor within its greater context.

Due to the topography and the historic development of the neighborhood, Butler Street has, over time, emerged as Lawrenceville’s main commercial corridor, as well as a regional transportation corridor. As a commercial corridor, Butler Street features a local neighborhood business district that is home to unique boutiques, cafes, bars, and galleries, and is surrounded by single- and multi-family residences within a mix of historic structures and recent development. The fine-grained character of the neighborhood, in combination with the variety of Butler Street businesses, attracts visitors and residents alike. In recent times, this district has garnered a regional reputation as a vibrant and lively, 24-hour, destination neighborhood.

As a transportation corridor, Butler Street is the main thoroughfare for not only local traffic but also regional truck routes. The growing vehicular demand for Butler Street as a regional destination, coupled with few alternative routes, has created a constricted corridor where pedestrians, cyclists and transit riders have to compete with personal vehicles and trucks. In addition, Butler Street is a state road, administered by the Pennsylvania Department of Transportation (PennDOT). This unique arrangement imposes a complicated layer of jurisdiction, standards and authority over Butler Street as it interfaces with departments and streets

administered by the City of Pittsburgh, which has differing standards that it implements on local streets.

These facing pages summarize the existing physical conditions of Butler Street’s public realm throughout the Lower, Central and Upper Lawrenceville business districts.

MOBILITY AND ACCESS

Butler Street is well served in its entirety by the 91 public bus route. The 91 route has the Port Authority of Allegheny County’s 13th highest average weekday ridership (2017). The 87 and 93 routes also serve portions of Central and Upper Lawrenceville along Butler Street.

Vehicular parking on Butler Street is provided by on-street, metered parking in Lower and Central Lawrenceville. Upper Lawrenceville’s lack of metered parking leads to less enforcement by the Pittsburgh Parking Authority. Several parking lots exist along Butler Street, although only two are public Parking Authority lots: one is located between 42nd and 43rd Streets and the other is located between 52nd Street and McCandless Avenue. The remaining lots are privately-owned, and designated for use by adjacent business or property owners.

Due to its constricted nature, Butler Street does not currently feature continuous bicycle lanes throughout the main business districts, with the exception of an outbound bike lane segment stretching between the entrance to Allegheny Cemetery and 51st Street. Bicycle “sharrows” are painted onto Butler Street’s surface throughout. Bicycle racks, a bike-corral on Butler Street at 43rd Street, and bikeshare stations provide multimodal options for the business district.

Butler Street has numerous crosswalks and stop signs, but pedestrian visibility and safety is often compromised by drivers parking illegally at intersections and at crossings. Some pedestrian crossings are not ADA compliant. Other intersections lack ADA ramps or feature ramps without providing



Photo showing the typical street character of Lower Lawrenceville



Photo showing an intact street tree canopy, cafe seating and wayfinding in Lower Lawrenceville



Photo showing a stormwater planter in Central Lawrenceville

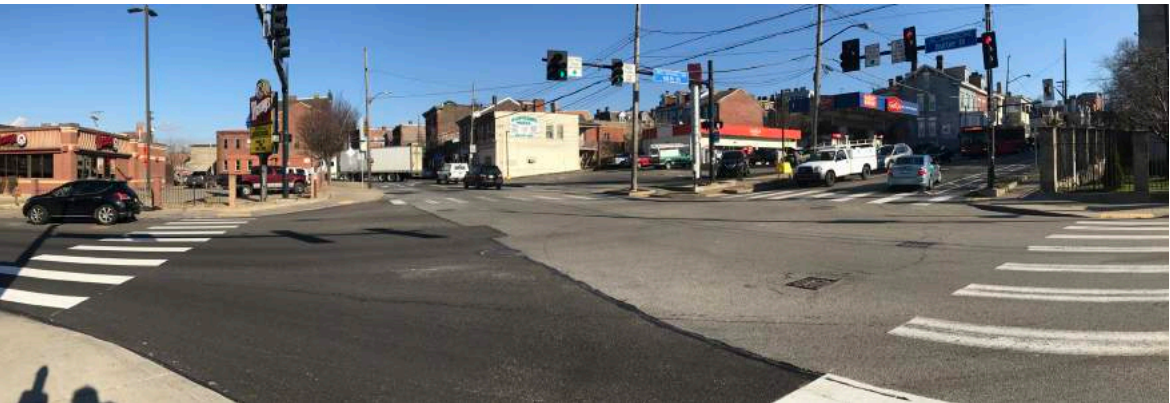


Photo showing the intersection at 40th and Butler Street with its large crossing distances and actively-used, wide curb cuts. Survey respondents strongly advocated for improvements to this intersection



Photo showing an ADA-compliant curb ramp without crosswalk striping in Lower Lawrenceville



Photo showing recent mixed-use development in Lower Lawrenceville



Doughboy Square in Lower Lawrenceville



Photo showing crumbling pavement and a missing street tree in Central Lawrenceville



Photo showing underutilized open space in Central Lawrenceville



Photo showing the historic gatehouse entrance to Allegheny Cemetery in Central Lawrenceville



Photo showing the green edges along Leslie Park in Central Lawrenceville



Photo showing the intersection of Stanton and Butler with large curb cuts located close to the intersection



Photo showing the street character of Upper Lawrenceville



Photo showing street character in Upper Lawrenceville



Photo showing a public art installation (mural) and missing street trees in Upper Lawrenceville



Photo showing the storefront character of Upper Lawrenceville



Photo showing the intersection of McCandless and Butler where a bend in the road impedes pedestrian visibility

crosswalk markings. Further complicating pedestrian mobility, the existing traffic signals utilizing pedestrian “beg” buttons along Butler Street tend to prioritize vehicle movement over pedestrian traffic, creating additional safety concerns.

STREET CHARACTER

A local destination known for its nightlife, fine dining, art galleries, historic buildings and independent boutiques, Butler Street’s bustling pedestrian realm hosts annual, family-friendly, local events and parades. Vibrant, pedestrian-oriented businesses and destinations often have to compete with narrow sidewalks that leave little space for streetscape amenities such as planting zones, outdoor furniture, cafe seating, public art and wayfinding signage.

PAVING AND FURNITURE

Butler Street’s sidewalks are a patchwork of paving materials demonstrating incremental changes and repairs made over time. In some areas, the paving has heaved due to freeze and thaw conditions. Other surfaces are slippery, cracked or damaged and in need of repair. A few recent development projects have replaced the sidewalks adjacent to their properties, creating a pleasant but contrasting paving surface that distinguishes it from the rest of the district.

The few benches that line the street are maintained by business owners. There are limited outdoor resting and social gathering opportunities for visitors to the district. Some restaurants with adequate sidewalk space adjacent to their establishments feature permitted, outdoor dining areas. These areas are constricted when they are present. Sandwich boards placed on sidewalks often clutter the route, intruding into accessible pathways and reducing the available pedestrian circulation space.

Because the corridor falls under the jurisdiction of PennDOT, many of the street lights, poles and traffic signals on

Butler Street are over-sized for the urban context and are not well-suited to a local neighborhood business district environment. PennDOT specifications often dictate large pole diameters that take up already-limited sidewalk space. Set-back pole placements often hinder or impede pedestrian circulation. PennDOT signals also tend to prioritize vehicular movement over pedestrian crossings, resulting in long wait times and the potential for traffic-related accidents.

PEDESTRIAN OPEN SPACE

Butler Street has few public open spaces for residents and visitors to enjoy. Doughboy Square acts more as a gateway than as open space, transitioning the street grade from Butler Street to Penn Avenue. World War I Memorial Park, at the corner of 46th Street, has a central feature and seating at the entrance to Leslie Park. The Flower Garden at 48th and Butler would benefit from attention and expansion. The 51st Street parklet is underutilized and not well-maintained. River connections between Butler Street and the Allegheny River do not currently exist along this corridor, though there have been tentative plans to create access opportunities in the future.

LOADING

Access conflicts abound in any business district. Loading and unloading goods causes traffic congestion when designated curb loading zones are unavailable. Some businesses utilize rear alleyways for loading and service. Alleys could be better utilized to serve the business district, providing an alternative to Butler Street loading zones. New development will need to provide off-street loading zones where possible. The City of Pittsburgh is currently testing a designated loading time program that may help reduce traffic slow-downs that may be implemented, in the future, along Butler Street.










Existing Conditions Lower Lawrenceville

Lower Lawrenceville, extending from Doughboy Square to the intersection of 40th and Butler Streets, contains the most-intact street tree canopy along the Butler Street corridor. Boutique retail stores, restaurants, cafe seating and galleries further enhance the rich, pedestrian experience.

The diagram on this page quantifies specific streetscape elements: ADA parking spaces (blue), loading zones (purple) and locations of street trees (green), among others. *Existing conditions documentation reflects the design team's observations from December 2018.*

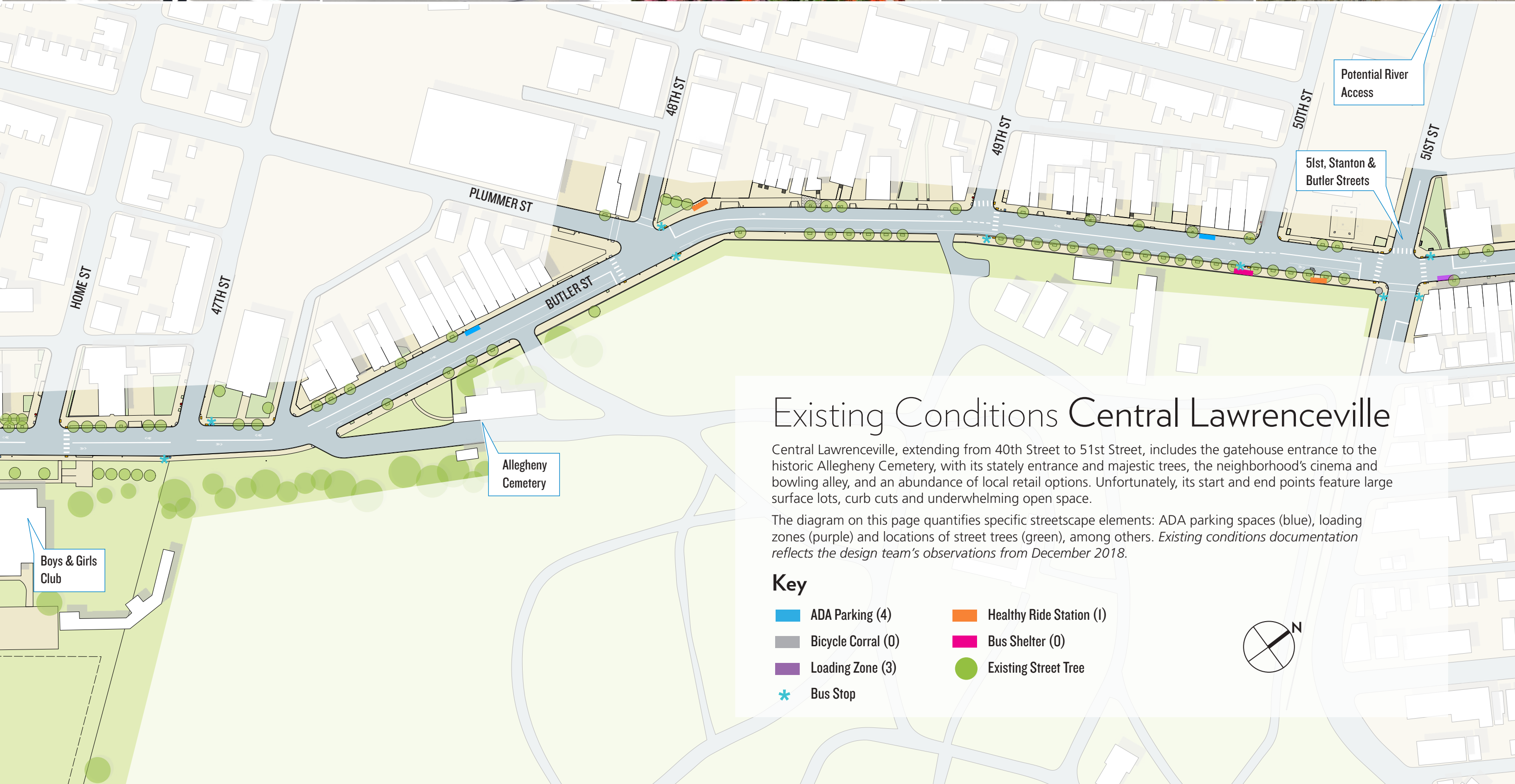
Key

- | | |
|--|--|
|  ADA Parking (4) |  Healthy Ride Station (1) |
|  Bicycle Corral (0) |  Bus Shelter (0) |
|  Loading Zone (3) |  Existing Street Tree |
|  Bus Stop | |









Existing Conditions Upper Lawrenceville

The Upper Lawrenceville business district, extending from 51st Street to 57th Street, features long blocks with few pedestrian crossings. While on-street parking is currently deemed to be adequate by survey respondents, when vacant parcels are developed, the district will most likely experience the same pressures as Central and Lower Lawrenceville. With Contemporary Craft moving into the 5600 block of Butler Street, the 57th Street intersection is becoming the new, eastern gateway to Upper Lawrenceville.

The diagram on this page quantifies specific streetscape elements: ADA parking spaces (blue), loading zones (purple) and locations of street trees (green), among others. *Existing conditions documentation reflects the design team's observations from December 2018.*

Key

- ADA Parking (4)
- Bicycle Corral (0)
- Loading Zone (3)
- Bus Stop
- Healthy Ride Station (1)
- Bus Shelter (0)
- Existing Street Tree





Plan Development

Lawrenceville Corporation developed the following set of planning strategies to guide future upgrades to Butler Street. These strategies are in line with their vision for a 21st century street:

- Ensuring that safe, convenient and comfortable transportation options are available for pedestrians, bicyclists, motorists and public transit users.
- Creating the best pedestrian experience in Pittsburgh.
- Designing a corridor that values local commerce and social exchange more than the movement of vehicles.
- Promoting environmental sustainability and energy efficiency using green infrastructure principles.
- Using design to accentuate and support local culture and community while preserving authenticity.

With these strategies in place, and in adherence with recommendations from Pittsburgh’s *Complete Streets Policy*, four essential design components - bumpouts, sidewalk organization, placemaking and street character - were identified and used as the foundation upon which these *Design Guidelines* were developed.

A Complete Street Approach

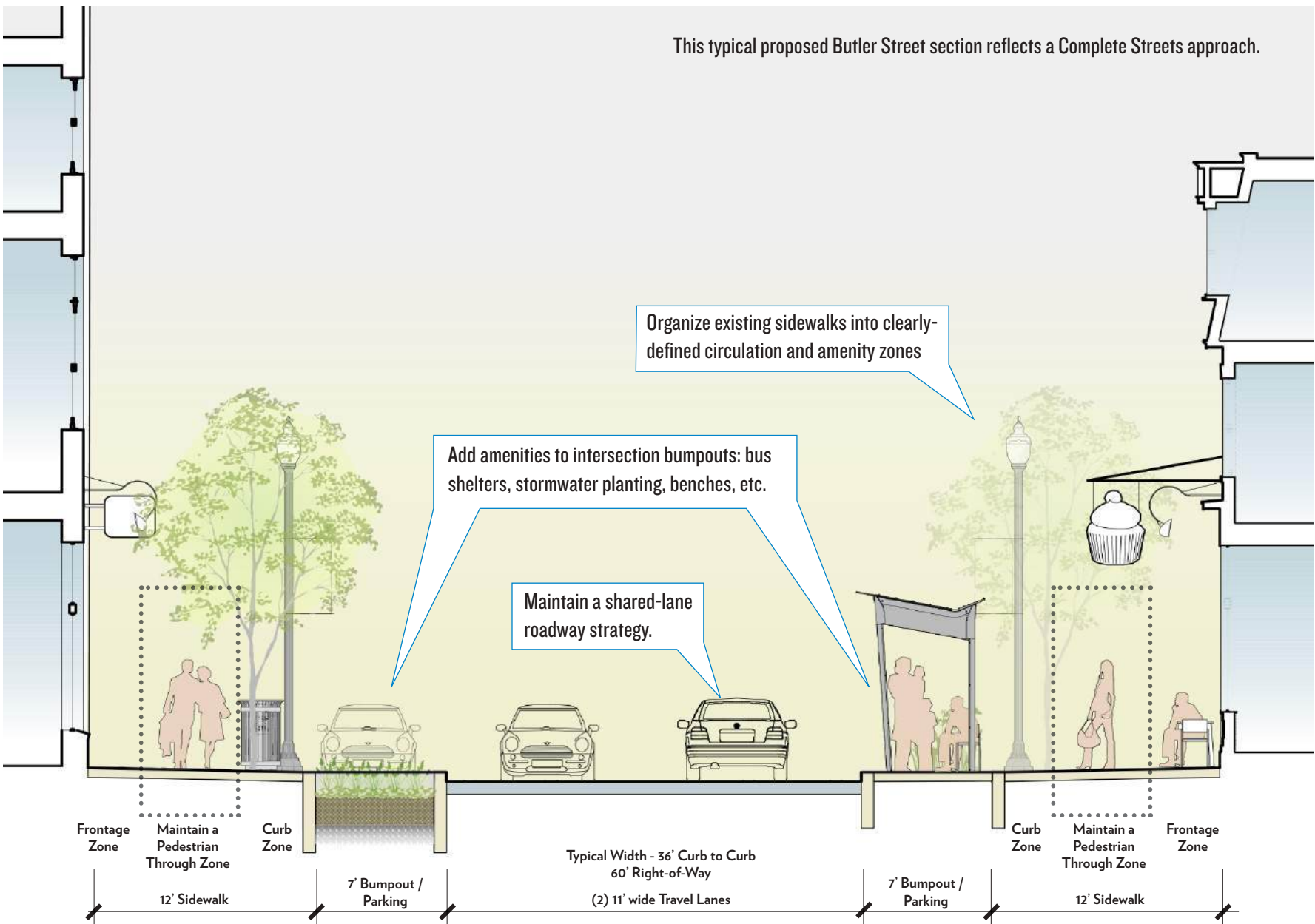
Complete Streets are designed to allow pedestrians, bicyclists, motorists and public transit users to cohesively exist together. Complete Streets help to create desirable, accessible, walkable neighborhoods that are also bike- and car-friendly. On a Complete Street, buses have designated stops with amenities, pedestrians have safer crossings, and landscape elements are intentionally part of the public realm.

In 2016, the City of Pittsburgh adopted its *Complete Streets Policy*, aiming “to be a livable community with enhanced mobility, equity and vitality in all neighborhoods through the design, maintenance and use of Pittsburgh’s public rights-of-way.”

A Complete Street approach, in line with the community’s vision of a 21st century Butler Street, provides a coherent framework for assessing existing streetscape conditions, and proposing improvements that would reorganize the public realm to better allow competing users to safely use the same corridor.

The *Complete Streets Design Guidelines* designate Butler Street as a Neighborhood Commercial Street. The following design recommendations are appropriate and relevant to the Butler Street context:

- Use the narrowest possible travel lane to slow traffic and minimize pedestrian crossing distances. Provide bumpouts at key intersections and at specific mid-block locations along long Butler Street blocks.
- Provide crosswalks at signalized and uncontrolled crossings. Update and expand existing crosswalks, and add missing crosswalks at key locations.
- Provide generous sidewalks with adequate buffering from vehicular traffic. Butler Street buildings tend to be built up to the property line, limiting opportunities to expand sidewalks or roadways. Install curbside bumpouts to expand the pedestrian realm.
- Design streetscapes to accommodate sidewalk seating, curb extensions and intentional open space. Include seating and plantings within proposed bumpouts along Butler Street.
- Provide on-street parking with sufficient and convenient bicycle parking. Instead of reducing on-street parking, illegal parking spaces are replaced with curbside bumpouts to improve the streetscape and make crossings safer.
- Manage parking to optimize occupancy while providing limited but continuously-available access. Along the Butler Street corridor, new development projects will need to have an off-street parking strategy. Shared parking strategies should also be pursued in the future.



- Encourage public transit use by providing amenities at bus stops that improve riders’ experience. Add bus shelters at key bumpouts locations with transit seating and wayfinding information.
- Discourage and minimize curb cuts and driveways along Butler Street. Existing curb cuts should be reduced or eliminated throughout the district.

- Promote green infrastructure. Include robust planting zones, with rain gardens and street trees, within new bumpouts, and plant street trees where they are missing.
- Use high-quality materials in pedestrian areas. The materials palette, provided in the Appendix of this document, includes recommendations for sourcing street furniture, though custom street furniture can be a public art opportunity.

- Encourage public art, wayfinding and other unique place-making features throughout the Butler Street corridor.

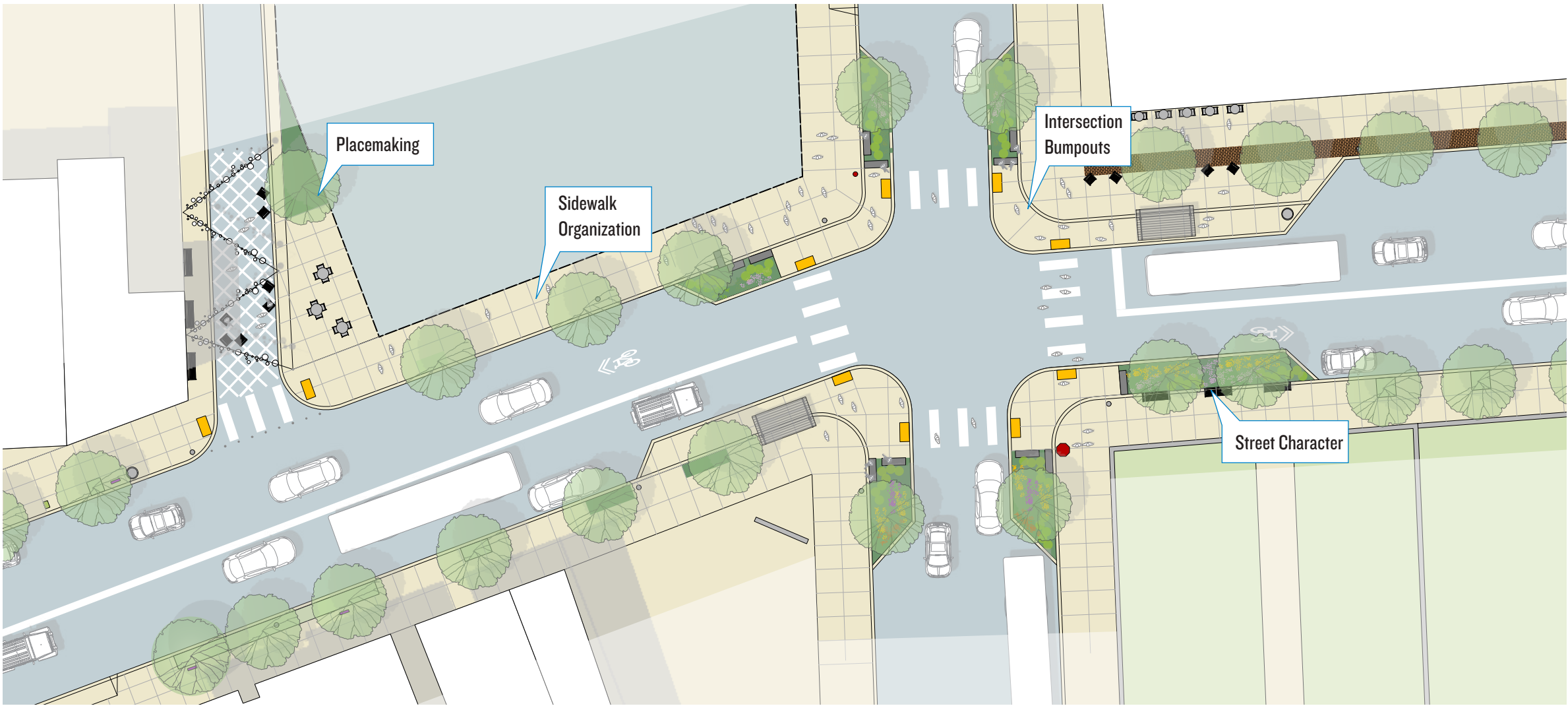
All development and public realm improvement projects proposed for Butler Street should embody the integrative spirit and intent of the *Complete Streets Design Guidelines* to create vibrant, coherent and safe urban streetscapes.

Essential Design Components

Butler Street’s fixed width and predominately zero foot building setback dictate that public realm improvements are limited to the right-of-way. In order to apply the Complete Street design recommendations for a Neighborhood Commercial Street to the Butler Street corridor, four design components were systematically integrated block by block in the plan. These essential design components (bumpouts, sidewalk organization, placemaking, and street character) are further defined in the following paragraphs. While bumpouts and sidewalk organization are readily understood as extending the public realm and improving pedestrian circulation, placemaking and street character are less tangible elements, however all play vital roles in enhancing a streetscape. These four design components are applied in a variety of ways in this report’s Strategies and Standards section where they are incorporated into recommendations for Landscaping, Traffic Calming, Street Furniture, Public Art, and Parking Management.

1. INTERSECTION & MID-BLOCK BUMPOUTS

Bumpouts, also known as curb extensions, can serve a variety of functions within a streetscape context. Commonly installed curbside at intersections, they can also be used mid-block to calm traffic, make streets easier for people to cross, and create a more inviting environment for pedestrians and bicyclists alike. Bumpouts can accommodate street trees, plantings and integrated stormwater catchment systems. At bus stops, bumpouts create space for transit shelters and make passenger boarding and alighting easier, especially for riders with disabilities or mobility challenges. When coupled with a crosswalk, bumpouts prioritize pedestrians, giving them greater visibility and helping to ensure safety. They can also provide supplemental sidewalk space, which is helpful in narrow street corridors with limited and constricted sidewalks. Extra sidewalk



This conceptual plan for Butler Street includes all four essential design components

area can facilitate pedestrian movement or accommodate street furnishings, seating and public art.

2. SIDEWALK ORGANIZATION

Without a plan or streetscape guidelines to follow, sidewalks can become cluttered and disorganized when elements are haphazardly introduced into a public walkway. Public sidewalks should have a clear pedestrian passageway, allowing the free flow of everyone, including wheelchair users and families with strollers. Organize sidewalks to also accommodate transit amenities,

bicycle parking, street furniture, streetlights and landscape elements as illustrated in the section on this spread.

3. PLACEMAKING

In addition to the movement of pedestrians, Butler Street’s public realm should also include spaces for informal gathering and socializing. Outdoor public spaces are few and far between, within Butler Street’s commercial districts. Community members identified twelve specific sites where placemaking tactics and best practices could be tested and implemented, to improve

the quality of the streetscape environment. Place-making interventions would add much-needed open space to Butler Street, while also enriching and celebrating Lawrenceville’s unique character and identity.

4. STREET CHARACTER

Improvements to the Butler streetscape should reflect the character and scale of the neighborhood. The corridor generally lacks any unifying pedestrian amenities. A coordinated streetscape strategy would reinforce the corridor’s specific identity and character. Impactful tactics could include:

planting street trees consistently, throughout Butler Street; creating a robust and distributed district-based public art program; or implementing a corridor-wide lighting scheme. A combination of any or all of these tactics would help to reinforce Butler Street’s identity as a lively, pedestrian-friendly, destination district with unique businesses and attractions.

BUTLER STREET

Strategies and Standards



Butler Street Strategies and Standards

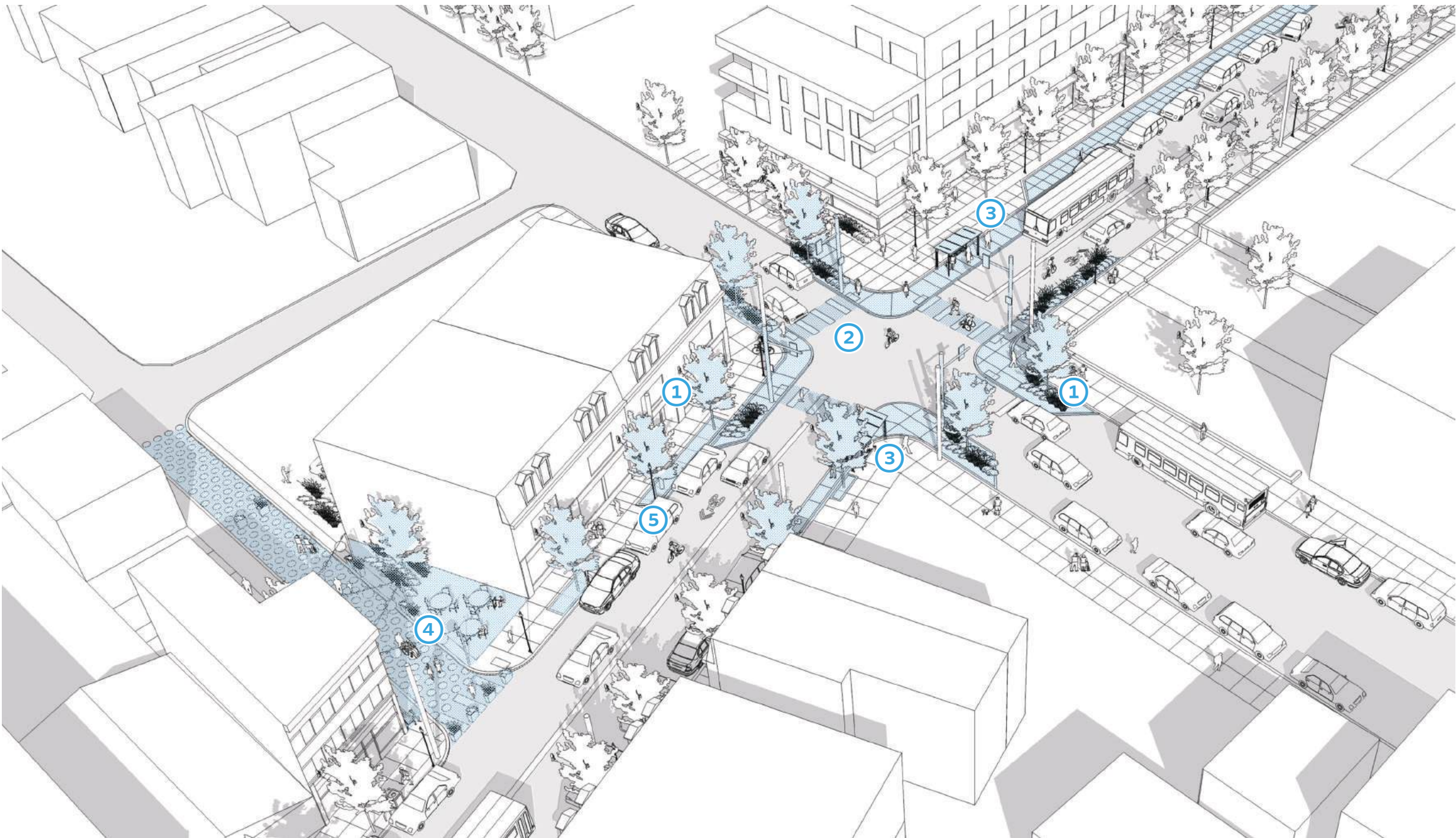
OVERVIEW

As the main commercial and transportation corridor through Lawrenceville, Butler Street serves a variety of purposes for many different user groups. In order to help to protect, improve and unify the fine-grain pedestrian scale of this signature business district, the Butler Street Strategies and Standards section incorporates a Complete Street approach to Butler Street's public realm while utilizing the Essential Design Elements previously discussed in these guidelines. The five areas of focus in this section, elaborated on the following pages, are:

- Landscape and Green Infrastructure
- Traffic Calming
- Street Furniture
- Public Art
- Parking Management

The strategies and standards will also be referenced in the Block-by-Block Recommendations and Place-Making Opportunities sections of this report.

These Butler streetscape Strategies and Standards embrace Pittsburgh's *Complete Street Policy* and NACTO's *Transit Street Design Guide* for an "Enhanced Neighborhood Transit Street." Future projects in or near Butler Street's public realm should consult these sources directly for additional information and resources.



View of proposed improvements at 39th and Butler Street



View of existing conditions at 39th and Butler Street

① Landscape and Green Infrastructure

② Traffic Calming

③ Street Furniture

④ Public Art

⑤ Parking Management

Strategies and Standards Landscape and Green Infrastructure

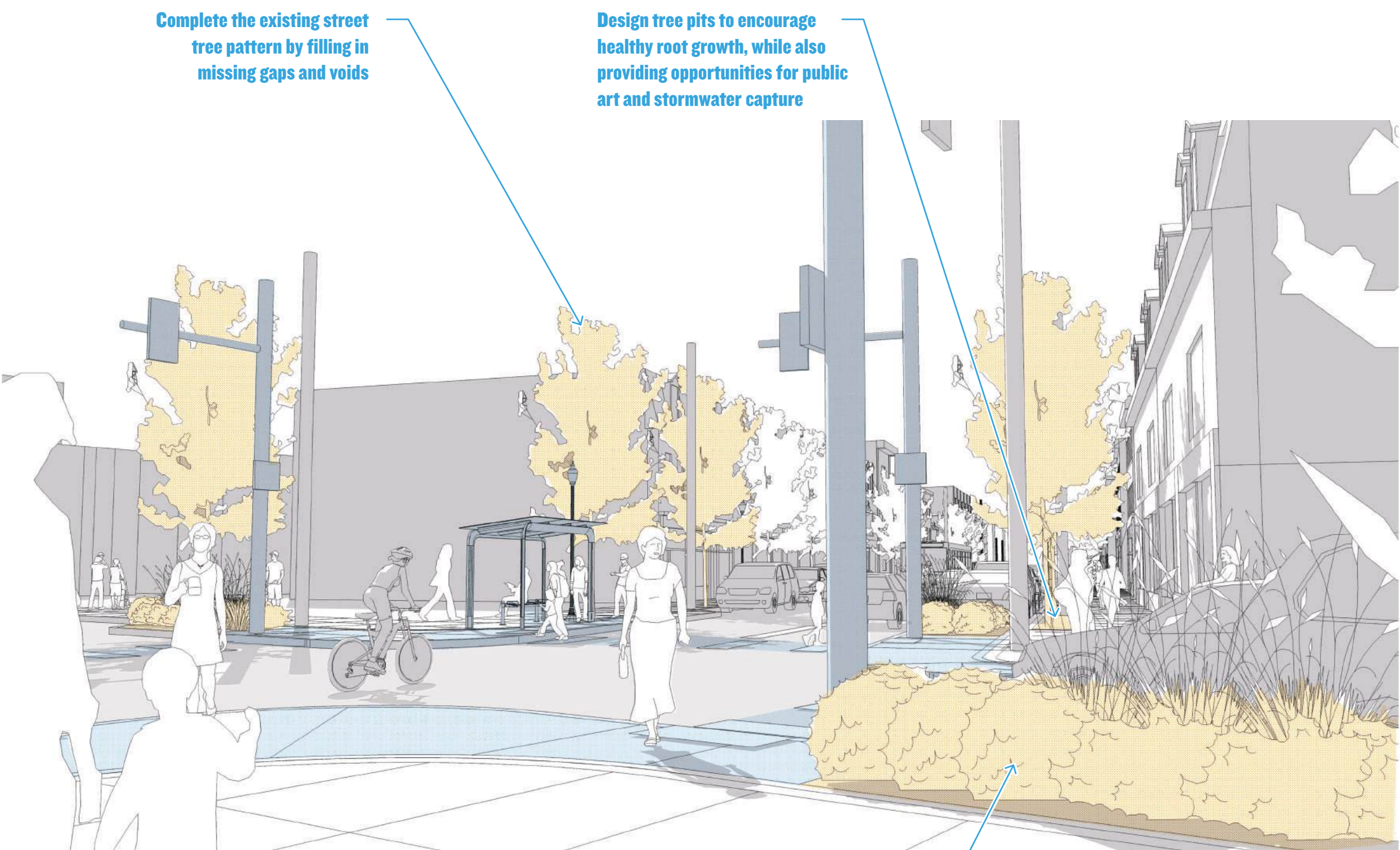
OVERVIEW

Street trees provide shade, enclosure, and comfort for pedestrians while increasing property values for owners. Trees and understory plantings also help to reduce and slow stormwater runoff, and should be strategically placed in bumpout areas when possible. Street trees are ideal traffic speed regulators - a landscaped thoroughfare tends to reduce stress in drivers.

Butler Street would be best-served with paved bumpouts to increase pedestrian circulation space. Cross streets, however, are ideal locations for stormwater planters. Capturing runoff prior to meeting the Allegheny River and sewer system would help to reduce the volume of unfiltered stormwater runoff and also mitigate the heat island effect along Lawrenceville's sunbaked streets.



View of Butler Street showing the existing street tree configuration



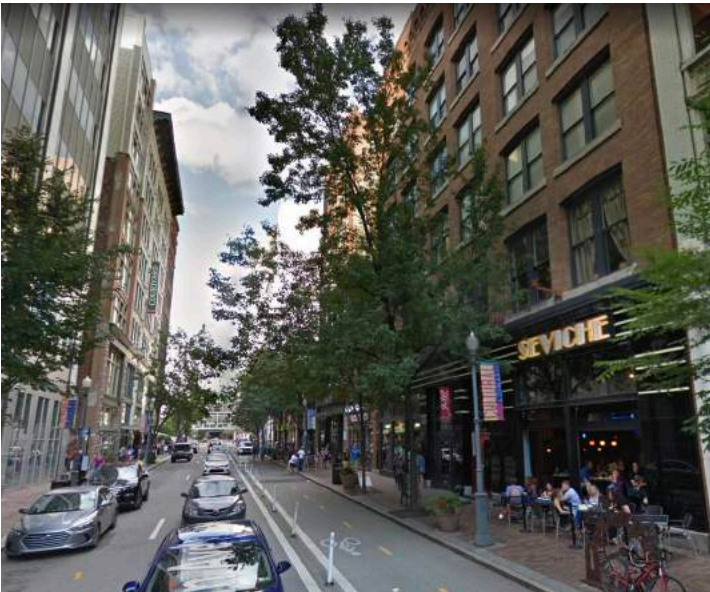
Complete the existing street tree pattern by filling in missing gaps and voids

Design tree pits to encourage healthy root growth, while also providing opportunities for public art and stormwater capture

Provide stormwater-adaptable plantings and sub-surface materials in new bumpouts to serve as green infrastructure

View of Butler Street showing proposed landscape improvements

Strategies and Standards Landscape and Green Infrastructure



Street trees not only invite pedestrian activity, but also serve environmental functions such as providing shade, cooling the sidewalks, filtering air pollution, and reducing the effects of wind. Penn Avenue, in Downtown Pittsburgh.



Well-designed tree pits ensure that street trees will have a healthy, non-compacted root system. Tree protection protect the tree pits, while also providing additional pedestrian amenities and an opportunity for public art. East Liberty Transit Center, Pittsburgh PA

Street Tree

A healthy tree canopy is part of a vibrant urban street environment that people want to explore and feel connected to. Tree canopies offer a myriad of environmental benefits including reduced emissions and energy demand for air conditioning, less stormwater runoff, and natural cooling to protect pedestrians from the sun. Well-established tree canopies improve public health by cleaning the air, reducing particulate pollution, lowering stress levels and generally enhancing neighborhood walkability.

Street trees also positively benefit pedestrian-oriented business districts, such as Butler Street. Consumers claim that they are willing to pay 9% more in small cities and 12% more in large cities for equivalent goods and services in business districts with trees. Visitors also claim they will pay more to park and that bus wait times are shorter on street with trees.*

Public realm improvements should plant street trees in continuous planting beds, where possible, allowing for additional root growth and general health of the tree. Soil amendments improve the quality of planting material for both existing and proposed trees. Designers should consider existing overhead utilities when selecting a tree species for the area. Where space allows, plant larger shade trees to establish a more robust canopy. Project teams should add seat height stone blocks/ benches at ends of planters to deter pedestrians from crossing through planting beds and compacting tree roots.

Tree Pits

Adequately-sized tree pits are vital for urban street trees. A tree’s growth is limited by its root zone space, and undersized tree pits contribute to sidewalk upheaval, limited tree growth and a shortened lifespan. In addition to using proper tree pit dimensions, the introduction of planting bed protection (i.e. tree guards, well placed benches or stone block seating at bed ends as shown in this document) increases survival rates for urban street trees while also providing additional pedestrian amenities. The majority of existing tree pits along Butler Street are in 4’ x 4’ tree pits, and new pits or expansion of existing pits have resulted in 4’ x 8’ tree pits which should be the design standard along Butler Street where possible.



A stormwater planter on 43rd Street in Central Lawrenceville.



Stormwater can be managed using street infrastructure, before the water enters the sewer system. Additional sidewalk area, tree pits and new curb bumpouts can provide space for integrated stormwater management systems. A stormwater planter in Portland, Oregon.

Stormwater Management

With its hills and flat areas, Lawrenceville is susceptible to surges of rainwater during storm events, causing property damage and ecological damage to the Allegheny River.

Typical on-street stormwater infrastructure solutions, such as planters and curb extensions, serve the dual purpose of traffic calming and enhancing the pedestrian environment. Butler Street is an ideal corridor in which to concentrate greening elements that aesthetically enliven the street while tackling the area’s stormwater issues.

Public realm improvements should incorporate best practices relating to landscape design and stormwater retention systems, when inserting new tree pits and planters into the existing streetscape. Systems should be installing along cross streets, perpendicular to Butler Street, to capture, clean and retain stormwater before it flows into the Allegheny River or sewer system.

PROTECT STREET TREES

The street tree population in Lawrenceville is rapidly declining. In 2017, 47 publicly-owned street trees along Butler Street were removed by construction activities. Per the 2014 Street Tree Inventory, Butler Street in Lawrenceville has 381 street trees. The 47 lost trees represent over 12% of the population. The work and advocacy of neighborhood volunteers, including Lawrenceville Tree Tenders, has been largely overlooked by developers and construction companies.

All proposed public realm projects must provide street tree protection during construction phases, and / or pay to replace trees that are killed or removed during construction.

*Wolf, K.L. 2005. *Business District Streetscapes, Trees and Consumer Response*. Journal of Forestry 103, 8:396-400.

Strategies and Standards Traffic Calming

OVERVIEW

Butler Street survey responses indicate a need for increased pedestrian safety, particularly at key intersections and crosswalks. While relatively few traffic-related injuries have been reported, the perception that Butler Street is an unsafe pedestrian environment is not helpful to local businesses that rely heavily on pedestrian traffic. Safer pedestrian environments directly correlate with improved safety for cyclists and public transit users within the same corridor. There is value in changing the mobility landscape of Lawrenceville, and the city as a whole, to prioritize the design and implementation of pedestrian-centered streetscape environments.

Applicable traffic-calming solutions for Butler Street include: creating a continuous street tree line, narrowing travel lanes (no less than 11' wide to accommodate buses), allowing on-street parking, maintaining a dense built environment with no significant setbacks, installing highly-visible pedestrian crossings, and creating curb extensions to act as vehicular pinch points. Many of these measures will change how drivers perceive the physical realm, helping them to better regulate their speed. Traffic signals can be programmed to prioritize pedestrian crossings, and to create a "Green Wave," signals timed at 12-15 mph to allow for successive green lights at intersections, making the environment safer for all roadway users.



View of Butler Street showing the existing cartway configuration

Program traffic signals to prioritize pedestrian safety. Use strategies such as Leading Pedestrian Intervals (3-7 second head start), 'No Turn On Red,' and fixed-time signals with walk cycles. Eliminate "beg buttons" in pedestrian-heavy areas.

Coordinated signal timing helps regulate the volume, speed and efficiency of vehicular traffic.

Street tree canopies narrow drivers' visual field, causing them to better regulate their speed and focus on pedestrians.



Use high-contrast crosswalk applications to alert drivers that they should slow down and yield to crossing pedestrians.

Built-out curb extensions cause drivers to slow down because they perceive the street to be narrower.

View of Butler Street showing proposed traffic-calming measures

Strategies and Standards Traffic Calming



Wide crosswalk markings emphasize pedestrians’ right to cross.
West 24th Street in New York City.



Highly-graphic painted intersection markings.
Ellsworth Avenue in Shadyside.



Street trees create a permeable vertical wall that slows down traffic.
Park Avenue in Minneapolis.

Visual Cues + Crosswalks

Visual street markings should be implemented particularly where pedestrian and driver conflicts occur, reinforcing pedestrians’ right to cross. These visual cues should be incorporated into all intersections, whether signalized or uncontrolled, along Butler Street.

Crosswalks must follow the city’s minimum standards and dimensions. For more heavily trafficked and complex vehicular intersections, such as at Doughboy Square and 40th Street, designers should consider installing significantly wider crosswalk markings to emphasize the pedestrian right-of-way as drivers enter the intersection. Creative intersection markings (patterning the space between crosswalks) enhance the district identity with public art, while also calming vehicular traffic through the intersection. Temporary in nature, painted intersections could be implemented in conjunction with annual Lawrenceville events, such as the Holiday Cookie Tour or the Memorial Day Parade.

Curb cut widths should be minimized along Butler Street, particularly at gas stations and parking lot entrances. These incursions into the sidewalk zone should be further emphasized with contrasting or textured surface treatments, such as paint or stamped pavement, to slow down drivers as they cross over pedestrian walkways.

Lastly, the corridor should consistently mark intersections with “No Turn On Red” signage, to decrease pedestrian and vehicular conflicts at crosswalks. Each intersection can be individually reviewed for the most-appropriate hours of enforcement, but this general signage should be the default.

Vertical Elements

Outmoded intersection design standards recommend removing all vertical elements that could hinder sight lines. These designs create wide open corners and visually-dull streetscapes. Wide sight lines may increase visibility, but they also cause drivers to speed through intersections. In contrast, compact intersections place more activity within a driver’s sight triangle, giving all users a better view of potential conflicts.

Butler streetscape improvements should incorporate and appropriately place vertical elements - trees, light poles and street furniture - to focus drivers’ attention on activities in front of them. Designers should consult city and PennDOT standards when placing vertical streetscape elements near intersections and driveways.



A bumpout, featuring stormwater landscaping and a crosswalk.
Hoboken, New Jersey.



A bumpout, featuring plantings and seating.
Centre Avenue in East Liberty.



Consider chicanes at unsignalized pedestrian crossings.
40th Street in Lawrenceville.

Bumpouts

Curbside bumpouts, expansions of the sidewalk, visually narrow the street width, which causes drivers to reduce their travel speed. As gateways or thresholds to blocks, intersections are appropriate locations for bumpouts. They help to calm traffic as drivers cross into busy, populated business districts. Bumpouts may be introduced at intersections throughout Butler Street.

Bumpouts may also be applied at mid-block locations between signalized intersections where drivers tend to pick up speed along uninterrupted block lengths. Mid-block bumpouts, referred to as pinch points, should be proposed for long blocks where there is 600 feet or more of travel distance between signalized intersections.

Public realm projects should pair bumpouts, both at intersections and pinch points, with crosswalks to improve pedestrian safety by shortening crossing distances and increasing visibility. Bumpouts also prevent vehicles from parking illegally at intersection corners and crossings, locations where pedestrians are most vulnerable. Integrate crosswalks and bumpouts particularly near pedestrian-oriented neighborhood destinations, such as schools, parks and community centers. Proposed bumpouts in this document do not remove any on-street parking spaces. Instead, they are used as a way to physically prevent people from parking illegally within intersections and at block corners. See the appendix for a typical bumpout configuration.

Chicane

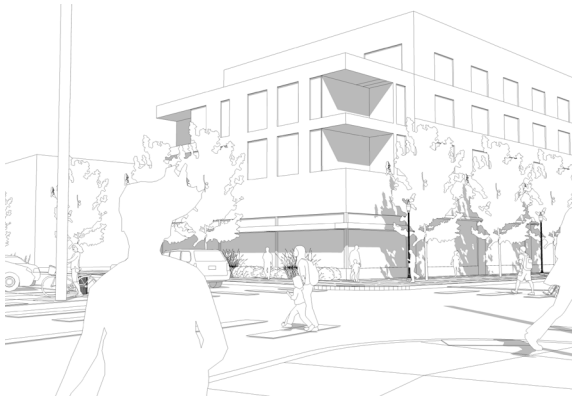
For uncontrolled intersections and mid-block crossings along Butler Street, consider an offset curb extension, also known as a chicane. This application, which slows vehicular speeds considerably, is appropriate for pedestrian crosswalks at intersections without signals. The Department of Mobility and Infrastructure implemented a chicane, using paint and bollards, at the uncontrolled crossing on 40th Street at Davison Street, one block south of Butler Street.

Strategies and Standards Street Furniture

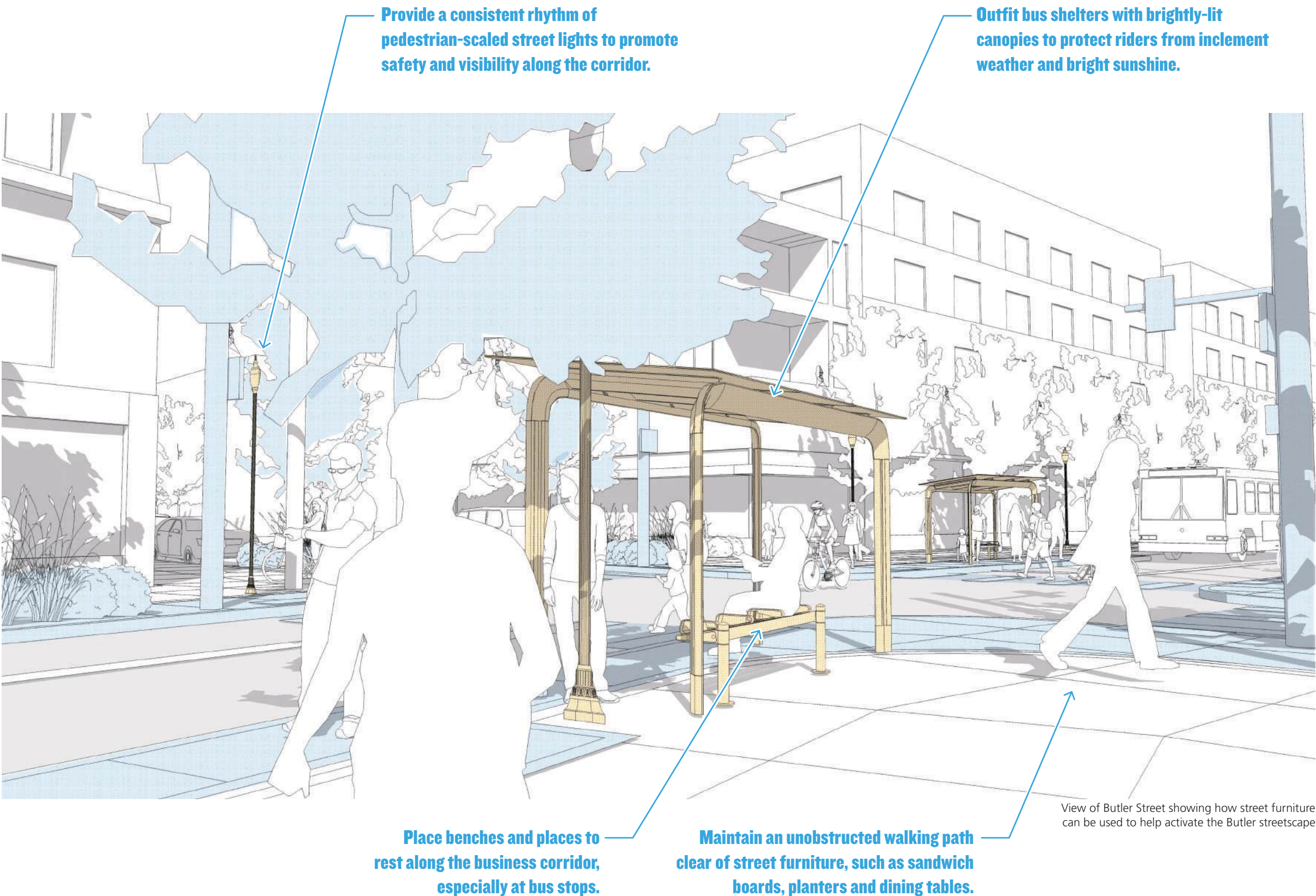
OVERVIEW

The Butler Street corridor has very few pedestrian amenities. A scattering of benches along the corridor are maintained by individual business owners, and only two bus shelters are found in all of Lawrenceville despite the highly-traveled route. With limited sidewalk space, the desire for a tree line, and the need to maintain a clear line for pedestrian circulation, site furniture is usually the last enhancement to be considered. The introduction of bumpouts at intersections will create additional sidewalk space for pedestrian activity. Bumpouts may create opportunities for accommodating a variety of pedestrian-serving street furniture elements.

Well-placed street furniture - including benches, shade elements, planters, lighting and cafe seating - encourages street activity and supports the creation of formal and informal gathering spaces. Bus shelters and bicycle parking corrals help to support transit riders and promote multimodal connectivity. Additionally, street furniture may provide opportunities for public art integration that enriches the street character.



View of Butler Street showing the current deficit of pedestrian amenities



Strategies and Standards Street Furniture



Where the sidewalk right-of-way is not be wide enough, public seating can occur along bumpouts and sidewalk extensions.
Philadelphia, Pennsylvania

Seating

Public seating areas adjacent to sidewalk circulation zones, while modest in scale, help to reinforce the image of Butler Street as a lively, walkable and bustling business district. There are currently very few public benches along Butler Street and more should be placed along the corridor wherever possible.

City standard benches may be utilized, or an approved equal, to match aesthetic and durability standards. Seating can be arranged in groups where space allows to encourage conversation or placed alone facing towards or away from the cartway.

Seating can be introduced on bumpouts and Spark parklets, especially when the existing sidewalk width is too narrow to accommodate circulation and street furniture. Bumpout and Spark seating areas are public, open to all users, and best utilized and activated when paired with a complementary, adjacent business or establishment.

Cafe seating along sidewalks is also encouraged where space permits. Sidewalk cafe applicants should consult the City of Pittsburgh for requirements and permitting.



On-street bicycle corrals help to consolidate bike parking along a block, and also keep corners clear of obstructions, thereby improving pedestrian safety.
Walnut Street in Shadyside

Bicycle Parking

Lawrenceville currently features a variety of parking options for cyclists, including on-street bike corrals, bike racks and bikeshare stations. These options are appropriate - and welcomed - to support multimodal transit to and around Lawrenceville, reducing vehicular traffic and the resulting pollution.

Public realm projects should follow the city's bicycle parking standards to correctly place bike infrastructure and ensure that bicycle parking does not impede the pedestrian right-of-way or transit stops where passengers need to board buses.

If a desirable location does not have enough room to accommodate bicycle parking racks, consider placing parking on new bumpouts and curb extensions. Install bicycle racks at block corners, where they can be visible from the main thoroughfare.

Bicycle parking infrastructure may also feature public art in its design, adding to the character and identity of Lawrenceville. Squirrel Hill and Downtown Pittsburgh have implemented custom bicycle racks, which required approval by the City's Art Commission.



Bus shelters should be placed where there is adequate sidewalk room. They can be paired with other transportation elements, such as a bike-share stations.
Penn Avenue in Lower Lawrenceville

Transit Elements

Street furniture may support public transit with bus shelters, seating and wayfinding. Butler Street currently features only two covered bus shelters, but more should be implemented where sidewalk space permits at heavily utilized stops or at community-supported locations.

Public realm projects should reference the Port Authority of Allegheny County's 2019 *Bus Stop and Street Design Guidelines* when considering bus shelter products, or use an approved equal that matches aesthetic and durability standards. If a new building or public space is planned adjacent to a bus stop, a bus shelter* and/or other transit elements, such as awnings and lean rails, should be integrated into the site or structure. If a bumpout is located at a bus stop location, transit elements should be placed onto the bumpout where riders will board and alight.

Pairing transit elements with other multimodal infrastructure, such as bike share stations, will further enhance the corridor's transportation options by making it easier to get to and from public transportation. Transit nodes along Butler Street can also host trash cans, district wayfinding information and public art.

Lighting

Lighting should be utilized not only for functional purposes but also to add character to a neighborhood.

Place and coordinate street lights according to best practices, with appropriate levels of brightness and downlighting to support a local business district. Follow city standards for pedestrian street lights, or use an approved equal that matches aesthetic and durability standards. Tall, excessively-bright, highway-style lamp posts shall not be used.

For special areas along Butler Street, consider stretching lighting above roadways or alleys to create a more vibrant and lively street frontage. Lighting can also be an opportunity for public art.

All new light fixtures should be dark sky compliant, designed to reduce light pollution.



At active pedestrian nodes, consider placing light elements overhead to add character and atmosphere.
London, England

* Bus shelters are commonly the purview of the City of Pittsburgh and can only be installed with property owner permission.

Strategies and Standards Public Art

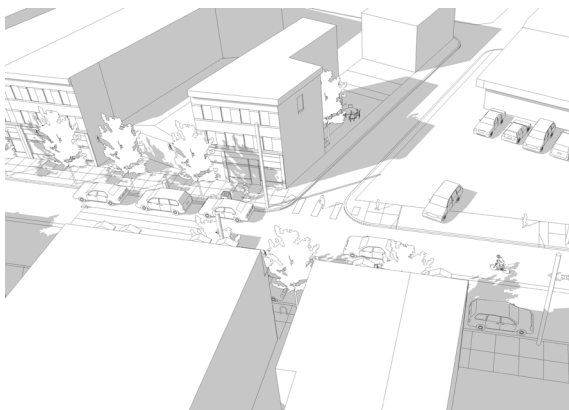
OVERVIEW

Public art is a vital component of streetscapes. Public art can unify a district thematically, or celebrate a neighborhood gateway. Public art installations provide visual interest for pedestrians and attract visitors to a business district. In the feedback from our surveys, Lawrenceville community members strongly advocated for more public art installations along Butler Street.

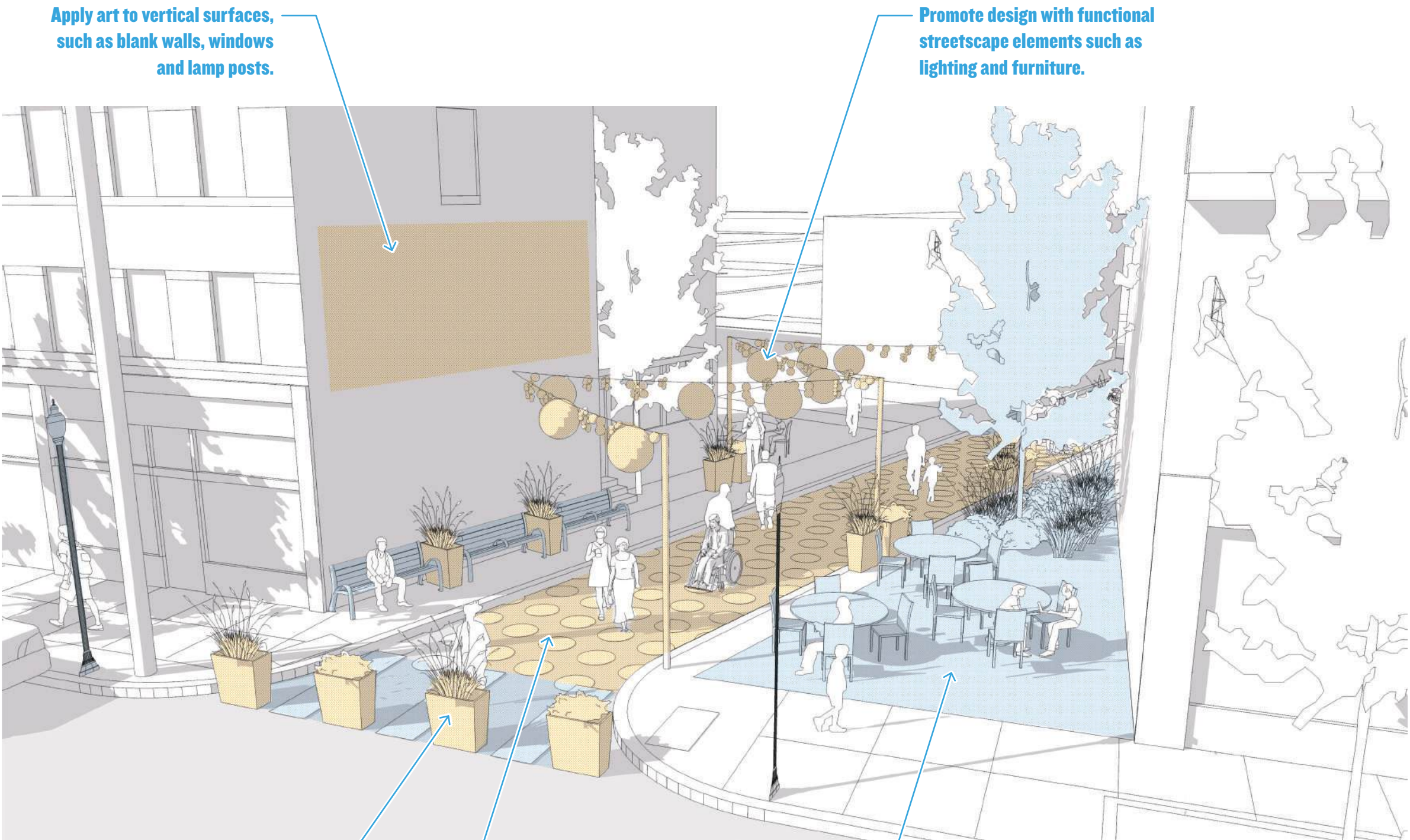
Art installations along Butler Street should be advocated for by a stakeholder group made up of neighborhood residents, business and property owners. Public should draw on shared district ideals, highlighting the unique character of Butler Street.

The view to the right shows a possible implementation of public art, in the form of creative lighting installed above a shared street environment, as well as vibrant ground-plane graphics and possibly custom-designed site furniture. There are infinite opportunities for integrating public art into a streetscape environment.

The precedent photos and the illustration on this spread demonstrate only a few of the most-preferred examples of public art that were selected by survey respondents. Many more possibilities for public art integration exist and can be pursued collaboratively with an artist and the community.



View of Butler Street showing an existing underutilized alley space



Apply art to vertical surfaces, such as blank walls, windows and lamp posts.

Promote design with functional streetscape elements such as lighting and furniture.

Select durable planters that are functional and promote good design in the public realm.

Deploy a variety of ground applications, such as paint and decals, especially in narrow, underutilized spaces.

Take advantage of non-orthogonal lot lines, setting aside “extra” space for pedestrian amenities and public art.

View of Butler Street showing a proposed alley-based, shared-street condition

Strategies and Standards Public Art



Crosswalks, meant to be visual cues for drivers as they enter a pedestrian intersection, can feature non-traditional markings to highlight the pedestrian right-of-way.
Penn Ave. Downtown Pittsburgh.

Pedestrian Safety Enhancements

Pedestrians are most vulnerable at locations where they come into conflict with drivers, such as at intersection crossings and driveways. One way to improve pedestrian safety is to visually signal and brighten these conflict zones. Public art can be an appropriate tool to deploy when it comes to rethinking standard visual tools such as crosswalks.

Consider creative applications of road markings and signage, directly in the public right-of-way, to improve pedestrian safety. Review the durability and maintenance of the application, and form a long-term plan to maintain striping.



Vertical surfaces along Butler Street could accommodate painted murals or sculptures.
5165 Butler Street

Wall Art

Vertical art applications, such as murals and sculptures hung from buildings, have been installed at different locations throughout Lawrenceville, in years past. Survey responses show that wall-based art is still popular amongst community members. They are a great way to activate otherwise-blank surfaces with compelling themes and creative imagery.

Coordinate with local property owners to identify buildings where wall art would be welcome, to add to the character of the business district.

Also consider lighting the wall art so that it can be viewed at different times of the day.



Narrow streets and alleys can be converted temporarily or permanently into art-activated, pedestrian-centered plazas and spaces. Public art adds to the identity of the surrounding district.
Strawberry Way in Downtown Pittsburgh

Pedestrian-Centric Streets and Plazas

Portions of underutilized, narrow alleys and vacant lots could be activated as pedestrian-centric spaces along Butler Street. These plazas create additional space for social gatherings with seating and activity zones.

Feature public art on street and plaza ground surfaces. Because smaller alleys and plazas are not traveled by vehicles, the maintenance and wear-and-tear on the street markings will be less.

These mini-parks, or parklets, can also feature sculptural art and / or focal-points that contribute a sense of identity to spaces, and also deflect drivers from entering the parklet zones.



Custom street furniture, such as fixed benches and seating, can help activate block corners and business corridors. This multi-level bench is paired with a bus stop to provide seating for transit users.
Penn Avenue in Garfield

Street Furniture

While the city has standard street furniture specifications that address durability and functionality, neighborhoods should investigate ways to commission custom artistic furnishings that add unique character and interest to the public realm.

Consider artful, custom interpretations of bike racks, water fountains, street lights and benches.

Art Commission

Public Art opportunities on City of Pittsburgh property (in the right-of-way) must be reviewed by the Art Commission which is charged with ensuring that projects contribute to the creation of welcoming public spaces and do not allow unsightly or dangerous structures within the public realm. **The Art Commission requires letters of support, necessitating a community engagement process for each applicant.**

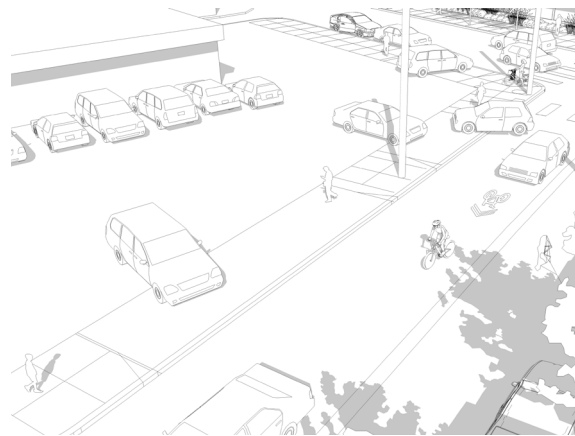
Strategies and Standards Parking Management

OVERVIEW

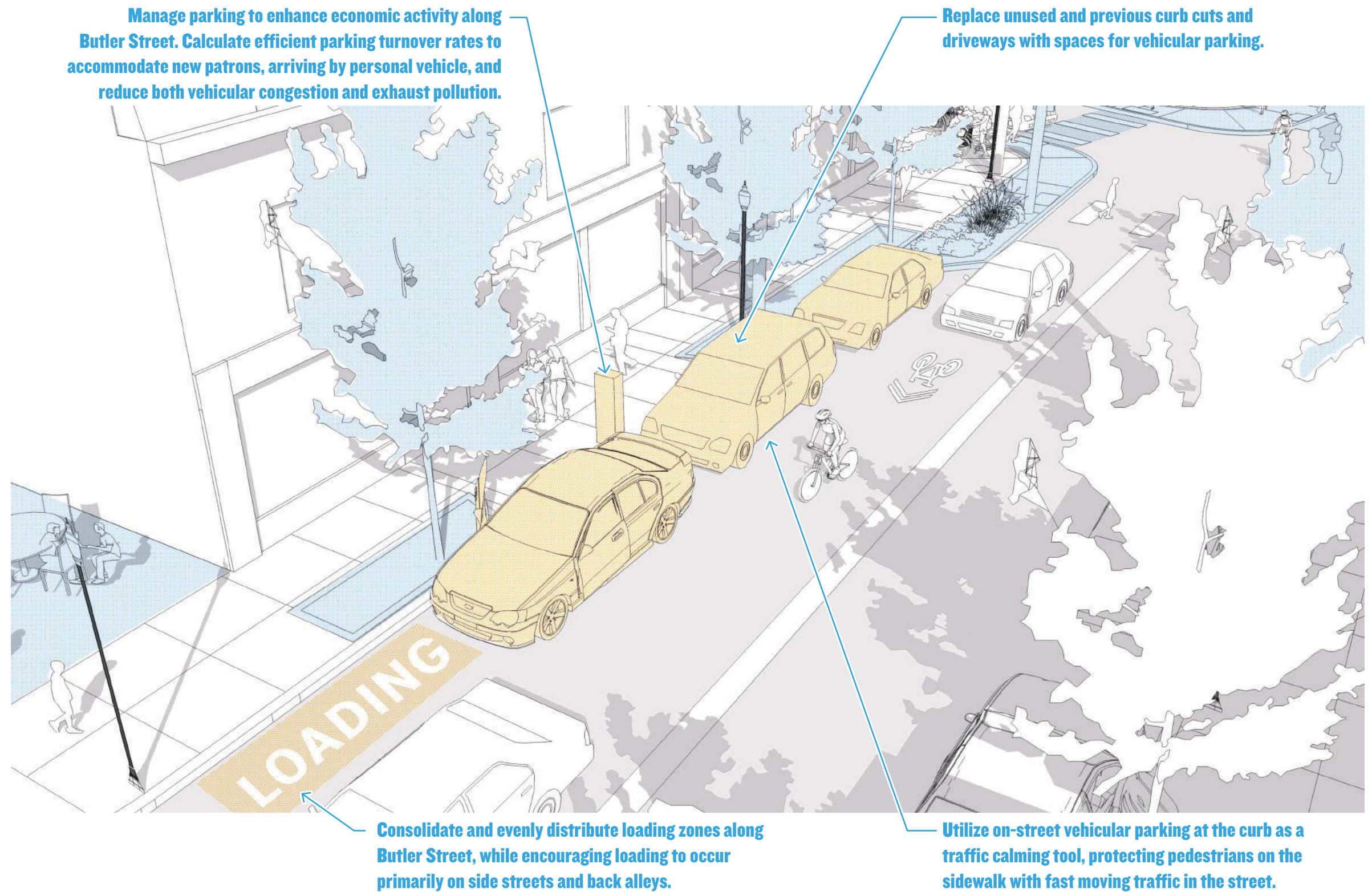
As with any local business district, the management of on-street vehicular parking along Butler Street and its side streets is critical to business owners and residents alike. Best practices, and emerging technologies that help ensure that curbside parking best serves all users, should be explored and considered for implementation, with community input.

Existing on-street parking should be maintained and provided where unused curb cuts and driveways once functioned. Short-term loading and drop-off zones for both businesses and visitors with accessibility issues should be considered block-by-block, and implemented holistically as a business district. Explore parallel alleys and ways behind buildings as potential loading and service areas, limiting congestion along Butler Street.

On-street parking should be managed and enforced to encourage frequent turnover rates. This policy would bring more patrons to businesses, while also reducing the congestion caused by drivers trying to find parking on Butler Street. Coordinate with the Pittsburgh Parking Authority and other city departments to implement an enforcement and pricing strategy specific to the district's supply and demand.



View of Butler Street showing under-utilized sidewalk space, with overly-generous driveways and curb cuts.



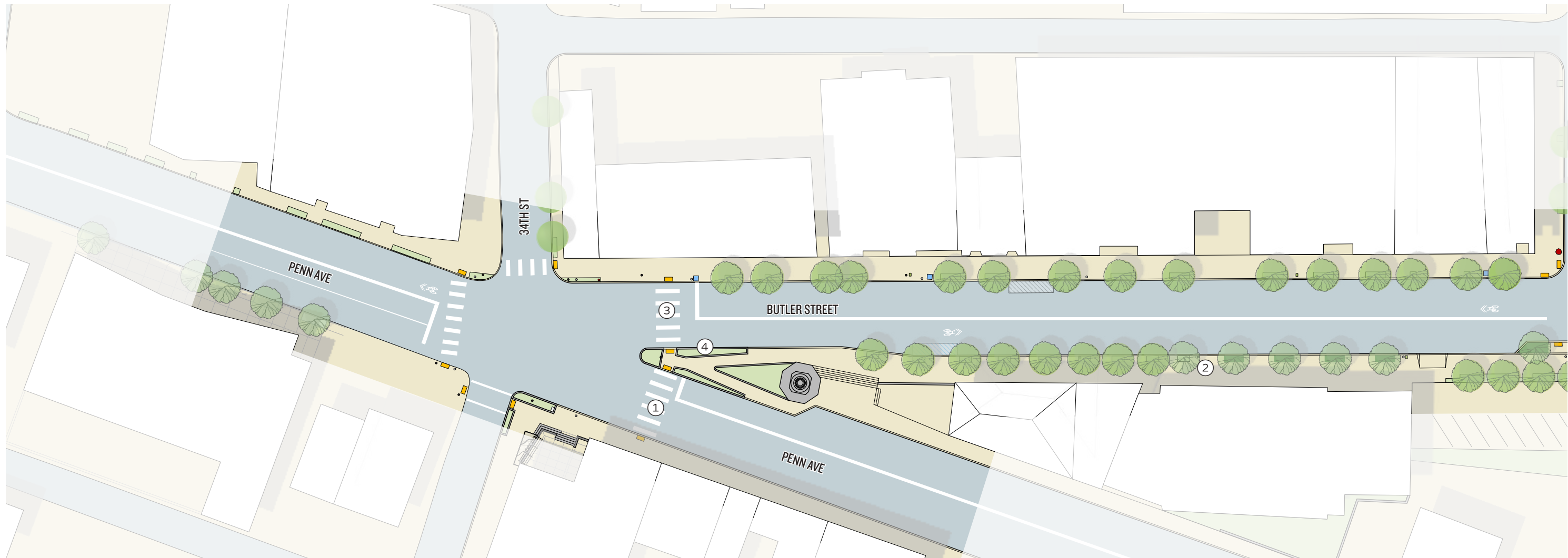


BUTLER STREET

Block by Block Recommendations

The following pages detail block by block recommendations for the entirety of Butler Street from Doughboy Square through 57th Street. These pages also reference specific Place-Making Opportunities and key recommendations from the Strategies and Standards section of this report.

Block by Block Recommendations | Doughboy Square to 35th Street



Proposed streetscape improvements plan for the 3400 block of Butler Street

EXISTING CONDITIONS

Doughboy Square, the western gateway to Lower Lawrenceville, is also the beginning of Butler Street. This zone, including several architecturally-significant buildings, has been shaped by several recent construction projects that have filled long-vacant parcels with new mixed-use and housing developments. Many streetscape improvements have already been completed as part of redevelopment projects. The intersection and public realm, at and around Doughboy Square, was rebuilt to PennDOT standards (circa 2009) to accommodate increased vehicular volumes while Route 28 (across the Allegheny River) was closed for construction.

RECOMMENDATIONS

The following recommendations may improve the pedestrian and vehicular realm along the 3400 block of Butler Street.

1. Restripe the crosswalk connecting the southern side of Penn Avenue to Doughboy Square.
2. Complete the street tree line using updated tree pit dimensions.
3. Increase pedestrian visibility and safety at the intersection by widening crosswalk bars.
4. Address the signal timing at Doughboy Square. Remove pedestrian “beg button.”

Key

Trash can

Parking Meter

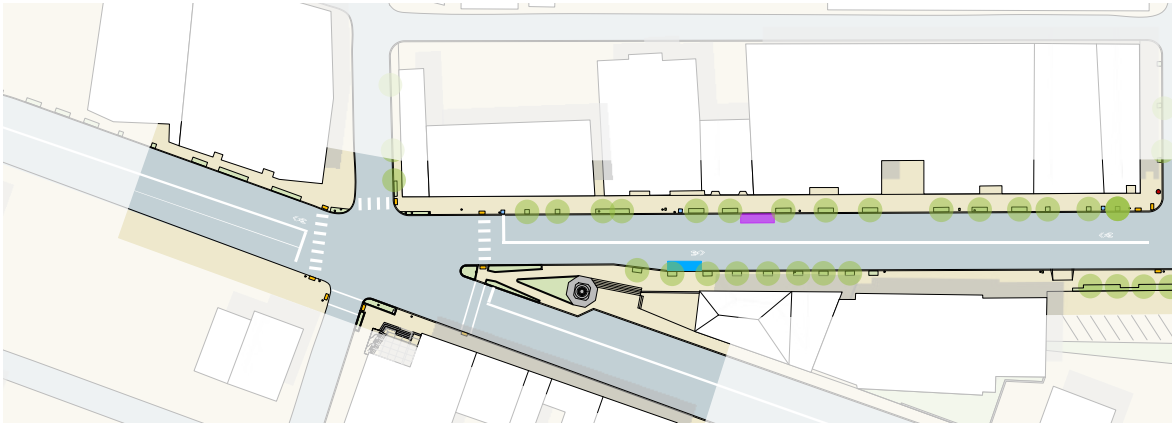
Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

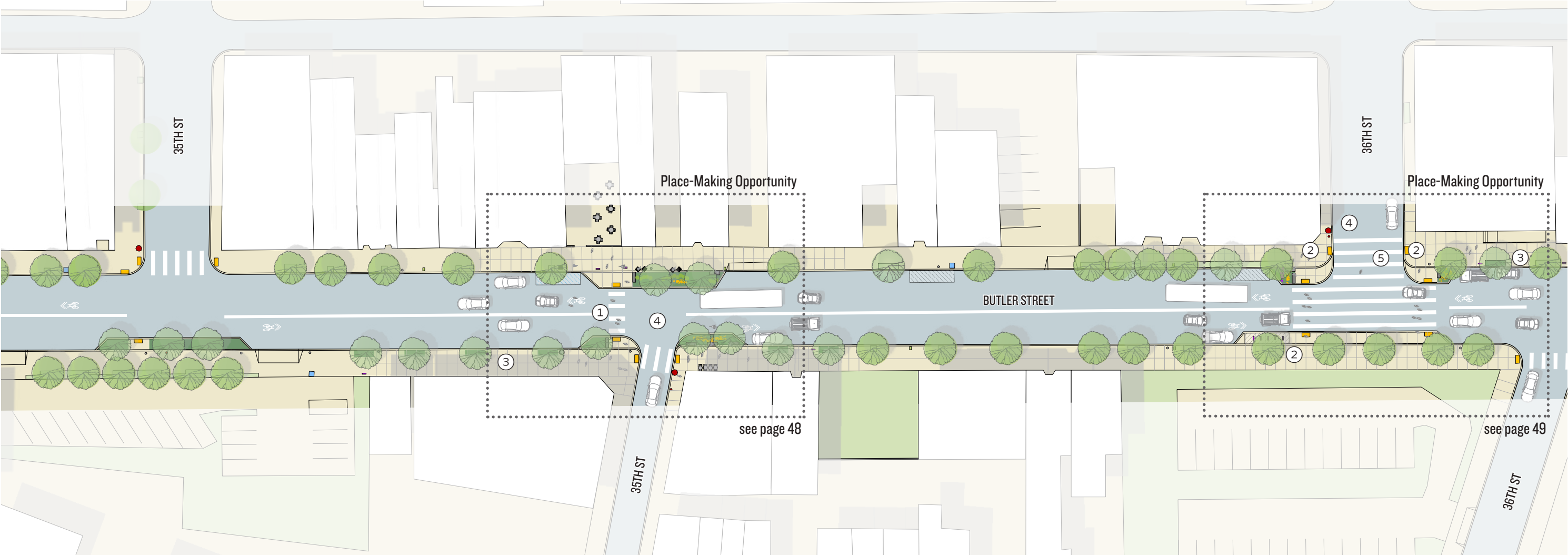
Crosswalk



Existing conditions map of the 3400 block of Butler Street



Block by Block Recommendations | 35th Street to 36th Street



Proposed streetscape improvements plan for the 3500 block of Butler Street

EXISTING CONDITIONS

The 3500 block of Butler Street accommodates an ever-increasing volume of pedestrians and vehicular traffic, resulting from recent redevelopment projects. This block accommodates frequent truck-turning movements, generally from 35th Street onto Butler Street. The straightness of this segment of Butler Street contributes to increased vehicular speeds and diminished pedestrian safety.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

1. Introduce a midblock bumpout on Butler Street, and at the corners across the street, extending the sidewalk, reducing the crossing distance and helping to slow traffic. Introduce seating and plantings to improve the pedestrian experience.
2. Introduce corner bumpouts at 36th Street that do not interfere with truck turning radii, but do shorten crossing distances for pedestrians. Create an extended bumpout across the street and move the bike corral to a protected bumpout location.
3. Complete the street tree line using updated tree pit dimensions.
4. Review specific Place-Making Opportunity plans for the 35th & Butler and 36th & Butler intersections.
5. Increase pedestrian visibility and safety by widening crosswalk bars.

Key

Trash can

Parking Meter

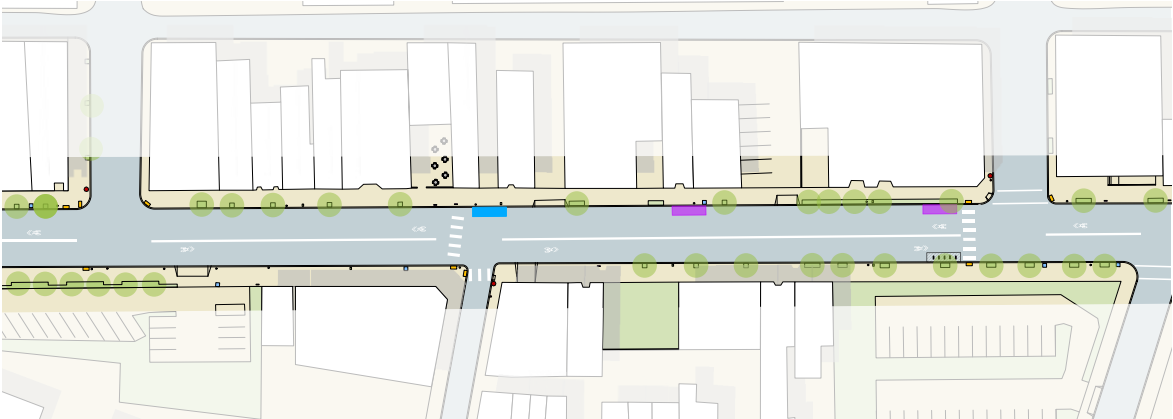
Bicycle Rack

Signal/ Telephone Pole

Stop Sign

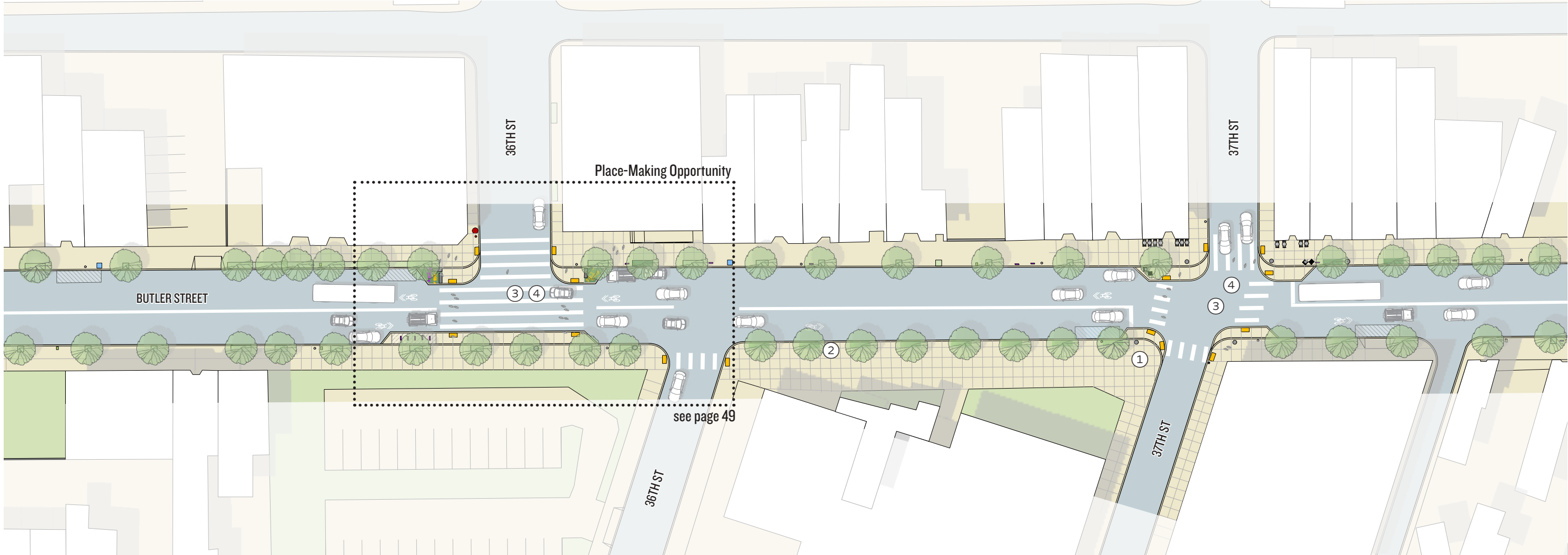
ADA Ramp

Crosswalk



Existing conditions map of the 3500 block of Butler Street

Block by Block Recommendations | 36th Street to 37th Street



Proposed improvements plan for the 3600 block of Butler Street

EXISTING CONDITIONS

The intersection at 37th and Butler Street is currently signalized with poles that limit pedestrian circulation due to their size and placement. Several obsolete curb cuts along this segment of Butler Street may be removed as buildings are renovated and the public realm is improved.

RECOMMENDATIONS

- The following recommendations may improve the pedestrian and vehicular realm at this location.
1. Introduce corner bumpouts on Butler Street at 37th Street to shorten the crossing distance for pedestrians.
 2. Complete the street tree line using updated tree pit dimensions.
 3. Review the Place-Making Opportunity plan for the intersection at 36th and Butler Street.
 4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

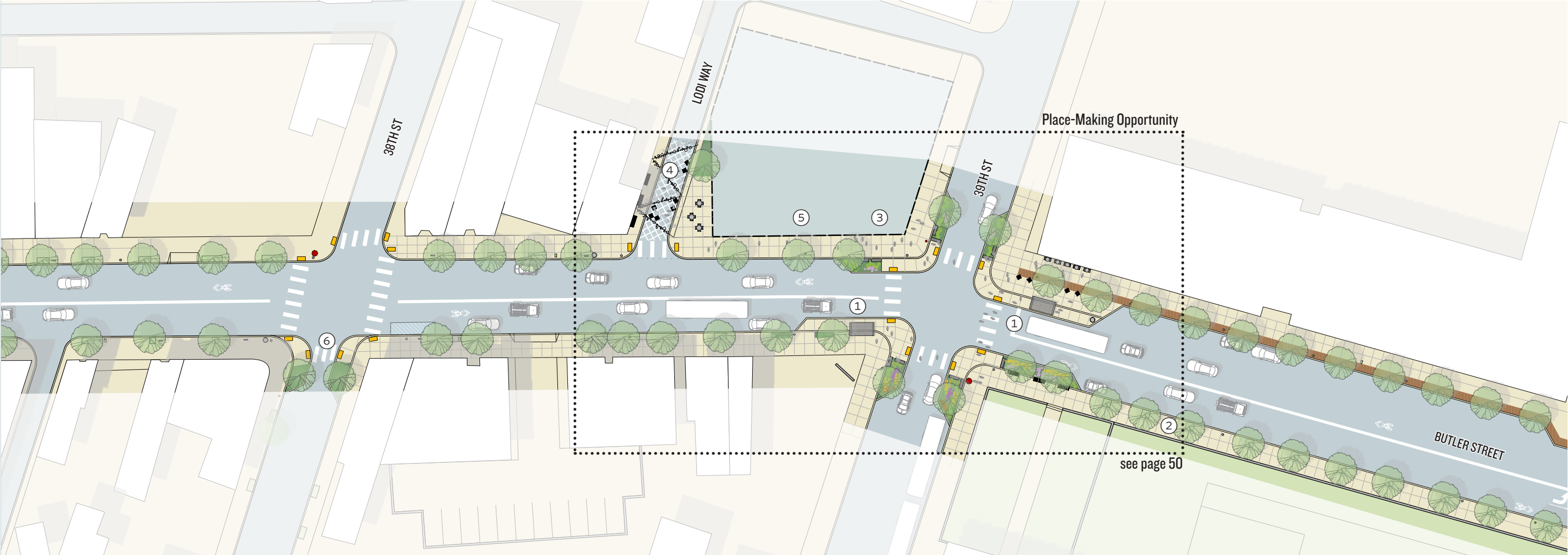
Crosswalk

Existing conditions map of the 3600 Block of Butler Street

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Butler Streetscape Design Guidelines | Lawrenceville Corporation

Block by Block Recommendations | 38th Street to 39th Street



Proposed improvements plan for the 3800 block of Butler Street

EXISTING CONDITIONS

The intersection at 39th and Butler Street is not currently signalized but it will be in the near future. It is critical to place poles carefully, so as to maximize pedestrian areas. Lodi Way, an underutilized alley, abuts a vacant lot - a new development opportunity.

RECOMMENDATIONS

The following recommendations may improve the pedestrian and vehicular realm at this location.

- 1. Introduce corner bumpouts on Butler Street and 39th Street to shorten the crossing distance for pedestrians and

help calm traffic. Add bus shelters, at incoming and outgoing stops at the new bumpout locations. Provide planting areas where indicated in the block plan.

- 2. Complete the street tree line using updated tree pit dimensions.
- 3. Review the Place-Making Opportunity plan for the intersections of Lodi Way, 39th and Butler Street.
- 4. Close a portion of Lodi Way to create a shared street space with overhead lights and street furniture. Consider raising the crosswalk - raised crosswalk configurations would need to accommodate new drainage patterns.

- 5. Future development should have a 0'-5' setback along Butler Street.
- 6. Introduce planting bumpouts on 38th Street to shorten the crossing distance and control stormwater runoff.

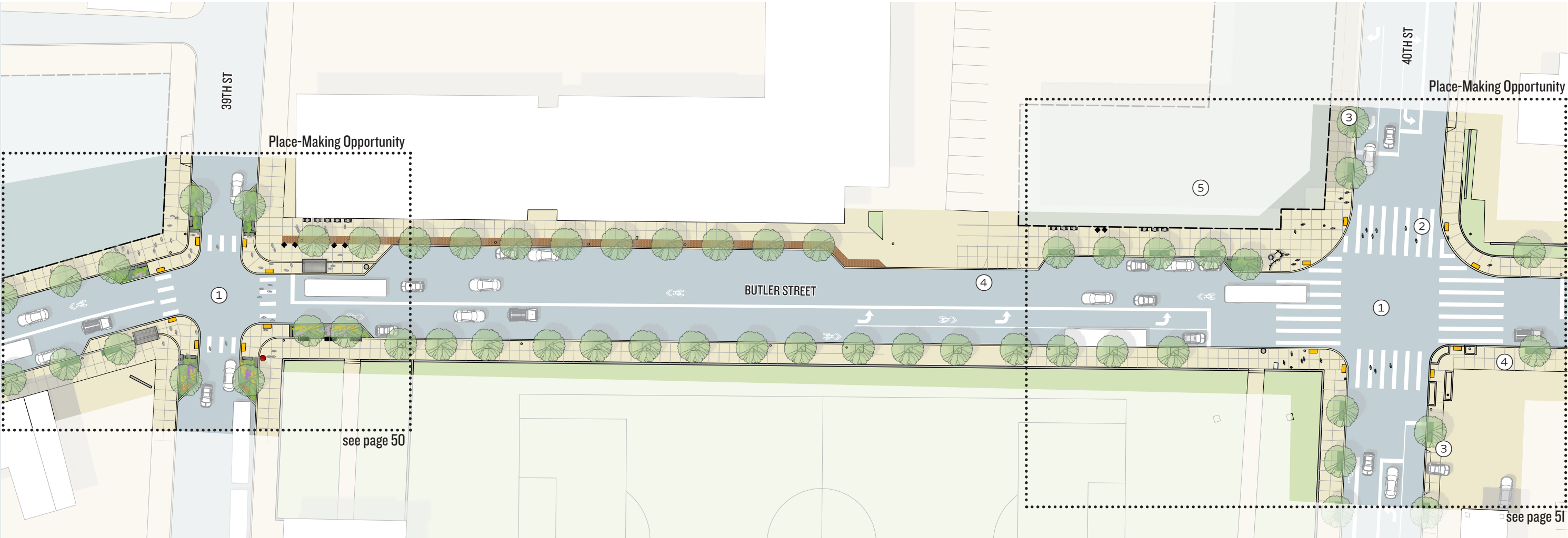
Key

Trash can	Stop Sign
Parking Meter	ADA Ramp
Bicycle Rack	Crosswalk
Signal/ Telephone Pole	



Existing conditions map of the 3800 block of Butler Street

Block by Block Recommendations | 39th Street to 40th Street



Proposed improvements plan for the 3900 block of Butler Street

EXISTING CONDITIONS

The north side of Butler Street, between 39th and 40th Streets, is home to recent new development, with further development in the works for the adjacent Rite Aid parcel at the northwest corner of 40th and Butler Street. Arsenal Elementary and Middle Schools make up the southern side of the block. Large curb cuts contribute to conflicts between vehicular and pedestrian traffic. 40th Street is also the boundary line between Lower and Central Lawrenceville. Many community members consider the intersection at 40th and Butler to be the most dangerous in Lawrenceville - a barrier rather than a neighborhood gateway.

RECOMMENDATIONS

The following recommendations may improve the quality and safety of the public realm at this location.

1. Review the Place-Making Opportunity plans for the 39th and 40th Street intersections at Butler Street.
2. Restripe crosswalk paving to improve pedestrian safety and increase visibility
3. Complete the street tree line using updated tree pit dimensions.
4. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.

5. New development should be set back to align with the adjacent 201 Arsenal building and create a small plaza at the corner of 40th and Butler Street. The 40th Street building edge should also be set back to increase sidewalk space and allow for a healthy tree line.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

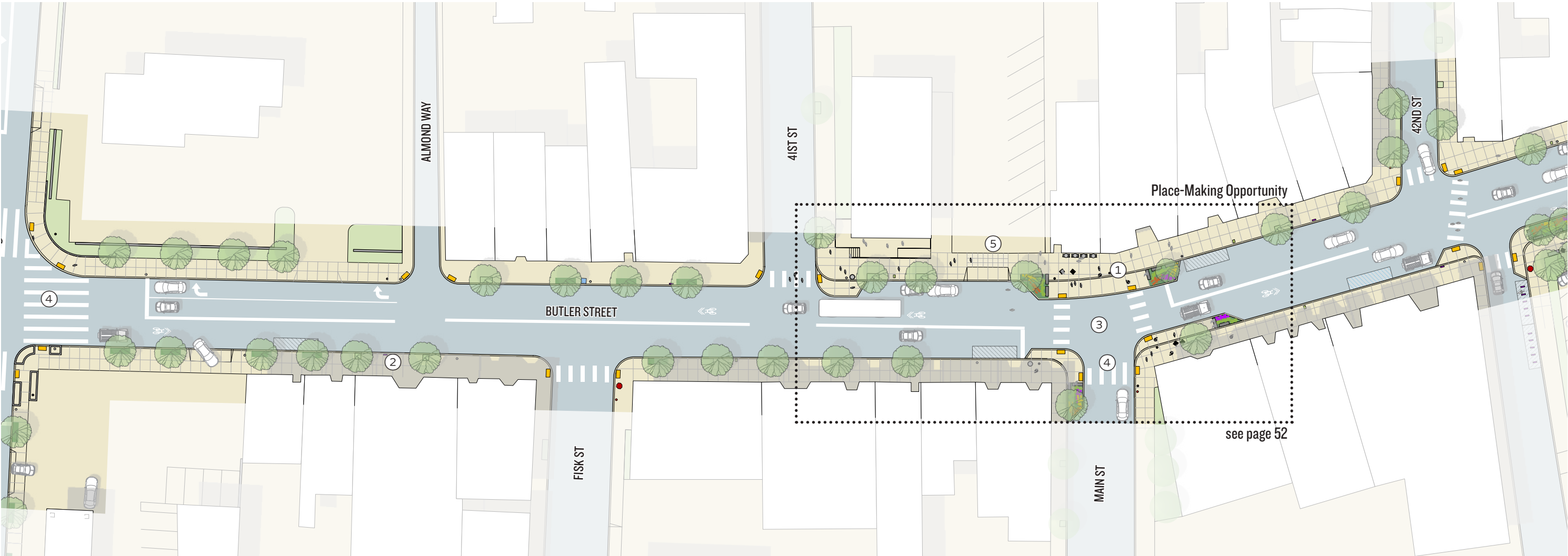
Crosswalk

Existing conditions map of the 3900 block of Butler Street

32

Butler Streetscape Design Guidelines | Lawrenceville Corporation

Block by Block Recommendations | 40th Street to Main Street



Proposed improvements plan for the 40th to Main Street blocks of Butler Street

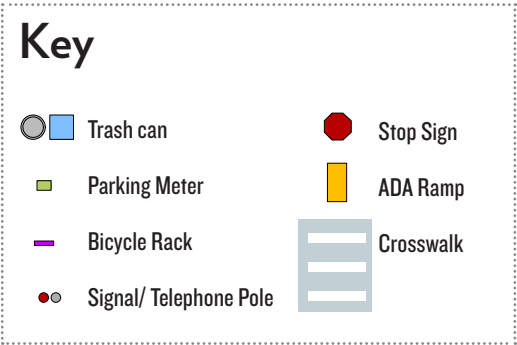
EXISTING CONDITIONS

The Butler Street storefronts, on the blocks between 40th and Main Street, are filled with long-time tenants as well as a few new retail businesses. The tree line is spare because of the presence of low, overhead wires and poorly-striped intersections. Illegal parking at the Main Street intersection further reduces pedestrian visibility at crossings, contributing to unsafe conditions.

RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

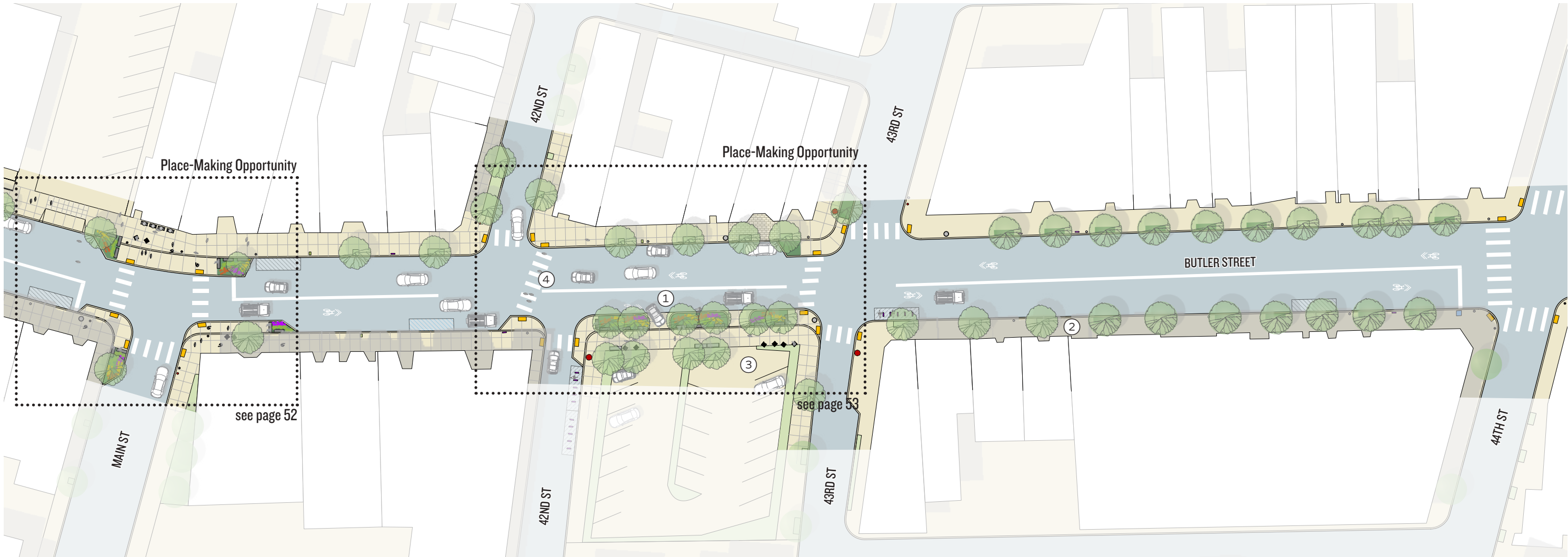
1. Introduce bumpouts along Butler Street to shorten crossing distances, introduce street furniture, eliminate illegal parking, and provide space for plantings.
2. Complete the street tree line using updated tree pit dimensions.
3. Review the Main and Butler Street Place-Making Opportunity plan.
4. Increase pedestrian visibility and safety by widening crosswalk bars.
5. Change the paving pattern or material at the curb cut and driveway to improve pedestrian safety. Reduce the driveway width, in keeping with Pittsburgh's *Complete Streets Policy*.



Existing conditions map of the 40th to Main Street blocks of Butler Street



Block by Block Recommendations | Main Street to 44th Street



Proposed improvements for the Main to 44th Street segment of Butler Street

EXISTING CONDITIONS

Butler Street from Main to 44th is bustling with businesses, but there are few pedestrian amenities in this part of the corridor. While most of the business district is lined on both sides with storefronts, the southern frontage of the 4200 block is a metered parking lot. On-street parking is already illegal in front of the parking lot, providing an opportunity to capture and create additional pedestrian space. Two successful examples of corner bumpouts are deployed here: a stormwater planter on 42nd Street, providing a green amenity for diners; and a bumpout on 43rd Street, accommodating additional cafe seating and pedestrian circulation space.

RECOMMENDATIONS

The following recommendations may improve the public realm at this location.

1. Introduce a continuous bumpout between 42nd and 43rd Streets to create more space for seating and planting. Reduce curb cut and driveway widths.
2. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires.
3. Review the Main Street and the 42nd to 43rd Street Place-Making Opportunity plans for Butler Street.
4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

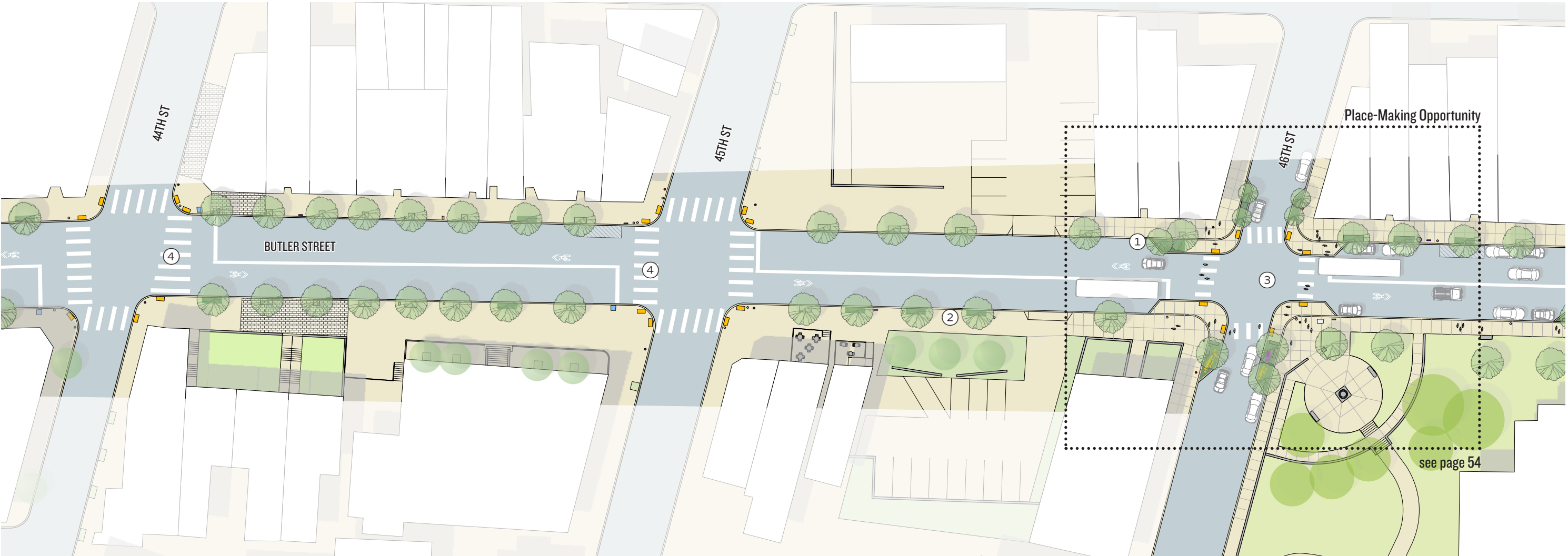
Key

Trash can	Stop Sign
Parking Meter	ADA Ramp
Bicycle Rack	Crosswalk
Signal/ Telephone Pole	



Existing conditions map of the Main to 44th Street segment of Butler Street

Block by Block Recommendations | 44th Street to 46th Street



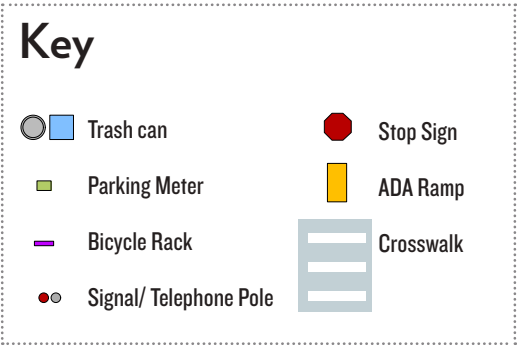
Proposed improvements plan for the 4400 and 4500 blocks of Butler Street.

EXISTING CONDITIONS

The buildings between 44th and 46th Streets are full of a wide range of uses: retail and service-oriented storefronts, restaurants, mixed-use occupancies, single-family houses and even an apartment building. This part of Butler Street is often busy with pedestrian and vehicular traffic, especially on weekends and evenings. Some intersections are poorly striped and signal poles have been placed in circulation paths, hindering pedestrian movement. The corner of 46th and Butler Street features World War I Memorial Park, one of the few public open spaces along Butler Street. The park should be updated to better accommodate all users.

RECOMMENDATIONS

- The following are possible ways to improve the public realm at this location.
1. Introduce bumpouts at 46th and Butler Street to create space for additional seating and plantings, and provide circulation space around the signal poles.
 2. Complete the street tree line. Use updated tree pit dimensions and species that are compatible with overhead wires.
 3. Review the 46th and Butler Street Place-Making Opportunity plan.
 4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.



Existing conditions map for the 4400 and 4500 blocks of Butler Street.

Block by Block Recommendations | Home Street to Umpire Way



Proposed improvements plan for the Home Street to Umpire Way segment of Butler Street.

EXISTING CONDITIONS

The southern side of Butler Street along this segment of the corridor is unusually green due to the edge of Leslie Park and the landscaped entrance to Allegheny Cemetery. The trees are stately, mature and precious public realm amenities. Fast-moving vehicular and truck traffic detracts from the overall character and quality of the streetscape. There are no traffic signals and few crosswalks between 46th and 51st Street, beyond the Cemetery, which encourages some drivers to speed through the corridor.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

1. Create bumpouts at existing crosswalks on Home Street, 47th Street and Umpire Way to make crossings safer and improve the roadway geometry at Umpire Way.
2. Complete the street tree line using updated tree pit dimensions.
3. Review the 46th and Butler Street Place-Making Opportunity plan.
4. Increase pedestrian visibility and safety: add / widen crosswalk bars.

Key

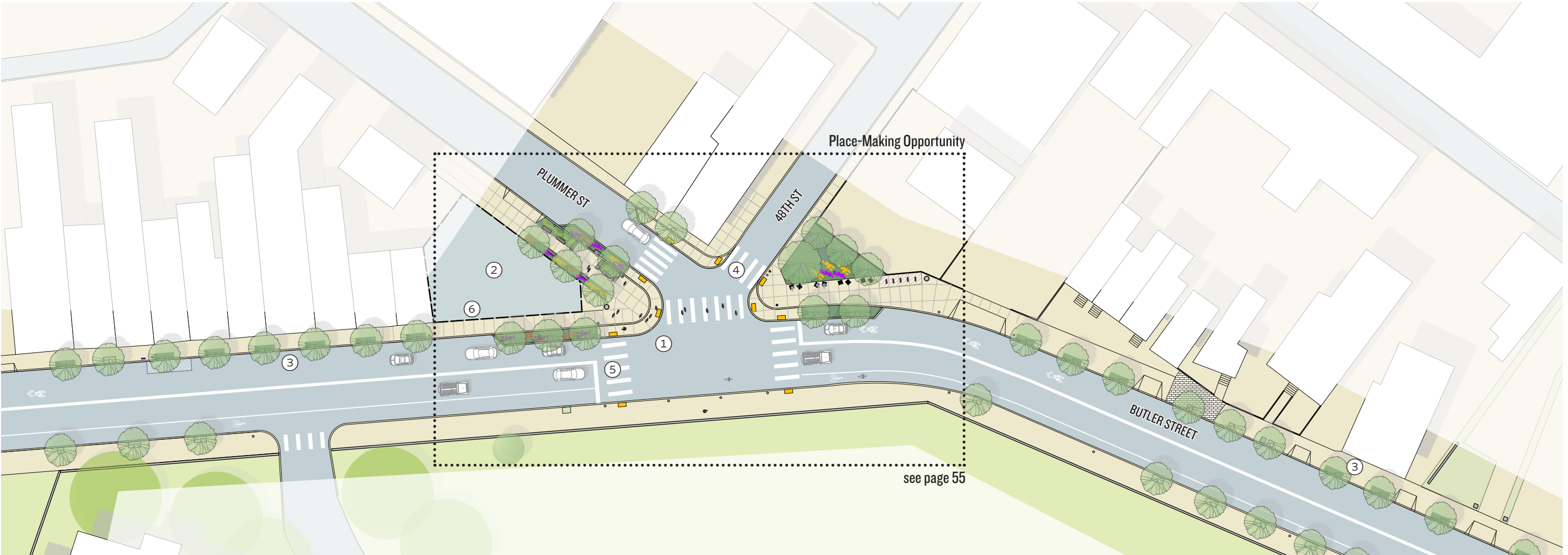
Trash can	Stop Sign
Parking Meter	ADA Ramp
Bicycle Rack	Crosswalk
Signal/ Telephone Pole	

5. Allegheny Cemetery is a park-like destination: provide a crosswalk across Butler Street to improve pedestrian access and safety.



Existing conditions map of the Home Street to Umpire Way segment of Butler Street

Block by Block Recommendations | Umpire Way to Plummer Street



Proposed improvements plan for the Umpire Way to Plummer Street segment of Butler Street

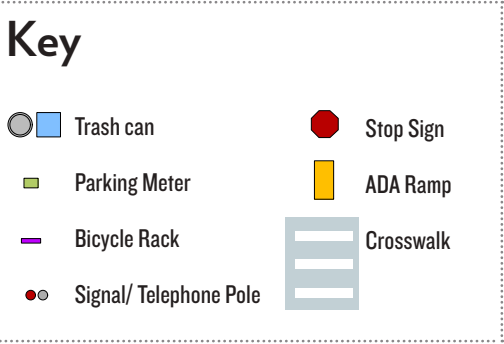
EXISTING CONDITIONS

Because of the existing roadway geometry and signalization at the intersection of Plummer, 48th and Butler Streets, drivers often speed around the curve and turn onto Plummer without looking for pedestrians. Lawrenceville community members feel that this intersection needs to be improved, to increase pedestrian safety and create a sense of place along the corridor.

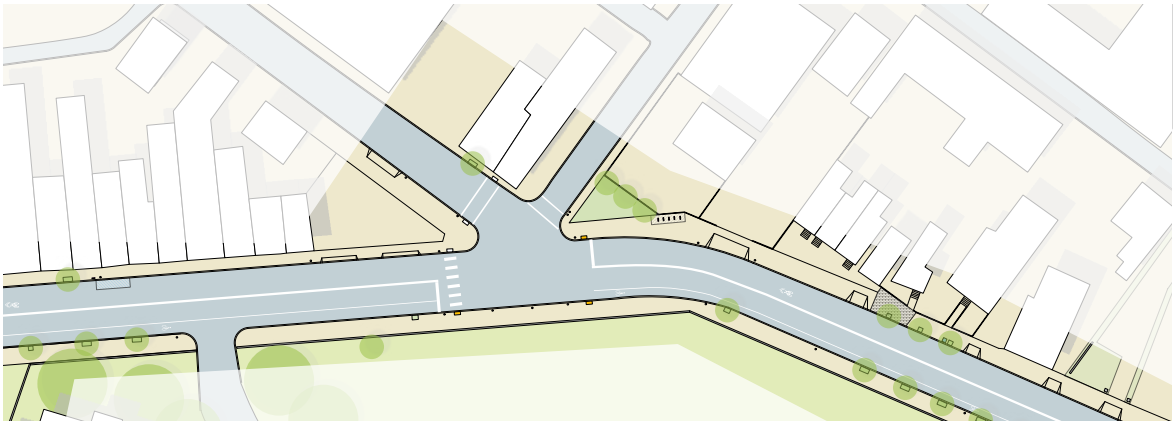
RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

1. Create bumpouts at Plummer, 48th and Butler to improve the roadway geometry and shorten pedestrian crossing distances. New bumpouts provide additional pedestrian amenity space as well as space for plantings.
2. Future development should have a 0'-5' setback along Butler Street.
3. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires.
4. Review the Plummer, 48th and Butler Street Place-Making Opportunity plan.
5. Improve pedestrian visibility and safety at intersections by widening crosswalk bars.

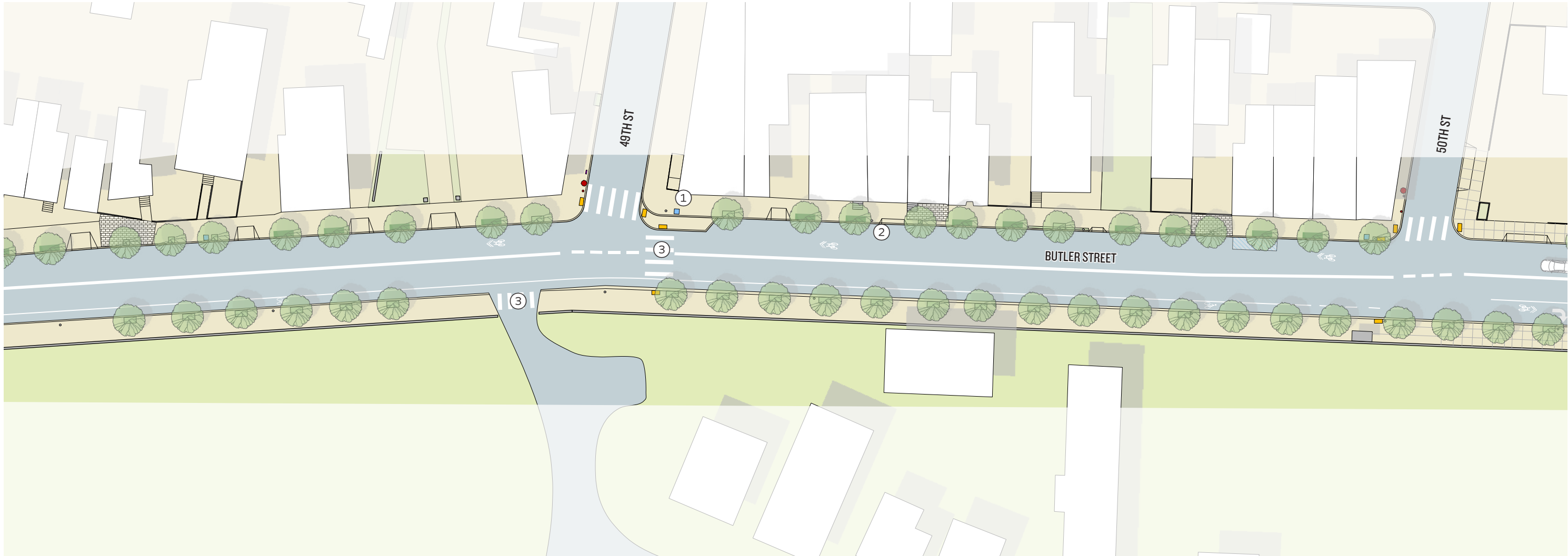


6. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.



Existing conditions map of the Umpire Way to Plummer Street segment of Butler Street

Block by Block Recommendations | 49th Street to 50th Street



Proposed improvements plan for the 4900 block of Butler Street

EXISTING CONDITIONS

Butler Street, between 49th and 51st Streets, runs parallel to Allegheny Cemetery whose mature shade trees provide a landscape amenity along this portion of the corridor. Numerous driveways and curb cuts punctuate these blocks, contributing to conflicts between pedestrians and moving vehicles. A bike lane runs outbound along the southern side of Butler Street.

RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

1. Create a bumpout at 49th Street to improve the roadway geometry and shorten pedestrian crossing distances.
2. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where the condition exists.
3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

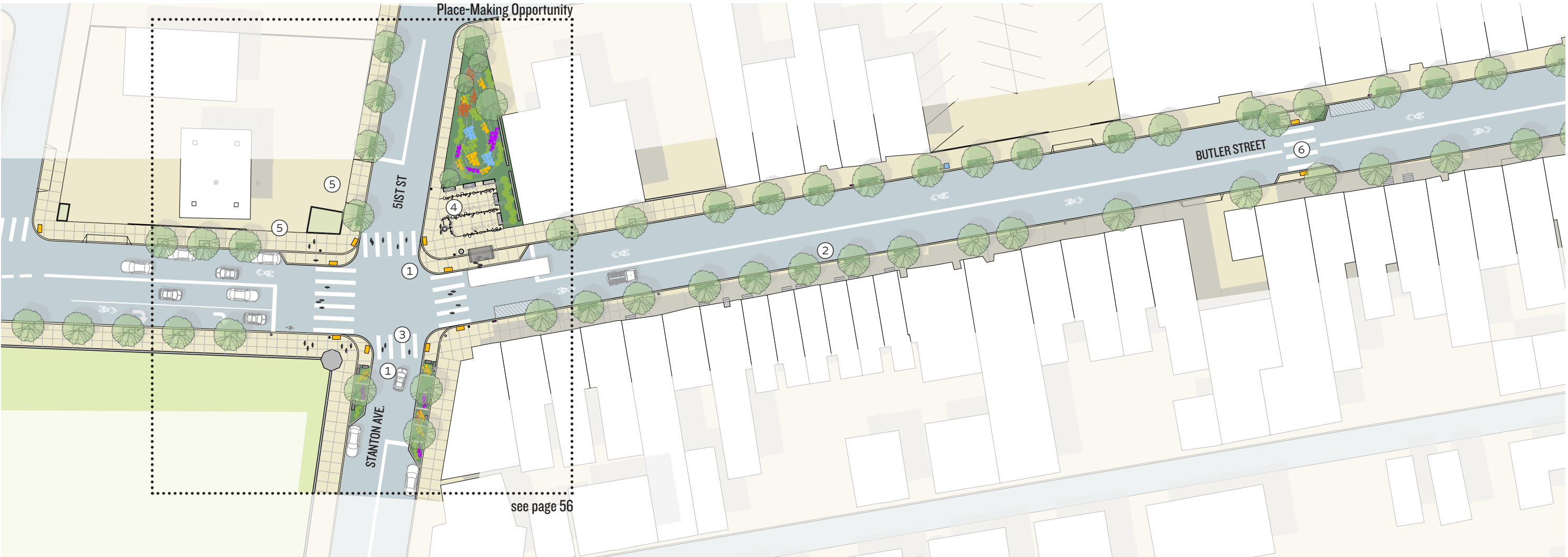
Crosswalk

Existing conditions map of the 4900 block of Butler Street

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Block by Block Recommendations | 50th Street to 51st Street



Proposed improvements plan for the 5000 block of Butler Street

EXISTING CONDITIONS

The intersection of Stanton, 51st and Butler is the boundary between Central and Upper Lawrenceville. The intersection is bounded by a stone turret at the northeast corner of Allegheny Cemetery, a storefront building, a small parklet and a gas station with numerous curb cuts. The 51st Street parklet is in need of improvements. 51st Street is also planned to become a future link to the city-wide riverfront and trail system.

RECOMMENDATIONS

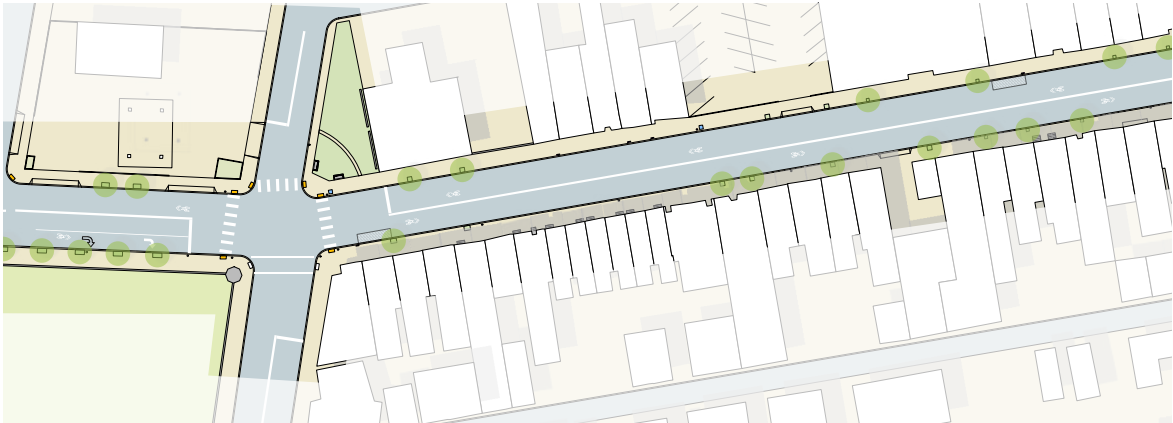
The following are possible ways to improve the public realm at this location.

1. Create bumpouts on Stanton Avenue and Butler Street to increase pedestrian space, provide room for stormwater plantings and shorten pedestrian crossing distances. Add a bus shelter inbound on the bumpout at Butler and 51st Street.
2. Complete the street tree line using updated tree pit dimensions.
3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
4. Review the Stanton Ave, 51st and Butler Street Place-Making Opportunity plan.
5. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.

Key

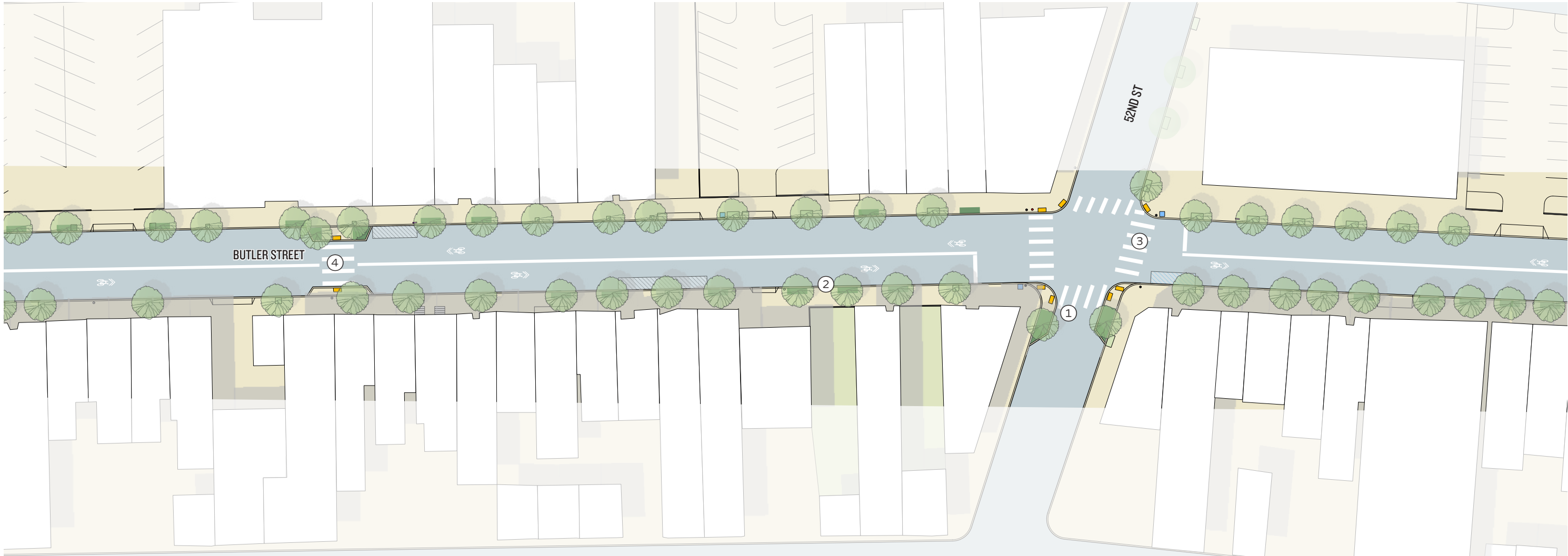
	Trash can		Stop Sign
	Parking Meter		ADA Ramp
	Bicycle Rack		Crosswalk
	Signal/ Telephone Pole		

6. Introduce a midblock bumpout on Butler Street, extending the sidewalk, reducing the crossing distance and helping to slow traffic.



Existing conditions map of the 5000 block of Butler Street

Block by Block Recommendations | 51st Street to 52nd Street



Proposed improvements plan for the 5100 block of Butler Street.

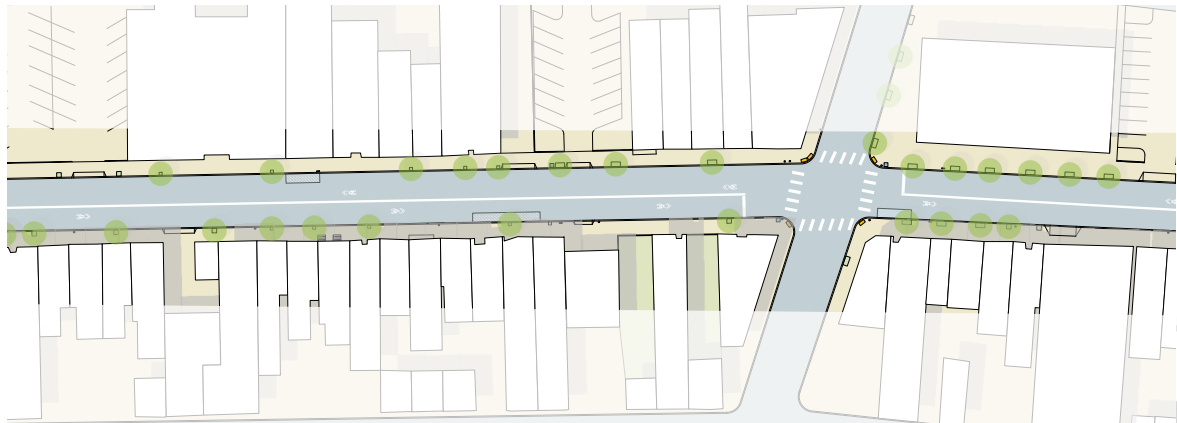
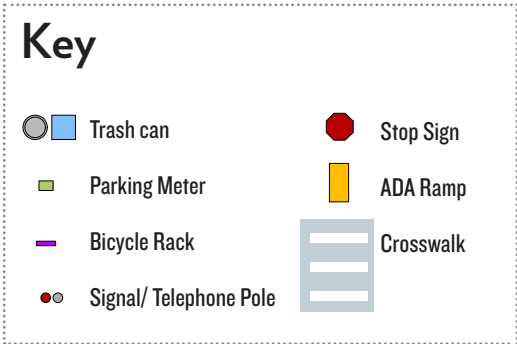
EXISTING CONDITIONS

Butler Street, between 51st to 52nd, is a long corridor without pedestrian crossings. While most buildings are tenanted there are very few pedestrian amenities. Numerous driveways and curb cuts punctuate this block, creating conflicts between pedestrians and moving vehicles.

RECOMMENDATIONS

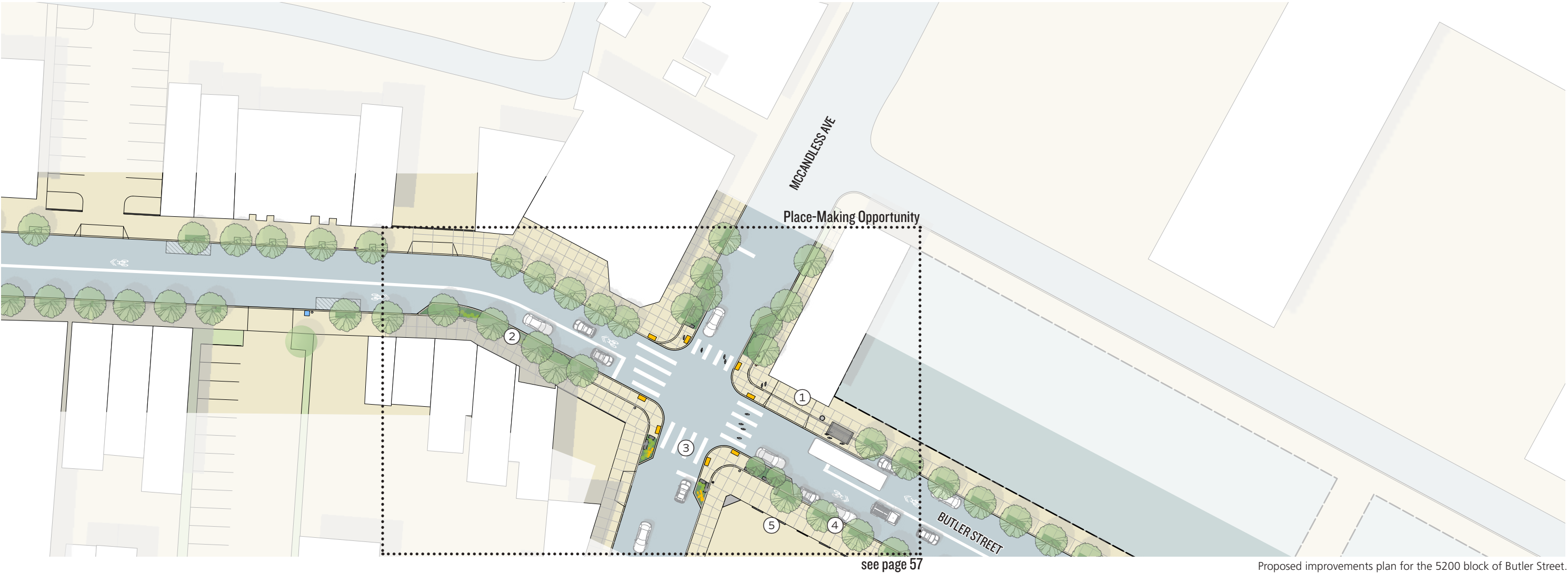
The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

1. Create bumpouts on 52nd Street to improve roadway geometry and shorten pedestrian crossing distances.
2. Enhance the public realm by installing additional street trees. Use updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where the condition exists.
3. Increase pedestrian visibility and safety at the intersection by widening the crosswalk bars.
4. Introduce a midblock bumpout on Butler Street. This will extend the sidewalk, reduce the crossing distance and help to slow traffic, improving pedestrian safety.



Existing conditions map of the 5100 block of Butler Street.

Block by Block Recommendations | 52nd Street to McCandless Avenue



Proposed improvements plan for the 5200 block of Butler Street.

EXISTING CONDITIONS

Traffic tends to speed around the bend near the intersection of McCandless and Butler Street, making pedestrian crossings dangerous. Numerous, wide curb cuts, at this intersection and along Butler Street between 52nd and McCandless, further erode the public realm.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

- 1. Create bumpouts on Butler and McCandless to extend the sidewalk area, reduce crossing distances and help

to slow traffic at the curve in the road. Provide a bus shelter at the existing inbound bus stop along Butler Street. Also, review the McCandless and Butler Street Place-Making Opportunity plan.

- 2. Seating, street trees and understory plantings will enhance the extended bumpout on Butler Street while helping to calm traffic at the curve in the road.
- 3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
- 4. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where the condition exists.

Key

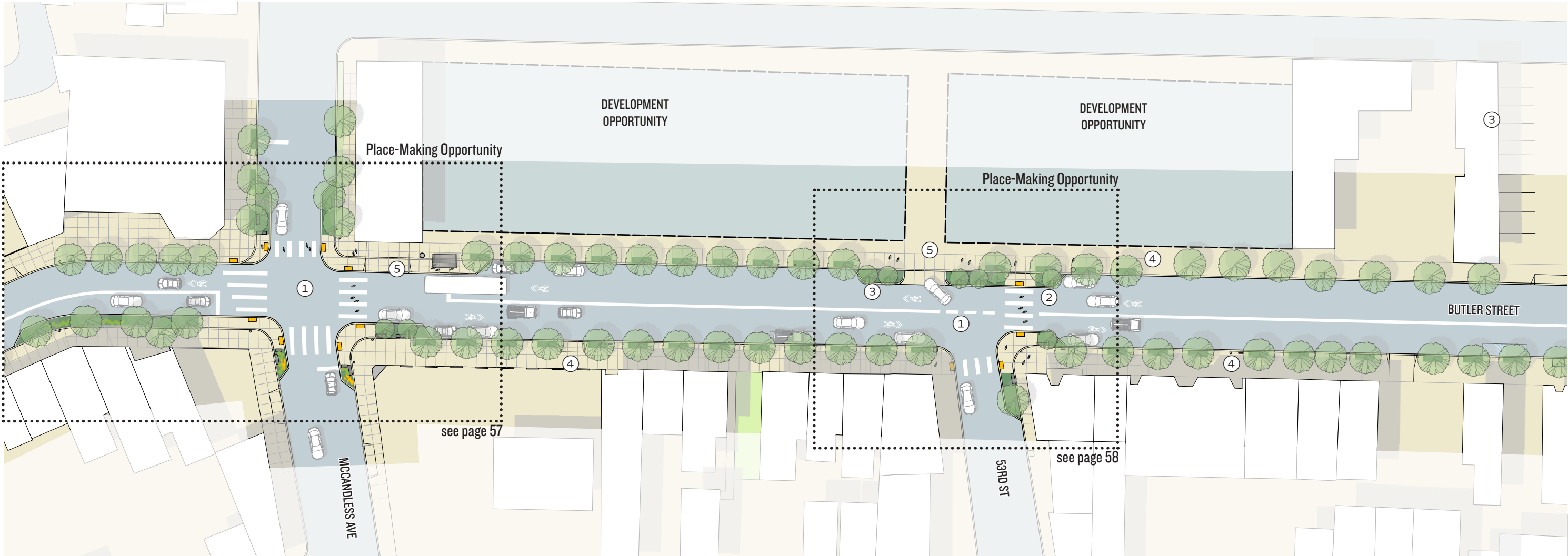
- | | |
|------------------------|-----------|
| Trash can | Stop Sign |
| Parking Meter | ADA Ramp |
| Bicycle Rack | Crosswalk |
| Signal/ Telephone Pole | |

- 5. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.



Existing conditions map of the 5200 block of Butler Street.

Block by Block Recommendations | McCandless Avenue to 53rd Street



Proposed improvements plan for the McCandless to 53rd Street segment of Butler Street

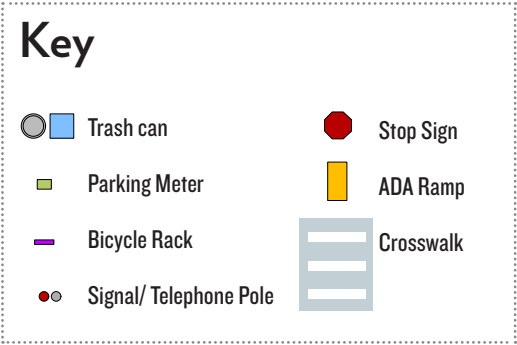
EXISTING CONDITIONS

This portion of Butler Street has very few pedestrian crossings, which encourages drivers to speed along the long, straight corridor. The redevelopment of two significant parcels fronting onto Butler Street will bring more people to this area, creating a need for better pedestrian amenities.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

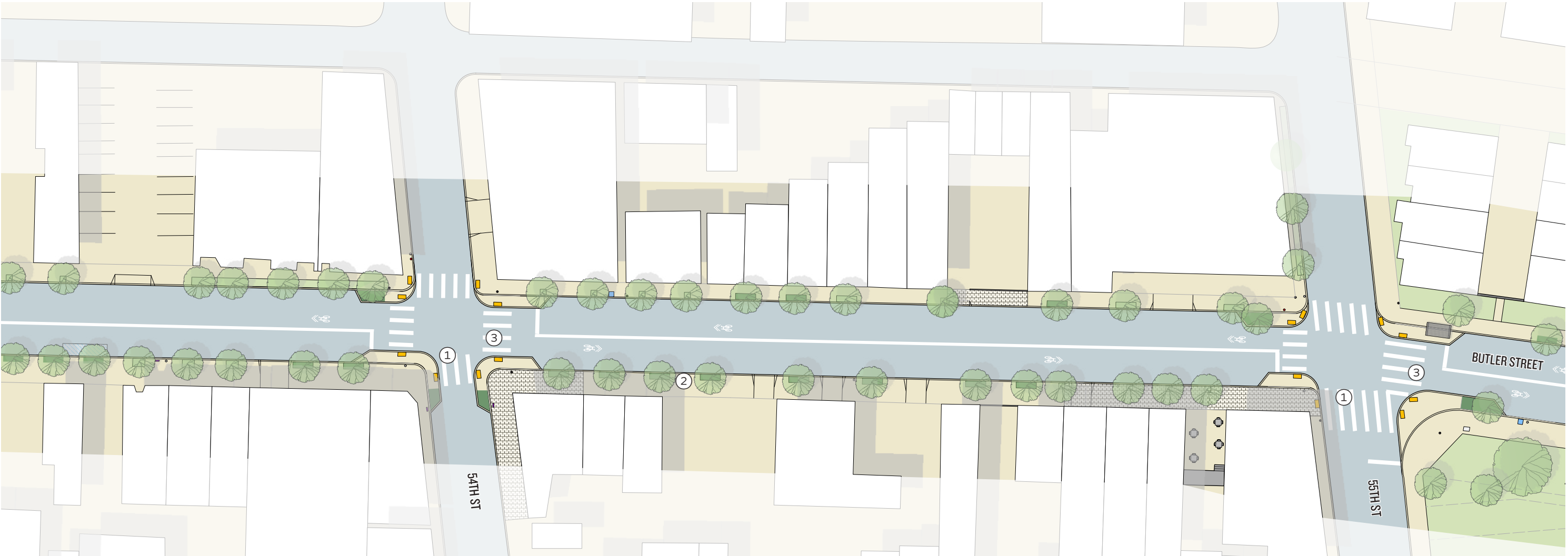
1. Review the 53rd and Butler and McCandless and Butler Place-Making Opportunity plans.
2. Introduce a midblock bumpout on Butler that extends the sidewalk and reduces crossing distance helping to slow traffic.
3. Seating, street trees and understory planting will enhance the extended bumpout on Butler Street while helping to calm traffic.
4. Enhance the public realm by installing additional street trees. Use updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where the condition exists.
5. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.



Existing conditions map of the McCandless to 53rd Street segment of Butler Street



Block by Block Recommendations | 54th Street to 55th Street



Proposed improvements plan for the 5400 block of Butler Street.

EXISTING CONDITIONS

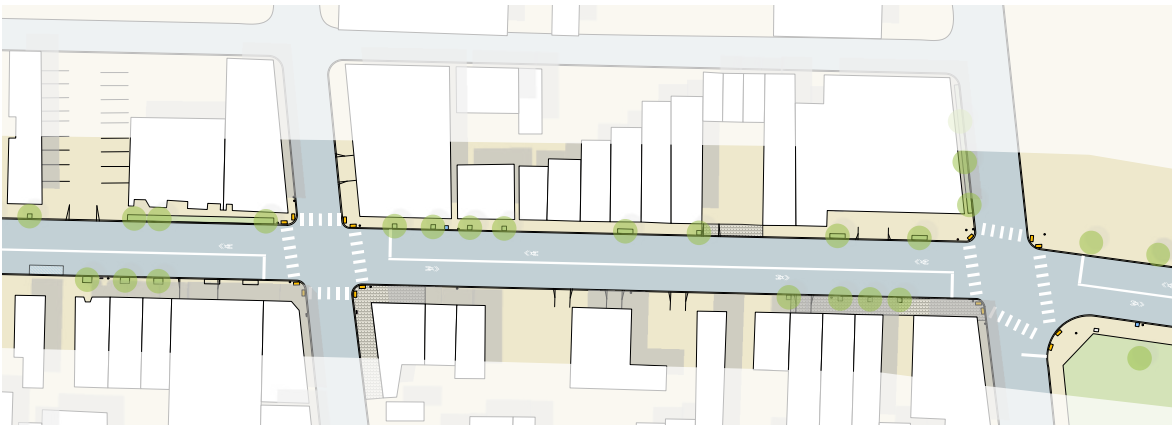
Butler Street, between 54th and 55th Streets, is a long corridor with fast-moving traffic. Numerous curb cuts and driveway entrances further contribute to conflicts between pedestrians and moving vehicles. The existing intersection geometries also make crossings unsafe for pedestrians. While most buildings are tenanted with active uses, there are very few pedestrian amenities along this segment of Butler Street.

RECOMMENDATIONS

- The following are possible ways to improve the public realm at this location.
1. Introduce corner bumpouts to improve the roadway geometry, shorten pedestrian crossing distances and provide space for stormwater plantings.
 2. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where needed.
 3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

Key

Trash can	Stop Sign
Parking Meter	ADA Ramp
Bicycle Rack	Crosswalk
Signal/ Telephone Pole	



Existing conditions map of the 5400 block of Butler Street.

Block by Block Recommendations | 55th Street to 56th Street



Proposed improvements plan for the 5500 block of Butler Street

EXISTING CONDITIONS

Located towards the eastern end of the Upper Lawrenceville business district, the 5500 block of Butler Street features new housing at Mews On Butler and neighborhood-serving businesses at the Lawrenceville Shopping Center. The long blocks in this zone have many existing curb cuts and are not consistently tree-lined. Additionally, large radii at intersections make pedestrian crossings difficult and unsafe.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

1. Create corner bumpouts at 55th Street to accommodate a bus shelter, site furniture and increased circulation space. Also provide bumpouts at 56th Street to shorten pedestrian crossing distances.

2. At non-orthogonal corner parcels, consider building a pedestrian plaza or parklet adjacent to the right-of-way.

3. Complete the street tree line. Use updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where needed.

4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

5. Consider a public-private relationship to improve the bottom of slope condition along Butler Street, below the Lawrenceville shopping Center, with rain garden landscaping and site furniture to enhance the pedestrian realm.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

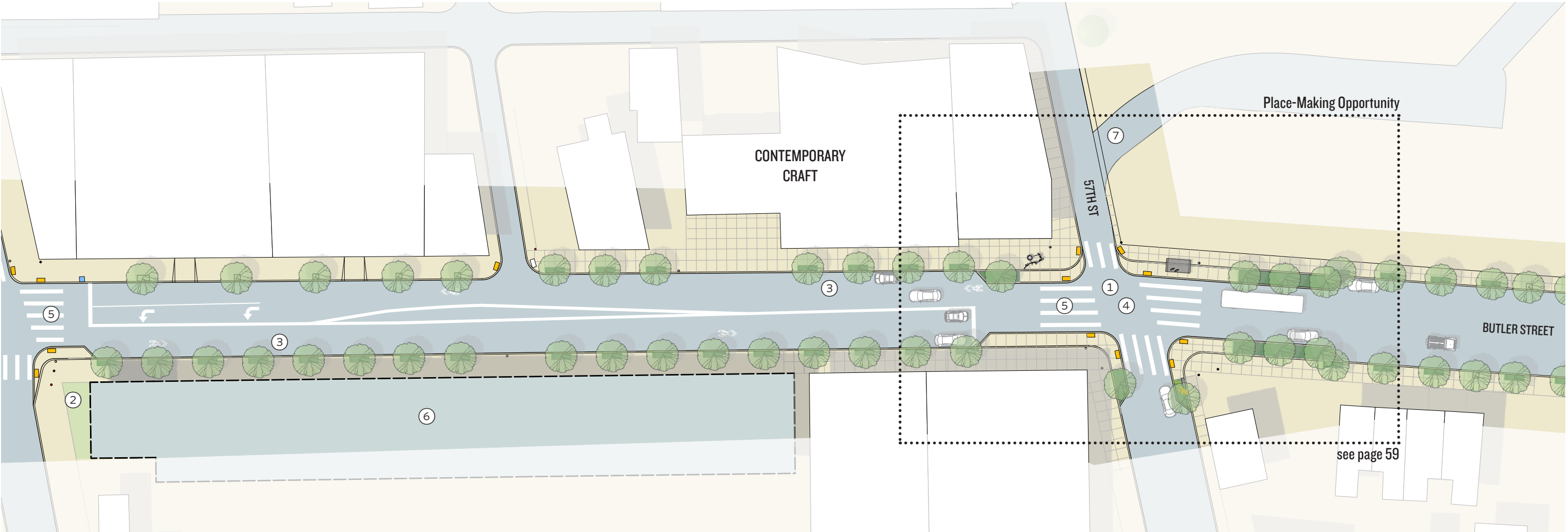
Crosswalk

Existing conditions map of the 5500 block of Butler Street

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Block by Block Recommendations | 56th Street to 57th Street



Proposed improvements plan for the 5600 block of Butler Street

EXISTING CONDITIONS

The Butler and 57th Street intersection is quickly becoming the eastern gateway into the Upper Lawrenceville business district. The 5600 block of Butler Street is the new home of Contemporary Craft. A theater and performance space, and a potential redevelopment site, may further activate the corridor. The long blocks in this zone have many existing curb cuts and are not consistently tree-lined. Large radii at intersections make pedestrian crossings difficult and unsafe. The underutilized 57th Street Playground is located towards the river, and there is the potential for creating a river connection at the end of 57th Street.

RECOMMENDATIONS

The following are possible ways to improve the public realm at this location.

1. Create bumpouts at 57th and Butler Street to accommodate a bus shelter, site furniture and increased circulation space.
2. At non-orthogonal corner parcels, consider building a pedestrian plaza or parklet adjacent to the right-of-way.
3. Complete the street tree line with updated tree pit dimensions and appropriately-sized trees for use with overhead wires, where needed.
4. Review the 57th and Butler Street Place-Making Opportunity plan.

5. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
6. Future development should have a 0'-5' setback along Butler Street.
7. Reduce the quantity and width of curb cuts to improve walkability towards the 57th Street Playground.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

Crosswalk

Existing conditions map of the 5600 block of Butler Street

Butler Streetscape Design Guidelines | Lawrenceville Corporation

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BUTLER STREET Place-Making Opportunities



Butler Street Place-Making Opportunities | Overview



Each of Butler Street’s three distinctive districts - Lower, Central and Upper Lawrenceville - contain under-utilized public space that could be enhanced and activated with the addition of pedestrian amenities. The map above calls out twelve areas along the corridor where the design team and community members feel that public

realm improvements would be especially helpful in creating a more vibrant and safe pedestrian experience. These enhancements would simultaneously help calm traffic and encourage people to spend more time in the district.

The following pages illustrate proposals for how each of these “Place-Making

Opportunity” sites could be improved and reconfigured using the elements found in these Butler Street Design Guidelines.

This list of sites is by no means exhaustive: place-making improvements can and should be implemented throughout Butler Street, to help the business districts grow and thrive. All future improvements along the corridor,

adjacent or within the public realm, should adhere to the recommendations provided in this report.

Lower Lawrenceville | 35th & Butler Street

EXISTING CONDITIONS

The 3400 and 3500 blocks of Butler Street do not have as many pedestrian crossings as other blocks in Lower Lawrenceville. There are gaps in the tree line and existing trees are generally planted in undersized beds.

RECOMMENDATIONS

The following are possible ways to improve the pedestrian and vehicular realm at the intersection of 35th and Butler Street.

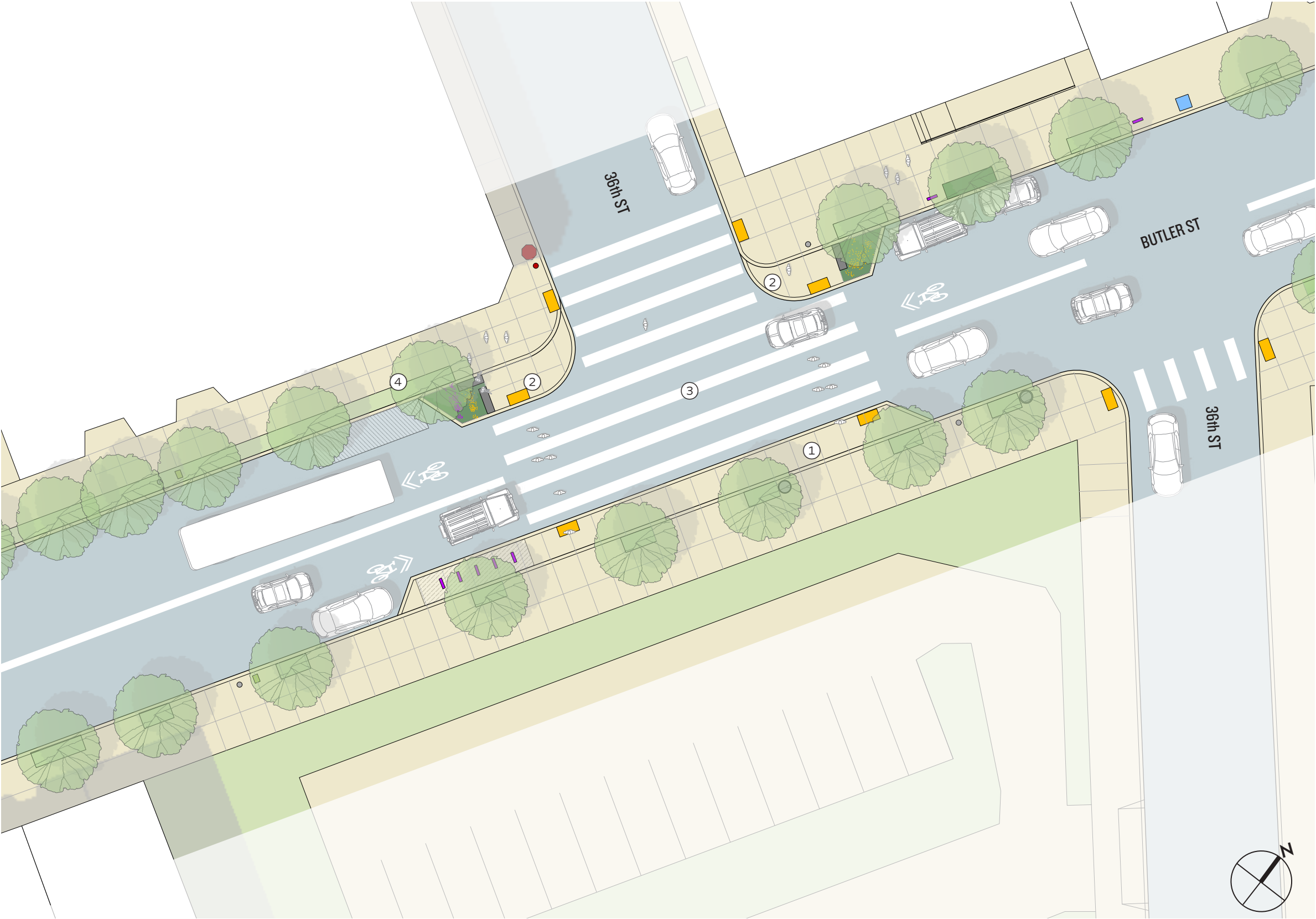
1. Create a mid-block bumpout that extends the sidewalk and introduces trees and understory planting.
2. Introduce seating at new planting zones.
3. Restripe crosswalk paving to improve pedestrian safety.
4. Enhance the public realm by installing additional street trees. Tree pits shall be a minimum of 30 SF where new trees are installed.
5. Reduce curb cut dimensions as recommended in Pittsburgh's *Complete Streets Policy*.



Key

- | | |
|------------------------|-----------|
| Trash can | Stop Sign |
| Parking Meter | ADA Ramp |
| Bicycle Rack | Crosswalk |
| Signal/ Telephone Pole | |

Lower Lawrenceville | 36th & Butler Street



EXISTING CONDITIONS

The intersection of 36th and Butler Street currently accommodates a relatively-high level of pedestrian movement, due to the well-established retail, while also managing significant commuter and truck through-traffic. There are often unsafe crossing conditions, leading to conflicts between vehicles and pedestrians.

RECOMMENDATIONS

The following are possible ways to improve the pedestrian and vehicular realm at the intersection of 36th and Butler Street.

1. Create a mid-block bumpout that extends the sidewalk and introduces additional bike parking.
2. Introduce bumpouts at 36th Street corners to reduce the crossing distance and calm traffic.
3. Re-stripe the crosswalk paving to improve pedestrian safety.
4. Enhance the public realm by installing additional street trees where missing. Tree pits shall be a minimum of 30 SF in

Lower Lawrenceville | Lodi Way, 39th & Butler Street

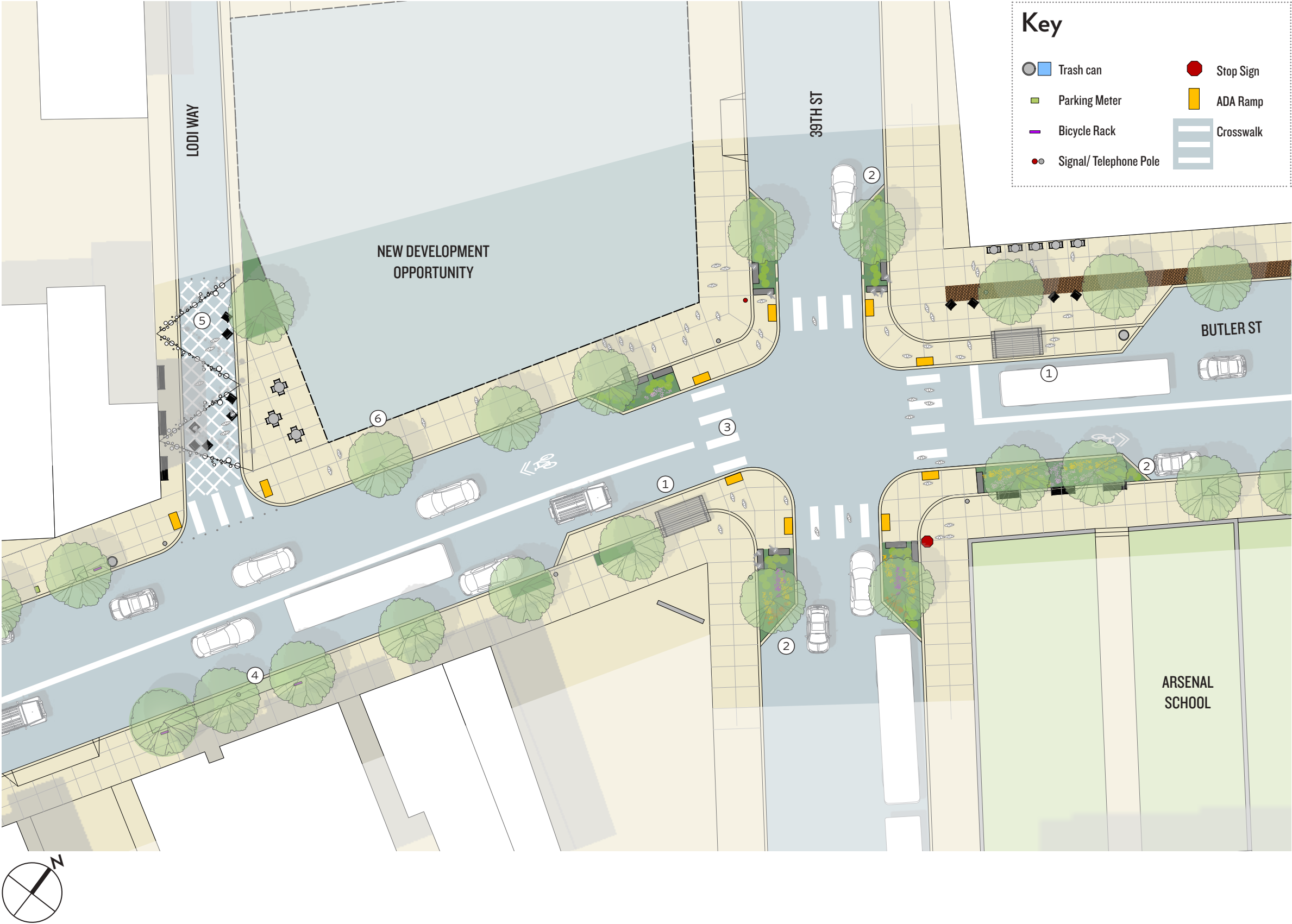
EXISTING CONDITIONS

The intersection of 39th and Butler Streets, along with Lodi Way, abuts the new Arsenal mixed-use development, Arsenal Elementary School, a potential redevelopment site and several active storefronts. As a hub of pedestrian activity, improvements to this area would greatly enhance the public realm.

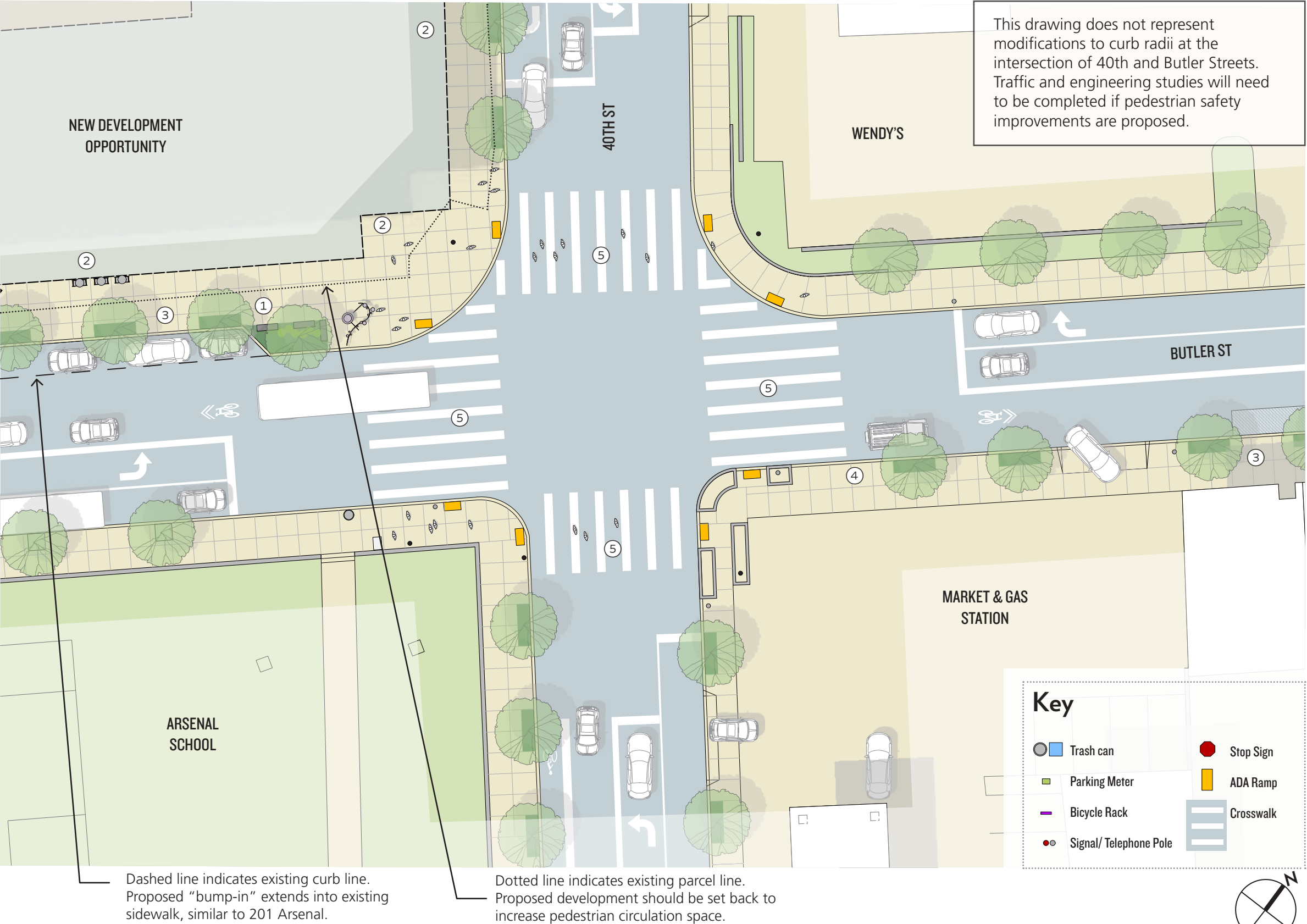
RECOMMENDATIONS

The following solutions may improve the pedestrian and vehicular realm at the intersection of 39th and Butler Street, and at Lodi Way.

1. Create four corner bumpouts on Butler and 39th, extending the sidewalk and reducing the street-crossing distance. Provide bus shelters at existing bus stops.
2. Introduce plantings at bumpouts along 39th Street and in front of Arsenal Elementary to help manage stormwater and green the corridor.
3. Restripe crosswalk paving to improve pedestrian safety.
4. Enhance the public realm by installing additional street trees where missing. Tree pits shall be a minimum of 30 SF in area where new trees are installed.
5. Create a shared street / open space along a portion of Lodi Way by eliminating through-traffic to Butler Street. Overhead lighting, decorative painting and street furniture would further enhance the new pedestrian space.
6. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.



Lower to Central Lawrenceville | 40th & Butler Street



EXISTING CONDITIONS

The heavily-trafficked intersection at 40th and Butler Street marks the transition from Lower to Central Lawrenceville. Community members have designated this crossing as *the most unsafe intersection* along the entire Butler Street corridor. The wide crossing distance, large curb cuts, narrow sidewalks and generous turning radii, in conjunction with fast-moving commuter and truck through-traffic, all contribute to dangerous conditions for pedestrians. Future development at the Rite Aid parking field should incorporate measures that make the environment safer, more active and accommodating for pedestrians.

RECOMMENDATIONS

The following solutions may improve the quality and safety of pedestrians' experience at the 40th and Butler Street intersection.

1. Create a "bump-in" at the northwest corner of Butler Street and 40th, similar to the site / sidewalk design at the western end of the block, at 39th and Butler. Introduce on-street parking in front of the future development zone, to help buffer the pedestrian zone. Provide site furniture, a kiosk and/or public art at the plaza space created. The curb edge at the intersection will remain in place.
2. New development should be set back to align with the adjacent development at 201 Arsenal. Create a small plaza at the corner of 40th and Butler Street. The 40th Street edge of any new building should also accommodate generous sidewalk space and a healthy tree line.
3. Enhance the public realm by installing new street trees where they are missing.
4. Reduce or eliminate curb cuts on Butler Street as per recommendations in Pittsburgh's *Complete Streets Policy*.
5. Restripe and widen crosswalk markings to improve pedestrian safety and increase visibility

Central Lawrenceville | Main & Butler Street

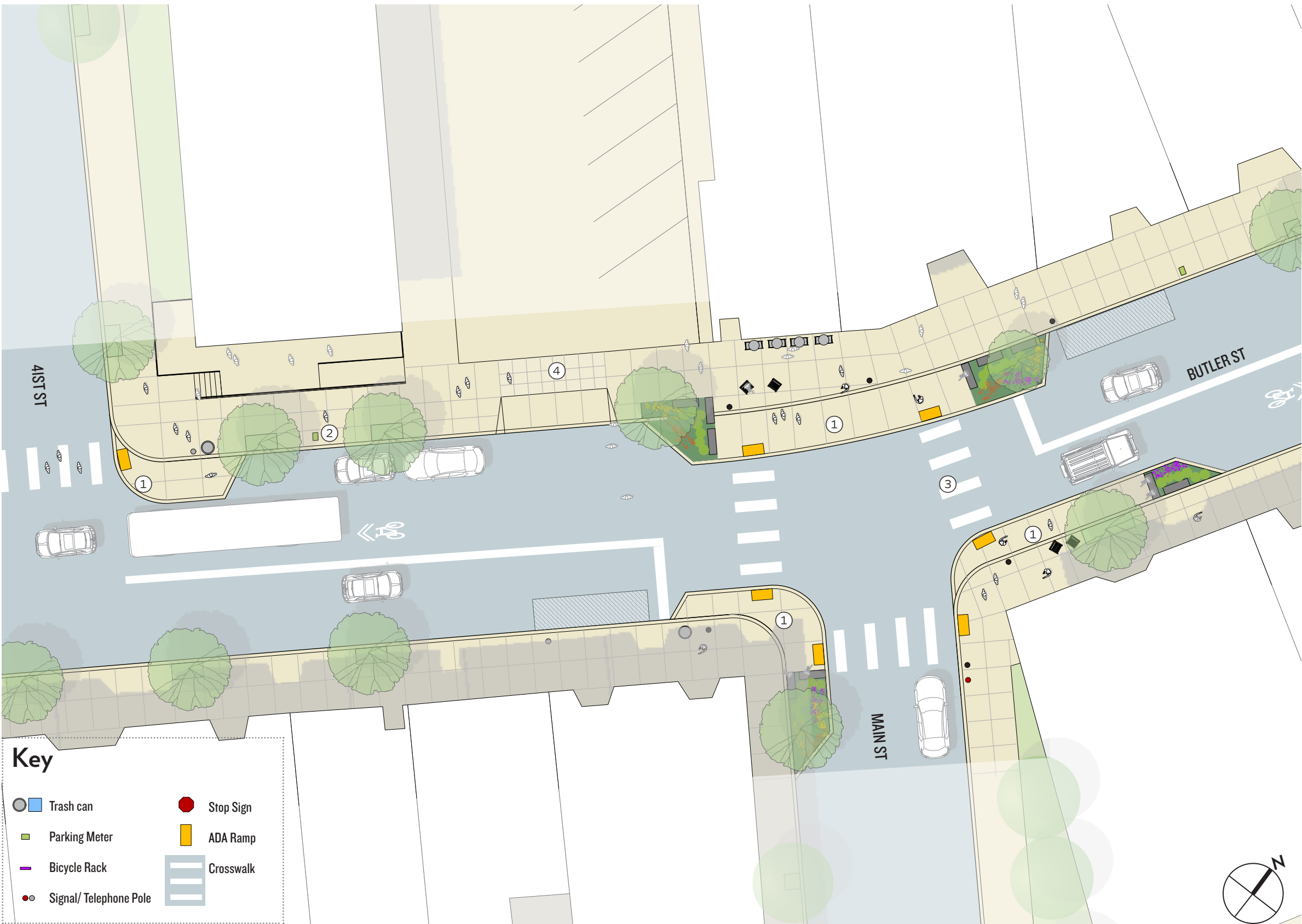
EXISTING CONDITIONS

The intersection at Main and Butler Street is at the heart of Central Lawrenceville’s busy business district. There are often illegally-parked vehicles at this intersection, reducing visibility for pedestrians and drivers. The large curb cut and vehicular entrance into PNC Bank’s parking lot is also a concern for pedestrians. Community members would like to see this crossing made safer and more lively with additional pedestrian amenities.

RECOMMENDATIONS

The following recommendations are possible solutions to improve the pedestrian and vehicular realm at this location.

1. Create four bumpouts, on Butler and Main, extending the sidewalk and reducing pedestrian crossing distances. New seating and planting areas will enhance the space outside the theater, creating an active social space for gathering before and after shows.
2. Complete the street tree line with updated, more-generous tree pit dimensions.
3. Increase pedestrian visibility and safety at the intersection by widening the crosswalk bars, making them more graphically impactful.
4. Use contrasting colors, materials and / or surface textures or textures to help make pedestrians and drivers more aware of the mid-block driveway entrance into PNC Bank’s parking lot. This will help slow down vehicles and alert pedestrians to take caution as they use the sidewalk to move across the driveway zone.



Central Lawrenceville | 42nd - 43rd & Butler Street



EXISTING CONDITIONS

The 42nd-43rd Street Block of Butler Street is a one-sided retail block, with active storefronts along the north side of the street and a metered parking lot along the full length of the southern side of the street. The existing benches and shade trees along the parking lot's northern edge establish parklet-like conditions along this stretch of Butler Street. An existing bumpout at the northwest corner of 42nd Street extends the sidewalk, creating extra space for cafe seating and room for a stormwater planter that helps mitigate runoff and provides trees and other plantings. An existing bumpout at the southeast corner of 42nd Street accommodates cafe seating and moveable planter boxes.

- RECOMMENDATIONS**
- The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.
1. Create a continuous bumpout on the southern side of Butler Street, between 42nd and 43rd Streets, with reduced-width curb cuts into the parking lot. Line bumpouts with additional seating, shade trees and understory planting.
 2. Create two bumpouts at the southern side of Butler and 42nd, extending the sidewalk and reducing pedestrian crossing distances.
 3. Complete the street tree line with updated, more-generous tree pit dimensions.
 4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

Central Lawrenceville | 46th & Butler Street

EXISTING CONDITIONS

Butler Street, between 46th and Home Street, is a one-sided retail block with active storefronts along the north side of the street and the Boys & Girls Club set back along the southern side of the street. Large shade trees and benches provide an amenities at the corner parklet, which leads up into Leslie Park. This is an important open space, serving Lawrenceville’s community, and it sees activity throughout the day and week. Large traffic signal poles dominate the sidewalk space at the 46th and Butler Street intersection, making pedestrian circulation difficult.

RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

1. Create bumpouts at all four corners of the Butler and 46th intersection, to provide circulation space, additional seating and planting areas.
2. Create two bumpouts along the southern side of Butler Street: at the entrance to the Boys & Girls Club, to protect pedestrians and provide seating; and at the Home Street, midblock crossing, to reduce the pedestrian crossing distance, calm traffic and prevent illegal parking in the crosswalk.
3. Complete the street tree line with updated tree pit dimensions.
4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

Crosswalk

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Butler Streetscape Design Guidelines | Lawrenceville Corporation

Upper Lawrenceville | 48th, Plummer & Butler Street



EXISTING CONDITIONS

This intersection was most-frequently identified as a place where community members can envision improved placemaking efforts taking place. Traffic tends to speed around the bend near the intersection of Plummer, 48th and Butler Street, making pedestrian crossings dangerous. A bike lane, on the south side of Butler Street, offers a measure of protection for cyclists traveling outbound. The Butler Street Flower Garden is planted at the northeastern corner of 48th and Butler.

RECOMMENDATIONS

The following recommendations are possible solutions to improving the pedestrian and vehicular realm at this location.

1. Create bumpouts at the corners of Butler, 48th and Plummer, to extend the sidewalk, reduce the pedestrian crossing distance, and help slow traffic at the curve in the road.
2. Seating, street trees and understory planting will enhance the Butler Street Flower Garden as well as the intersection of Plummer and Butler.
3. Consider removing non-essential poles along Butler Street.
4. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
5. Add two crosswalks to fully-accommodate pedestrian movement through this irregularly-shaped intersection.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

Crosswalk

Upper Lawrenceville | 51st, Stanton & Butler Street

EXISTING CONDITIONS

The intersection of 51st, Stanton and Butler Street delineates Upper from Central Lawrenceville. Community members have identified this intersection as being especially unsafe for pedestrians. The blind crossing at Stanton, obscured by the cemetery wall, and large curb cuts at the gas station result in dangerous conditions for pedestrians. The parklet at the corner has potential for increased pedestrian use, stormwater capture and public art opportunities. Its design should be refined and updated to better accommodate users and activate the public realm.

RECOMMENDATIONS

The following recommendations may improve the pedestrian and vehicular realm at this intersection.

1. Create bumpouts on all four corners, extending sidewalk areas and reducing pedestrian crossing distances. Provide a bus shelter at the existing inbound stop.
2. Introduce planting areas at bumpouts along Stanton Avenue to help manage stormwater and further green the corridor. Stone blocks at planter edges will provide additional seating and protect the planting bed.
3. Restripe crosswalk markings to improve pedestrian visibility and safety.
4. Complete the street tree line with updated tree pit dimensions.
5. Enhance the existing parklet by expanding the paved area, creating a small plaza with overhead lights, and providing a kiosk or public art element indicating a river connection. In the remaining parklet space, create a demonstration rain garden that potentially captures runoff from Stanton and surrounding buildings.
6. Reduce or eliminate curb cuts on Butler Street as per the recommendations in *Pittsburgh's Complete Streets Policy*.



Proposed place-making improvements



Enlarged plan illustrating a redesigned parklet



Key			
	Trash can		Stop Sign
	Parking Meter		ADA Ramp
	Bicycle Rack		Crosswalk
	Signal/ Telephone Pole		

Upper Lawrenceville | McCandless & Butler Street



EXISTING CONDITIONS

Traffic tends to speed around the bend near the intersection of McCandless and Butler Street making pedestrian crossings dangerous. Numerous, large curb cuts on the south side of Butler Street further break up the public realm.

RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this location.

1. Create bumpouts on Butler and McCandless, extending the sidewalk, reducing pedestrian crossing distances and helping to calm traffic. Provide a bus shelter at the existing inbound bus stop along Butler Street.
2. Seating, street trees and understory planting will enhance the extended bumpouts on Butler Street while helping to slow traffic at the curve in the road.
3. Enhance pedestrian visibility and safety by widening crosswalk bars.
4. Green the public realm by installing additional street trees where missing, using updated tree pit dimensions.
5. Reduce or eliminate curb cuts on Butler Street, as per the recommendations in *Pittsburgh's Complete Streets Policy*.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

Crosswalk

Upper Lawrenceville | 53rd & Butler Street

EXISTING CONDITIONS

This segment of Butler Street is a one-sided business district with some storefronts along the south side of the street and office building set far back, to the north, creating opportunities for new development on two large parcels facing directly onto the corridor. There are very few pedestrian crossings along this stretch of Butler Street, and traffic tends to gain speed along the straight through-way. The two development parcels will one day bring more pedestrians and visitors to the area. Place-making elements will make this area more attractive and safe for pedestrians and drivers alike.

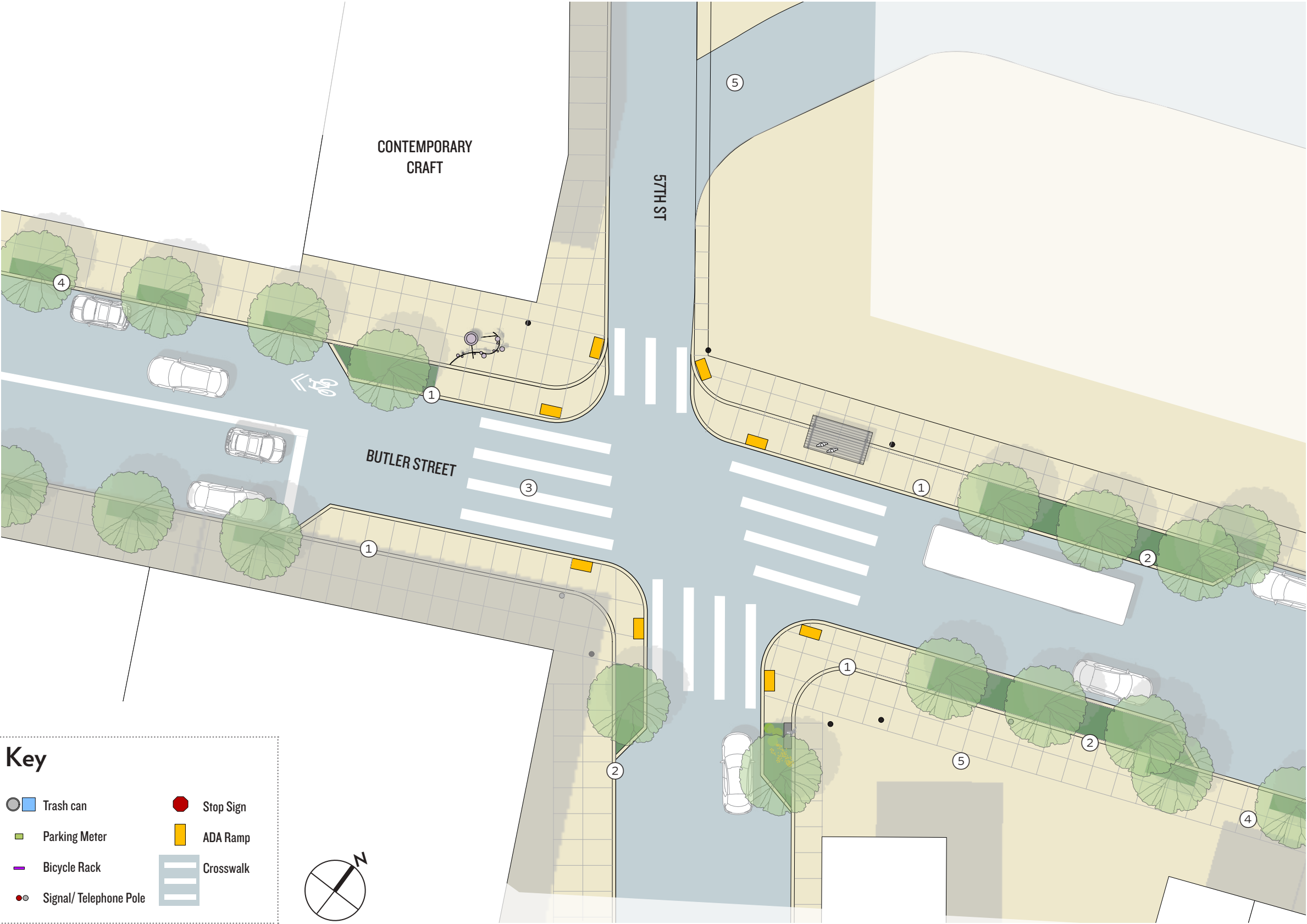
RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this intersection.

1. Introduce a midblock bumpout on the north side of Butler Street, with a new crosswalk, extending the sidewalk, reducing pedestrian crossing distance and helping to calm traffic.
2. Create a new bumpout at the southeast corner of 53rd and Butler Street. Seating, street trees and understory planting will establish a sense of place at the corner, and encourage people to spend time in the district. The bumpout will also help slow traffic through the corridor.
3. Enhance the public realm by installing additional street trees where missing, using updated tree pit dimensions.
4. Reduce or eliminate curb cuts on Butler Street as per the recommendations in Pittsburgh's *Complete Streets Policy*.



Upper Lawrenceville | 57th & Butler Street



EXISTING CONDITIONS

It is anticipated that when Contemporary Craft opens, at the northwestern corner of Butler and 57th Street, this intersection will become the new eastern gateway to Upper Lawrenceville’s business district. The underutilized 57th Street Park is located half a block northward, and 57th Street may someday provide access to the Allegheny River.

RECOMMENDATIONS

The following recommendations are possible ways to improve the pedestrian and vehicular realm at this intersection.

1. Create bumpouts on all four corners of the intersection at Butler and 57th. Extend the sidewalk and reduce pedestrian crossing distances, to slow traffic and make it safer for pedestrians to cross. Provide a bus shelter at the existing inbound bus stop and a kiosk or public art installation to celebrate the new eastern gateway to Upper Lawrenceville.
2. Seating, street trees and understory plantings will enhance the extended bumpouts on Butler Street and 57th Street while helping to calm traffic.
3. Increase pedestrian visibility and safety at intersections by widening crosswalk bars.
4. Enhance the public realm by installing additional street trees. Use updated standards for tree pit dimensions.
5. Reduce or eliminate curb cuts along Butler Street and 57th Street, as per the recommendations in Pittsburgh’s *Complete Streets Policy*.

Key

Trash can

Parking Meter

Bicycle Rack

Signal/ Telephone Pole

Stop Sign

ADA Ramp

Crosswalk

Butler Streetscape Design Guidelines | Lawrenceville Corporation

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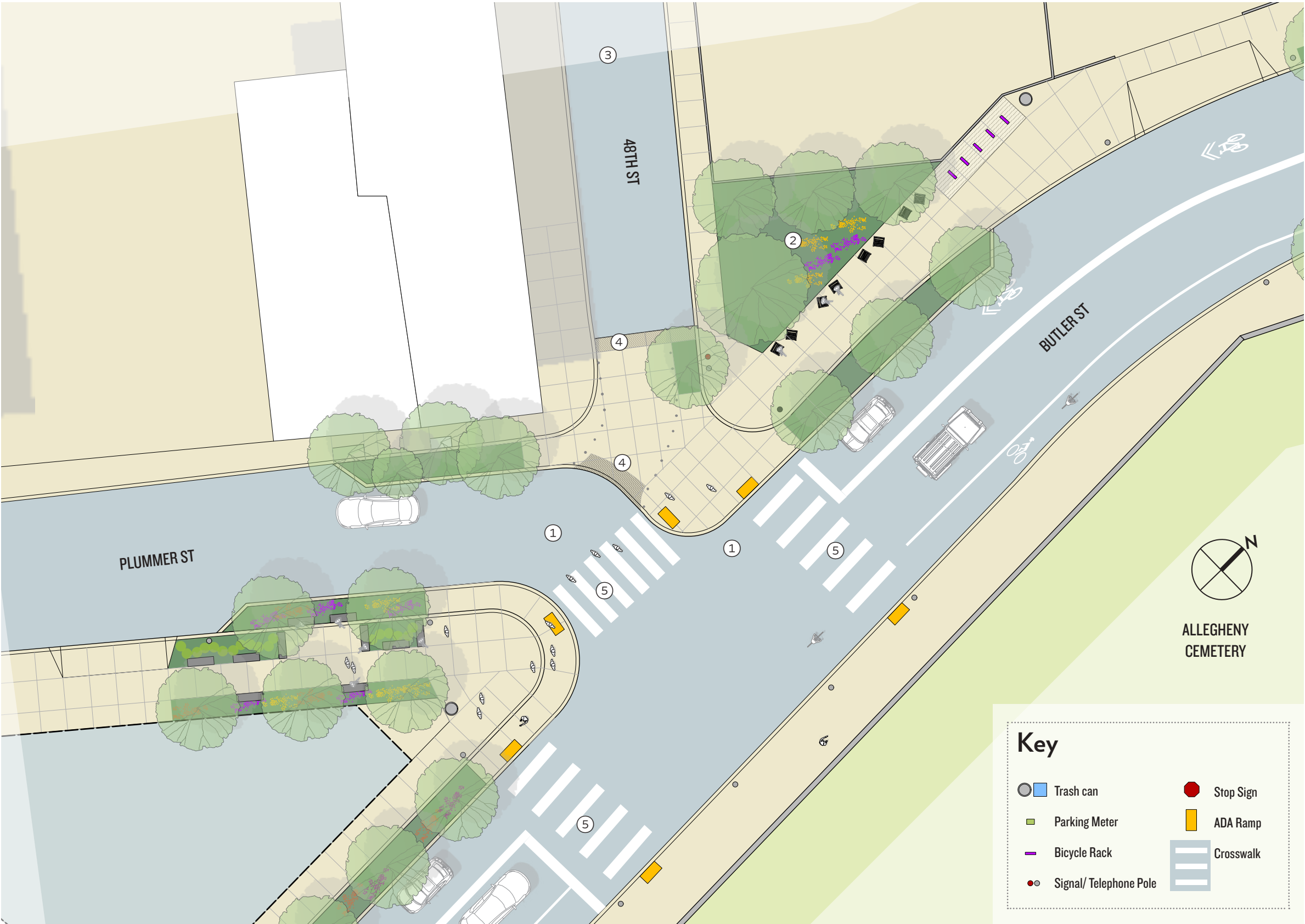


BUTLER STREET Appendix

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Appendix | Alternate 48th, Plummer and Butler Street Plan



Alternate Place-Making Plan for 48th, Plummer & Butler Street

After reviewing the proposed place-making plan on page 55 of this report, an alternate configuration of this intersection was proposed by a DOMI representative. This alternate raises the roadway at 48th and treats it as a driveway curb cut. This allows for increased pedestrian circulation space and planting areas with a reduced pedestrian crossing distance. Drainage patterns and vehicular turning radiuses would need to be studied to confirm this solution's viability.

RECOMMENDATIONS

The following recommendations are possible solutions to improving the pedestrian and vehicular realm at this location.

1. Adjust Plummer's configuration as it meets Butler Street. Create bumpouts at the corners of Butler, 48th and Plummer, to extend the sidewalk, reduce the pedestrian crossing distance, and help slow traffic at the curve in the road.
2. Seating, street trees and understory planting will enhance the Butler Street Flower Garden as well as the intersection of Plummer and Butler.
3. If truck traffic is reduced on 48th in the future, extend shared street to Modoc St.
4. Rolled curbs slow traffic onto raised driving surface/ shared sidewalk.
5. Add two crosswalks to fully-accommodate pedestrian movement through this irregularly-shaped intersection.

Appendix | Streetscape Survey

A visual-preference survey was created and distributed to Lawrenceville residents and business owners, asking for guidance about future improvements to Butler Street's streetscape environment.

The survey gauged the community's preference for different streetscape examples that can already be found elsewhere in Pittsburgh and in other American cities.

Of all the bumpout and curb extension examples that were provided, respondents reacted most positively to those including plantings and pedestrian crosswalks. When asked to review bicycle parking options, respondents preferred the Three Rivers Racks, which can be found curbside throughout Pittsburgh. Of all the Spark parklet examples provided, respondents

were most excited about those featuring seating or dining in extended sidewalk areas. Respondents also demonstrated a preference for public art involving murals and creative, ground-surface paint applications at intersections and / or crosswalks.

Respondents also identified underutilized spaces along Butler Street where they could imagine an improved placemaking effort

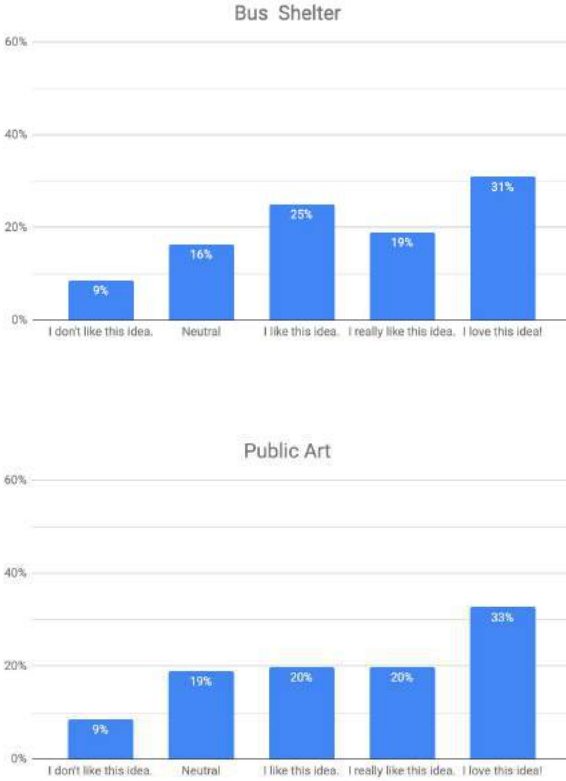
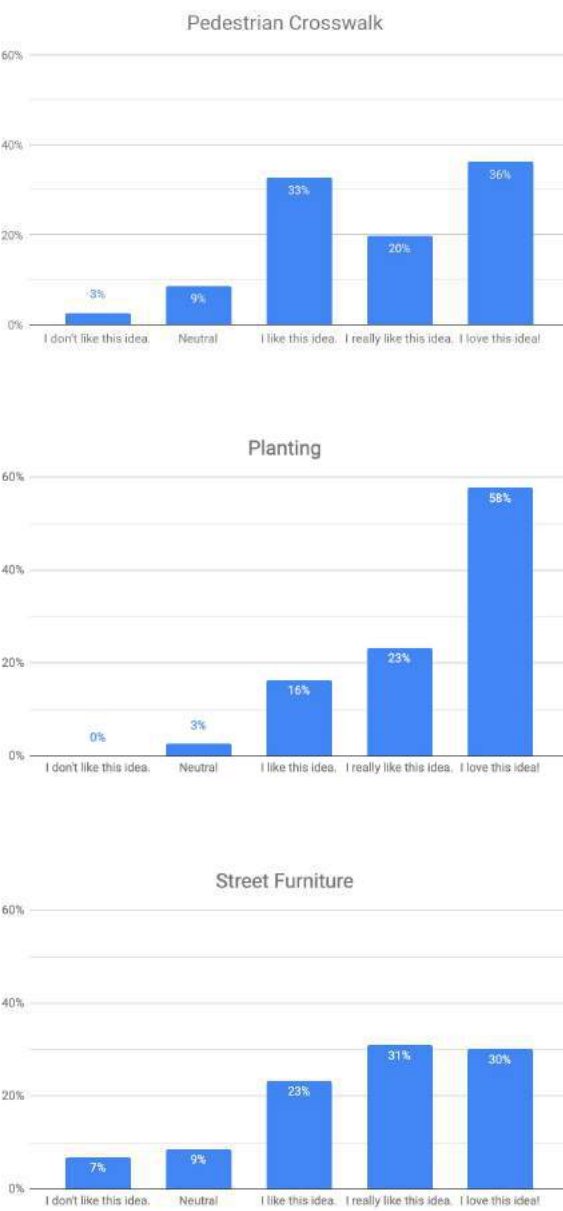
taking place. The corner of Plummer and Butler Street, at 48th Street, was mentioned most frequently, followed by Doughboy Square and the Rite Aid Parking Lot at the corner of Butler and 40th Streets.

Survey respondents were also asked to select which types of streetscape elements would be most desirable, if placed into underutilized spaces, to promote

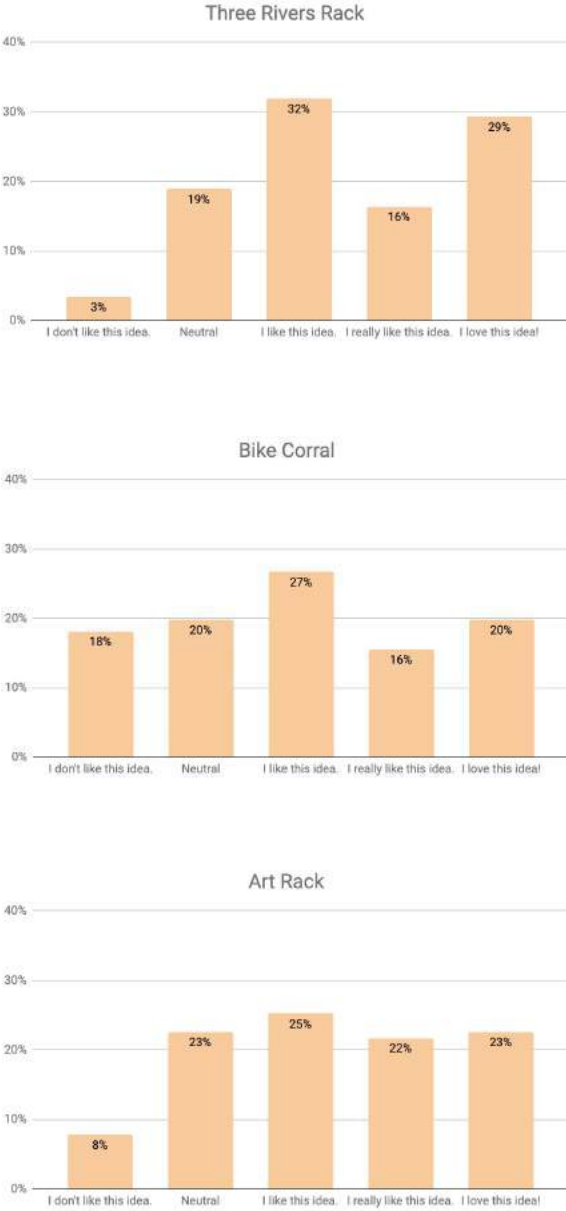
placemaking. Respondents noted that plantings, seating and social spaces were the most desirable elements to provide along Butler Street.

The survey was open between April 30 and May 10, 2019. 116 residents and businesses owners participated the survey, which was available online and in hardcopy form. Open-ended responses were also welcomed.

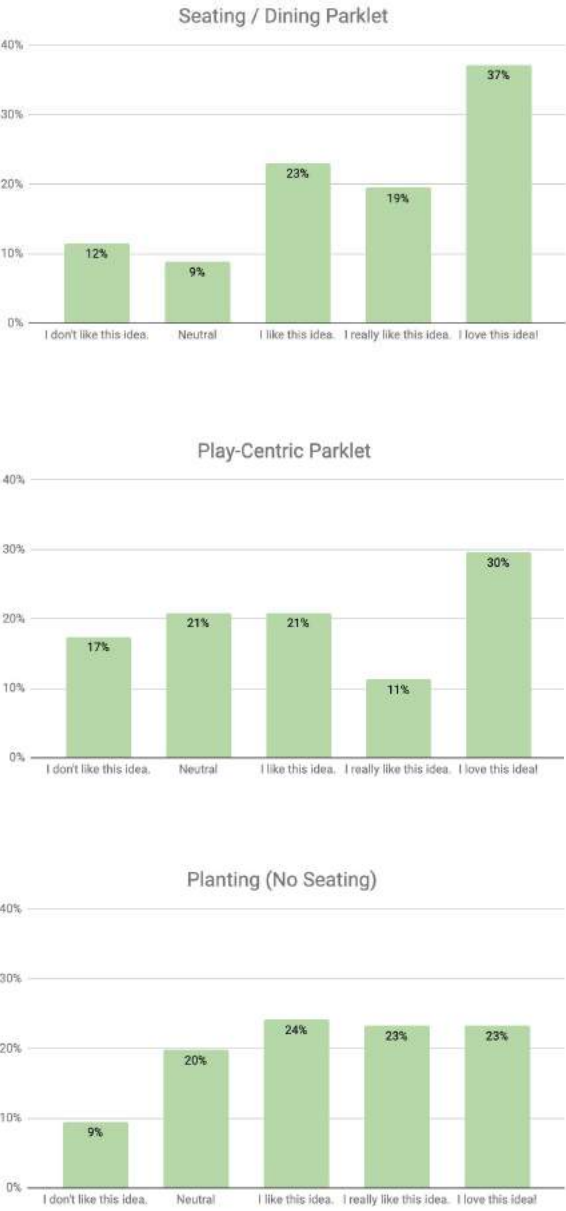
BUMPOUTS



BICYCLE PARKING



SPARK PARKLETS



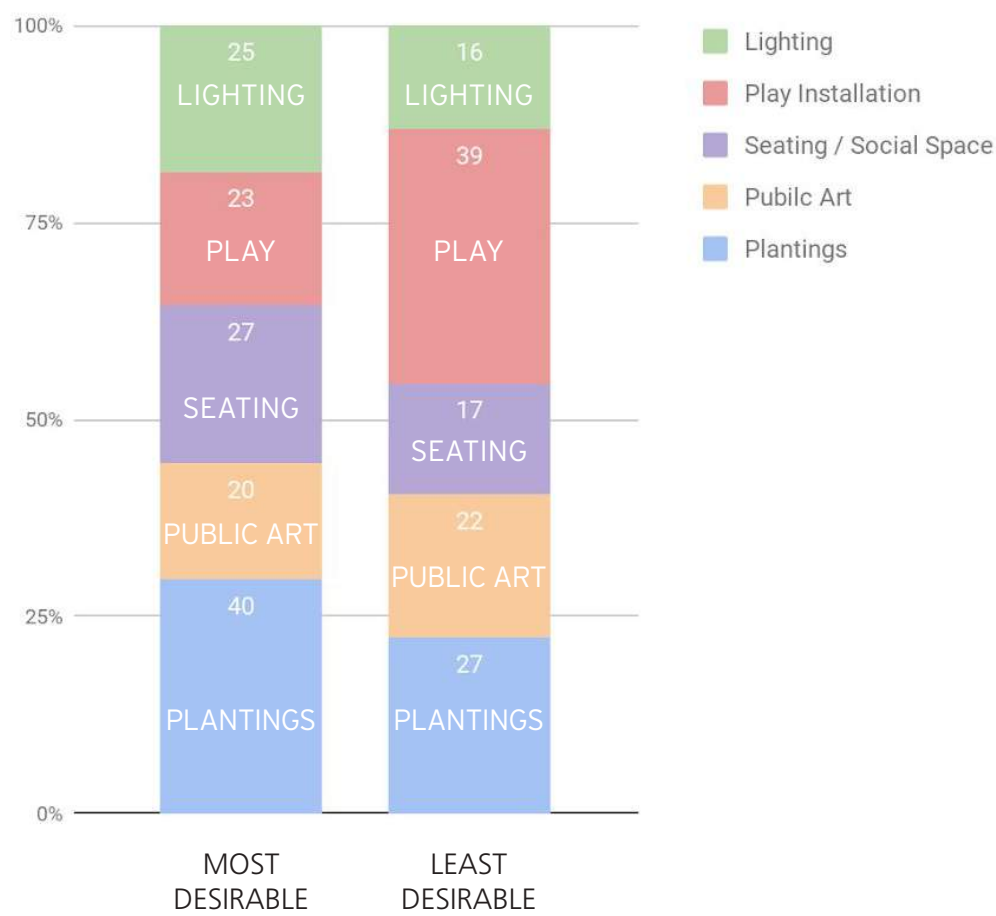
PUBLIC ART



Are there underutilized spaces along Butler Street where you can envision some improved placemaking efforts taking place?

Plummer & Butler (48th)	10
Doughboy Square (34th)	5
Rite Aid Parking Lot	4
Cemetery Entrance (47th - 48th)	3
3500 Parklet	3
39th & Butler	3
51st & Butler	2
5200 Public Parking Lot	2
Walter's BBQ Corner	2
40th St. Bridge Lawrenceville Sign (Foster)	2
Blue Moon Lot	1
Roundabout Brewery (49th St.)	1
Teamster Back Parking Lot	1
Almond Way	1
Desmone Parking Lot	1
46th & Butler	1
Ater Way	1
Connect to River	1

What types of streetscape elements are most desirable, and would provide the most interesting placemaking opportunities along the Butler Street corridor?



Appendix | Recommended Trees for Pittsburgh’s Streets

This recommended Tree Species list, with general planting specifications, was prepared by the City of Pittsburgh Forestry Division.

There are two main categories:

- **Shade Trees** where no overhead utilities conflict with tree growth, and
- **Utility Trees** where overhead utilities call for shorter trees.

The Utility Tree section has two sections, Groups A and B, to account for the occasional situation where wires are 25’ or higher above the ground.

IMPORTANT DISCLAIMER

The City of Pittsburgh Street Tree list has not been updated since 2007. Many of these species and cultivars are no longer planted. Developers and designers must consult with the City’s Forestry Division and obtain a tree planting permit before selecting trees.

Shade Trees

Trees in the Shade Tree category should be planted where no overhead utilities exist. Shade trees are the most desirable size of tree for planting, and should be used at all times in the absence of overhead wires.

Acer rubrum ‘Franksred’- Red Sunset Red Maple (do not use within 5’ of sidewalks; aggressive root system)

Acer x freemanni ‘Celzam’- Celebration Freeman Maple (do not use within 5’ of sidewalks; aggressive root system)

Aesculus x carnea ‘Briotii’- Ruby Red Horsechestnut (less mid-summer scorch than hippocastanum)

Cercidiphyllum japonicum Tree Form-Katsura Tree (requires more water during establishment years than most other trees)

Corylus columna (tree form)- Turkish Hazel or Turkish Filbert

Eucommia ulmoides - Hardy Rubber Tree (not pretty but can be useful)

Ginkgo biloba (any male variety) - Ginkgo (male example is Princeton Sentry)

Gleditsia triacanthos (any thornless, seedless, variety) - Honeylocust

Gymnocladus dioicus (male variety only) - Kentucky Coffeetree

Liriodendron tulipifera - Tulip Tree (open lawn or large parking island)

Metasequoia glytostroboides – Dawn Redwood (requires larger than usual pit if used as a street tree, or use in open planting areas)

Nyssa sylvatica - Blackgum

Ostrya virginiana – American Hophornbeam

Platanus x acerifolia ‘Bloodgood’ - Bloodgood London Planetree

Quercus bicolor - Swamp White Oak

Quercus macrocarpa – Bur Oak

Quercus rubra - Northern Red Oak

Quercus palustris - Pin Oak

Sophora japonica - Scholartree (flower issues make this an open space tree not suited to sidewalk use)

Taxodium distichum – Baldcypress

Tilia tomentosa - Silver Linden

Ulmus parvifolia – Lacebark Elm/Chinese Elm

Ulmus Hybrids – disease resistant trees like ‘Homestead’, ‘Pioneer’, ‘Accolade’, ‘Frontier’, ‘Liberty’ and ‘Urban’.

Zelkova serrata – Zelkova (‘Green Vase’ is not recommended in commercial areas where it may block signage)

Utility-Compatible Trees

Group A (for under-wire use)

Group A applies to most plantings under utility lines. This is necessary because most wires are less than 25’ above the ground. Where possible, offset trees so they are not directly under the wires.

Acer ginnala – Amur Maple 15’-20’

Acer tataricum – Tatarian maple 15’-25’

Crataegus crus-galli var. ‘Inermis’ – Thornless cockspur hawthorn 15’-20’

Crataegus laevigata ‘Superba’ – Crimson Cloud hawthorn (tree form) 15’-20’

Magnolia stellata – Star Magnolia (tree form) 10’-20’

Malus cultivars – crabapple (disease resistance emphasized) all under 22’ Adams, Amsalzam, Centurion, Donald Wyman, Harvest Gold, Prairifire, Professor Sprenger, Red Jewel, Robinson, Sentinel, Sugar Tyme, Strawberry Parfait (always specify tree form for crabapple selection)

Malus floribunda – Japanese flowering crabapple under 25’

Malus sieboldii x zumi ‘Calocarpa’ – Zumi crabapple under 25’

Malus ‘Spring Snow’ tree form – Spring Snow Crabapple 15-20’ (fruit makes Malus undesirable in commercial areas)

Group B (for wires 25’ and higher)

Group B applies only to utility plantings where the lowest wire is 25’ or higher above the ground. Where possible, offset trees so they are not directly under the wires.

Acer buergeranum – Trident Maple (tree form) 20-30’

Acer campestre – Hedge maple (tree form) 25’-40’

Acer campestre ‘Evelyn’ – Queen Elizabeth hedge maple 30’-40’

Acer griseum – Paperbark Maple 25’-35’

Amelanchier laevis ‘Cumulus’ or **“Majestic”** – Apple Serviceberry 20’-30’

Amelanchier x grandiflora – Serviceberry (many cultivars) 20’-30’

Carpinus betulus “Fastigiata” – European Hornbeam (tree form) 30’-40’

Carpinus caroliniana – American Hornbeam (useful in full shade) 20-35’

Cercis canadensis – Eastern Redbud 25’-30’

Cornus kousa – Kousa Dogwood (esp. Rutgers hybrids) 20’-30’

Koelreuteria paniculata - Goldenrain Tree 25’-40’

Magnolia ‘Galaxy’ – Galaxy Magnolia (tree form) 20’-30’

Phellodendron amurense – Amur Corktree 30’-40’

Prunus sargentii – ‘Columnar’ – Sargent cherry 30’

Prunus serrulata ‘Amanogawa’, ‘Kwanzan’ – Japanese flowering cherry 25’-35’

Prunus virginiana ‘Shubert’ – Shubert Chokecherry 20’-30’

Sorbus species – Mountain Ash 15’-35’ (in limited quantities)

Syringa reticulata ‘Summer Snow’, ‘Ivory Silk’ – Japanese Tree lilac 20’-25’

General Planting Specifications for Trees Planted on City Property

- 2” caliper (minimum) measured 6” above the root ball;
- Set rootball level slightly above soil grade (1-2”), finished soil grade being 2” below top of sidewalk (see Tree Planting Detail).
- Mulch with 2” of shredded wood mulch for weed control;
- Stake trees with wood stakes just below the first branch with 1”-3” wide polypropylene straps (2 per tree on opposite sides of the tree, connecting from tree to stake horizontally). DO NOT use rope or wire through a hose. ArborTie is an acceptable product.
- Remove all staking materials after one (1) year, or as otherwise directed by the City Forester.
- Planting beds shall measure a minimum of 4’x8’ to assure adequate space for the root zone. Where box style planting beds currently exist, the space shall be enlarged to the above dimensions. The rectilinear shape may be substituted with Forestry approval, but a minimum of 32 sq. ft. of root zone must still be observed. Trees require ample root space for optimum growth and longevity, so planting beds larger than the minimum are welcome and desirable where there is still sufficient space for pedestrian traffic.

Appendix | Recommended Curbside Plants with Planter Details

The following list complements the Recommended Tree Species list and provides suggestions for salt-tolerant, low-maintenance plants for the understory layer. Select varieties that are appropriate for the size of the planting bed.

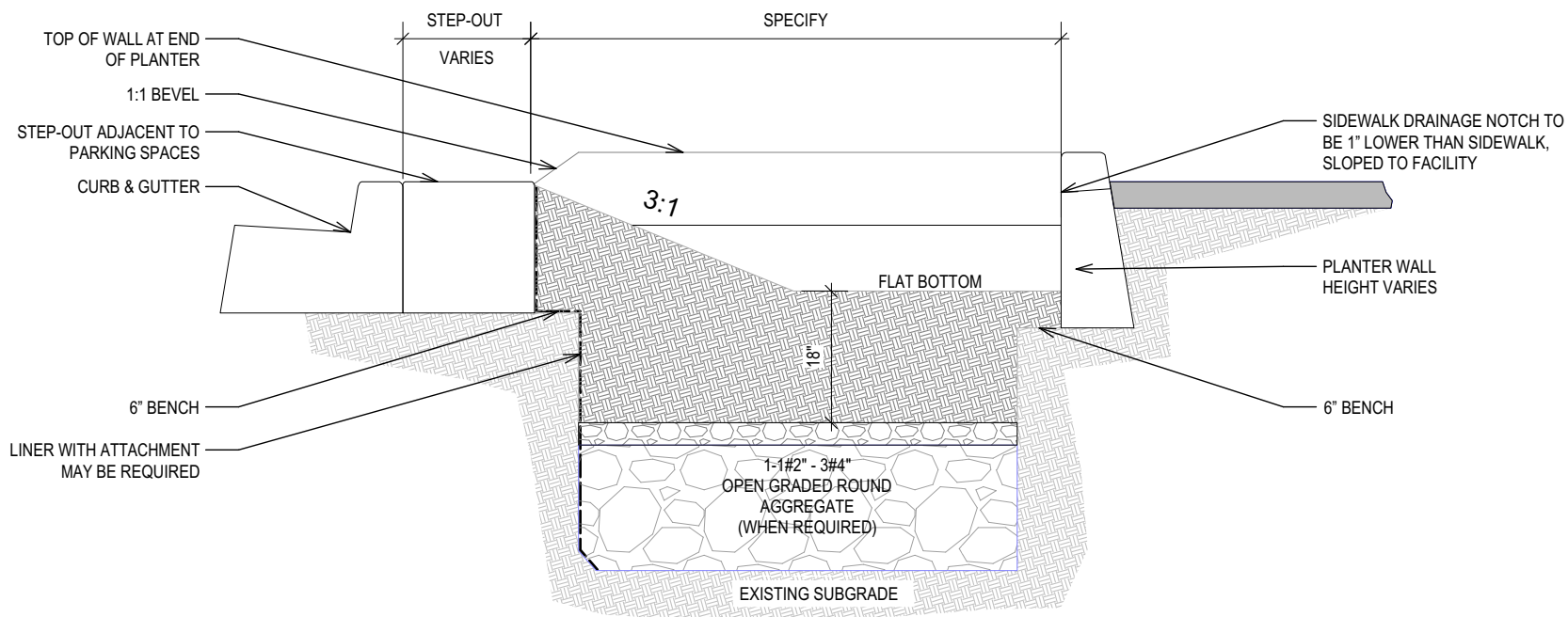
PERENNIALS

- Armeria maritima** Sea Thrift
- Artemisia schmidtiana** Silver Mound Artemisia
- Artemisia x ‘Powis Castle’** ‘Powis Castle’ Artemisia
- Aster novae-angliae ‘Purple Dome’** Purple Dome Aster
- Aster novi-belgii** New York Aster
- Calamagrostis acutiflora ‘Karl Foerster’** Reed Grass
- Festuca spp.** Blue Fescue Grass
- Hemerocallis spp.** Daylily
- Hosta plantaginea** Hosta
- Iberis sempervirens** Candytuft
- Liatris spicata** Blazing Star (Kobold)
- Liriope spicata** Lilyturf
- Limonium latifolium** Sea Lavender
- Pennisetum alopecuroides** Fountain Grass
- Sedum spectabile** Sedum ‘Autumn Joy’
- Yucca filamentosa** Adam’s-needle Yucca

SHRUBS/GROUNDCOVERS

- Arctostaphylos uva-ursi** Bearberry
- Caragana arborescens** Siberian Pea
- Cornus racemosa** Gray Dogwood
- Cotoneaster divaricatus** Spreading Cotoneaster
- Cotoneaster horizontalis** Rock Cotoneaster
- Cytisus scoparius** Scotch Broom
- Hibiscus syriacus** Rose-of-Sharon
- Hydrangea spp.** Hydrangea
- Hypericum spp.** St. Johnswort
- Ilex glabra** Inkberry
- Ilex verticillata** Winterberry
- Myrica pensylvanica** Bayberry
- Philadelphus coronarius** Mockorange
- Photinia spp.** Chokeberry
- Potentilla fruticosa** Potentilla
- Prunus x cistena** Purpleleaf Sand Cherry
- Rhus spp.** Sumac
- Ribes alpinum** Alpine Currant
- Rosa rugosa** Saltspray Rose
- Salix spp.** Willow
- Spirea x vanhouttei** Vanhoutte Spirea
- Symphoricarpos spp.** Snowberry or Coralberry
- Syringa spp.** Lilacs
- Vaccinium spp.** Blueberry/Cranberry
- Viburnum dentatum** Arrowwood

Stormwater Planter Detail



DESIGNER INFORMATION

1. SHOW LINER AND PERF-PIPE IN THE SECTION VIEW IF THEY ARE REQUIRED.
2. MAXIMIZE 9" OF SURFACE STORAGE.
3. MINIMUM FACILITY WIDTH IS 30" FROM BACK OF CURB TO FACE OF PLANTER WALL.
4. TOP OF CURB AND TOP OF SIDEWALK AT APPROXIMATELY SAME ELEVATION, UNLESS STORMWATER FACILITY RETROFIT.

CONSTRUCTION NOTE

IN FACILITIES THAT ARE UNLINED, FRACTURE AND LOOSEN SOIL TO A DEPTH OF 12" BELOW GRADE BEFORE INSTALLING BLENDED SOIL OR AGGREGATE. DO NOT TILL.

PLANTER WALL DESIGNER INFORMATION

1. SPECIAL DESIGN CONSIDERATIONS OR STRUCTURAL REVIEW MAY BE REQUIRED FOR LONGER PLANTER WALL SPANS. STEEL REINFORCEMENT OR ADDITIONAL CONCRETE CHECK DAMS MAY BE NEEDED FOR STABILITY
2. SPECIFY ONE OF THE ABOVE PLANTER WALL OPTIONS BASED ON SITE CONDITIONS.
3. MAINTAIN 1:6 BATTER FOR WALLS AND 4" MINIMUM FROM TOP OF WALL TO TOP OF SIDEWALK.

Detail adapted from the City of Portland's Green Streets Manual. For additional details, please visit: www.portlandoregon.gov/bes/64040

Appendix | Bumpout Details

BUTLER STREET TYPICAL BUMPOUT DETAIL

An integral part of the design strategy for Butler Street improvements includes the use of corner bumpouts that shorten the crossing distance for pedestrians, slowing traffic speeds and passively enforcing parking setbacks from crosswalks. Curb extensions provide additional circulation, space for site furniture and stormwater planting.

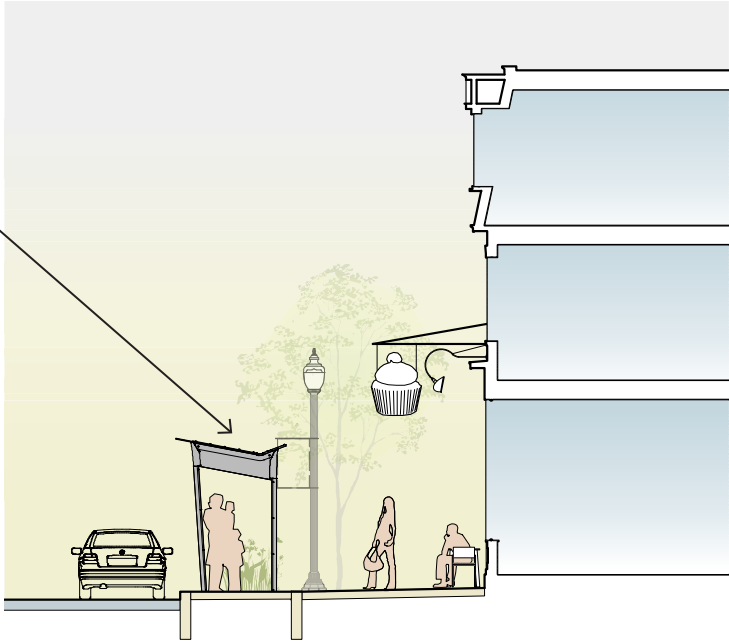
According to the Complete Streets Policy for Pittsburgh, bumpouts are encouraged in neighborhood commercial districts at corners and mid block. Bumpouts should extend 20' beyond the crosswalk to increase site lines to pedestrian crossings. The width of the bumpout will vary between 6'-8' depending on the travel lane width. At intersections, bumpouts should wrap the corner if possible. Standard turning radius at these corner bumpouts is 15'.

BUMPOUT DESIGN & INSTALLATION PROCESS

Improvements within the Public Right-of-Way (ROW) require full plan review by DOMI. The applicant must submit construction plans, signed and sealed by an engineer licensed in the state of PA, for the proposed construction activities in the public ROW. Review by DOMI of construction plans is extensive. Certain plan approvals will be contingent upon the project owner entering into license, easement, and/or maintenance agreement(s) with the City for the approved improvements within the public right-of-way. The process for submitting plans for Improvements within the Public ROW can be found on the City's website, "Drawing Submittal Requirements." The contact for plan review is:

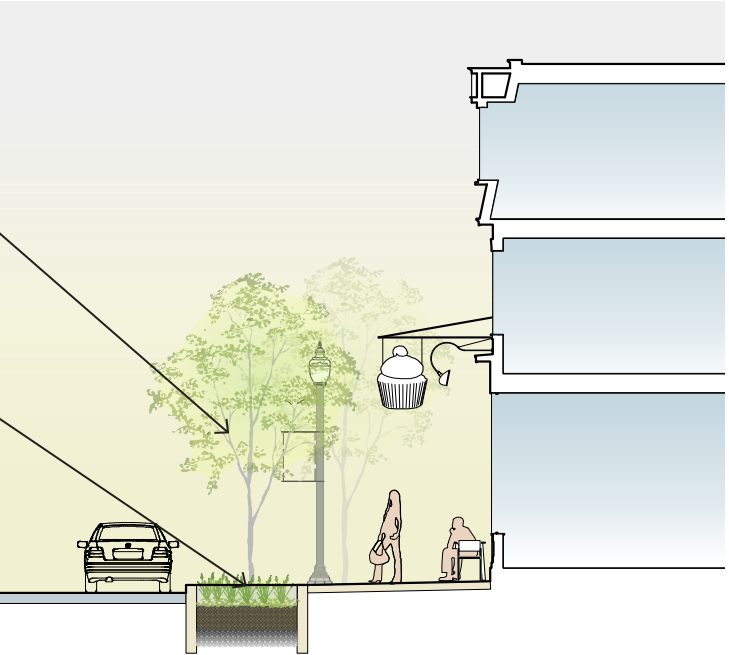
City of Pittsburgh
Department of Mobility and Infrastructure
City-County Building
414 Grant Street, Room 301
Pittsburgh, PA 15219
Attn: Streets Division, Staff Engineer
412.255.8994

Corner bumpouts provide space for pedestrian amenities including transit shelters and seating



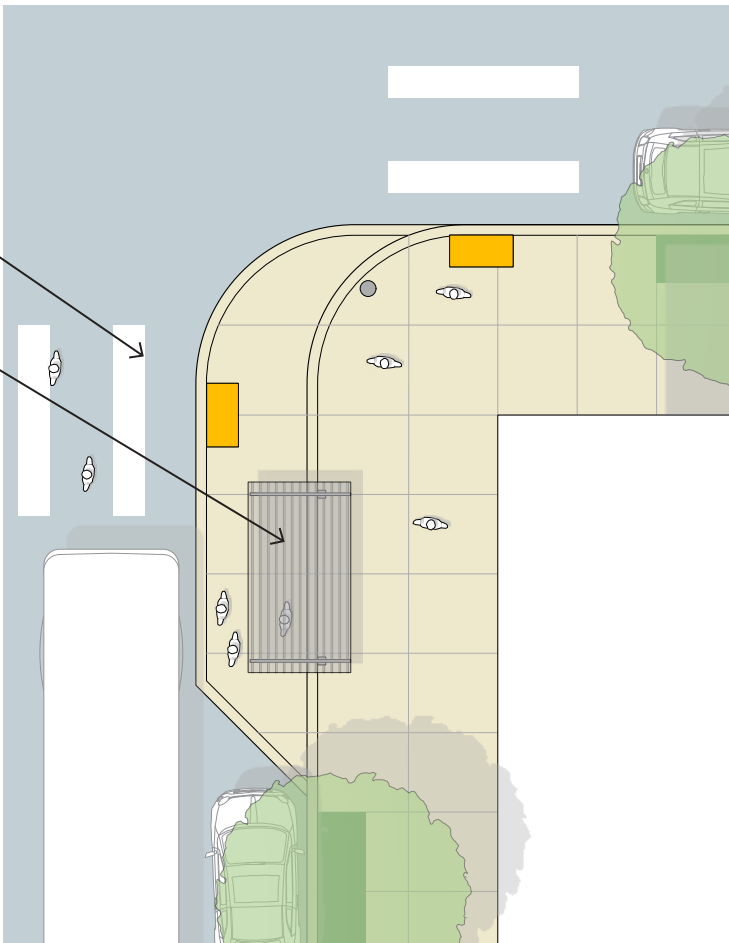
Street trees in bumpouts reduce the heat island effect and increase property values

Stormwater planters provide landscape amenity to the street while handling rainwater runoff



Crossing distance reduced

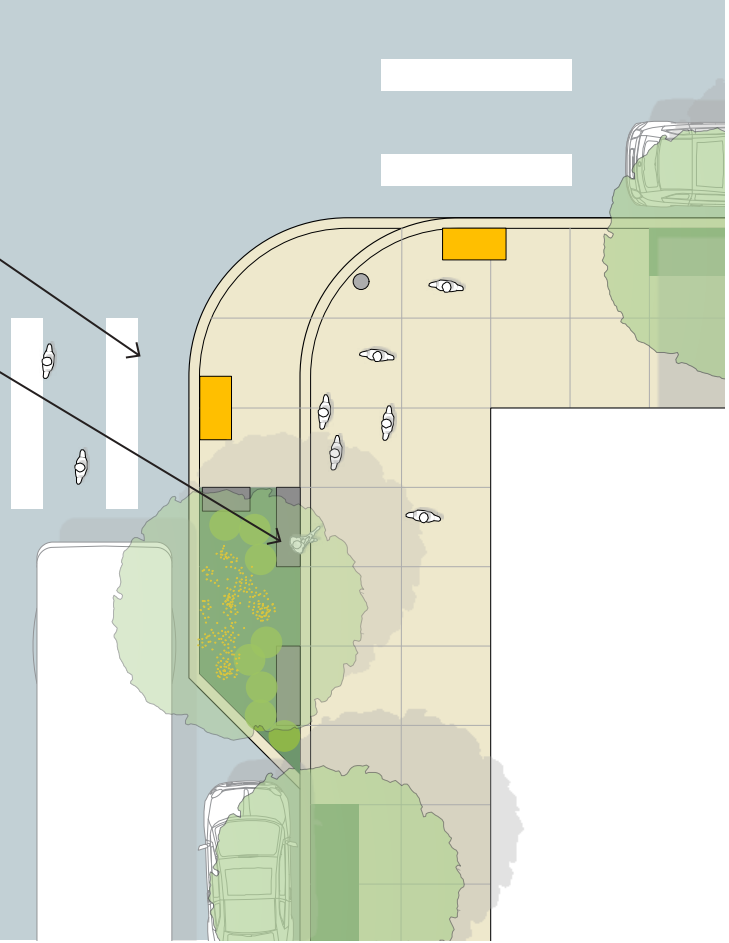
Corner bumpouts allow buses to stop in the travel lane, reducing trip time, and allow for additional pedestrian amenities (seating, transit shelters, gathering space, etc)



Partial section and plan of corner bumpout with additional pedestrian circulation space and bus shelter

Crossing distance reduced

Seating at the edge of planters allows visitors to linger longer while also protecting planting beds



Partial section and plan of corner bumpout with additional planting and seating

Appendix | Recommended Materials

Overview

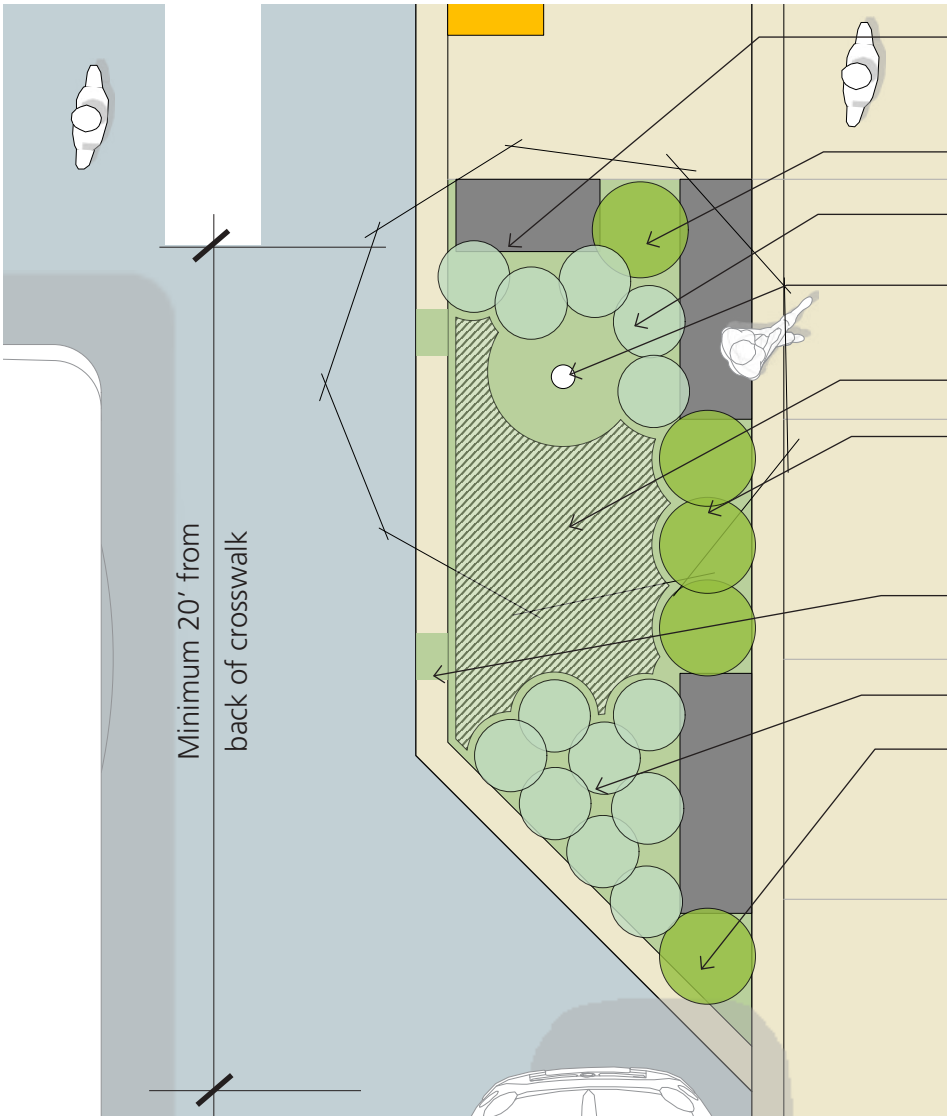
With the help of the Steering Committee, the design team curated groupings of precedent photography depicting a variety of streetscape components. The photos included in the survey incorporate practical, durable solutions with artfully-designed, everyday site furniture and materials. Component categories included: bumpout treatment, bicycle parking, public art and parklets. Each category contained photos highlighting a variety of materials, arrangements, and possible installation locations within the public realm. Survey respondents were asked whether or not they liked them, and why.

By selecting their favorites from a series of precedent images, survey respondents built consensus about the character of the material palettes proposed for Butler Street. The design team compiled results from the visual-preference survey and then adjusted material palettes accordingly. A vibrant palette was ultimately recommended.

Best Practices

When developing designs for specific improvements within Butler Street’s Public Realm, it is best to adopt a set of best practices regarding the sustainability of materials and the quality of craftsmanship. Suggested best practices include:

- Incorporating locally-sourced or recycled materials into the design. Consider working with DPW, DOMI and local, district vendors to identify and source materials and elements.
- Selecting native, salt-tolerant plant material for project plant lists. See the recommended species list included in this Appendix.
- Considering durability and ease of maintenance when selecting materials.



Typical bumpout planting plan utilizing salt and drought-tolerant plants



- Stone blocks provide seating while protecting the planting bed from foot traffic
- (1) Fountain Grass
- (5) New England Aster
- (1) Street Tree. Locate tree where shade cast benefits seating
- (12) Daylily
- (3) Fountain Grass
- Curb cuts allow runoff to enter stormwater planter
- (8) New England Aster
- (1) Fountain Grass



The four photos on this page are examples of stormwater planters with curb cuts.

Greening

As the first and foremost landscaping priority, survey respondents requested that additional canopy trees be planted along Butler Street. Introducing more stormwater planters, as seen at the northwest corner of 42nd and Butler Streets, was the second-most requested streetscape landscape item. Planting beds that capture stormwater runoff from the street and sidewalk are functional while also providing an amenity for pedestrians and adjacent businesses. Tree pits utilizing tree grates may be introduced, however, the tree pits must be deeper to allow for a larger root zone and additional stormwater capture. Seating may be integrated below canopy trees, and planters should ideally be introduced outside of the pedestrian circulation zone.

Stormwater planters require regular maintenance similar to typical gardens. Regular weeding should be scheduled, soil should be replaced after large storm events, and captured pollutants have to be removed from the planter periodically. Planter structures should be regularly inspected. Inflow and outflow systems (if installed) should be routinely cleaned to ensure that runoff is actually reaching the planter.

The diagram at left shows a typical bumpout planting plan utilizing drought- and salt-tolerant plant materials. Consider plant texture, bloom times and fall interest when selecting plant materials.

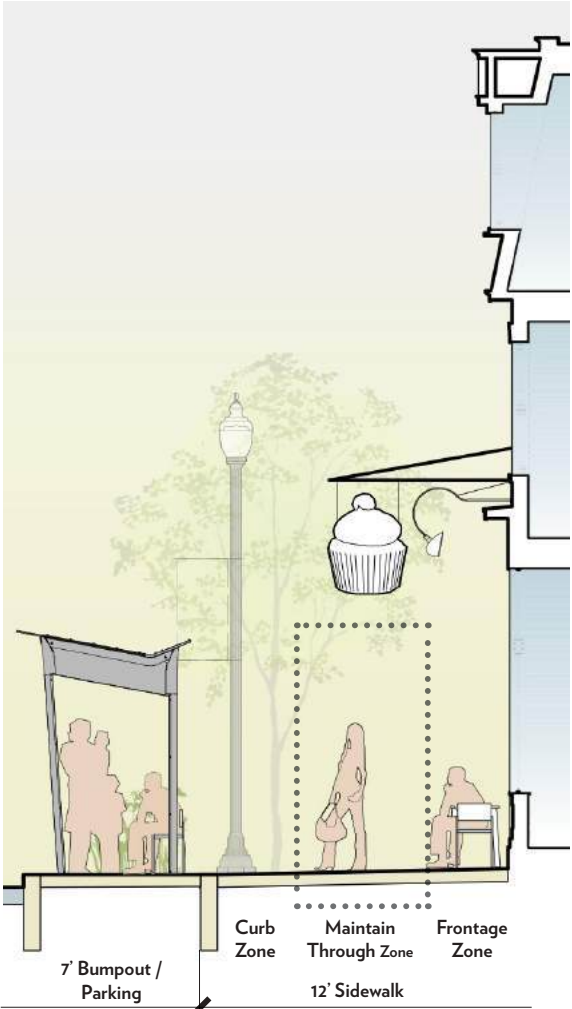
Appendix | Recommended Materials & Programs

Site Furniture

Butler Street’s sidewalks and curb extensions are divided into amenity and circulation zones, as illustrated in the typical Butler Street section on this page. The curb and frontage zones are ideal locations for introducing street furniture and other amenities while the circulation zone should remain clear throughout the corridor.

For street light posts, trash and recycling receptacles, the City of Pittsburgh standards are suitable. All of these standard streetscape items should be located in the amenity zones of the sidewalk.

More than a pedestrian amenity, non-standard site furniture can provide opportunities for public art opportunities within the business district. Within bumpouts, frontage and curb zones, cafe tables and chairs, seating for transit riders, custom bus stops, bike racks and artist-designed or well-crafted benches made of metal and wood are suitable. In general, street furniture should reflect and enhance the unique aesthetic of the district, be made of durable materials, and provide opportunities for visitors to linger, longer.



Typical proposed Butler Street Section, with sidewalk circulation and amenity zones. Amenity zones and bumpouts are ideal locations for street furniture and planting.



LEFT: City of Pittsburgh standard street light fixture and post with banner arms
ABOVE: City of Pittsburgh standard trash receptacle with sensor

Tables and Chairs, Benches, Transit Seating and Shelters, and Planters:

Select durable, high-performance, distinctive designs with high-recycled content. Locally-sourced elements are preferable. Consider collaborations with local artists to design custom furniture. The images at right are examples of the recommended street furniture character.

Recommended Manufacturer(s):

Landscape Forms, www.landscapeforms.com
Forms+Surfaces, www.forms-surfaces.com
Streetlife, www.streetlife.nl/en



LANDSCAPE FORMS PRECEDENTS

- 1. Park Centre tables and chairs
- 2. Harpo bench
- 3. Connect Rails transit seating
- 4. Sorella planter



FORMS+SURFACES PRECEDENTS

- 5. Column tables and Vista chairs
- 6. Trio bench
- 7. Transit Seating rails
- 8. Quadra seating and planter



STREETLIFE PRECEDENTS

- 9. Rough & Ready cubes
- 10. Rough & Ready 6 bench
- 11. Rough & Ready Shades w/ transit seating
- 12. Rough & Ready Big Green Bench

Appendix | Recommended Materials & Programs

Bike Racks

Neat, orderly bike parking enhances a business' image while contributing to the public realm. Bike racks also provide public art opportunities, neighborhood branding opportunities, and a convenience for those biking to and from the neighborhood. When installing bike racks on public property, within a municipal right-of-way, a bike rack permit must be submitted to the City.

According to BikePGH, when locating a bike rack(s), best practices include:

- Locating bike racks in secure locations that are well lit areas.
- Positioning rack so bike frame and wheel can both be locked to the rack.
- Providing ample space between bike parking spaces (36" is ideal, 24" at minimum) when installing multiple racks.
- Sheltering bike racks from rain and snow, whenever possible.

RESOURCES:

www.bikepgh.org
www.apps.pittsburghpa.gov/dcp/BikeParking_ProcessGuide.pdf

Public Art

Public art opportunities include, but are not limited to, sculptural seating elements, overhead lighting, painted crosswalks or paving surfaces, murals and creative wayfinding. Public Art opportunities on City of Pittsburgh property (in the right-of-way) must be reviewed by the Art Commission which is charged with ensuring that projects contribute to the creation of welcoming public spaces and do not allow unsightly or dangerous structures within the public realm. The Art Commission requires letters of support, necessitating a community engagement process for each applicant.

The Office of Public Art (OPA), created in 2005, works with organizations and individuals in the public and private sector to help facilitate public art initiatives. OPA



The Galvanized Hoop Rack by Dero is available from BikePGH



The Three Rivers Rack is also available from BikePGH at a higher price than the standard Hoop Rack



Cultural District art rack



Flower-shaped, custom bike racks at Pittsburgh Montessori PreK-5



Mr. Roger's mural



A play-centric parklet



Overhead lighting installation



Bae Bae's Greenhouse, a 2018 pilot Spark

offers technical assistance, educational programming and other services. Artists working in the public realm should contact OPA, prior to initiating a project, for guidance with the process.

RESOURCES:

www.pittsburghpa.gov/pa-cd
www.pittsburghartscouncil.org/public-art

Spark Parklets

Spark parklets are sidewalk extensions created to expand the public realm, usually by reclaiming one or two adjacent parking spaces. Spark parklets are typically installed on a raised deck at the level of the sidewalk, and can be dismantled as needed. The City

of Pittsburgh started the Spark Program to encourage the creation of additional pedestrian space in lively business districts. Spark parklets are protected from the street by a railing or barrier and may contain plantings, furniture and other creative pedestrian amenities. Survey respondents welcomed play-centric parks on Butler Street. The City of Pittsburgh also lists the following considerations:

- Spark parklets are public spaces.
- Alcohol and commercial activity is not allowed in a Spark.
- Sparks must be removed in the winter, on some streets, as evaluated on a case-by-case basis.

RESOURCES:

www.pittsburghpa.gov/domi/right-of-way/spark.html

One Step Lawrenceville

A clear and necessary anticipated recommendation from the Streetscape Design Guidelines will be accessible entry points to neighborhood businesses. The LC will work with the Urban Redevelopment Authority (URA) to pilot and target a new One Step Program. In January 2019, the URA voted to waive the URA's Storefront Renovation guidelines to allow for exterior accessibility improvements consistent with the City of Pittsburgh's One Step Program.

The City's One Step program provides businesses and property owners technical assistance, fee waivers, and guidance to make their business more accessible to customers who use wheelchairs, scooters, and/or who have physical impediments, inspired by the idea that merely one step can be a barrier to a commercial building for customers with disabilities. Beginning in 2019, the LC and the URA will advance a targeted approach of the One Step Program in Lawrenceville, allowing for the removal barriers to make commercial businesses more accessible. Our explicit goal is to make every single building open to the public accessible—to the public.

Appendix | Launch Party Meeting Notes & Previous Studies



Launch Party Meeting Notes
Date/ Location: August 6, 2019,
Lawrenceville Carnegie Library (279 Fisk St.)

A corridor-wide, 1"=30' scale map of block-by-block improvements along Butler Street was centrally featured at the event. Participants were invited to comment on the drawing. Also on display were general Strategies and Standards, along with Place-Making Opportunity drawings. The following is a summary of feedback from the meeting.

- 1. BLOCK-BY-BLOCK / PLACE-MAKING RECOMMENDATIONS
 - At 51st, Butler and Stanton, it is hard for pedestrians to cross Stanton Avenue - bumpouts may help. Is there a way to connect Hatfield Street to Berlin Way through city-owned property behind Sunoco?



- At 46th and Butler, add a "No right on red" sign to protect pedestrians crossing. Many children coming from Leslie Park use this crossing.
- Keep truncated domes parallel to the curb.
- Are there any additional plans for the 5600 block of Butler Street in front of the Mews?
- At 48th, Plummer and Butler add a bus shelter and other amenities. Consider reworking the intersection to make the entrance to 48th Street similar to a driveway entrance. Prioritize the Butler and Plummer Street configuration. PennDOT should consider resignaling this intersection.

- In general, increase the length of bumpouts to 20' minimum from the back edge of the crosswalk.
- At 43rd St, make sure the proposed bumpout does not overly conflict with side street parking or traffic patterns. At 42nd/43rd crossings, make pedestrians more visible by installing blinking crosswalk signals.
- Create a visible connection to the river trail at 43rd Street. Stop illegal parking on sidewalks.
- At Main and Butler, make sure the proposed bumpout does not prevent west bound traffic from turning left onto Main Street. Curb cuts should be studied at Main street and reduced if possible.
- Strong support for introducing a shared street in the alley adjacent to Coca Cafe.
- Generally strong support for introducing trees along Butler Street both in sidewalks, where missing, and in new bumpouts.
- One participant asked for no bumpouts along the entire corridor and instead asked the city to build parking garages for the three districts of Lawrenceville as well as removing one lane of on-street parking and providing bike lanes.
- At 40th and Butler, the sidewalk feels cramped while waiting to cross, and it is difficult to cross this intersection with a stroller. Also, pedestrians routinely cross the street when drivers have a left turn signal. Can the signal sequence be altered to have a pedestrian only crossing time separate from vehicular traffic? Add a covered bus shelter at the intersection.
- Can we study a bumpout and raised

- walk at Almond Way? Can we explore a raised crossing somewhere along Butler Street?
- While not a part of this project, an accessible connection/ bike lane through Arsenal Park should be studied to connect to Butler Street.
- In general there was strong support for bumpouts and more trees along Butler Street. One participant asked if trees made stop signs less visible.
- Finalize the temporary connection under the bridge at 40th Street.
- Stop lights at 38th and Butler, and 39th and Butler, were requested.
- Is the valet parking at the Thunderbird legitimate? Concern expressed that all of the parking was removed on weekends.
- Bumpout at 41st and Butler would help with visibility for those waiting for the bus.

- 2. STRATEGIES AND STANDARDS
 - Strong support for the proposed public art interventions, the seating options illustrated on the precedent boards, and for including decorative lighting overhead along the Butler Street corridor.
 - Participants wanted more bus shelters along Butler Street.
 - Some participants asked for solar charging stations as a street furniture amenity.
 - Traffic calming: No beg buttons, use fixed time signals. Provide no turn on red signs at intersections to improve pedestrian safety.
 - Reference Port Authority of Allegheny County's newly-released *Bus Stop and Street Design Guidelines* in this report.

- Previous Studies**
The following neighborhood-specific resources informed this project:
 - Lawrenceville Corporation**
 - Trans Associates' Hospital District Traffic Study
 - Penn Avenue Corridor Streetscape Program
 - Allegheny Green Boulevard
 - Allegheny Riverfront Development Plan
 - Upper Lawrenceville Plan
 - Leslie Park Master Plan
 - Arsenal Park Master Plan
 - Lower Lawrenceville Plan
 - 40th Street Study, by Sam Schwartz
 - Tree Pittsburgh/City Forestry**
 - Street Tree Inventory
 - Cost figures for Street Trees
 - Qualitative/Quantitative Benefits of Street Trees
 - Cost figures for Tree Maintenance
 - Port Authority**
 - Bus Ridership by Stop
 - Transit-Oriented Development Guidelines
 - Bus Stop and Street Design Guidelines
 - Various Individual Project Plans**
 - Morgan's Barbecue Site
 - Thunderbird Remodel Plan
 - Pusadee's Garden Remodel
 - Mews on Butler Site Plans
 - Capuchins – St Augustin's Site Plans
 - Arsenal 201 Phases 2 and 3
 - Persad Center Site Plans
 - Desmone Architects Site
 - Current List of Accessible Lawrenceville Storefronts