

East Allegheny: Five Gateways Project

Northside Leadership Conference

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Project Team

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Table of Contents

	<i>page</i>
1 Canal Street/Cedar Avenue Intersection	3
2 Cedar Avenue/East Ohio Street Intersection	5
3 Cedar Avenue/North Avenue Intersection	7
4 North Avenue/East Street Intersection	9
5 East Ohio Street/East Street Intersection	11

Project Precedents



1 Canal Street/Cedar Avenue Intersection

Canal Street - Cedar Avenue Intersection Observations

Introduction

The intersection at Canal Street and Cedar Avenue marks the southern entrance into East Allegheny and serves as a portal for those entering and exiting downtown. The approach is on axis with the Sue Murray pool house and is framed by the railroad bridge overhead. The pool house is located at the southern edge of the East Commons. The East Commons is part of the Allegheny Commons which extends across much of this part of the Northside.

Upon entering the T-intersection at Canal Street the street widens between Sandusky and Cedar Avenues with a low median separating the traffic lanes. Facing the intersection is a gas station and a series of billboards attached to the rusticated wall of the railroad bridge. The billboards are on axis with Cedar Avenue which makes a L-intersection with Canal Street.

Canal Street - Cedar Avenue Intersection Scope

In addition to the following recommendations, work on the existing bridge overpass is key to the improvement of this gateway.

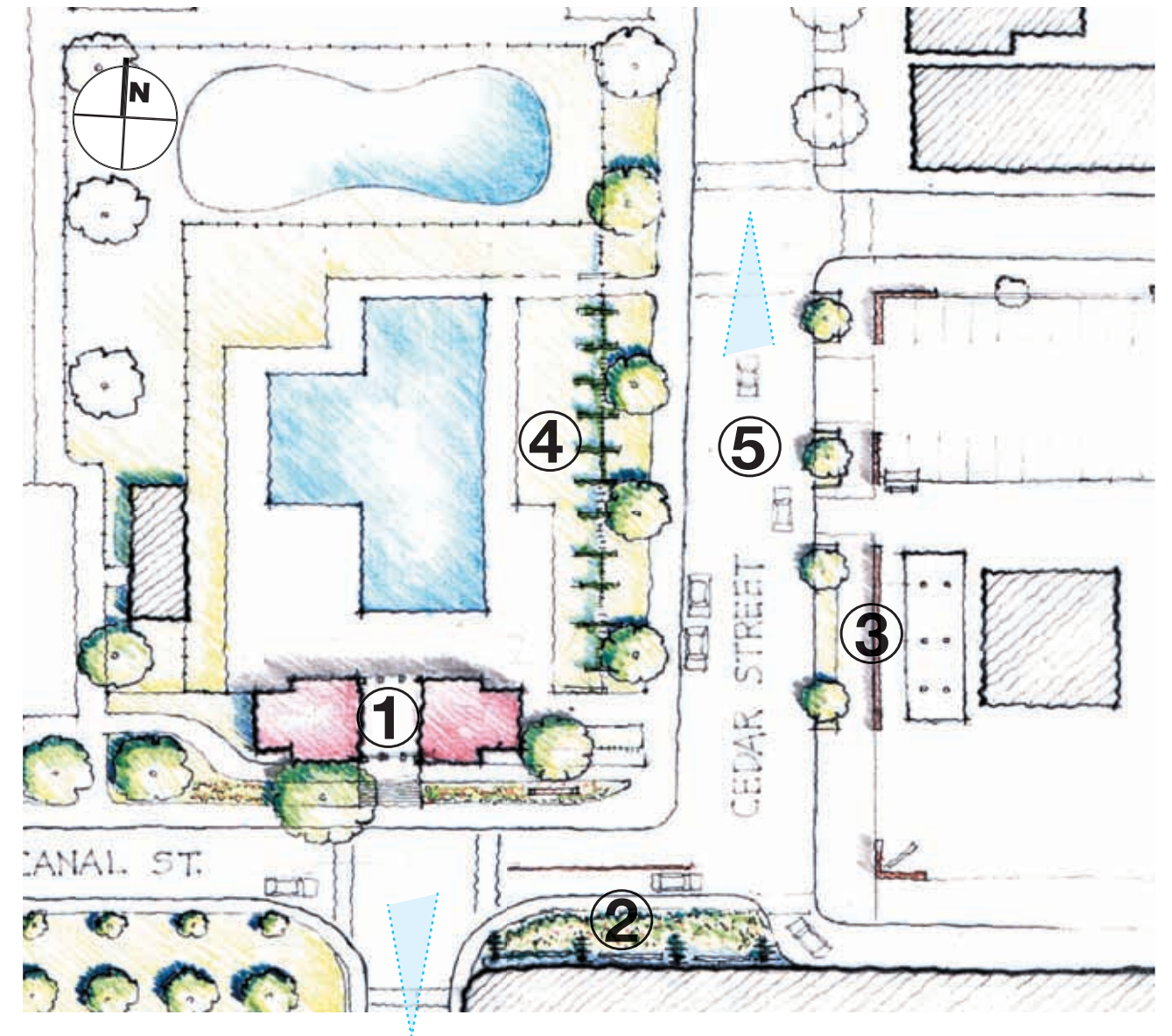
- ① **Rehabilitate existing pool house.** The existing pool house has been poorly renovated and is in need of structural and architectural improvements. One possibility for renovation is to restore the building to its original condition. This would include replacing all of the windows and doors and using a roofing material or color that is more compatible with the original.

- ② **New sidewalk along the southern edge of Canal Street parallel with the rusticated wall of the railroad tracks.** The new sidewalk would align Canal Street across Sandusky making for easier pedestrian navigation of the intersection. The new sidewalk would also allow for landscaping and new billboard frames to be placed in remaining space to address the stark nature of the existing billboards.

- ③ **Design a new wall and fence structure at the gas station and grocery store parking lot.** A low masonry wall and rail structure adjacent to the sidewalk along Cedar Avenue would help improve the street section where the buildings are set back from the street. It would make the street feel much more like Cedar Avenue as one goes north. The wall would also help to buffer the parking lot of the grocery store and the large paved area of the gas station from the street and the surrounding buildings.

- ④ **New arbor or shade structure along Cedar Avenue for the pool.** The pool currently is without any area of shade or refuge for visitors to escape the summer sun. The shade structure should be constructed of metal or masonry and should be integral with any new fence or rail that is constructed to enclose the pool.

- ⑤ **Continue street trees along Cedar Avenue to Canal Street.** The location and rhythm of the street trees that exist on both sides of Cedar Avenue as you go north should be continued south to Canal Street.



Site plan

existing conditions:



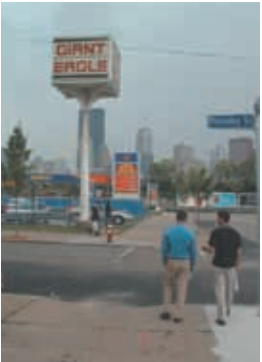


Pool House Concept • Perspective Sketch



Cedar Avenue Concepts • Perspective Sketch

existing conditions:



1 Canal Street/Cedar Avenue Intersection

Conceptual Budget Summary		Canal Street/Cedar Avenue Intersection	
Project Construction Costs		Allowance	
Poolhouse Renovation			
Masonry	repair and repoint 1side		\$20,000
Finishes	Paint		\$6,000
Windows			\$8,550
Doors			\$12,000
Specialties	Signage		\$1,200
Electrical	Exterior Lights		\$2,500
Subtotal			\$50,250
New Sidewalk along Canal St.			
Street Demolition			\$2,500
Concrete Sidewalk/Curb			\$10,000
Landscape			\$2,500
Subtotal			\$15,000
Pool Trellis			
Metals			\$25,000
Concrete Foundations			\$5,000
Electrical			\$6,000
Subtotal			\$36,000
Wall along Cedar Avenue			
Masonry			\$10,000
Metal Railing			\$22,500
Concrete Foundations			\$3,750
Subtotal			\$36,250
Street trees along Cedar Avenue			
Concrete Sidewalk/Curb			\$50,000
Trees			\$12,000
Subtotal			\$62,000
Construction subtotal			\$199,500
Design & Engineering			\$19,950
Contingency			\$5,000
NLC/URA Overhead & Management			\$2,500
PROJECT TOTAL DEVELOPMENT COST			\$226,950

Conceptual Budget Summary

Cedar Avenue/East Ohio Street Intersection

Cedar Avenue - East Ohio Street Intersection Context (see number ① for location)

Introduction

The East Ohio Street / Cedar Avenue intersection links the dense East Ohio business district with open green space of East Allegheny Commons. The gateway serves as an important node for passing pedestrian and vehicular traffic. This intersection also has the potential to draw people from the park into the business district and vice versa.

Cedar Avenue - East Ohio Street Intersection Recommendations

① Align East Ohio Street at park with East Ohio Street past Cedar Avenue and provide new street parking.

East Ohio Street widens between Cedar Avenue and Allegheny Center. The road changes from a tight two-lane main street to a fast four lane road. Curb projections would allow for parking to occur along the north side of East Ohio Street and the pedestrian experience would be greatly improved by making shorter crosswalks.

② Relocate WW II memorial.

The existing location for the World War II memorial is too close to the street, and occludes views into and out of Allegheny Commons. This is a potential safety issue as well as an aesthetic concern. Relocating the memorial to a more suitable location would open up the corner of the park, making it more inviting to pedestrians.

existing conditions:



EAST ALLEGHENY: Five Gateways

③ Create seating new corner seating at park entrances.

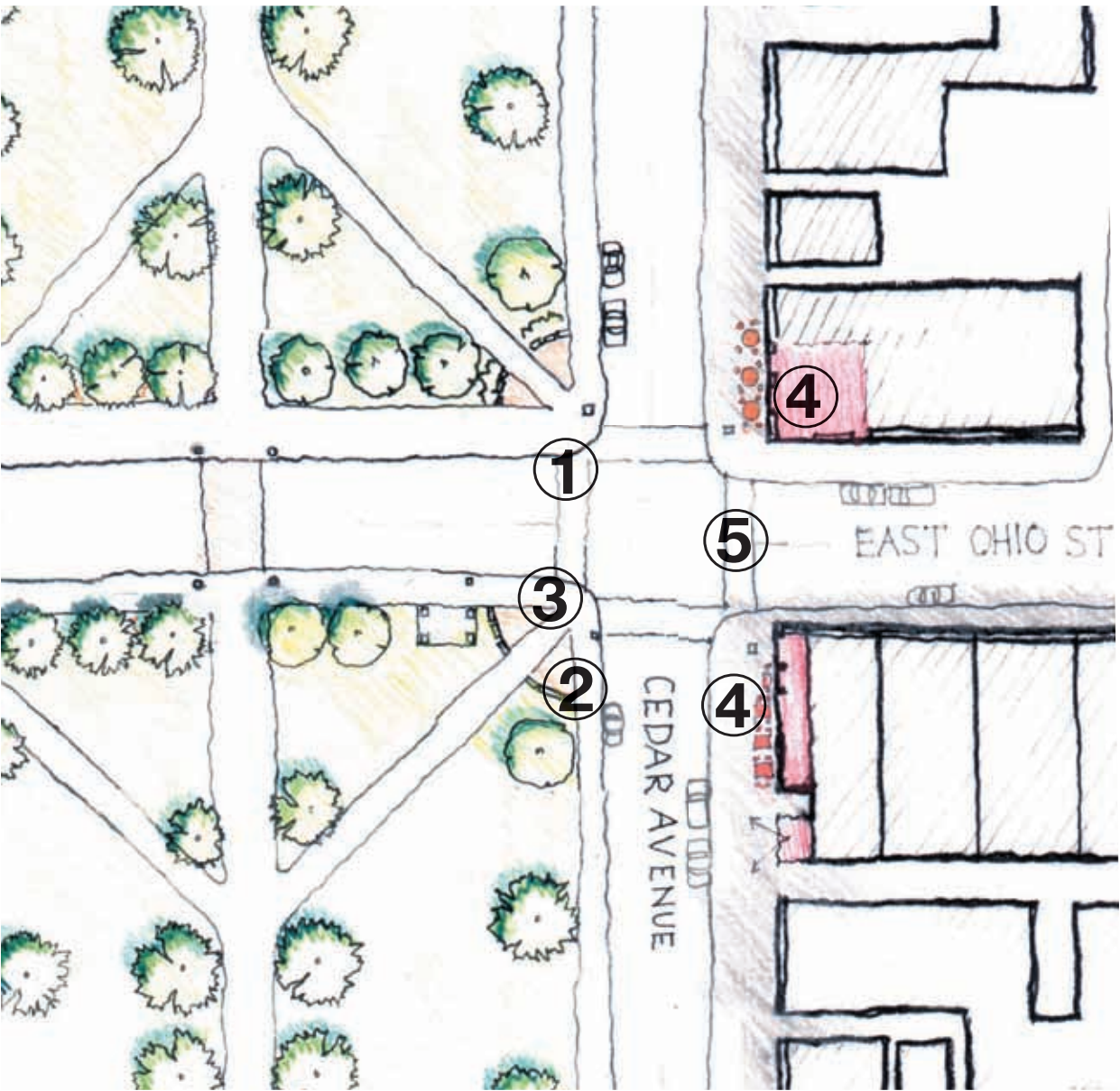
New seating areas at the corners of the park would open up the east entrance to the Commons, and provide an attractive focal point for park users. It would also attract pedestrian traffic to East Ohio Street.

④ Rehabilitate corner buildings to allow for outdoor seating.

The buildings currently located at the corner do not take advantage of their proximity to the park. The first floor of these buildings could open directly onto Cedar Avenue allowing restaurants, bars, or vendors to utilize the wide existing sidewalk for outdoor seating, and capitalize on the attractive views of the greenery. Added street life would serve as a form of advertising for the businesses along East Ohio Street and draw more people to the businesses there.

⑤ Replace existing street lighting at intersection with new city standards.

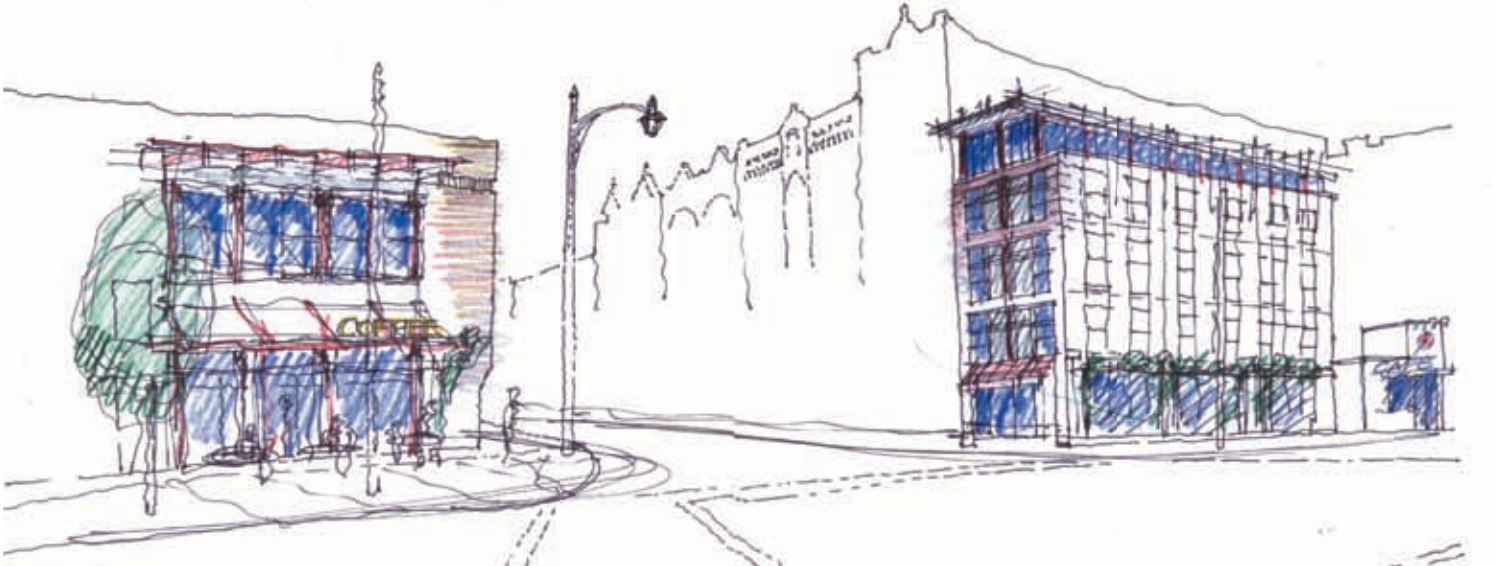
The new city street lights provide a scale and look that is more in keeping with a pedestrian friendly environment and with a historic main street. Replacing them will do much to alter the automobile dominated character of the intersection.



Site Plan



Street Concept • Perspective



Corner Buildings Concept •Perspective

existing conditions:



EAST ALLEGHENY: Five Gateways

2 Cedar Avenue/East Ohio Street Intersection

Project Construction Costs	Allowance
Align East Ohio Street	
Street demolition	\$15,000
Concrete Sidewalk/Curb	\$10,000
Asphalt	\$15,000
Subtotal	\$40,000
New corner plazas at park	
Plaza paving	\$9,600
Masonry	\$10,000
site furniture	\$10,000
Concrete	\$5,000
Subtotal	\$34,600
Bus Shelter	
Masonry	\$10,000
roofing	\$4,800
Steel	\$5,000
painting	\$1,500
lighting & electrical	\$1,200
site furniture	\$2,500
Concrete foundation	\$2,500
Subtotal	\$27,500
Construction subtotal	\$102,100
Design & Engineering	\$10,210
Contingency	\$5,000
NLC/URA Overhead & Management	\$2,500
PROJECT TOTAL DEVELOPMENT COST	\$119,810

Conceptual Budget Summary

Cedar Avenue - North Avenue Intersection Context

The context for this gateway is the hospital, park and older residences of Cedar Avenue. Issues include traffic east/west traffic flow, development of a better bus stop and park entrance design. These improvements would also include new street trees at Cedar Avenue, emphasizing the residential character that faces the Park.

Cedar Avenue - North Avenue Intersection Recommendations

- ① **Align North Avenue at the park with North Avenue**
The alignment would extend to James Street, and move the bus stop to the Cedar Avenue intersection. This improvement would properly maintain a balance between traffic, on street parking and neighborhood character.
- ② **Design new median**
A proposed median would allow safer flow of traffic turning into the hospital as well as change the character of the street as it crosses in front of the park.
- ③ **Mark the corner of the park with seating wall & bus shelter.** This improvement would take place as part of work to restore the park as proposed by the Pressley plan. The architecture of the bus stop should relate to the community's desire to restore but also improve the character of the parks edges. Improvements such as paving and lighting should be fully part of the park design standards as they are developed.

- ④ **Design wall at Moravian Way.**
A screen wall in masonry contextual to the adjacent structures is proposed for this area to visually screen the street and heal the gap between structures in this area.
- ⑤ **Plant street trees along east edge of Cedar Avenue.**



③ North Avenue/Cedar Avenue Intersection



Site Plan

existing conditions:





Streetscape Concept • Perspective



Streetscape Concept • Perspective

design/idea/inspiration palette:



EAST ALLEGHENY: Five Gateways

3 North Avenue/Cedar Avenue Intersection

Project Construction Costs	Allowance
Align North Avenue	
Demolition	\$2,500
Sidewalks & curbs	\$25,000
landscape	\$5,000
Subtotal	\$32,500
Decorative median at North Avenue	
Demolition	\$3,500
Concrete & curbs	\$25,000
Subtotal	\$28,500
Wall at Morovian Way	
Demolition	\$2,500
Masonry	\$5,000
Subtotal	\$7,500
Street trees along Cedar Avenue	
Sidewalk	\$7,500
trees	\$4,000
Tree Grates	\$4,000
Subtotal	\$15,500
Construction subtotal	\$84,000
Design & Engineering	\$8,400
Contingency	\$5,000
NLC/URA Overhead & Managemen	\$2,500
PROJECT TOTAL DEVELOPMENT COST	\$99,900

Conceptual Budget Summary

North Avenue - East Street Intersection Context

The edges of the highway directly impact the development of new gateways to North Avenue and East Ohio Street to the South. The character of the streetscape is standard PennDOT issue lighting fencing and concrete barriers. While these urban elements can be considered urban eyesores with little value to the historic fabric of the adjacent neighborhoods, they are difficult to change.

It is proposed that the character of this highway hardscape be softened through the use of lighting and conventional materials used in unconventional ways. The character of these improvements will adjust the scale of and character of the pedestrian walks making the trip across this pedestrian “no man's-land” a less intimidating experience. The result of these changes may also provide a memorable visual experience for motorists arriving in Pittsburgh, thus providing a new gateway to the City as well as the North Side.

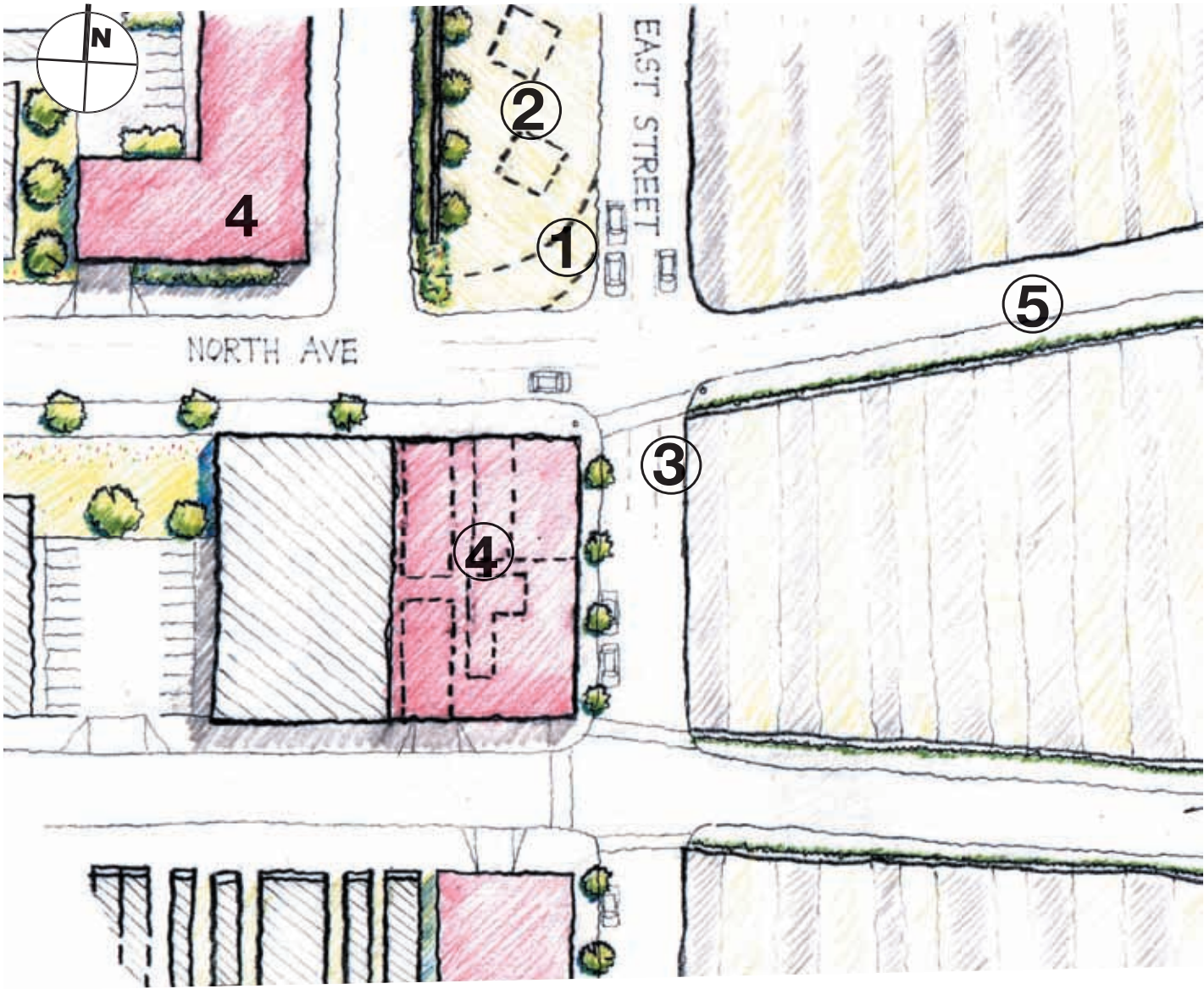
North Avenue - East Street Intersection Recommendations

- ① **Eliminate right turn island at North Avenue.**
This exit off of 279 South can be modified to slow traffic down without causing additional cueing on the ramp. The current configuration is dangerous to pedestrian traffic and allows traffic to move too quickly along North Avenue.
- ② **Place highway scale installations of art or found object in highway right of way.**
The right of way along the exit ramp is poorly landscaped and is an excellent site for a multidisciplinary art and landscape installation, using the maturing Ginko trees as a starting point.

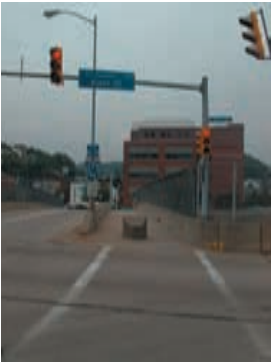
- ③ **Redesign fence at crosswalk and along East St.**
Each of the overpasses are edged in PennDOT standard concrete jersey barriers and chain link fence. As the precedents on the next page indicate, a number of designs can be developed that use the material in unexpected ways through overlapping patterns, geometry and color.
- ④ **New Development**
The vacant lot at the northwest and Southeast corners of the intersection provides a potentially valuable development site for a business that depends on easy access to the highway yet prefers to be near the hospital and adjacent business district.

All of these improvements are particularly visible to commuters to the City and create a sense of vitality at the arrival point, while also improving the pedestrian experience in this highly auto oriented area.

④ North Avenue/East Street Intersection

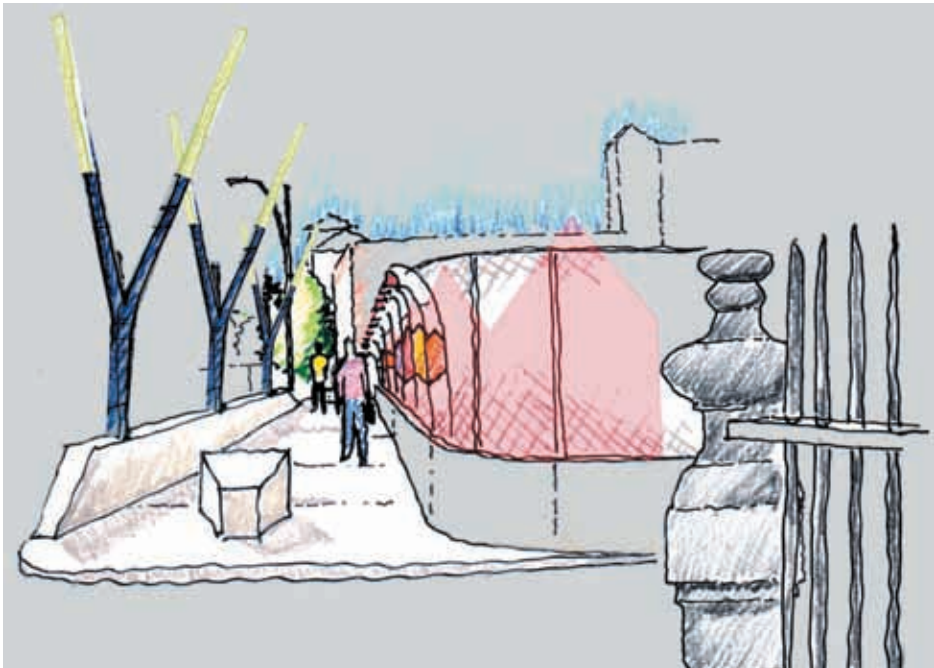


existing conditions:

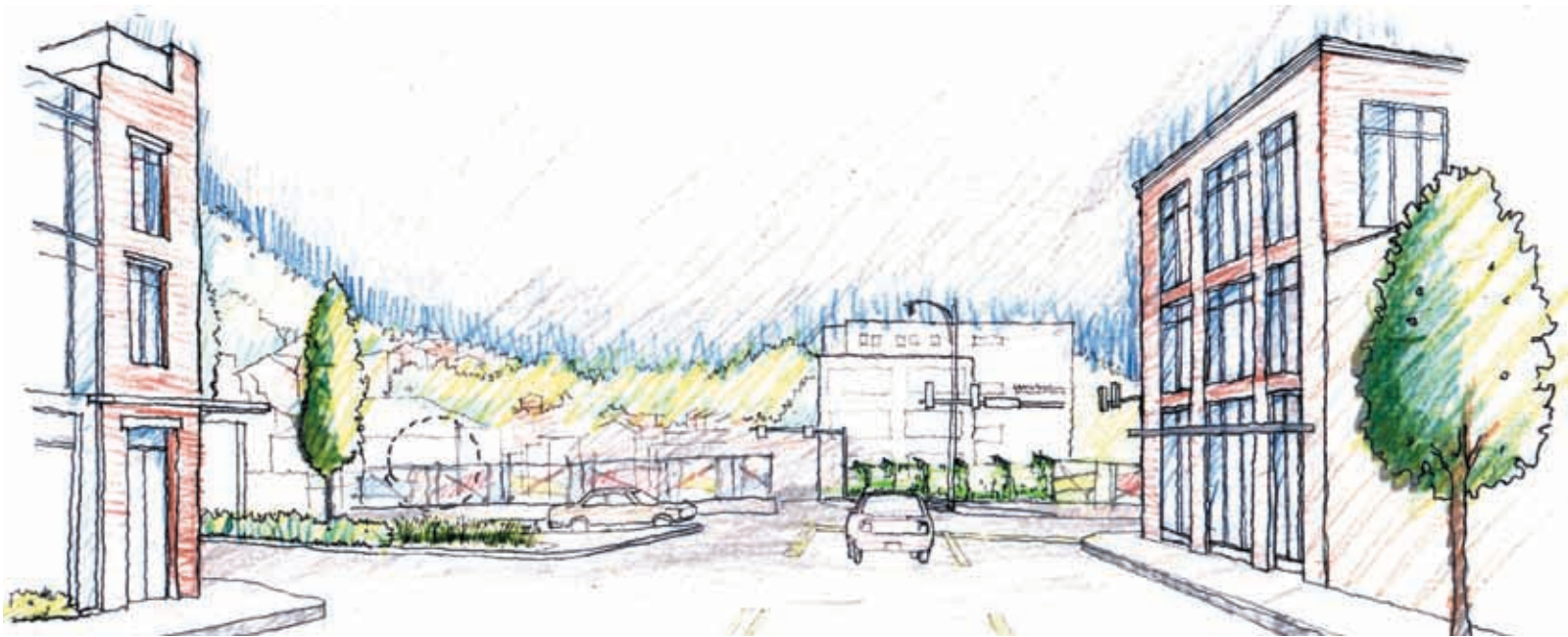


EAST ALLEGHENY: Five Gateways

Site Plan



Expressway Crossings • Sketch



Streetscape Concept • Perspective

design/idea/inspiration palette:



EAST ALLEGHENY: Five Gateways

4 North Avenue/East Street Intersection

Project Construction Costs	Allowance
Eliminate island at intersection	
Concrete & curbing	\$25,000
Painting	\$2,500
Misc. metals	\$5,000
Signage	\$5,000
Electrical/Lighting (city std UM NH Pole and special lighting)	\$50,000
Subtotal	\$67,500
New fence structure on bridge and along East Street	
Special Fencing	\$50,000
Concrete	\$5,000
Subtotal	\$42,500
Construction subtotal	\$110,000
Design & Engineering	\$11,000
Contingency	\$5,000
NLC/URA Overhead & Manageme	\$2,500
PROJECT TOTAL DEVELOPMENT COST	\$128,500

Conceptual Budget Summary

East Street - East Ohio Street Intersection Context

The character of the highway as it passes above and below East Ohio Street effectively acts as wall between the communities of the eastern Northside. While it provides easy on easy off access, it also creates an environment that is intimidating to pedestrians and hurts efforts to redevelop adjacent areas. Like North Street, the PennDOT standard barriers, fencing and lighting can be modified to create a unique and pedestrian friendly environment.

East Street - East Ohio Street Intersection Recommendations

- ① **Illuminate bridge structure from underneath.**
The character of the highway overpass is one of darkness of the mass of the overhead structure. Currently it is illuminated with as small number of high pressure sodium luminaires. It is proposed that these lights be replaced in coordination with the change over to Metal Halide (higher quality light) along East Ohio Street.
- ② **Place “light trees” along jersey barriers and replacement of the highway overpass fence.**
Like the North Avenue Bridge it is proposed that the existing fence be replaced with an innovative redesign of the chain link through overlapping patterns, geometry and color.
- ③ **Design “gateway feature” at face of highway structure.**
The bland concrete barrier edge of the bridge overpass would be redesigned as an overlay to accommodate signage, color and light, announcing the East Ohio Street Business District beyond. Symbolically this work

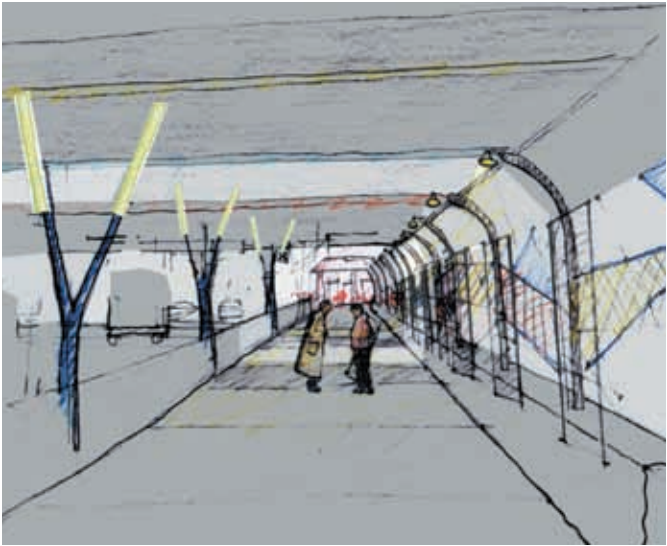
existing conditions:



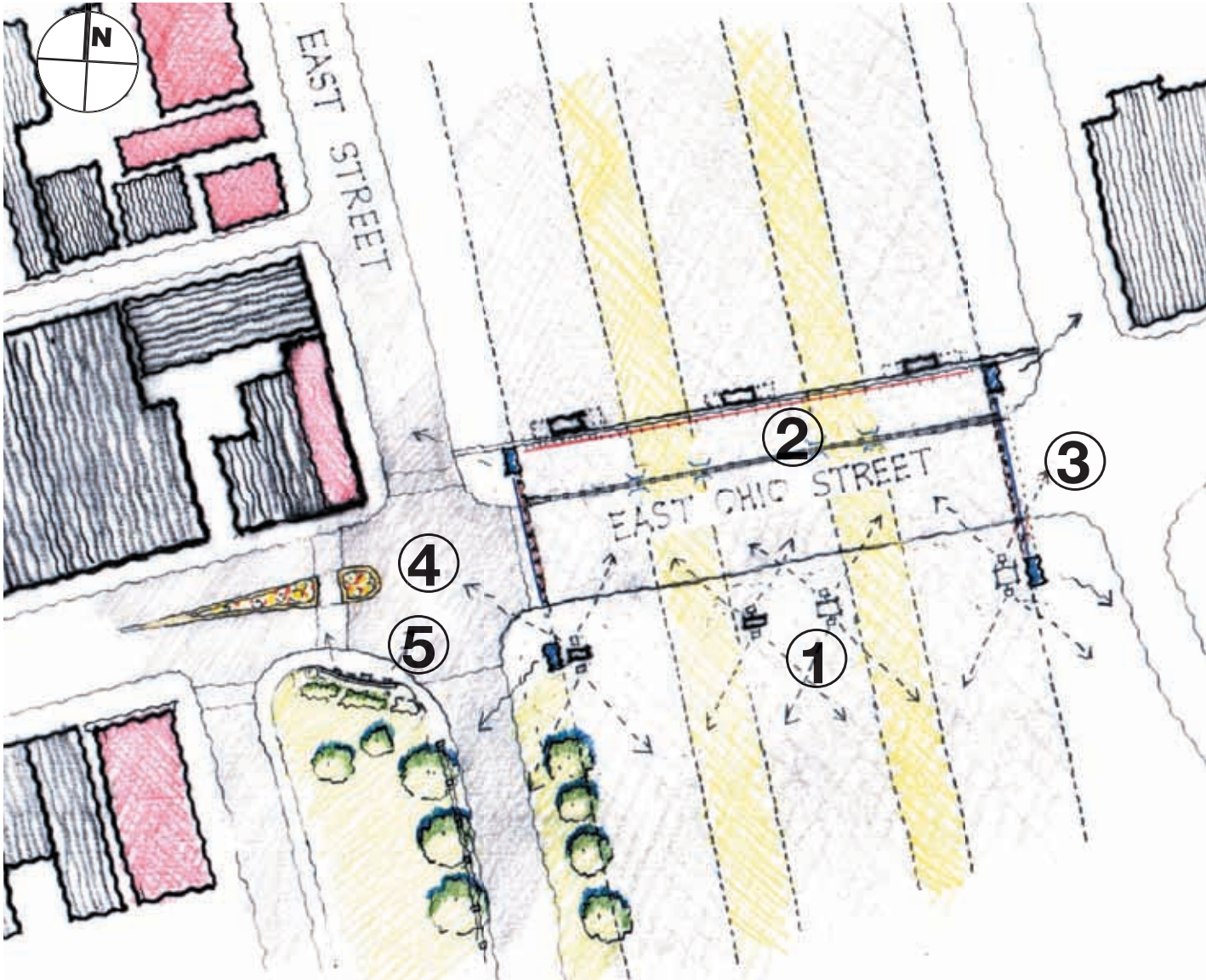
EAST ALLEGHENY: Five Gateways

reminds the motorist that the highway environment of Route 28 has ended and a slower speed business district has begun.

- ④ **Design decorative median for art or plantings.**
As part of a traffic calming and pedestrian safety strategy in the East Ohio Street Business District, a new median or island would be built that allows the slower business district traffic pattern to take hold.
- ⑤ **Provide welcome sign at East Ohio & East St.**
Many commuters use this intersection as part of their daily trip from the eastern or northern suburbs. New identification signage/wayfinding information would be incorporated into this new element located across from the new median.



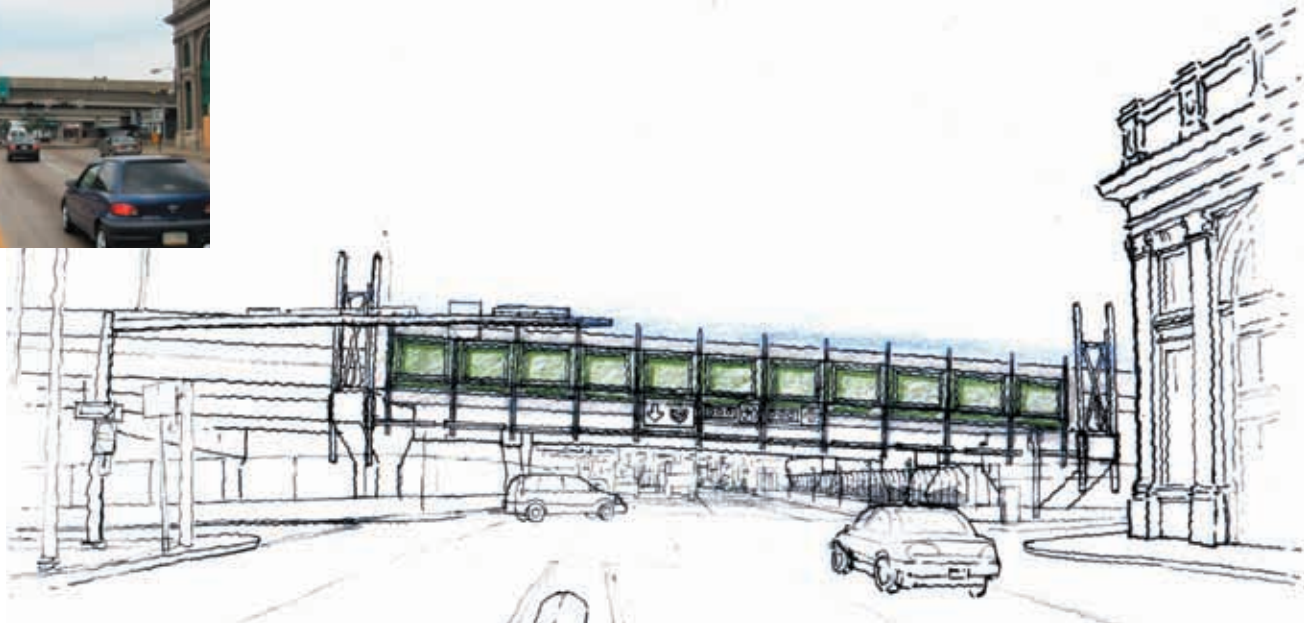
⑤ East Ohio Street/East Street Intersection



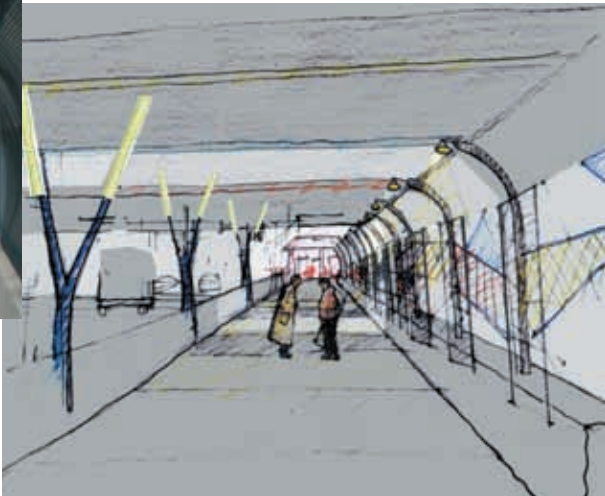
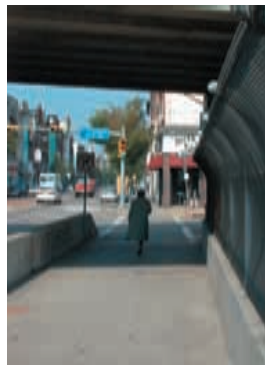
Site Plan

5

East Ohio Street/279/East Street Intersection



Perspective sketch looking west



lighting and new fencing under overpass



Streetface proposal

Project Construction Costs	Allowance
Illuminate bridge structure	
remove modify existing	\$2,500
Misc Metals (supports)	\$5,000
Painting	\$5,000
Lighting	\$10,000
Electrical/power feeds	\$5,000
Subtotal	\$27,500
New art/fence structure on bridge	
Demolition	\$5,000
Concrete Sidewalk/Curb	\$20,000
Fencing	\$30,000
Landscape	\$5,000
Subtotal	\$60,000
Gateway feature on side of highway bridge	
Signage adds/mods	\$5,000
Metals	\$20,000
Painting	\$5,000
Electrical/lighting	\$5,000
Subtotal	\$35,000
Sign at East Ohio Street/East Street Intersection	
Masonry	\$5,000
Carpentry	\$12,000
Concrete Foundations	\$2,500
Subtotal	\$19,500
Construction subtotal	\$142,000
Design & Engineering	\$14,200
Contingency	\$10,000
NLC/URA Overhead & Management	\$2,500
PROJECT TOTAL DEVELOPMENT COST	\$168,700

Conceptual Budget Summary

design/idea/inspiration palette:



EAST ALLEGHENY: Five Gateways