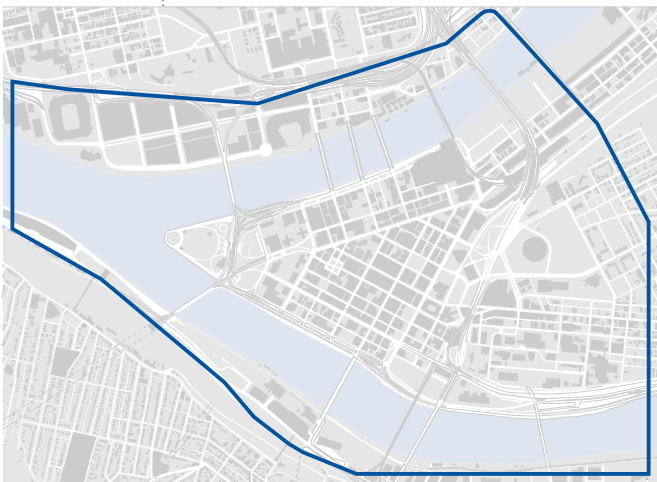


Urban Design Guidelines



The Integrating Function of Urban Design

Urban design is concerned with the physical characteristics of the city and the implications of design and planning decisions for the public realm of the city. The urban design strategy must serve as an integrating tool, which coordinates how various public and private development proposals, including transportation and public infrastructure will affect the city physically. The focus of concern is the public realm of the city: the public faces of buildings, interior public spaces, and the streets, sidewalks, parks and plazas that provide the outdoor public venues for a multiplicity of activities. The area of the city affected by these guidelines is indicated on the study area map below.



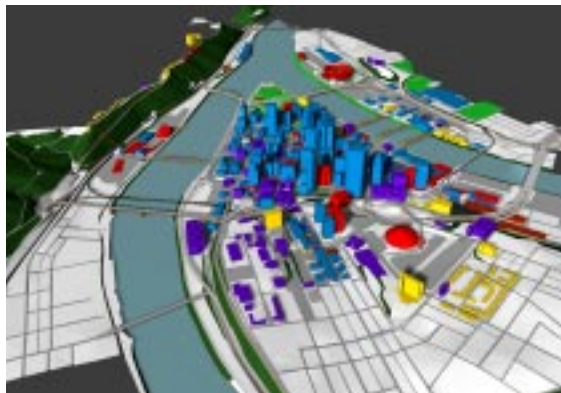
STUDY AREA MAP
(precise area to be determined):

Pittsburgh's Context and Character

The Landscape: The Three Rivers Basin

Guidelines

- The most sensitive landscape areas, both environmentally and visually, are the steep slopes and the rivers' edges. The slopes should be preserved as the green backdrop to the urban development of the city.
- Any development on these slopes should minimize the intervention - cutting of the slopes or vegetation should be avoided.
- Development of the river edges should conform to the Riverfront Design & Land Use Policies (see River Frontage)



CAD view of Downtown

The basin of the Three Rivers is the defining landscape feature for Downtown, even more so that the rivers themselves and all its elements must be considered valuable amenities to be preserved and enhanced. The landforms consist of three major elements - the floodplains and river flats, which include the major developed areas of the Golden Triangle, the North and South Shores; the steep wooded slopes and the upland terraces of Mt. Washington and the Hill and Bluff. Point Park and the Grandview Avenue overlooks are both examples of the visual importance of this set of landscape relationships.

River Frontage

Guidelines

- Riverfront developments should follow the Riverfront Design & Land Use Policies.

Pittsburgh's riverfronts, as with those of many other industrial cities are largely untapped resources. Because of Pittsburgh's three rivers, it has more river frontage within the Downtown area than any other comparably sized American city. Recent initiatives to recapture the amenity values of these riverfronts are exemplified by the Riverfront Development Policies being developed by the Department of City Planning.



Proposed Open Space Plan

Historic Street and Block Organization

Guidelines

- New buildings and developments should respect the existing organization of the city and the street and block patterns that exist.
- Superblock developments that join together one or more blocks should not be permitted.
- Where it is feasible, street grids should be extended, reestablished or newly created in areas of large-scale redevelopment.
- New buildings or pedestrian bridges should not bridge across or block access to existing streets.

Because Pittsburgh developed over an extended period of time in constrained conditions of topography, the organization of the city, its streets and blocks, is episodic and localized. There are at least five different grid organizations within the Downtown Plan study area and these local adaptations give distinct character to many of the districts of the Downtown area. These historic grid patterns typically reflect the smaller scale of both streets and blocks of older cities that make significant contributions to their pedestrian friendliness. Blocks are typically 100' x 250', and streets are usually less than 60' wide including sidewalks within the Golden Triangle which makes them quite amiable for pedestrians, but less so for cars and other vehicles.



A new street grid is proposed for the North Shore

Architectural History and Character

Guidelines

- All historic buildings within the Downtown area should be inventoried, mapped and a database created towards establishing a preservation plan.
- The first option for existing historic buildings should always be their retention, restoration and adaptive reuse; other possibilities should be considered only where that is impractical.
- In the event that it is impossible to preserve the entire building every effort should be made to retain historic facades. When this occurs it is important that the new building be constructed in a manner sympathetic to the existing facade in terms of materials, organization and design composition. Generally, there should be a setback from the historic facade and any new upward expansion of the building.

The number and quality of the historic buildings in the Downtown area are among its chief assets. Some are irreplaceable monuments, such as the Allegheny County Courthouse, but many others are less noteworthy buildings that still make significant contributions to the quality of the urban environment. These so-called “background” buildings help to maintain a continuity of pattern and texture throughout the city. All of these historic buildings also contribute to Pittsburgh's continual connection to its past, and to its quality of rootedness in place and time.



Allegheny County Courthouse

Sympathetic Infill

Guidelines

- Exterior additions to historic buildings or adjacent infill construction should be compatible with the historic character of the site, and take into account the size, proportions, facade composition, rhythm and proportion of openings, materials, and colors of neighboring buildings.
- Incorporate new on-site parking, loading docks or ramps, when required, that are as unobtrusive as possible and assure the preservation of the character defining features of the site.



New Lazarus Department Store

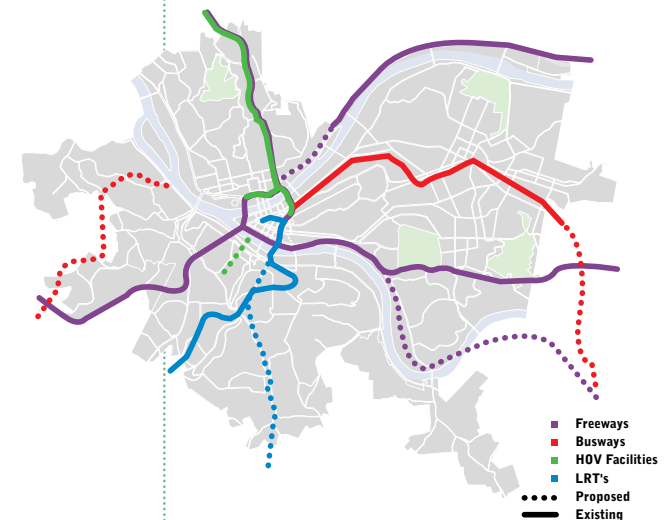
The construction of new buildings within historic districts or areas contains a significant number of historic buildings is often a difficult design problem. The demands of new construction and building programs often make it difficult for new buildings to fit in in a sympathetic manner with the existing urban fabric.

Center of a Radial Transportation System

Guidelines

- While regional links should be maintained, opportunities for reducing vehicular congestion, particularly in the densest parts of the Golden Triangle should be encouraged.
- Pedestrian movement and activities should be given the highest priority in assessing transportation and street improvements.
- New developments should emphasize mass transit over automobiles and support and connect to LRT and bus systems where possible.

Downtown is located at the center of a radial road and rail system for the entire metropolitan area. This convergence of automobile and mass transit systems provides superior access to the Downtown area and supports its role as the commercial core of the region. Attendant problems of congestion and high traffic volumes accompany these advantages, however.



Regional Access

Guidelines

- Buildings and new development projects should be sensitively designed and sited so as to preserve the key vistas and gateways that exist.
- Buildings and other structures should not obstruct the major visual gateways into the city or prominent views into or out of the core.
- Key visual vantage points such as the intersection of Market, Sixth and Fifth Avenue, which provides view out of the core of the Golden Triangle should be capitalized upon and developed as public spaces.
- New buildings should not block the view corridors defined by the city streets, either by bridging across streets or through the use of pedestrian bridges.

Gateways and Vistas

One result of the relationship of the Three Rivers Basin and the radial transportation system is that Downtown Pittsburgh is notable for the number and quality of its visual gateways and portals. The arrival from almost every direction presents the traveler with a dramatic landscape of built and natural forms that establish an entry to the city. Aside from the well-known instance of the Ft. Pitt Tunnel, other examples are the arrival from I-279 North, Bigelow Boulevard, the Parkway East and many of the bridges to the Golden Triangle. There are similarly high-quality views from many vantage points such as Grandview Avenue within the Basin.



Sixth Street Bridge

Art in Public Places

Guidelines

- As it is developed, new projects should conform to the principles advanced by the City of Pittsburgh's Public Art Initiative.
- New development projects should include works of public art into the design of the project through the integration of art and artists into the planning, and construction of these projects. Developers of new projects are encouraged to incorporate artists into the design team from the inception of planning in order to integrate works of art into the project.
- New public spaces and infrastructure improvements should have a significant component of public art to the project that has a visible presence.

Works of public art have contributed to the visual quality of Pittsburgh over a long period of time. Historically, these were often as elements of architectural ornament, or as civic monuments. More recently, they have been done as autonomous artistic artifacts. Both traditions make significant contributions to the amenity, visual texture and character of Downtown. Although Pittsburgh currently has no formal public art program, it is working to develop one through the Public Art Initiative. Numerous works of public art have been developed on individual, project-by-project basis. These works vary from individual artifacts such as murals and sculptures to larger site installations such as Allegheny Landing on the North Shore. Elements of architectural ornament can also fall under the category of public art—Kaufmann's clock perhaps being the best-known example.



Allegheny Landing

Use Public Infrastructure Improvements to Enhance the Public Realm

Guidelines

- Insure that all new public infrastructure projects meet high standards of design quality and provide significant secondary benefits in the form of major public space improvements. These projects should be subject to the same standards of Downtown design review that would be required of all other projects.
- High design standards for streetscape elements including streetlights, trees, paving, bus shelters, newsstands, newspaper boxes, pay phones, etc. should also be maintained and codified to reduce visual and physical clutter and elevate the quality of the pedestrian environment. (See Streetscape Standards)
- Public art projects should be incorporated into every major public infrastructure project such as bridges, transit systems or highways and roadways. The integration of artists, architects, landscape architects and other designers into the design team for major infrastructural projects is strongly encouraged.

There is a long tradition of using public infrastructure projects to leverage other types of public benefits such as high design quality and public space improvements. This is an international trend that is manifested perhaps most remarkably in Pittsburgh in the high caliber of bridge design or Mellon Square which was a pioneering effort in combining a below ground parking garage with a public plaza.



Boulevard of the Allies

Celebrate Pittsburgh's History and Identity

Guidelines

- New development projects or renovations of existing structures should be designed to preserve the historic resources that exist on that site and to reinforce the historical context within which they are developed.
- All projects should explore opportunities to express local history and identity through functional and ornamental design elements and works of public art.
- Local conditions of site and history should be expressed in the design of new buildings, landscapes and infrastructure.



Block House at Point State Park

Pedestrians First

Concentrated, Mixed-Use Development

Guidelines

- Support concentrated development that does not segregate uses within easily walkable areas (a ten-minute distance) adjacent to major activity centers such as large office buildings, the Cultural District and the Convention Center.
- While not segregating land uses there are areas within the Downtown area that have high concentrations of similar uses. The Fifth Avenue retail district, the Grant Street office corridor and the Cultural District are all examples of concentrated, but not segregated development.
- A mix of uses (including office, retail, housing or other uses) within a given project, whether it is a single building or the redevelopment, of a district is a goal.



Smithfield Street

The Golden Triangle is an extremely concentrated area that contains a variety of land uses within a relatively small, easily walkable area. A ten-minute walk in any direction from the center of the Golden Triangle will reach its edges. This constitutes a principle asset for the city. There is also a significant diversity of uses within the area that includes major business and office centers, retail and cultural and entertainment attractions.

Tightly Constrained Streets

Guidelines

- Give highest priority to pedestrian uses on all streets and bridges within the Downtown area, particularly on the most intensively used streets with the Golden Triangle.
- Vehicular lanes should not be added or widened, while sidewalks should be widened where possible and necessary to accommodate pedestrian volumes.
- Streetscape improvements should be a constant goal, particularly in situations related to intensive activities such as major destinations, storefront retail, transit stops and parking locations.
- Pedestrian connections to other parts of the Downtown area from the Golden Triangle should be developed and strengthened.
- New or improved streets in other parts of the Downtown area should be modeled on the existing pattern of streets and blocks that exist within the historic core of the city.



Strawberry Way

The Golden Triangle has an unusually high number of narrow streets, dating back to the 18th century origins of the city and its constrained topography. The narrowness of the streets presents both opportunities and limitations from an urban design perspective. The narrow streets, bounded by a considerable number of historic and architecturally significant buildings, create an intimate condition for the pedestrian and a high level of pedestrian activity on the street. Limitations exist, however, in terms of the access of sunlight and fresh air to some streets due to the tall buildings that bound those streets and their geographic orientation. Narrow sidewalks (averaging 12-13 feet in width) are the general rule in Downtown and along many of the most populated streets they present problems of overcrowding and congestion.

Respect the Streetwall

Guidelines

- Buildings should generally be built up to the edge of the sidewalk in a consistent plane with the other buildings on that street, with setbacks, if desirable above a minimum 4-story base.
- Other street-level setbacks, plazas and widened sidewalks from that building line should be strategically placed in accordance with an overall open space plan. These new open spaces should be located in relationship to other compatible and supportive activities and land uses such as retail, entertainment venues and transit routes.



Lazarus and GNC

The Golden Triangle continues to exhibit a pattern of streets that are strongly defined by the “streetwalls” of buildings that are built up to the edge of the sidewalk to form consistent spatial corridors. There are only a few significant “holes” in the continuous fabric of buildings that define the streets. Other areas, however, such as the North Shore and the Strip have seen a considerable weakening or destruction of the historic pattern of streets and blocks, and building wall-defined street environments.

Place Activity at the Street Level

Guidelines

- The ground floors of buildings should be encouraged to contain public or semi-public uses such as retail or entertainment uses with direct entry from the street.
- New buildings should express a principle public facade and entrance on the adjacent street and entries from parking or transit facilities should be considered as secondary.
- New buildings should have multiple entry points along the streets in both principal and secondary locations.
- Retail activities within buildings should be oriented towards the street and have direct access from sidewalks through storefront entries. Internal, vertically organized retail malls are discouraged.
- Ground floor storefront restaurants are strongly encouraged to have french doors, operable storefront windows and sidewalk cafes to increase the connection between the interior and exterior environments.

Downtown Pittsburgh is a walking city with a continuing tradition of street-level retail and well-designed building facades that present a welcoming public face to the buildings. The sidewalks remain the principle place of pedestrian movement and casual social interaction; there are few examples of situations where the major circulation systems have been raised or lowered from the street level.



Union Trust Storefronts

Develop New Public Spaces in Key Locations, but the Street Remains the Primary Public Space

Guidelines

- New public spaces should consist of renovated or enhanced streets, or strategically selected places that are directly linked to the street system. A primary opportunity is the key intersection of Fifth Avenue, Market Street, Liberty Avenue and Sixth Street.
- Generally, pedestrian ways should not be separated from streets and sidewalks, unless in riverfront parks. They should be used sparingly and only in areas of high pedestrian congestion or in the reuse of existing alleys such as Strawberry Way.
- Riverfront open space developments should be clearly and strongly linked to perpendicular pedestrian streets as stipulated in the Riverfront Design Policies. An example of this is the widened sidewalk along Seventh Street leading to the Allegheny River in front of the SMS building on the North Shore.
- The development of new districts should follow the above mentioned principles with an emphasis on traditional street and block patterns and riverfront parks, with other open spaces strategically placed and strongly linked to the street pattern.



Forbes Avenue

The streets of Downtown, particularly within the Golden Triangle remain the principle public spaces of the city. They are the continuing focus of retail activity and are the principal venues for casual public interaction. This is consistent with the American urban tradition. The other successful public spaces such as Market Square and Mellon Square are strategically placed and directly linked to the street network.

New Public Spaces

Any new public open spaces that are developed within the Downtown area should conform to the standards for Urban Open Space that have been adopted by the Planning Commission. These standards address required amenities to be paced into required urban open spaces in the downtown zoning districts. They should also be followed in the other areas of the Greater Downtown affected by these Design Guidelines beyond the Golden Triangle. The standards were developed from research conducted on the use of existing open spaces in the Golden Triangle.

Urban Open Space Standards

- 1 tree (6" caliper minimum at time of planting) for every 1,000 s.f. of required open space to be planted in at least 250 cu. ft. of soil; 3'-6" minimum depth; to be located within open space.
- A minimum of 25 linear feet of seating for every 1,000 s.f. of required open space which should be more than 12' and less than 30' in height and not less than 16' in depth. Seating more than 28' in depth and accessible from two sides should count double. Moveable chairs are encouraged and will count as 2½ linear feet.
- At least half of required open space should be at street level.
- At least ¼ of the required open space should be either provided as water or landscaped with groundcover, shrubs or flowers.
- One water tap for every 5,000 s.f. of each landscaped open space.
- One garbage receptacle for every 5,000 s.f. of each physically separated open space.
- Space less than 6' wide may be counted as urban open space at the discretion of the Planning Commission.



One Oxford Center Plaza

Public Spaces in Relation to the Street

Guidelines

- New public spaces should contain direct access from the adjacent streets. They should be open along the adjacent sidewalks and allow for multiple points of entry. They should also be visually permeable from the sidewalk, allowing passersby to see directly into the space.
- If there are substantial changes of grade (more than four feet) between the sidewalk and the open space there should be numerous entries along the sidewalk. Stairs should be generously proportioned and provide landings every four feet of elevation change to provide visual connections between the interior and the sidewalk.
- Walls, fences and dense planting that visually secludes the interior space from the sidewalk should generally be avoided.



Mellon Square

Public Seating

Guidelines

- Wherever possible provide seating adjacent to bus stops.
- New public spaces should provide as many seating opportunities as possible.
- Planter walls should be set at a maximum height of 3'-6' to allow for their use as seating.
- Moveable chairs and sidewalk cafes are encouraged.

Publicly accessible places to sit in the public realm are important not only as basic amenities, but also in sponsoring causal public interaction. Seating can be both formal and informal, park benches on the tops of garden walls or the entrances to public buildings. The stairs at the entrance to the City-County Building provide ample casual seating in addition to hosting many political demonstrations.



Market Square

Public Spaces for Public Buildings

Guidelines

- Major new public facilities such as stadiums, convention centers new municipal buildings should have clearly defined and significant public spaces associated with their principal entrance and facades. This is particularly true in the case of large event venues such as stadia and convention centers because of the need to accommodate large groups of people at one time.
- These public spaces should be designed in such a manner that they are amenable and flexible for small, informal use as well as for large assemblies.



City-County Building

Public buildings, such as stadiums, convention centers and new municipal buildings often support public events and activities outside as well as inside the facility. Because of the need to accommodate large gatherings outside of the buildings such facilities need to provide appropriate open space adjacent to their entry points.

Use Urban Monuments and Wayfinding Systems to Develop Clearer Pedestrian Orientation

Guidelines

- Use all of the tools of urban design to support a clearer sense of visual and spatial orientation. This should include building location, massing and design, ornamentation and elements of landscape design and public art. Fifth Avenue Place is a good example of a building that serves as an orienting monument while Kaufmann's clock is a smaller scale device that serves the same function.
- Streetscape designs should include a system of pedestrian wayfinding signs, kiosks and other environmental graphics to supply directions to the pedestrian. This should be done in a comprehensive and unified manner for the entire Downtown area.



Kaufmann's clock on Fifth Avenue

One of the results of the number of narrow streets and the discontinuous grids within the core of the Golden Triangle is the disorientation experienced by many people, particularly infrequent visitors. Visual and architectural elements can, however provide locational landmarks that provide points of orientation for the pedestrian. These elements can range from the small scale of Kaufmann's clock to monumental buildings like the USX Tower.

Insure Adequate Light and Air at the Street Level

Guidelines

- Where it is consistent with the downtown zoning, buildings should be set back from the street above the fourth story to permit the greater penetration of light and air to the street level.
- Open space designs should recognize the specific conditions of each local condition and design accordingly. Parks and plazas should be sited to maximize the available sun exposures; preferably not on the north side of large buildings.

Another result of the many narrow streets, lined by relatively tall buildings is that certain of them receive very little sunlight and are susceptible to degraded air quality from motor vehicles.



Fouth Avenue

Trees

Guidelines

- While it should be a general goal to plant street trees on all streets, not all streets or open spaces may be appropriate for street tree planting because of lack of available sunlight or other microclimatic limitations; tree planting should be focused on streets with good local growing conditions.
- Properly sized planters, whether above or below grade should be provided in order to allow trees to grow to acceptable sizes (minimum size: 5'x5'x3.5').

Trees make significant contributions to the visual qualities of streets and other public open spaces. They also make measurable contributions to improving environmental conditions by providing shade and wind protection. Trees are however, often difficult to grow successfully in dense urban conditions such as the heart of the Golden Triangle and complex measures need to be taken to insure that they grow and thrive.



Grant Street

Design Standards

Promote Contextual Design

Guidelines

- New development projects should strive for a contextual approach to design that would support and respond to the previously delineated principles in the sections: Pittsburgh's Context and Character and Pedestrians First. A contextual design approach is not intended to necessarily mean a historicist approach, but rather one that is sensitive to the surrounding urban, built and natural conditions.

Contextually sensitive design projects respond to the built and natural environments within which they are constructed. Context can be broadly interpreted as referring to the existing and historical character of the surrounding built and natural environment. Such projects may reflect an historical architectural style, but may also use a more modern idiom. Contemporary examples of this approach within the study area are the CNG Tower, the SMS building on the North Side and the new Alcoa headquarters.



First Avenue

Sustainable Design

Guidelines

- New buildings and the adaptive reuse of historic buildings should as much as possible use green building technologies for mechanical systems, energy needs and construction materials.
- The adaptive reuse of the valuable historic building stock is an effective sustainable practice and is encouraged.
- The development of new districts or larger site plans should utilize site development technologies that conserve resources and reduce environmental impacts.
- An emphasis should be placed on the use and development of mass transit and pedestrian systems, and the reduction of automobile use wherever possible.

Generally speaking, one can argue that most efforts to reinvigorate and reuse the central city are inherently sustainable initiatives.

Encouraging the concentration of development can help to curb urban sprawl, and capitalizing on the existing infrastructure of buildings, roads, utilities, etc. is an effective approach to recycling and resource conservation. Another important tenet of most descriptions of sustainability is the notion of preservation of historical and cultural resources and the preservation of the “sense of place” of a locality. These concepts are clearly delineated elsewhere in this document.

The manner in which new projects are developed can, however, establish a relationship between the notions of conservation and preservation and the application of new building technologies that are more environmentally benign. The adaptive reuse of the Burke building for the



Burke Building

new headquarters of the Western Pennsylvania Conservancy well represents this approach.

Reduce the Visual Impact of Parking

Guidelines for Parking Garages

- Facades should be treated with high quality materials and given vertical articulation and emphasis. The facade should be designed so as to visually screen cars at street level. Sloping interior floors should not be visible or expressed on the exterior face of the building.
- Retail storefronts or other business uses should be placed at the street level along the principal street and are encouraged along all adjacent streets except service alleys.
- Pedestrian entries should be clearly visible and architecturally expressed on the exterior of the building. Expression of the vertical pedestrian circulation (stairs and elevators) on the exterior of the garage, and in particular at the corners is encouraged. The vertical circulation should not be located in the center of the garage so that it is difficult or circuitous to locate.
- While it is important to provide adequate interior lighting for safety and comfort, it should be controlled to avoid spill out on the adjacent streets creating excessive glare.
- Off-street bicycle rack parking is encouraged.



Oxford Garage

While it is clearly an important and necessary element of the overall Downtown transportation system, parking lots and structures can have serious negative visual and environmental effects. Because they are utilitarian elements, parking lots and garages often do not receive the same level of design attention as other types of land uses. While they may not merit the same level of materials and finishes that a major building would, care in the use of basic design elements can make a significant improvement. The recently constructed parking garage on Oxford Center is a good example of this principle.

Guidelines for Parking Lots

- A minimum 30 square feet of landscaping should be provided for each parking space. Required landscaping should take the form of planter strips, landscaped areas and perimeter landscaping. The landscaping should be dispersed throughout the parking lot, but must also extend along the entire frontage of adjacent streets, except for entry points. Planter strips, landscaped areas, and perimeter landscaped areas should have a minimum width of five feet.
- The existing street wall should be maintained along the principal street frontage in developed areas and established in new districts or developments. Tools for accomplishing this can include walls, fences, rows of trees, hedges or any combination of these elements.
- While it is important to provide adequate interior lighting for safety and comfort, it should be controlled to avoid spill out on the adjacent streets creating excessive glare.
- Off-street bicycle rack parking is encouraged.



Boulevard of the Allies parking lot

Insure a Welcoming Public Face to Buildings

Guidelines

- New buildings should be open and inviting in both their principal and secondary facades.
- Entries should be generously proportioned and visually transparent so as to encourage connections to the public realm.
- Decorative and functional elements such as signage, awnings, and ornamentation should be used to create human scale elements on the facades and to further encourage openness.

The facade of a building, particularly at street-level has a direct effect on its relationship to the public realm. Its qualities of openness, detailing, setbacks and ornamentation contribute to how welcoming a presence it presents to the passerby.



CNG Tower on Liberty Avenue

Avoid Blank Walls

Guidelines

- Blank, unfenestrated walls should not be permitted along public streets, but may be placed along alleys and service lanes. Particular care should be taken in the design of parking garages to create a contextually appropriate facade and, at a minimum, functionally designed ground-floor retail space along the principal street frontage.
- Loading docks and garage entrances should not be located on the major pedestrian street side of new buildings. Driveways and porte-cochere entries should provide equivalent sidewalks and pedestrian connections to the street.
- Retail storefronts are strongly encouraged along the ground floor (and second level where appropriate) of all new and renovated buildings within the core retail district. These should be visually transparent to the interior with large areas of window display and should provide for direct entry from the sidewalk.
- Store display windows should be lit at night so as to contribute to ambient street lighting and a livelier presence. Pull-down doors that cover the entire storefront are discouraged; visually open grates and grilles are preferred for security where needed.

Buildings with large areas of blank walls, without windows, doors or retail storefronts, constitute a deadening presence along a pedestrian street. There is no sense of life or activity within the building and no connection between the interior and exterior environments. Consequently, there is a greatly reduced level of liveliness on the street and sidewalk in front of such buildings.



Third Avenue service street

Create a Strong Link Between Interior/Exterior Public Spaces, Sidewalk, and Streets

The strong spatial connections, between the public right-of-way of the street and the interior public spaces of the building are enduring characteristics of the best urban buildings. Notable examples exist among Downtown's public and private buildings such as the Allegheny County Courthouse, the City-County Building, the Union Trust building, Oxford Center and many others.

New buildings should make every effort to link the interior public spaces directly to the sidewalk, street and outdoor public spaces through design as well as programming. Placement of entries, level changes, windows, doors and other elements should be used so as to clearly and seamlessly link interior and exterior public space.



City-County Arcade

Give Buildings Tops

Guidelines

- In addition to the above mentioned concerns for the way in which new buildings meet the ground and the public realm, the top of any new building should be designed to meet the sky in an elegant manner. This is particularly true for taller buildings or those in a landmark location.
- Alternative uses for building roofs such as terraces and roof gardens are encouraged.

Many of the most significant works of architecture in the Downtown area have distinctively designed tops which serve as identifying features and contribute to the high quality of the city skyline. This is within the traditional tri-partite pattern of tall building design that provides for a differentiation between the base, middle and top of each building.



City skyline

City of Pittsburgh
Department of City Planning
200 Ross Street, 4th Floor
Pittsburgh, PA 15219

Tom Murphy. Mayor