

OHIO PYLE DESIGN GUIDE



SHELTERED BY NATURE
Guidelines for a Sustainable Future



Prepared by T&B Planning, Inc.
March 25, 2010

OHIOPLYE

DESIGN GUIDE



SHELTERED BY NATURE

Guidelines for a Sustainable Future

March 25, 2010

Prepared for

The Joint Master Plan Steering Committee of the
Borough of Ohiopyle and Ohiopyle State Park

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Acknowledgements

Public participation and stakeholder involvement were key components to preparing this Design Guide. Appreciation is extended to each person who participated in the public opinion surveys and spent time talking with the authors of this document about their ideas for Ohiopyle's future.

A special thank you is extended to members of the Ohiopyle Joint Master Plan Steering Committee. Those individuals provided assistance and support to the Design Guide preparation process. The Joint Master Plan Steering Committee was made up of representatives from:

- Ohiopyle Borough Council
- Ohiopyle Borough (several residents and business owners)
- Pennsylvania Department of Conservation and Natural Resources (DCNR)
- Pennsylvania Department of Community and Economic Development (DCED)
- Pennsylvania Department of Transportation (PennDOT)
- Pennsylvania Environmental Council (PEC)
- Progress Fund Trail Town Program
- Redevelopment Authority of the County of Fayette (RACF)



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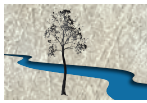
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PREFACE

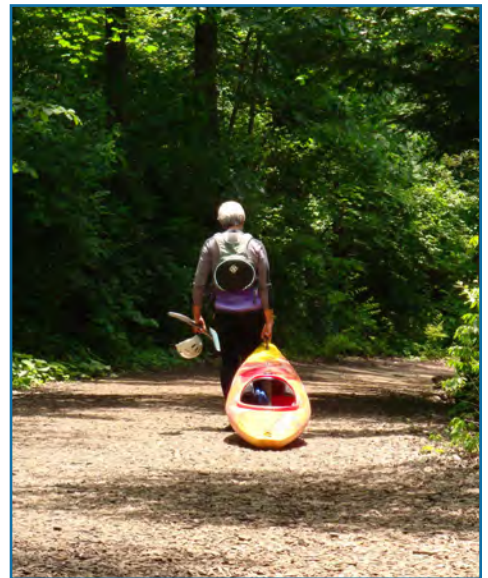
Preface

Ohiopyle Borough and the surrounding area of Ohiopyle State Park (together, referred to as “Ohiopyle”) have been visited by millions of people. For those who have been here, they cherish a vivid memory of the Ohiopyle experience – its stunning natural setting, charming character, and outdoor adventure lifestyle.

The Ohiopyle of today has been influenced by its transition over time – from agriculture and exploration, to mining, lumbering, milling and railroading, to tourism and recreation. Most of all, Ohiopyle’s character has been shaped by human relationships with nature and the personal commitments of those who have called it home. Looking forward, Ohiopyle will continue to evolve; but, in what directions and toward what goals?

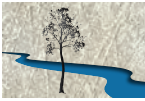
These questions were explored over a number of years through a public participation and stakeholder involvement process, which culminated in a planning effort called the *Ohiopyle Joint Master Plan and Implementation Project*. The planning effort focused most intensively on the central activity areas of the Borough and the ways in which they complement and support tourism activity in the State Park. Within the pages of this Design Guide, a future *vision* for Ohiopyle is described. By using this document and applying its recommendations, the community will continue to transition over time, in ways that are:

- purposeful,
- complementary,
- environmentally sensitive,
- sustainable, and
- desired by both residents and visitors.



This Design Guide is intended to be used by people who are working in Ohiopyle to renovate or rehabilitate existing structures, are planning for new construction, have decided to make improvements to property, or are reviewing plans for approval. Through small changes, each contributing to a common goal, the spirit of this Design Guide will be realized.

The use of this Design Guide is voluntary. It carries no legal weight or regulatory authority and does not replace the Ohiopyle Borough Zoning Ordinance, which remains in full force and effect. The Zoning Ordinance has, however, been recently amended and this Design Guide serves as its companion to illustrate some of the ways the ordinance can be implemented. Nonetheless, this Design Guide contains voluntary recommendations and does not impose any requirements, restrictions, or zoning standards.



SECTION I - INTRODUCTION

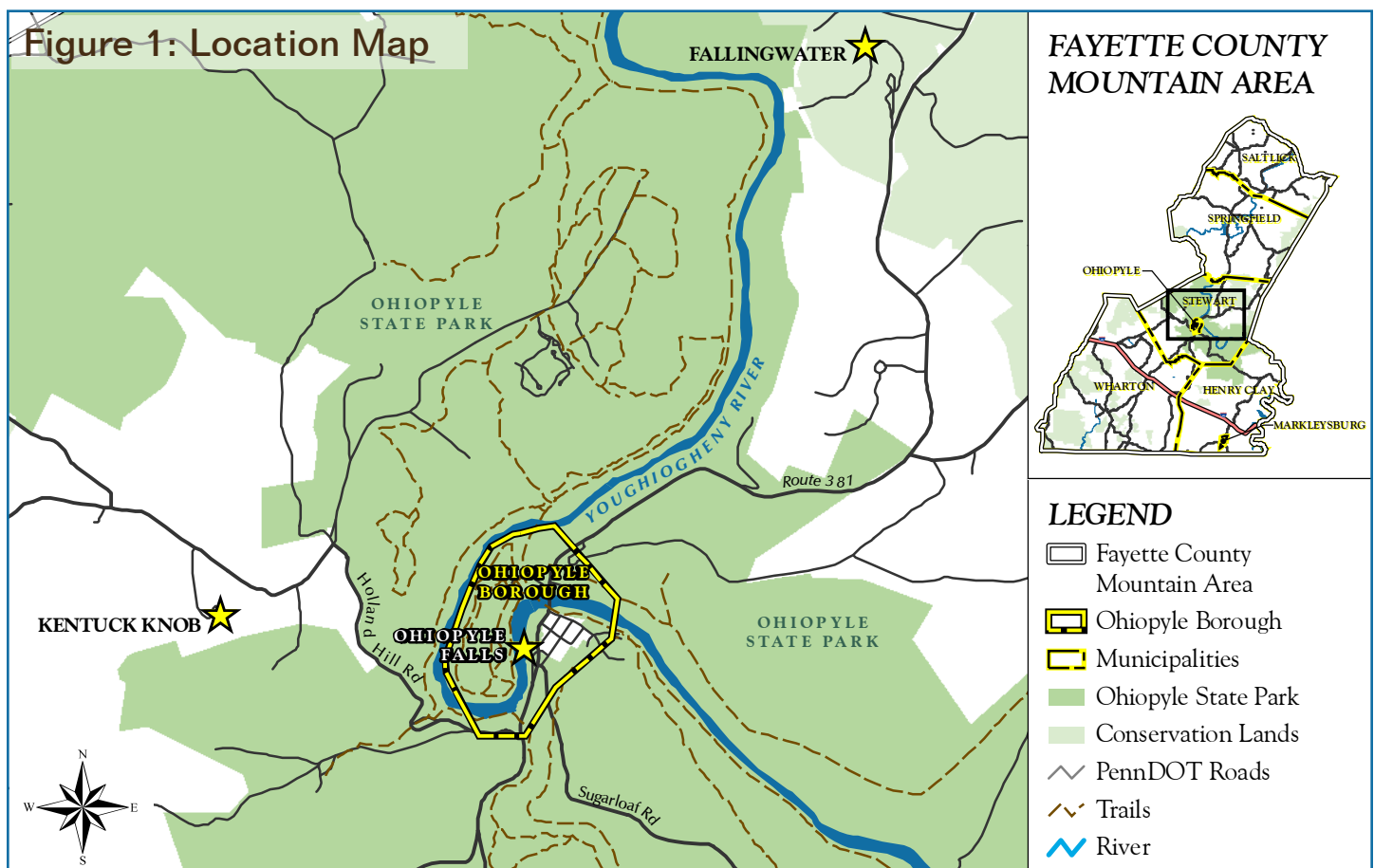
SECTION I - INTRODUCTION

Location

Ohiopyle Borough is located in southwestern Pennsylvania's Appalachian Mountain Region, approximately 50 miles southeast of Pittsburgh. It is situated in eastern Fayette County and is surrounded by Stewart Township and Ohiopyle State Park. The setting is unique because Ohiopyle Borough is the only local municipality in Pennsylvania (and perhaps the United States) known to be completely surrounded by a state park.

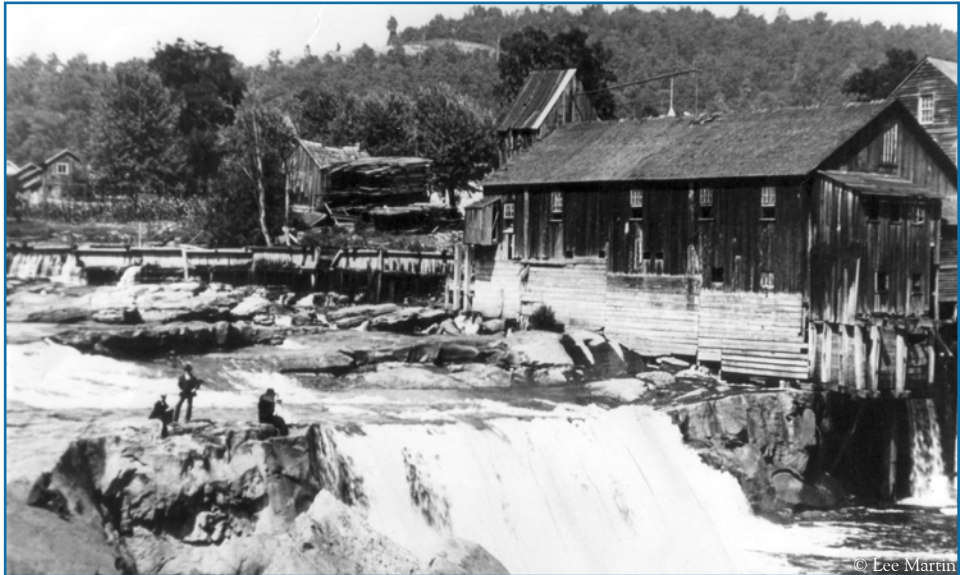
Regional access is provided by the Pennsylvania Turnpike and U.S. Route 40 (The Historic National Road). From these routes, local roadway access is provided by Route 381, a designated Pennsylvania Scenic Byway. Regional bicycle and pedestrian trail access is available via the Youghiogheny River Trail, part of the Great Allegheny Passage (GAP) rail-trail connecting Pittsburgh to Cumberland, Maryland. Backpackers and hikers can also reach Ohiopyle via the Laurel Highlands Hiking Trail.

The Youghiogheny River (the Yough) and its Gorge pass through Ohiopyle, providing outstanding recreational opportunities and scenic qualities. Ohiopyle Falls is a centerpiece attraction; the roaring waters of this wide waterfall have mesmerized millions of people who have stood near its 15-foot drop. Being situated in the Yough Gorge, the Borough of Ohiopyle sits at a low point in a region of rugged topography. The surrounding area is a mountainous landscape with thick, forested cover. As such, Ohiopyle is truly sheltered by nature.



Ohiopyle – Its Past

Ohiopyle's form and function have developed over more than a century. The following is a brief summary of historical events as described by Marci Lynn McGuinness in her book series "Yesteryear in Ohiopyle and Surrounding Communities" and in "The Explorer's Guide to the Youghiogheny River Region, Ohiopyle, & S.W. Pennsylvania's Villages" by McGuinness and Bill Schonage.



The Stewarts built the large Grist Mill along Ohiopyle Falls which reined on the Youghiogheny River for approximately 65 years. Photo circa 1890.

The area of Ohiopyle was settled around 1770. At that time, people sustained themselves by farming, hunting, fishing, and gardening. Several water-powered grist and saw mills (for grain and timber) were built on the Youghiogheny River and its tributaries in the late 1770s to early 1880s. The area quickly became known as Falls City.

Beginning in 1850, Falls City and surrounding mountain properties were purchased by Andrew Stewart, a retired United States congressman who was born and raised in the region. Stewart built a grist mill on Ohiopyle Falls, laid out the town roughly in square blocks, and began constructing houses and selling them to his workers. He was influential in bringing the B&O Railroad to town in 1871 and converted a large barn into the Ohiopyle Hotel (1870), just north of the train station at the 'top' of Ferncliff Peninsula. Tourists began arriving by railroad from Pittsburgh.

By 1879, a large four-story hotel, The Ferncliff Hotel, was built on Ferncliff Peninsula. An archway and long boardwalk led travelers from the train stop to the hotel. Visitors sat on the riverbanks and played in the cool waters. This hotel and some associated cabins were the only structures ever built on the Peninsula.

The coal and coke boom and mining and logging in the Youghiogheny River Gorge over the next decade caused the town's population to grow to approximately 800 persons. In 1891, Falls City was incorporated into a Borough and its name was changed to "Ohiopyle," (from the Delaware, Shawnee, and Iroquois Native American Indian word "Ohiopelhelle" meaning "water whitened by froth"). In 1906, electricity was supplied to the town when the Kendall Lumber Company harnessed the water power of Ohiopyle Falls. In 1911, a Western Maryland Railroad Station was built on the south side of the Youghiogheny River (this is today's Laurel Highlands Visitor Center) and a railroad bridge was erected over the river. Tourism continued to thrive through about the early 1920s.

"Youghiogheny" refers to "a river or stream flowing in a roundabout course." The river was named by Native Americans referring to the Loop surrounding the Ferncliff Peninsula.

SECTION I - INTRODUCTION

Automobiles became popular in the 1920s and 30s and because they had difficulty climbing mountains—combined with the Great Depression—tourism in Ohiopyle dropped off dramatically. The Ferncliff Hotel was soon abandoned, and in 1936 flooding washed away and destroyed the grist mill on the Falls and several other structures. Many residents left town to find work elsewhere.

In 1951, the Ferncliff Peninsula and Ohiopyle Hotel were purchased by Edgar J. Kaufman (owner of the nearby Fallingwater residence designed by Frank Lloyd Wright), who then turned them over to the Western Pennsylvania Conservancy (WPC). In 1958, the WPC announced plans to preserve the Youghiogheny River Gorge from logging and mining. The Mellon Trust Fund awarded the WPC funding to plan and develop a park in Ohiopyle, and to acquire land. The government acquired land and used its eminent domain powers in many cases. Seventeen homes and buildings were removed from near the present-day Falls Area Overlook; owners of these structures were forced to relocate.

In the 1960s, sewage and water plants were built to stop pollution of the river. Lands making up Ohiopyle State Park were purchased by the Commonwealth of Pennsylvania. Tourism began to increase again and outdoor adventure companies (“outfitters”) started to re-invest in the town. In 1963, visitors were first taken down the Youghiogheny River’s whitewater rapids commercially. In 1968, 5,000 people were given guided tours down the river—95,000 in 1978, and 150,000 by 1982. Tourism continues to grow.

Figure 2: Ohiopyle Timeline

1700s and before	Area is a hunting ground for Native Americans who named it “Ohiopehelle” meaning “water whitened by froth” or “beautiful falls and white frothy water”	1951	Edgar J. Kaufmann purchases Ferncliff Peninsula and Ohiopyle Hotel, turns them over to the Western Pennsylvania Conservancy (WPC)
1770-1800	Settlers arrive / Grist and saw mills first built on the Yough and tributaries around Falls City	1958	WPC announces plans to preserve the Yough River Gorge from logging and mining
1850	Former congressman Andrew Stewart purchased land in and around Falls City	1964	Ohiopyle Hotel renovated by WPC, and then subsequently lost by fire
1870	A new Ohiopyle Hotel built by Congressman Andrew Stewart’s family after his death. The original hotel was a remodeled barn.	1960	Sewage and water plants built; river water becomes cleaner
1871	B&O Railroad comes to town	1963	First commercial guided raft trips begin
1879	Congressman Andrew Stewart’s family built the grand Ferncliff Hotel after his death, according to his plans	Mid 1960s	Commonwealth of Pennsylvania purchases land from the WPC and private owners to form Ohiopyle State Park / Many homes and businesses were removed from the newly designated park land
1891	Falls City incorporated into a Borough, name changed to Ohiopyle	1972	Ferncliff Peninsula declared a National Natural Landmark
1906	Kendall Lumber Co. produces electricity for its saw mill and the town of Ohiopyle	1992	Ferncliff Peninsula declared a State Park Natural Area
1911	Western Maryland Railroad Station and railroad bridge across the Yough built	1990s	Recreation tourism continues to increase
1936	Johnstown Flood washes away and destroys grist mill on the Falls and other buildings	2008	Ohiopyle Borough and State Park begin Joint Implementation and Master Plan Project



© Marci Lynn McGuinness

The Ferncliff Hotel, 1879



© Marci Lynn McGuinness

The Ohiopyle Hotel, 1905



© Andy Stewart

Congressman Andrew Stewart, circa 1825, approximate age, 33. Twenty-three years later, he bought up Ohiopyle (Falls City) and worked for decades to build bridges, hotels, homes, and mills, while fighting to bring the B & O Railroad to town. This original portrait still hangs in the Stewart family home.



© Marci Lynn McGuinness

The B&O Railroad Station, 1887

LARGE ESTATE FOR SALE.

OF THE LATE HON. ANDREW STEWART.

The undersigned offers for sale, on favorable terms, the following property, in Fayette County, Pa., &c.

- 30,000** Acres of Agricultural and Mineral Mountain Land on and near the line of the Pittsburgh, Washington and Baltimore Railroad, in quantities to suit purchasers—liberal time on payments allowed. Much of this land is improved and under cultivation; heavily timbered and well watered. Good mill sites.
- 25,000** Acres of Mineral and Timber privilege.
 - 1** Blast Furnace, in prime order, with new and modern Blowing Machinery, now producing 10 tons per day of superior metal, with a large body of Mineral and Farm Land attached.
 - 1** Glass Works, with extensive coal privileges, and 19 Town Lots in Perryopolis.
 - 4** Saw Mills with Timber Lands contiguous.
 - 1** Grist Mill, and Lumber Machine Shops attached, at the Falls of the Youghiogheny River, on P., W. and B. R. R., all new and in good order; driven by three superior Turbin Wheels.
 - 1** Water Power Site, on the Youghiogheny River and P., W. and B. R. R. The best water power in the country. A fall of 87½ feet of the entire water of the river available.
- 500** Town Lots in the new and flourishing town of Fall City, adjoining the last two lots above.
 - 1** Large New Hotel in Falls City.
- 26** Houses and 8 vacant Building Lots in Uniontown, Pa.
 - 1** Large College Building, "Madison College," and Land attached, in Uniontown, Pa. The Fayette Springs Property, embracing 2 Hotels and lands attached; a watering place of established reputation.
- 1,200** Town Lots in Cumberland, Md.
- 5,820** Acres of Land in Iowa, Wisconsin, Kansas, Indiana, and Missouri.
- 45** Acres of Land in New Jersey, on the Delaware River and West Jersey Railroad, nine miles from, and in sight of, Philadelphia.

For particulars, address

D. S. STEWART,
Uniontown, Fayette County, Pa.
© Andy Stewart

In the 1900s, the wealthy replaced passenger train travel with automobiles. The tourist boom dwindled in Ohiopyle and the Stewarts sold their vast holdings.

SECTION I - INTRODUCTION

Ohiopyle – Its Present

Tourism

The Pennsylvania Department of Conservation and Natural Resources (DCNR) has identified Ohiopyle as a visitors' portal to the Laurel Highlands region. It currently welcomes about 1.5 million visitors each year. In comparison to Ohiopyle Borough's 80 permanent residents, the visitation number is staggering.

Visitors to Ohiopyle are largely drawn by outdoor recreation opportunities available in the State Park, including hiking, mountain biking, kayaking, and whitewater rafting. Others simply come to watch the water of the Youghiogheny River rush over Ohiopyle Falls. Visitors to the riverbank make use of natural rock outcrops and clearings while enjoying the outdoors. The public is welcome to explore the riverfront, lounge on benches and rocks along the river's edge, and wade in the water (where it is safe, upstream from the waterfall). The Ohiopyle experience is strongly defined by these activities, whether one participates or watches from afar.



Because numerous other tourism activities are within a short driving distance, Ohiopyle is typically not the sole destination of regional travelers. Most visitors stay in Ohiopyle no more than one day. Parking for day visitors has been a long-standing issue of concern for Borough residents. Although parking lots are available in the State Park, these lots overflow and many people park on Borough streets (anywhere they can find a space) and walk to their destination.

Being a designated Trail Town along the Great Allegheny Passage, Ohiopyle also attracts a large volume of bicyclists and pedestrians. They can almost always be seen riding and walking on Borough streets to and from the Youghiogheny River Trail and across Route 381 to the Ohiopyle Falls viewing platforms. Reducing conflicts between vehicle, bicycle, and foot traffic and improving safety of the circulation system are additional long-standing community goals.

Land Use and Character

Ohiopyle Borough is approximately 260 acres in size. About 178 acres of the Borough is publicly owned as part of Ohiopyle State Park and another 30 acres is made up of the Youghiogheny River. Of the remaining 52 acres, about 30 acres are used for roads and trails and 22 acres are developed or available for development. It is these 22 acres that are focused on most intensely by this Design Guide.

The Borough's central activity node is located southeast of the Youghiogheny River. In this area, the streets are arranged in a modified grid pattern. Sherman Street, Negley Street, and Sheridan Street act as pseudo-main streets and together form an "I" pattern. These streets currently contain the main activity functions for residents and visitors. Public buildings and spaces include the Ohiopyle Stewart Community Center, a U.S. Post Office building, and the Fire Department. A community park called "Stewart Place on the Green" is situated between Sherman and Grant Streets, south of

Lincoln Street. Almost every street in the Borough contains a mixture of residential and commercial structures, some historic and some contemporary.

North of the Youghiogheny River, along Garrett Street, are a few commercial businesses, a change house, a vacant mixed-use structure, and several occupied residential homes. This area is physically separated from the Borough's main core by the river and an active railroad track.

As mentioned, tourism is essential to Ohiopyle's local economy. This being the case, many businesses cater to the tourist community. Some of these businesses are housed in commercially-built structures, while others are located in buildings repurposed for commercial activity, including former homes, a former school (now the Ohiopyle Stewart Community Center), and a former buck wheat grist mill (Potter's Mill, now serving as a retail store for the Laurel Highlands Outdoor Center).

The collection of buildings and public spaces in Ohiopyle has resulted from more than 150 years of influence by historical events, the personal convictions, preferences, and desires of property owners, as well as human response to the natural surroundings and climate. As such, the built environment exhibits an eclectic character. Buildings vary in architectural style, age, size, and construction materials. Most buildings appear custom-built; however, there are a few prefabricated structures scattered throughout the community. This seemingly random mix of building form and function is authentic to the Ohiopyle experience. It is expected, and it is liked.

Nature heavily influences Ohiopyle's character. Accents placed around the community include benches, bicycle racks, signs, and planter boxes made of wood and/or rock. There is no formal landscape pattern. Public art includes a mural of bicyclists painted beneath the Youghiogheny River Trail bridge and carved rock art at Stewart Place on the Green.



"Ohiopyle, Pennsylvania remains one of the country's wonderful hideaways." - Marci Lynn McGuinness

SECTION I - INTRODUCTION

Figure 3: Existing Conditions (2009)





A

Youghiogheny River's Edge



B

Ohio Falls



C

Bicyclists on Route 381



D

Stewart Place on the Green



E

Laurel Highlands Visitor Center



F

Visitor Parking Lot on Sheridan



G

Potter's Mill and Gazebo



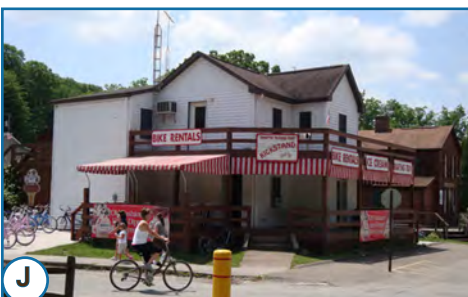
H

Negley Street Outfitters



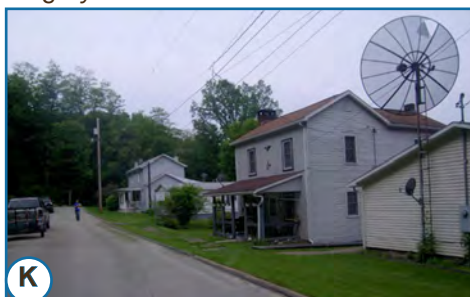
I

Sherman Street



J

The Kickstand



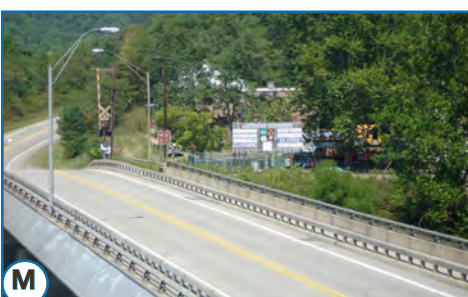
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Blaine Street



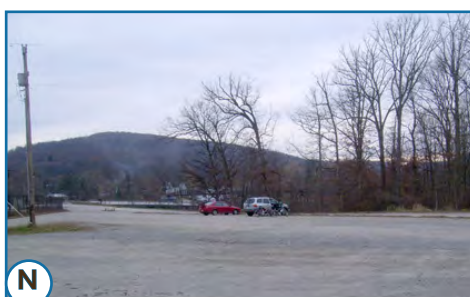
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Wilderness Voyageurs



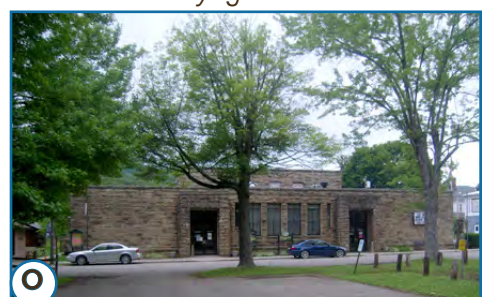
M

Route 381 Bridge



N

Ferncliff Parking Lot



O

Community Center

Ohiopyle's Future: A Shared Vision

A vision for the future of Ohiopyle keeps its sensitivity to the natural setting, quaint charm, and outdoor adventure lifestyle. It will continue to be a special place in the Laurel Highlands and a beacon to outdoor enthusiasts. Its authenticity as a place with a rich history immersed in nature will be obvious, but the town's character will not be stuck in the past. It will continue to change, in positive directions.

Ohiopyle will become a model for sustainable living, with respect to the Environment, the Economy, and Social Equity (the 3Es). It will continue inspire its residents and visitors to be good stewards of the natural environment. Future development and renovations will complement the landscape, be powered with renewable energy (wind, water, solar, geothermal), and use environmentally-sensitive building materials and sustainable products. Recyclable materials (plastic, metal, and paper) will be retrieved for recycling. Water will be collected in rain barrels and reused. Runoff from streets and parking lots will filtered through rain gardens, bio-swales, and porous surfaces before seeping into the river.

Property owners, business owners, and residents will be proud of their community and will take steps to improve its character. Visitors will be welcomed and the privacy of residents will be protected. Public spaces will be safe and inviting. Parking and travel by car, foot, and bike will be improved and made safer. Historic properties and memories will be preserved, and new ones will be created.

The river will continue on its course.



SECTION II - DESIGN GUIDELINES



SECTION II - DESIGN GUIDELINES

Purpose of this Design Guide

One of the best ways to protect and enhance a community's authentic character is to make sure that new development connects positively with the existing community fabric—buildings, landscaping, signage, parking and circulation patterns, etc.—and reflects the future vision for the community as desired by its residents and visitors. This can be done by placing development in proper locations, by using architectural styles and exterior building finishes that are suited to the community, and by designing signs, fences, walls, landscaping, lighting fixtures, and other features in ways that reinforce the desired character. This Design Guide contains recommendations about how to best do this in Ohiopyle.

This document was written with the recognition that property owners have the right to use their properties any way they choose, in accord with governing laws and regulations. The pages that follow, therefore, offer general guidance to Ohiopyle and its stakeholders for sustainability, aesthetics, and community character. The intent is for Ohiopyle Borough and DCNR to set an example by renewing public spaces like Stewart Place on the Green, public streetscapes, signs, lighting, and landscaping, in ways that complement and build upon the existing community character and Ohiopyle experience. It is the hope that private property owners will be inspired by public projects and the text and illustrations of this Design Guide to improve their properties, which contribute to the Ohiopyle experience for all.

This Design Guide is intended to be used when deciding how to:

- Renovate the exterior of an existing building.
- Design and construct a new building.
- Install landscaping.
- Design and install a new sign.
- Make changes to streets, parking lots, and pathways.
- Design and install outdoor amenities (benches, bike racks, etc.).

"Our customers give us continuous feedback on the way the town has remained the same with respect to looks, atmosphere, and building structures. Many have stated that they don't want a modern look; they enjoy the woodsy and old-fashioned, laid-back feel of the area." – E.J. and Patti Sherry of Fox's Pizza Den

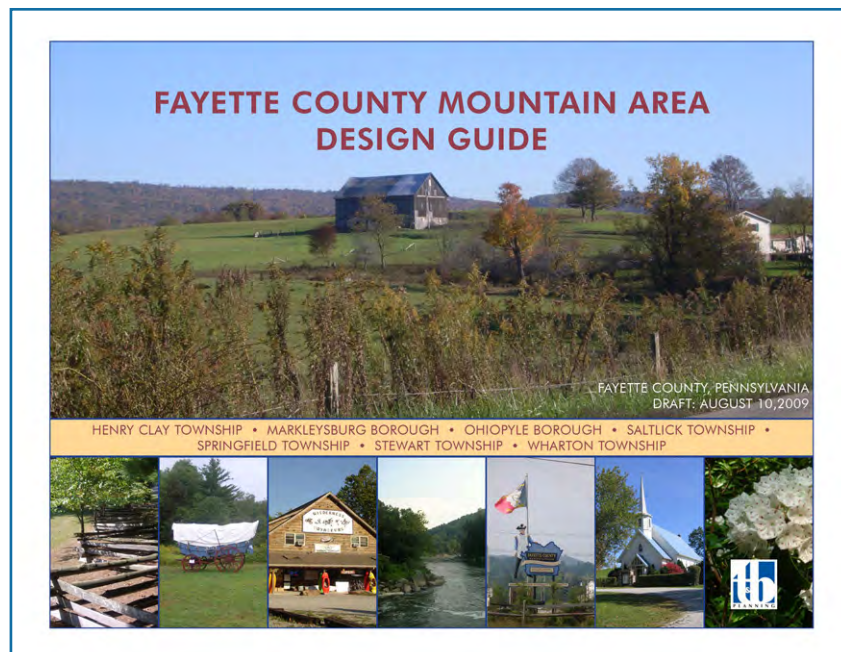
Legal Authority / Relationship to Zoning

This document does not impose any legal requirements, restrictions, or zoning standards. Ohio-pyle's zoning ordinance governs its land use and the Pennsylvania Uniform Construction Code governs building construction. The application of zoning to the extent that it can be used to protect community character and scenic quality is encouraged by this Design Guide, but the recommendations in this document are not zoning.

The design guidelines presented in this document have been prepared as a set of voluntary recommendations and not as enforceable requirements. For this reason, the use of this Design Guide is strictly voluntary. However, all property owners, investors, builders and contractors, and design professionals (engineers, architects, etc.) are encouraged to consider the recommendations given in this document and to positively contribute to the shared vision for Ohiopyle's future.

Relationship to the Fayette County Mountain Area Design Guide

Ohiopyle Borough participated in the Fayette County Mountain Area multi-municipal comprehensive planning process from 2007 to 2010. Many of the recommendations in this Design Guide build upon those found in the Fayette County Mountain Area Design Guide, which was prepared to accompany the Mountain Area's Multi-Municipal Comprehensive Plan. The recommendations included in this Ohiopyle Design Guide are written specifically for Ohiopyle, and therefore are more detailed than those contained in the Fayette County Mountain Area Design Guide.



Municipal Capacity

Under existing conditions, Ohiopyle Borough has a low capacity for assuming any increased municipal responsibility. There are little to no human resources available in the current municipal government structure to handle increased maintenance responsibilities, parking enforcement, refuse removal, etc. Any recommended design improvements that would require increased municipal responsibility would need to be matched with a strategy or program for the funding of long-term care and maintenance.

Organization of This Design Guide

The design guidelines are presented in two parts:

Part A: General Design Guidelines for...

- Maintaining and Enhancing the Ohiopyle Experience
- Improving Circulation and Parking
- Achieving Sustainability
- Preserving Memories and Ohiopyle's History

Part B: Area-Specific Design Guidelines for nine (9) geographic areas of the Borough

Part A: General Design Guidelines

Information gathered from public opinion polling (2009) suggests that manmade elements in Ohiopyle should be:

1. indicative of an outdoor adventure lifestyle;
2. highly complementary to and sensitive of the surrounding natural environment;
3. unpretentious and non-ornate in style and detail;
4. easy to maintain;
5. built with materials that have natural exterior finishes (wood, stone, etc.);
6. quaint, warm, and welcoming in appearance;
7. harmonious as a collection without being identical in type and style; and
8. of contemporary construction, yet respectful and reflective of Ohiopyle's historic character.

Guidelines for...

Maintaining and Enhancing the Ohiopyle Experience

The Ohiopyle Experience begins with a person's entry into the community and continues during their stay in town, whether they are passing through, visiting for a short time, or calling Ohiopyle home. This section addresses several ways that manmade elements can complement the natural setting, eclectic charm, and outdoor adventure lifestyle, which have become defining characteristics of the Ohiopyle Experience.



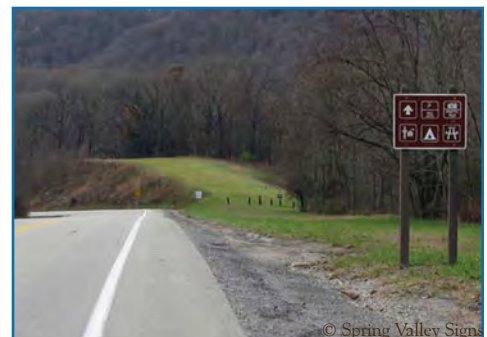
Welcome / Directional Elements

Primary Entry & Directional Signs

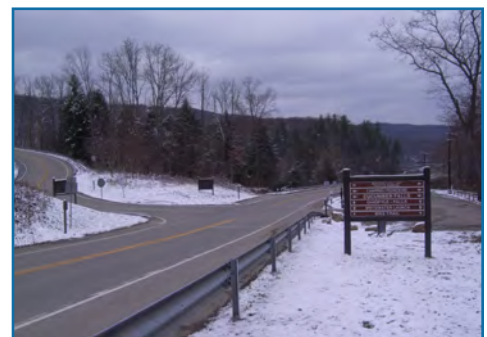
Ohiopyle is a special place, nestled in a gorge and sheltered by a mature landscape. As such, long vistas into Ohiopyle from the roadway system are absent. Just before approaching Ohiopyle, visitors and residents should have sense that they are about to arrive.

Currently, there are several signs indicating entry into the State Park (brown wooden signs with yellow carved text). There is also a "Welcome to Ohiopyle" sign in the Borough alongside Route 381, designed with an interchangeable copy board and small business placards. This existing sign is nicely designed, but it announces arrival after people have already arrived in town. Therefore, primary entry signs on the Route 381 northbound and southbound approaches would greatly enhance the welcoming atmosphere and sense of arrival.

DG1: Install primary entry signs on the Route 381 northbound and southbound approaches into Ohiopyle. These signs will welcome arriving motorists, provide a sense of arrival, and establish an expectation for drivers to slow their travel speeds before reaching town.



Proposed site for a northern entry monument; Route 381 north of the Borough

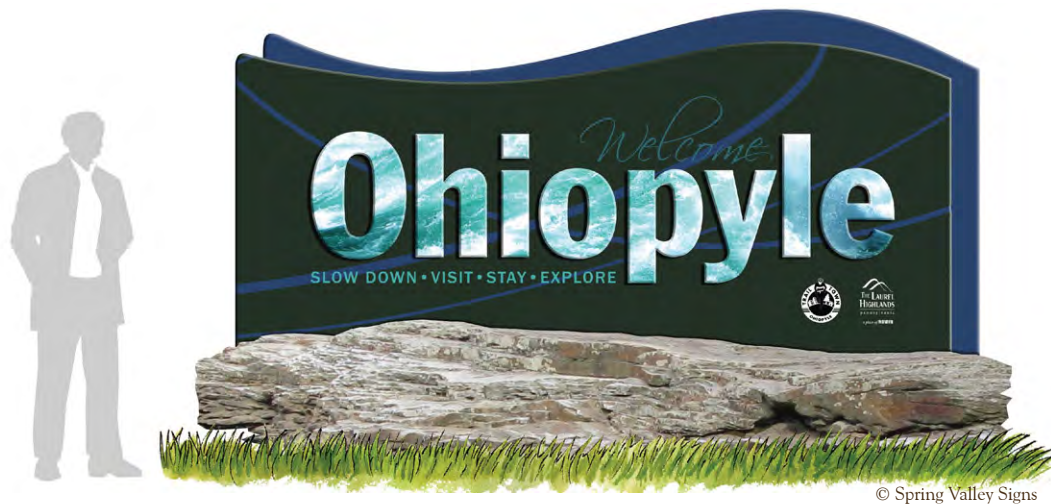


Proposed site for a southern entry monument; Route 381 near Kentuck Road

SECTION II - DESIGN GUIDELINES

Design Elements for Primary Entry Signs* include:

- A rectangular sign shape with a curved top to reflect the river's course and surrounding mountain landform.
- Natural colors of the sky, forest, and/or river (blue, green, brown, white).
- The word "Welcome" to indicate arrival.
- The word "Ohiopyle" as a three-dimensional graphic reflecting the river's whitewater.



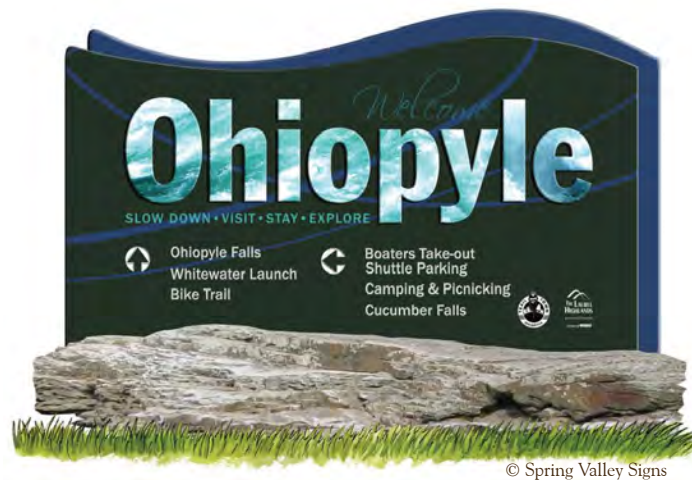
- Additional words of importance, such as Slow Down; Visit, Stay, Explore.
- The Ohiopyle Trail Town logo and the Laurel Highlands logo.
- Base with the appearance of river rock found in the Youghiogheny River.
- Durable and non-reflective construction materials to withstand local weather conditions, limit maintenance requirements, and reduce glare.
- No artificial lighting. If lighting is added, use a soft, low-angle uplight.
- Large size to reflect the hierarchy of this sign in comparison to other signs that visitors will encounter, yet unpretentious in scale as perceived in relation to surrounding natural features.

DG2: If directional information is needed in addition to a welcome message, slightly modify the design of the Primary Entry Sign to include directional information to parking areas of main attractions.

**Note: The sign illustrations depicted for Design Guidelines DG1 through DG4 were produced by Spring Valley Signs in Farmington, PA. Final size, materials, and design of entry monuments and signs may differ from these depictions; however, the manufacture of the signs and monuments shown is limited to Spring Valley Signs.*

If directional information is added:

- Position directional information below the “Ohiopyle” graphic.
- Use a typeface with easy readability and simple sophistication.
- Space text and graphics to avoid a cluttered appearance on the sign.



Secondary Directional & Information Signs

Once a visitor has arrived, they should be able to find parking lots and safely navigate to their destinations by foot or bicycle. That being the goal, however, it is important to keep in mind that part of Ohiopyle’s appeal is its small scale and the allure to wonder along its streets and pathways in a casual, exploratory fashion. For this reason, directional and information signs will be strategically placed and will not be abundant. The main purpose of these signs will be to present information in an organized way to improve the awareness of direction and all that Ohiopyle has to offer.

DG3: Provide directional and information signs* in limited, strategic locations. These signs will direct visitors to specific amenities, including food, retail, outfitters, lodging, attractions, restrooms, river access, the visitor center(s), trail heads, etc.

Design Elements include:

- Double-post mounted sign.
- Posts constructed of wood or a modern material that appears wooden. If a more rugged appearance is desired, encircle the base of each post with a loose arrangement of river rock masonry.
- Sized at a scale and height appropriate for pedestrians and bicyclists.



SECTION II - DESIGN GUIDELINES

- Top of sign to include the same sign top shape (curved), color palette, and primary Ohiopyle graphic designed for the primary entry sign.
- Sign face can be single- or double-sided. If double-sided, consider using one side for directional information (with arrows) and the opposite side to display a map or interpretive panel.
- Same durable and non-reflective construction materials used for the primary entry sign.
- Clear, easy to read, simple messages displayed with the same typeface used on the primary entry sign.
- No artificial lighting.

Directional information also can be included as a sign bar attached to lamp posts.



Destination Signs

To complete the signage system, existing destination signs will eventually be replaced with new signs that complement the design style of other wayfinding signs. These signs will indicate to visitors that they have arrived at a destination.

DG4: Provide low-profile signs to identify the primary destinations where visitors are welcome.

Design Elements include:

- Double-post mounted sign with a low height.
- Construct posts of wood, river rock masonry, or a modern material that appears like wood or rock.
- Top of sign to include the same sign top shape (curved), and primary Ohiopyle graphic designed for the primary entry sign. The color palette may differ.
- Sign face can be single or double-sided. If double faced, both sides should display identical information.
- Same durable and non-reflective construction materials used for the primary entry sign.
- Display name of the destination.
- No artificial lighting.



© Spring Valley Signs

Public Art

Public art is defined as artwork that is placed in a public context – in a park, on the street, on the exterior of a building, wall, or bridge, etc. Two public art displays are currently located in the core of Ohiopyle Borough. A display of carved rock art was installed at Stewart Place on the Green as part of the Great Allegheny Passage Trail Town Public Art Program. A mural depicting images of outdoor recreation activities is painted on a concrete block wall below the Youghiogheny River Trail Bridge. Additionally, some people think of the veteran's memorial at the community center as public art.

DG5: Display public art projects that accomplish one or more of the following:

- Generates curiosity about nature or our connection with nature.
- Reveals Ohiopyle's outdoor adventure lifestyle.
- Cultivates interest about sustainability or environmental stewardship.
- Symbolizes or memorializes Ohiopyle's history or historical events.

Ideally, public art should be inspired by local culture and made by regional artists.



Existing public art in Ohiopyle. Mural near Route 381 under the YRT Bridge (left) and a multi-rock sculpture garden in Stewart Place on the Green (center and right).

SECTION II - DESIGN GUIDELINES

Outdoor Public Furnishings and Comfort Amenities

In a community with an abundance of visitors, outdoor furnishings and comfort amenities are essential. Their design and detailing will help to define the character of the community. They are perceived accessories to a building's architecture and components of the streetscape. The guidelines below pertain to furnishings and amenities that are intended to be used by the public. These guidelines do not apply to private residences.

Benches

- DG6: Place benches in areas where they would be most appreciated and used by the public. Benches should not look identical. Select styles, materials, and colors that complement each other.
- DG7: Construct benches of natural materials whenever possible (rock, logs, wood) when the primary view from the seat is of nature (the river, woods, a park). This type of bench should look handcrafted.



- DG8: Where pre-fabricated benching is used, appropriate materials include polywood (recycled plastic) and sustainable woods (oak, maple, cherry, walnut), coated to increase durability. Select a simple design with wide horizontal slats. Benches made of metal, materials with thermoplastic coatings, fiberglass, and resin are not recommended.



Polywood (Recycled Plastic)



Sustainable Wood Product
Traditional Design



Sustainable Wood Product
Contemporary Design

- DG9: Affix benches permanently to the ground. They should not be moveable.
- DG10: Consider views and weather conditions (sun, wind, etc.) in the placement of benches.
- DG11: Benches may be backless or with a back. Use backs in places where a more formal look is desired or where people are encouraged to sit for longer periods and linger.



Recycled plastic ("polywood") is environmentally friendly, splinter free, can withstand all weather conditions, and is relatively maintenance free.

SECTION II - DESIGN GUIDELINES

Tables and Chairs

DG12: Use a traditional picnic table style for tables with seating in Ohiopyle State Park and Stewart Place on the Green. Appropriate materials include polywood (recycled plastic), concrete, stone, or a sustainable wood. Use a simple, traditional design with allowance for universal (handicap) use.



Polywood (Recycled Plastic)

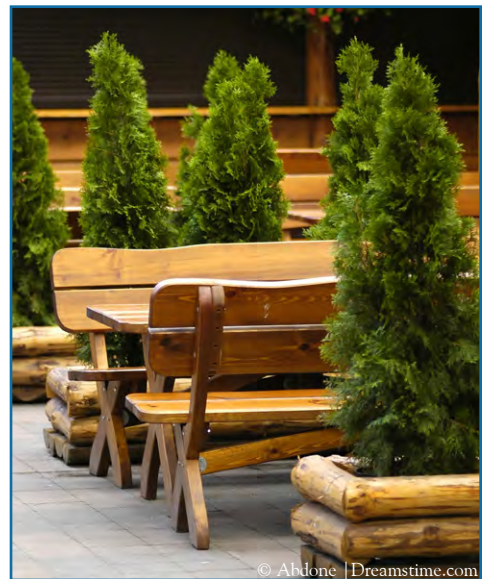


Stone



Sustainable Wood

DG13: Select tables and chairs placed in outdoor dining areas to reflect the individual character and style of the business, while complementing the building's architecture and the relaxed outdoor lifestyle. The traditional picnic table style is also appropriate for private outdoor dining.



Trash and Recyclables Collection Containers

DG14: Select trash and recyclable containers that have a natural look or are of an earth-toned color (brown, green). Models with lids are favored to reduce animal scavenging.



© Belson Outdoors (www.belson.com)

Use covered containers where possible.



Polywood (Recycled Plastic)



Sustainable Wood



Metal with Earth-Toned Coating

SECTION II - DESIGN GUIDELINES

Bicycle Racks

- DG15: Place bicycle racks in highly visible areas that are located near business entrances and in areas where the public is likely to stop and visit attractions. Select locations that will not create conflicts with pedestrians, motorized traffic, or snow plows.
- DG16: Bicycle racks can be permanently affixed to the ground or moveable. The construction material is irrelevant, so long as it is weather-resistant and durable, particularly if the rack is permanently affixed. Be aware that racks left outdoors over the winter will become completely snow-covered.
- DG17: Design bicycle racks in the shape of an L, inverted T, inverted V, swirl, or custom art-inspired shape.



Bicycle racks should be functional, but it doesn't hurt for them to look nice, too!
top row: ground-mounted swirl, wall-mounted swirl, and artistic design
bottom row: existing bicycle racks in Ohiopyle with L, inverted V, and inverted T shapes

Drinking Fountains

- DG18: Provide public drinking fountains for the comfort and convenience of visitors. Select strategic locations near primary pathways and attractions.
- DG19: Design drinking fountains to be functional, with a natural stone surround or stone base. Also consider accommodating children by providing a step-stone.



Concrete with Pebble-Surround



Stone Surround with Step

- DG20: Any drinking features installed for pets (dogs) must be clearly marked and/or appropriately designed to minimize confusion with fountains intended for people.



SECTION II - DESIGN GUIDELINES

Outdoor Lighting

Maintaining a dark night sky and minimizing light pollution are key goals. Light pollution is typical of urban and suburban areas, but can creep into rural areas unless the night sky is viewed as a natural resource worthy of protection.

Primarily, streets and public spaces in Ohiopyle are currently illuminated by cobra-head light fixtures mounted on arms projecting from utility poles. The fixtures are downward directed but unshielded. Overall, existing levels of night lighting in Ohiopyle are mostly adequate. While no additional light intensity is recommended, improvements to the design and location of lighting are suggested below.

- DG21: Locate outdoor lighting only in areas that need light for security, safety, and business operations. Provide lighting at the minimum quantities and brightness levels necessary for safety, security, and the enjoyment of outdoor living.
- DG22: Downward-directed lighting fixtures are preferred. Also appropriate are bollard lights and lights with opaque covers.
- DG23: Select freestanding light posts that are sturdy enough to withstand wind and weather conditions, are corrosion and scratch resistant, can support a signage bar, and are black, brown, white, or green in color.



DG24: Use shields and/or cutoffs for street lights. Shields direct the light to where it is needed and prevents light from spreading too far or impacting the night sky.



Fully-Shielded, Downward-Directed Lamp Post



Lamp Post with Opaque Cover and Top Shield



Building-Mounted Light Fixture with Opaque Cover



Bollard Light



Fully-Shielded Building-Mounted Light Fixture



Fully-Shielded Street Light with Back Cutoff

DG25: If upward-directed lights are used (these types of lights are often low to the ground and used illuminate signs and buildings), angle lights up no more than 40 degrees from the ground surface. Do not point lights directly upward toward the sky.

DG26: Neon lights, flashing lights, spotlights, searchlight beams, and illuminated building trims are uncharacteristic to Ohio's setting. Avoid the use of these types of lights. The exception is short-term special event lighting and holiday lighting.

DG27: Install motion sensor lighting or timers on lights that do not need to be lit from dusk to dawn.

DG28: Integrate exterior lighting with the architectural character of the building.

SECTION II - DESIGN GUIDELINES



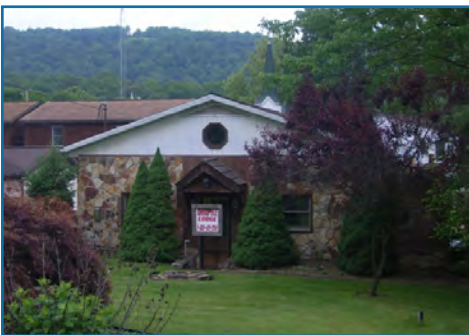
Building Design Elements

When viewed collectively, the buildings in Ohiopyle Borough exhibit an eclectic mix of architectural style, size, age, and application of exterior façade materials and color. One commonality is that most buildings are low in profile (below 40 feet in height) and appear custom-built. There are some manufactured structures, but no franchise (commercial chain) architecture. The absence of franchise architecture is highly desirable to maintain.



As it relates to community character, the particular style of a building's architecture is much less important than the how the building relates to the street, neighboring buildings, and the surrounding natural environment, and how it contributes to the authentic Ohiopyle Experience. For this reason, specific architectural styles are not discussed in these guidelines, other than to suggest the continuation of Vernacular styles. Instead, the recommendations are focused on how to best design and orient building elements to positively contribute to Ohiopyle's natural setting, eclectic charm, and outdoor adventure lifestyle.

The way Ohiopyle's buildings and structures relate to one another is just as important, if not more important, than how each looks on its own.



A Lesson on Vernacular Architecture

Vernacular homes and structures were built in rural areas throughout the 18th and 19th centuries by local carpenters using native materials. The layout and features were based on architectural floor plans that settlers were familiar with in their homelands, but adapted to the local climate.

The mixture of buildings in Ohiopyle displays a Vernacular character, containing a collection of buildings constructed over the past 100 years or more. Most of these buildings' exteriors are constructed of materials found in the surrounding environment - wood, stone, and brick.



Building Form

- DG29: Design building exteriors in a Vernacular design style. This style can include feature details consistent with traditional styles (such as American Farmhouse, Colonial, Craftsman) and rustic contemporary styles (such as Log Construction).
- DG30: Include a front porch, stoop, patio, or covered entry on all buildings, particularly those that invite customers (restaurants, outfitters, inns, etc.). Orient the porch, stoop, or patio to face the street or the primary direction of pedestrian approach.
- DG31: Considering Ohiopyle's four-season climate, use a pitched roof form on all new construction. Pitched forms address water runoff, snow loading, snow shedding, and ice better than flat roofs. If the building is large, vary the degree and/or angle of the pitch to provide visual interest to the roofline.



Front Porch and Pitched Roof



Front Porch to Invite Customers



Pitched Roof with Offset Plane

Architectural features common to the Vernacular style include:

- A boxy overall shape.
- Simple horizontal or vertical lines on the exterior (formed by planks or rows of brick or stone).
- Modest exterior ornamentation.
- Gable (pitched) roof form.
- Front porch, often large or elaborate with decorative railings, columns, and other accents.

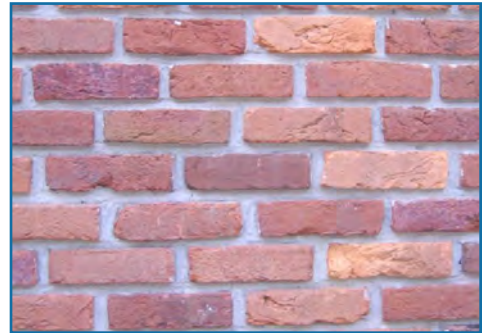


© Torian Dixon | Dreamstime.com

SECTION II - DESIGN GUIDELINES

Materials and Colors

- DG32: Select building materials and colors that will positively complement the styles of adjacent structures and other buildings on the same street, as well as the surrounding forested landscape.
- DG33: Appropriate exterior façade materials include wood, brick, stone, and composite materials such as fiber cement siding and polywood siding. The texture of composite materials should look like a natural material. Do not use more than two (2) primary materials for any one structure. Other materials can serve as accents.



Appropriate building materials for Ohiopyle include wood (log construction or siding), brick, stone (even or irregular cut), and composite materials (such as polywood or fiber cement siding).

- DG34: Materials not appropriate for primary exterior building façades include concrete block, stucco, shingle, old-growth hardwoods (trees that grow slowly), mirrored glass, and metals. These materials can be used on a building, but not as the primary façade treatment.
- DG35: If primary façade building materials will be painted, preferred colors are white and muted earth tones (browns, grays, greens, blues). Avoid bright colors and high-gloss sheens that will starkly stand out when viewed in relation to the building's surrounding context. Any color can be used as an accent color for trims, doors, shutters, etc. Brick and stone should never be painted.

DG36: Limit the use of prefabricated buildings. The following recommendations are included to help assimilate existing and new prefabricated structures into Ohiopyle's community character.

- Do not place prefabricated structures on main activity corridors (Sherman Street, Negley Street, or Sheridan Street south of Grant).
- Attach porches, decks, building additions, and other architectural forms give a sense of originality, permanency, and attachment to the land.
- Select non-reflective exterior materials. Structures with smooth, ribbed, plastic, or corrugated metal panels as exterior walls are strongly discouraged.

A prefabricated building is any type of factory-made structure that is produced off-site and transported to and assembled on a building site. For the purpose of this Design Guide, the term "prefabricated buildings" also include modular structures, pre-engineered metal building kits, mobile homes, and camper trailers and recreational vehicles that are permanently parked or affixed to the ground. While prefabricated structures are not a preferred building type in Ohiopyle, this Design Guide recognizes that they are an affordable building option. Therefore, guidelines for their use are included in this document.

Character-Defining Structures

These buildings are defining features of Ohiopyle's community character; the materials and colors of these buildings are historically significant and should not be changed.



Train Station (Laurel Highlands Visitor Center)



Ohiopyle-Stewart Community Center



Potter's Mill (part of Laurel Highlands Outdoor Center)



United Methodist Church



SECTION II - DESIGN GUIDELINES

Building Placement and Yards

A building's relationship to the street and to surrounding structures and natural features are the most important character-building elements of the Ohiopyle streetscape. These relationships are primarily formed by how each building is placed on its lot and the resulting size and function of the front, rear, and side yards.

A major contributor to the Ohiopyle Experience is its outdoor adventure lifestyle. Uses occurring in the yards of privately-owned lots can become symbols of that lifestyle, not only by their design, but also by visibility of the various outdoor uses that occur there (dining, preparing for adventure activities, or simply gardening, relaxing, or people-watching). For this reason, the open spaces found at street corners, in front yards, and between buildings are important to consider.

- DG37: Orient the front wall(s) of buildings to parallel the street. Do not angle the front wall(s). The only exception is buildings on corner lots, which may be angled to face the street intersection.
- DG38: Garages should never overbear a building's appearance as seen from the street serving its front yard. Position the garage so that its door is set back deeper than the front plane of the building, or orient the garage to face a side yard or rear alley.
- DG39: Include active uses (porches, patios, gardens, outdoor seating) in the front and/or street side yards of buildings that invite customers (restaurants, outfitters, inns, etc.). If active public use areas are placed in interior side yards, they must be visible to a street and designed to minimize intrusions to privacy on the adjoining lot.
- DG40: Position outdoor dining areas to take advantage of views to the fronting streetscape or to nature. Tables and chairs should not be allowed to overflow onto a public sidewalk or street, or to disrupt the pedestrian movement pattern on the sidewalk.
- DG41: On lots with front yards or street side yards requiring privacy (residential homes), install low fences, shrubbery, and other features in the yard that will deter trespass by tourists, yet not completely block the view of the structure's architecture.
- DG42: Except for driveways and sidewalks/stairs, no part of a front yard should be paved with concrete or asphalt. If parking is necessary in the front yard, construct the parking area with a decorative surface or permeable (porous) surface.
- DG43: Do not allow storage sheds or open outdoor storage on a permanent basis in front yards or street side yards.
- DG44: If vending machines are placed in yards, position them so that their lit fronts do not face residential or lodging areas. Face active day use areas only (outfitters, restaurants, etc.).

Defining Yards

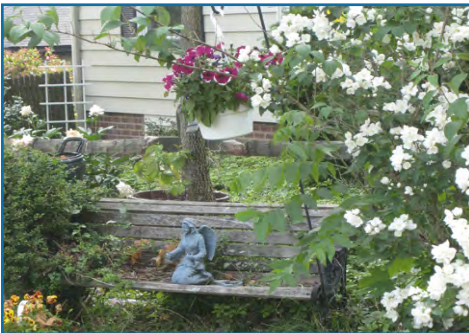
Front Yard is any yard facing a public street, where a primary entrance to the building is located. Some buildings may have more than one front yard. For example, the Ohiopyle-Stewart Community Center has a front yard facing Sherman Street and a front yard facing Lincoln Street, because primary building entrances face both of those streets.

Interior Side Yard is a yard between two buildings or between a building and a vacant lot or open space.

Street Side Yard is a side yard facing a street, where there is no primary entry to the building facing that street.

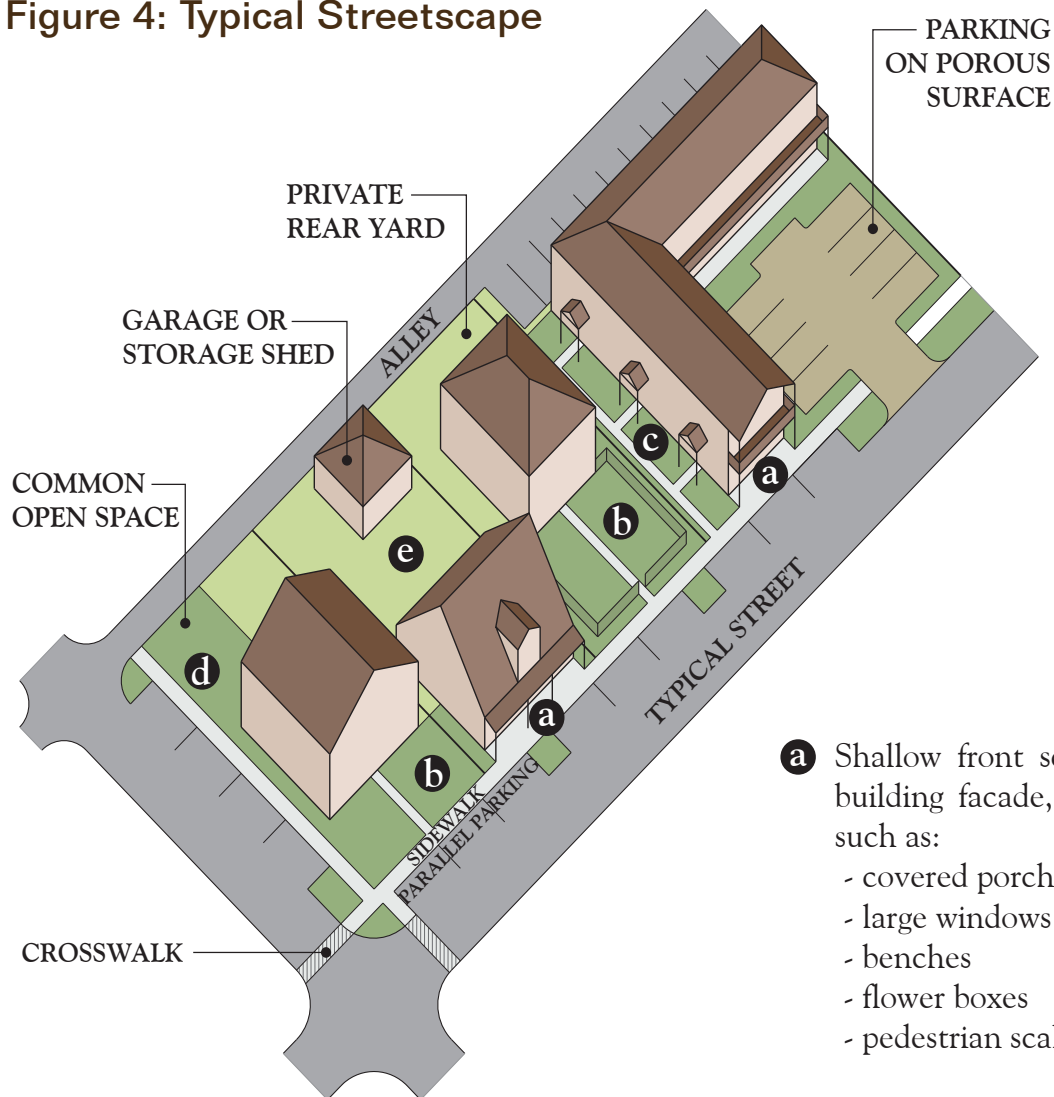
Private Rear Yard is a rear yard abutting another lot or open space.

Alley Rear Yard a rear yard that parallels or abuts an alley.



SECTION II - DESIGN GUIDELINES

Figure 4: Typical Streetscape



- a** Shallow front setback with emphasis on building facade, including enhancements such as:
- covered porches
 - large windows
 - benches
 - flower boxes
 - pedestrian scaled elements

- b** Deep front setback with emphasis on common open space, featuring elements such as:
- outdoor seating/dining
 - patios
 - porches
 - gardens
 - courtyards

- c** Entries on interior side yard with enhanced building facades or common open space in between buildings.

- d** Corner lots feature areas with active uses in street side yard or building facade enhancements.

- e** Define boundaries for private yard areas using decorative walls, fencing, and/or landscaping.

Business & Place Identification Signs

Business signs currently displayed in Ohiopyle range in style, color, theme, size, material, and mounting method. This variety is encouraged to continue. Variety adds to Ohiopyle's appeal and allows the business to show its individual character. It is important to recognize, however, that all of the signs in Ohiopyle are viewed as one single collection. By establishing general design and placement parameters, without curtailing creativity, Ohiopyle's collection of signs will be a positive contribution to community character.

Resourceful and imaginative sign design is encouraged provided that the sign complements the local area and meets the overall intent of these guidelines.

DG45: Design durable business and place identification signs to look like they were made by a craftsman.

Design Elements include:

- Clear, easy to read messages.
- Lettering styles and artwork that appear hand-crafted or informal. Avoid signs that look mass-manufactured.
- Non-reflective construction materials and finishes. Avoid plastics, reflective metals like aluminum, and high gloss paint.
- Flat, eggshell, or satin color sheens. Although any color may be used, public opinion indicates a preference for "earth and sky" colors.
- Sign faces that are constructed of wood, stone, or modern material that appears natural. High density urethane (HDU) is a durable modern material that can be sandblasted or routed to appear like wood or rock.
- If wood or metals are used for sign faces, posts, or surrounds, seal or coat to prolong durability.

DG46: Display fewer signs and place them in appropriate and strategic locations. Too many signs in a small area will compete for attention and appear confusing and chaotic.



*Hand-Painted with
Contrasting Color*



HDU Material



Clear, Easy to Read Messages

SECTION II - DESIGN GUIDELINES

- DG47: Use mounting methods that appear permanent, sturdy, and purposely made for displaying a sign. Avoid posting business signs on roofs, fences, benches, lamp posts, and temporary posts.
- DG48: Avoid or minimize signs with interchangeable copy. If this type of sign is necessary (for the churches and community center, for example), use a solid surround or mounting method to make the sign look permanent and intentional.
- DG49: Mount signs on building exteriors such that they are integrated with the design of the building and do not overbear its architecture. Do not clutter exterior building walls with excessive signage.
- DG50: If illumination of a sign is desired, use an external lighting source with subtle and soft light. To avoid light pollution, light fixtures can be mounted on the top of the sign and directed downward or placed on the ground and directed onto the sign face at an angle of not greater than 40 degrees.
- DG51: Do not use signs that flash, move, have the illusion of movement, contain neon lights, or use large spotlights.



*Seasonal Sign Hung
from a Wooden Post*



*Mounted Sign Reflecting
Character of the Business*



*Interchangeable Copy Sign
with Permanent Surround*

Walls, Fencing, and Screening Methods

In a tourism community, visitors will assume that they are welcome anywhere that is easily accessible. The welcoming of tourists is a positive contribution to the town's economy, yet some property owners will want to retain their privacy. Typically, privacy is maintained by the installation of walls, fences, and other barriers. These features are also used to screen unsightly views, such as outdoor storage spaces. Fences and walls in Ohiopyle are currently constructed of chain link, wire, lattice, open wood rail, solid wood plank, block, stone, and iron. There is no common theme, pattern, or style. Because walls and fences contribute to the community aesthetic (by blocking a view), it is important to consider their design.

DG52: Stone or wood is the preferred construction material for walls and fences.

DG53: Select fencing styles that have a blunt top post instead of a pointed top.



Painted Fence with No Sharp Points



Unpainted Picket Fence



Stone Wall

DG54: Where it is important to deter trespass but not necessarily block views, use an open rail fence or low-height wall or fence (four feet or shorter). The use of high, solid walls and fencing is not recommended except in areas where unsightly uses are being screened or privacy is desired.

DG55: Where solid barriers are needed, consider the use of a tall hedge row or other landscaping instead of erecting a wall or fence. Alternatively, soften the view of the barrier by planting landscaping at the base that will grow to at least 24-inches.



Landscaping Used to Soften View



Hedge Used as a Barrier



*Low Landscaped Wall
Used to Deter Trespass*

SECTION II - DESIGN GUIDELINES

- DG56: Limit the use of chain link fencing; where chain link is necessary, consider vinyl coated fencing options. Do not use barbed wire, razor wire, or electric fencing in OhioPyle.
- DG57: When placing landscaping, a wall, or a fence parallel to a roadway, allow for a sufficient setback to avoid damage by snowplows and covering of the wall or fence by snow piles and drifts.
- DG58: Screen storage areas (including trash storage and dumpsters) and mechanical equipment from public view wherever possible.



Screened Storage Area



Gated Trash Storage



Landscaping Used to Screen Mechanical Equipment



As an alternative to a fence, wall, or hedgerow, consider the use of a modular trellis panel planted with vines. Greenscreen® is a three dimensional, welded wire trellising system. It can be planted with vines appropriate for OhioPyle's climate zone, sun and wind exposure, and soil type. The best type of vines to use are the twining, climbing, curling, and tendril types instead of gripping vines that cling by aerial roots or suckers. The less woody vines with flexible stems are the best choice.

Guidelines for...

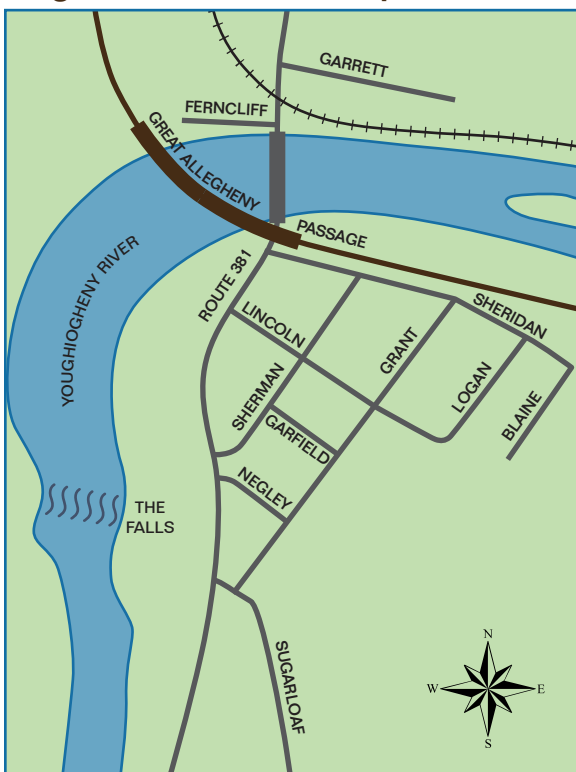
Improving Circulation and Parking

The streets of Ohiopyle Borough are arranged in a modified grid pattern. Sheridan, Sherman, Lincoln, Grant, Negley, and Garrett Streets, in addition to Route 381, are the roads most heavily used by visitors. All streets in Ohiopyle are bi-directional. There are few directional signs but because the core of Ohiopyle Borough is small, most people find their way by circling the roads or asking for directions.

Currently, parking is available in State Park parking lots and on Borough streets. The only establishments located in town that provide parking *for their customers* are the Yough Plaza Hotel on Sherman Street, the U.S. Post Office on Grant Street, and Wilderness Voyageurs on Garrett Street. Most visitors who take guided raft trips park their cars in a lot accessed from Dinnerbell Road in the State Park. From there, they are bused into town to the river access by the private outfitter companies.

Given the large volume of people visiting Ohiopyle in the summertime and the limited number of parking spaces available in town, parking conflicts abound. On busy weekends, State Park parking lots are full to capacity and every available on-street parking space is taken. Residents' driveways become blocked, visitors get frustrated and leave before finding a place to park, and cars are parked in areas not intended for parking. Additionally, streets are often crowded with bicyclists, pedestrians, and boaters (some carrying kayaks, paddles, rafts), which cause interruptions to vehicle movement. Improving circulation and parking is a key goal of the Borough.

Figure 5: Street Map



In 2009, Ohiopyle received a Green Project Reserve Stimulus Grant to improve infrastructure in environmentally friendly ways. With this funding, plans were developed to improve Sherman Street and portions of Sheridan and Lincoln Streets by constructing parking spaces with





SECTION II - DESIGN GUIDELINES

permeable pavers, installing bioswales (pockets of landscaping to naturally filter runoff), improving sidewalks, and adding a roadside bicycle path along Sherman.

Additionally, a Smart Transportation Project Award was approved by PennDOT to improve Route 381 through Ohiopyle in contextually sensitive ways. The objective is to improve safety and connectivity for pedestrians and bicyclists between the east side of Route 381 (the Falls and river side) to the west side (the core of Ohiopyle Borough). This is planned to be done by constructing crosswalks, ramps, and improving sidewalks, parking, and signage.

Lastly, an Infrastructure Plan and Parking Plan were prepared by URS Corporation that recommended strategies to extend green infrastructure measures to other Borough streets and improve parking efficiency. Potential locations for new parking spaces and lots were identified.

The following guidelines acknowledge the planned improvements along Route 381 and Sherman, Sheridan, and Lincoln Streets and suggest similar improvements for additional streets. They also suggest ways to appropriately design the new potential parking areas in consideration of all types of circulation flow in the community - vehicle, pedestrian, and bicycle. (Guidelines for bicycle racks are addressed above; see DG15-DG17).

Complete Streets

Every street in Ohiopyle should be improved to be as “complete” as possible. A complete street is a street that accommodates users of all ages and physical abilities—including pedestrians, bicyclists, and motorists—without prioritizing one over another. The complete street is also designed to consider its context with adjacent land uses and the natural environment.

Some existing buildings in Ohiopyle are located very close to their front property lines, leaving little to no space between the front of the building and the legal public roadway. Because property lines are not marked, some property owners may be unaware of how close their building is to the street line and may even be unknowingly using and maintaining the public right-of-way as part of their yard or private parking area. Where these conditions exist, there is a width constraint to designing a complete street. Therefore, it is not possible to develop a typical complete street cross-section that will work for every road and block in Ohiopyle. The design of improvements for each street will need to be customized to consider the street’s relationship to existing buildings.

DG59: To the extent possible, improve each street to be “complete” by accommodating the vehicle, the bicyclist, and pedestrians of all physical abilities. (The design of each street in Ohiopyle will need to be customized depending on its traffic volume and how close existing buildings are positioned to the public right-of-way.)

DG60: When street improvements occur, incorporate natural systems like bioswales to handle and clean water runoff.



© URS Corporation



© URS Corporation

This Photo Simulation of Route 381 at Sugarloaf Road demonstrates how Complete Street modifications could improve the intersection with improved sidewalks, permeable pedestrian crossings, and pavement markings.

SECTION II - DESIGN GUIDELINES

COMPLETE STREET EXAMPLE

Sherman Street, Bi-Directional Traffic

The improvements shown in this exhibit are being made to Sherman Street as part of a Green Project Reserve Stimulus Grant.

For the Moving Vehicle

Bi-Directional Travel Lanes
20-Foot Width

For the Parked Vehicle

Parallel Parking on One Side
8-Foot Width

Permeable Interlocking Eco-Priora™ Pavers
Herringbone Pattern
Charleston Premier Color

For the Pedestrian

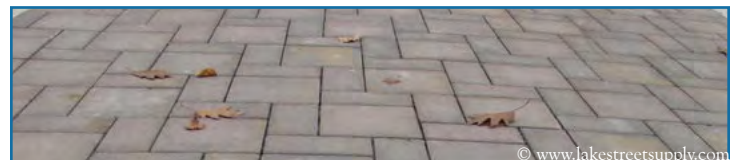
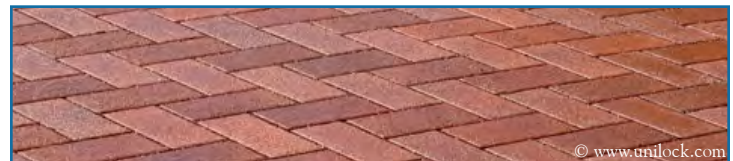
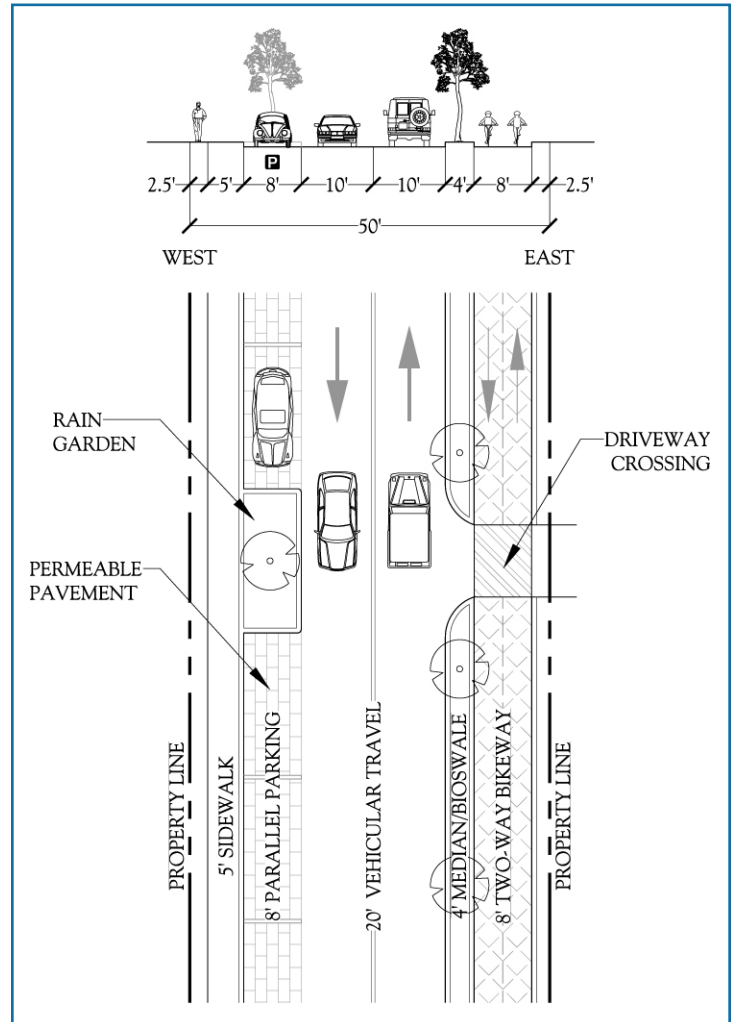
Sidewalk on One Side
5-Foot Width
Cement Concrete
Ramps and Crosswalks at Intersections

For the Bicyclist

Bi-Directional Bikeway
8-Foot Width
Permeable Interlocking Eco-Priora™ Pavers
Rectangle and 9-Inch-Square Pattern
Granite Holland Color

For the Environment

Landscaped Bio-Swales to Filter Runoff
Variable Sizes and Widths
Trees, Shrubs, Perennials, and Grasses



COMPLETE STREET EXAMPLE

Sherman Street, One-Directional Traffic

In the future, it may be desirable to modify Sherman Street to one-way traffic. The illustration below shows how the design features of the street can be changed while retaining the curbs, sidewalk, and bikeway in the same exact configuration as they occur on the two-way design. Between the curbs, the travel lane becomes 12 feet wide and an additional 8-foot row of parallel parking is added.

For the Moving Vehicle

One-Way Travel Lane
12-Foot Width

For the Parked Vehicle

Parallel Parking on Both Sides
8-Foot Width

Permeable Interlocking Eco-Priora™ Pavers
Herringbone Pattern
Charleston Premier Color

For the Pedestrian

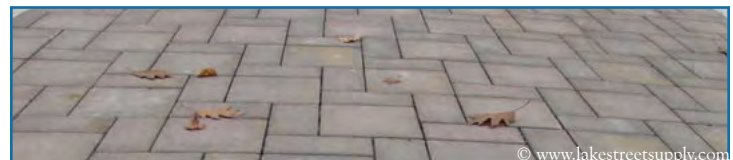
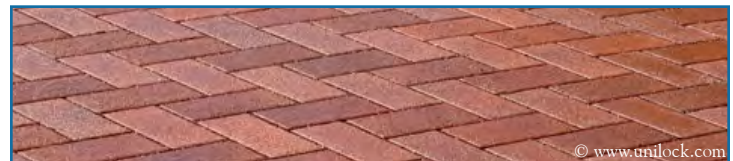
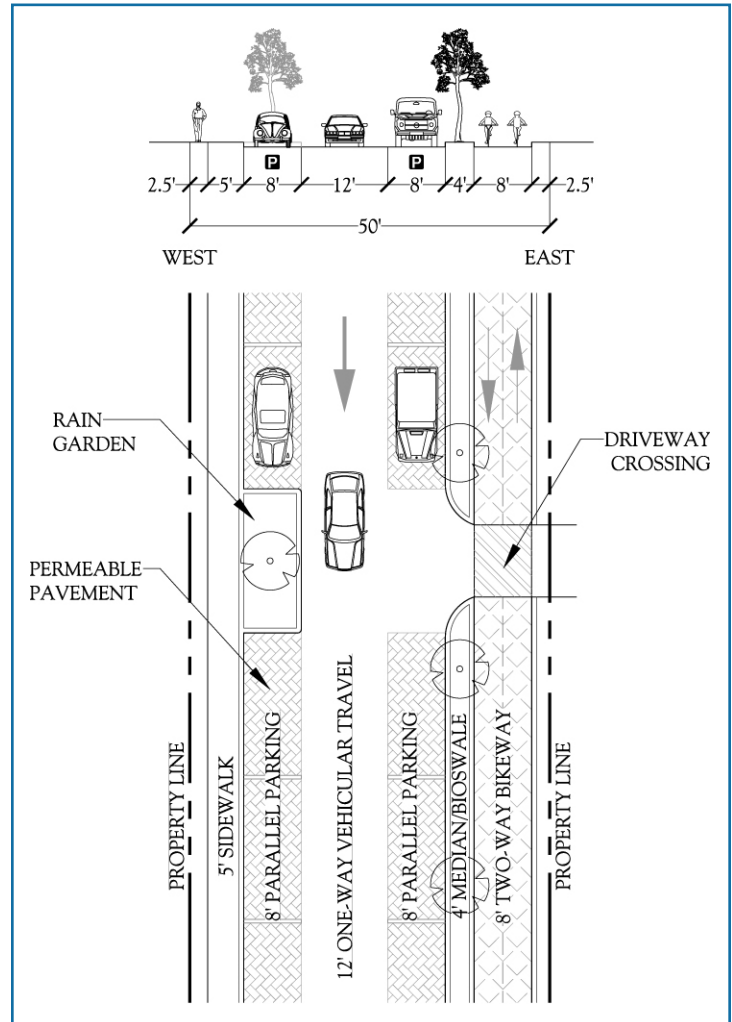
Sidewalk on One Side
5-Foot Width
Cement Concrete
Ramps and Crosswalks at Intersections

For the Bicyclist

Bi-Directional Bikeway
8-Foot Width
Permeable Interlocking Eco-Priora™ Pavers
Rectangle and 9-Inch-Square Pattern
Granite Holland Color

For the Environment

Landscaped Bio-Swales to Filter Runoff
Variable Sizes and Widths
Trees, Shrubs, Perennials, and Grasses



SECTION II - DESIGN GUIDELINES

COMPLETE STREET EXAMPLE

50-Foot Wide Street: Parking on Both Sides with Heavy Foot and Bicycle Traffic

For the Moving Vehicle

Bi-Directional Travel Lanes

10-Foot Width Each Lane

For the Parked Vehicle

Parallel Parking on Both Sides

Spaces in Front of Residential Homes

Reserved for Resident

8-Foot Width

Avoid Existing Utility Poles and Trees

Permeable Interlocking Eco-Priora™ Pavers

Herringbone Pattern

Charleston Premier Color

For the Pedestrian and Bicyclist

Painted Bi-Directional Lane

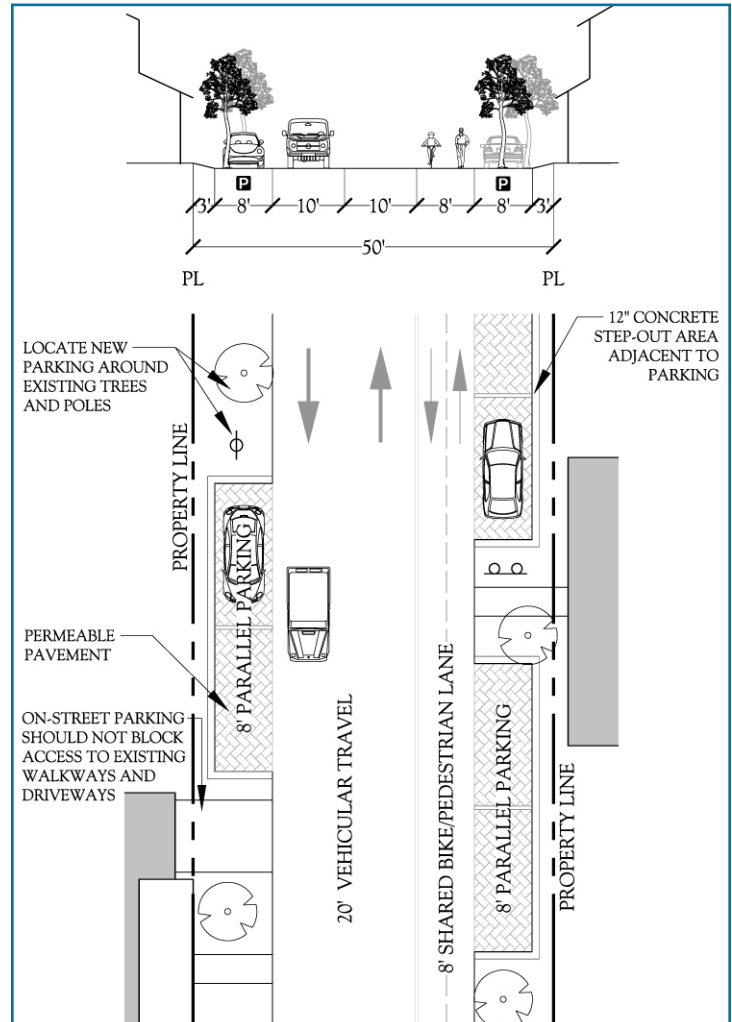
8-Foot Width

For the Environment

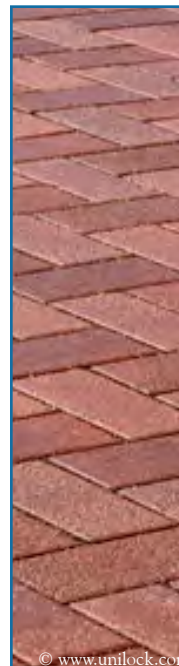
Landscaped Bio-Swales to Filter Runoff

Variable Sizes and Widths

Trees, Shrubs, Perennials, and Grasses



DG61: In situations where on-street parking spaces would be located closer than four (4) feet to the front wall of any owner-occupied residential home, that space should be reserved for resident parking. Mark these spaces with a reserved sign.



COMPLETE STREET EXAMPLE

50-Foot Wide Street: Parking on Both Sides with Light Foot and Bicycle Traffic

For the Moving Vehicle

Bi-Directional Travel Lanes

10-Foot Width Each Lane

For the Parked Vehicle

Parallel Parking on Both Sides

8-Foot Width

Avoid Existing Utility Poles and Trees

Permeable Interlocking Eco-Priora™ Pavers

Herringbone Pattern

Charleston Premier Color

For the Bicyclist

No Formal Accommodations

Bikes share vehicle travel lanes

For the Pedestrian

No Formal Accommodations

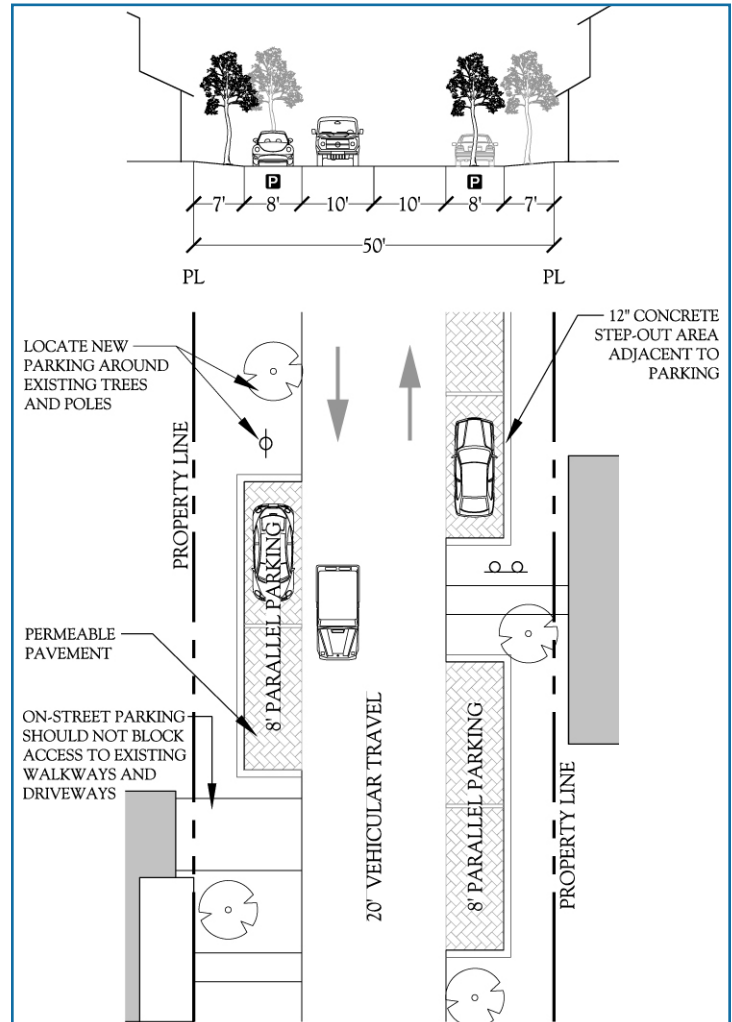
Pedestrians walk in space between parking aisle and private property line

For the Environment

Landscaped Bio-Swales to Filter Runoff

Variable Sizes and Widths

Trees, Shrubs, Perennials, and Grasses



© www.unilock.com

© Jody Dingle | Dreamstime.com

SECTION II - DESIGN GUIDELINES

Sidewalk Design

- DG62: Use cement concrete or interlocking pavers for the finished surfaces of all sidewalks.
- DG63: Construct sidewalks of the same material in each block. Street corners are transitional spaces where a change in paving pattern or material can occur, if desired.
- DG64: Discourage cycling on sidewalks, which is less safe than cycling in a designated bike lane or in the street. This is best done by pavement markings or signage.



- DG65: Use bollards instead of guard railing or other barrier type where vehicular and pedestrian movements need to be physically separated for safety reasons, or better channeled. Bollards should be designed the same or similar to the two types (metal and wood) already used in Ohiopyle, with blunt or rounded tops. Do not use bollards with pointed tops. Their spacing will depend on the intent. A minimum clear zone of three feet is required to allow a bicycle to safely pass between the bollards; if the intent is to limit through-passage, spacing must be closer than three feet.



Wooden Bollards with Blunt Top



Spacing Example



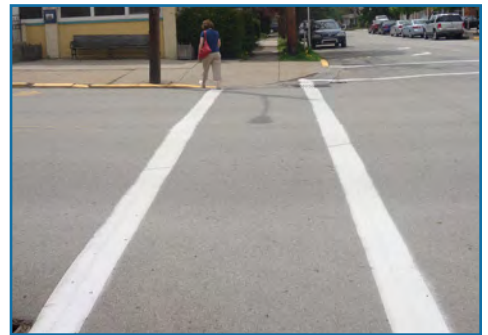
Metal Bollard with Rounded Top

Crosswalks and Street Signage

DG66: Install crosswalks at busy street corners. Crosswalks define safe pedestrian zones and slow vehicular traffic at intersections.

Design Elements include:

- Identify crosswalks by using paint or a decorative paving pattern across the full width of the street terminating at the curb or curb ramp.
- Do not use marking materials that would become slick in wet weather (like plastic reflectors).
- Typical crosswalk widths are six feet, but the width may vary. Intersections having a larger volume of pedestrian traffic or in locations where pedestrians are typically carrying watercraft equipment can be wider than less busy intersections.



DG67: Replace existing street name and traffic control signs with signs mounted on solid and durable wooden posts, or posts made of a modern material that looks like wood. Use posts with blunt tops. The street name should have a horizontal text orientation and be easy to read and see at all times (day and night).



SECTION II - DESIGN GUIDELINES

Parking Lots

- DG68: Near the exit of each parking lot, install a parking map or a sign directing drivers to additional parking areas. This will assist visitors with finding additional parking lots if the current lot is full. Include distant lots in the State Park that have shuttle opportunities into town.



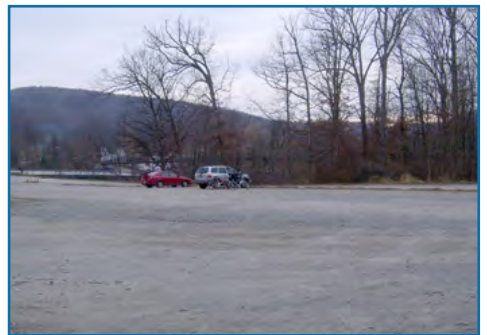
- DG69: Consider the natural topography when preparing grading plans for a new parking lot. If the natural topography is steep, terrace the lot. The use of high retaining walls to accommodate a flat surface lot is strongly discouraged.
- DG70: Surface new parking lots with permeable materials. As an alternative, pave the drive aisles but use a permeable surface for the parking spaces.



Permeable Pavement

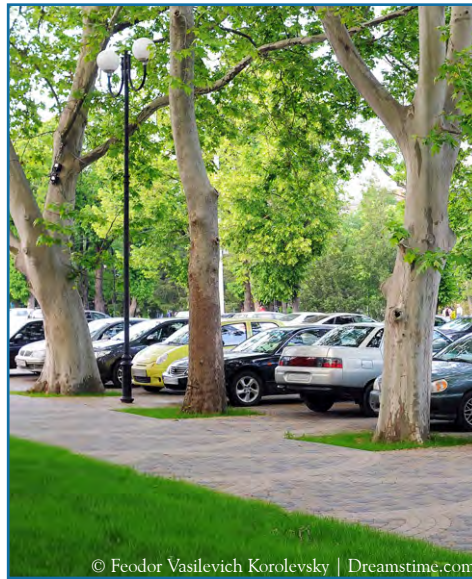


Lawn Grid



Gravel

- DG71: Consider parking lot designs that save mature trees or include planting areas for trees. Trees provide shade and reduce the heat island effect in parking lots. Approach these designs carefully if parking lots will need to be plowed in the winter, as navigating around trees can be difficult for plows.
- DG72: If a parking garage is constructed as suggested in the Parking Plan, screen any highly visible side with landscaping.



The parking lot on the left has paved drive aisles and permeable parking spaces. As shown in the middle photograph, parking lots can be designed to include mature trees and permeable pavement. A climbing vine on a welded wire trellising system by Greenscreen® is used to screen the parking garage shown on the right.

SECTION II - DESIGN GUIDELINES

Parking Space Markings/Payment Systems

DG73: Use wooden posts to mount parking signs.



DG74: If fees will be collected for parking, use a payment station system. Do not individually meter each space. Number the spaces in the following ways:

- Gravel or dirt lots: stencil or engrave numbers on wheel stops. Use natural materials (like logs) for wheel stops wherever possible.



Stenciled Parking Space Number



Typical Pay Station System

- Paved or hard surface lots: stencil numbers on the parking surface.

Guidelines for...

Achieving Sustainability

In the context of community planning, “sustainability” can mean several things. In Ohiopyle, it is tied to **establishing and maintaining harmony with the natural environment** by:

- Controlling runoff and improving water quality.
- Reducing non-sewerage flows to the treatment plant.
- Using environmentally-friendly building and landscape materials.
- Reusing products and reducing waste.
- Making use of alternative energy sources.
- Enhancing enjoyment of outdoor non-motorized recreation.
- Using nature’s resources for education.



© Gabor2100 | Dreamstime.com

Clean Water

When rain falls in natural environments, water seeps into the ground and pollutants are filtered by vegetation and then the soil and rock below. Water slowly moves through the groundwater table and makes its way to streams, rivers and other bodies of water.



SECTION II - DESIGN GUIDELINES

Rain is natural, but stormwater is not. As permeable surfaces are added in built environments (pavement, rooftops, roadways), less water is filtered through the ground. Instead, runoff flowing off of these surfaces is directed into storm and sewer drains and/or flows directly into streams and rivers, carrying with it any pollutants picked up along the way (acid, oils, etc). During heavy rains, drainage systems and treatment facilities can become overwhelmed and polluted overflows are sometimes released directly into waterways. Uncontrolled runoff also can pond/puddle and cause soil erosion.



Ohiopyle is located in the Upper Youghiogheny River watershed. This means that rainwater falling within the boundaries of the watershed travels—through or over the ground—into the Youghiogheny River. It eventually makes its way to the Monongahela River, to the Ohio River, and then reaches the Mississippi River and discharges into the Gulf of Mexico. Due to Ohiopyle Borough's close proximity to the fresh waters of the Youghiogheny River, and because the existing wastewater treatment plant is operating at capacity, it is especially important to allow as much natural infiltration as possible, slow the rate of urban runoff, and reduce water pollutant concentrations.

The following guidelines present ways to minimize water pollution and reduce the rate and volume of stormwater runoff flowing into sewer and storm drains and reaching the Youghiogheny River.

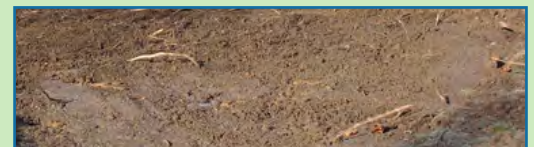
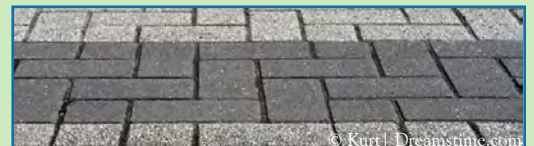
Surfaces

DG75: Use permeable pavers and other permeable surfaces for parking areas, driveways, patios, and sidewalks. This will allow rain to filter into the ground where it naturally falls instead of being directed into storm drains and sewers. Permeable surfaces are usually placed over a layer of gravel or stone that allows rainwater to penetrate through the surface and infiltrate into the ground underneath.

Benefits of a Permeable Surfaces:

- Reduce the velocity and quantity of water running off a surface.
- Filter out pollution, silt, and debris.
- Recharge groundwater supplies.
- Are an attractive alternative to traditional forms of paving.

Rainwater filters through a permeable surface, through underlying stone or gravel, then into the natural ground.

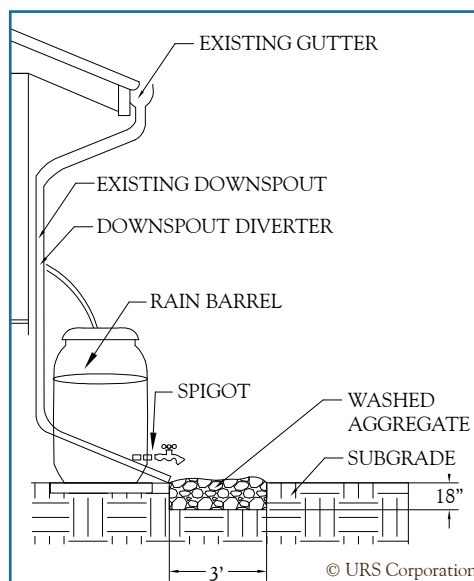


Rain Barrels, Rain Gardens, and Bioswales

DG76: Use rain barrels to collect rainwater from rooftops. Rain barrels attach to building downspouts and hold the water. The collected water can then be released slowly when the ground is not saturated or can be used to water plants during dry spells. Rain barrels can be purchased or built from parts available at home improvement stores. Barrels with a wooden exterior are preferred.

To build a rain barrel that matches the design of the rain barrels installed as part of Ohipoye's Green Infrastructure Grant:

- Obtain a recycled barrel or new barrel made of recycled plastic, 55-gallons or larger.
- Surround the barrel with pine wood slats, sanded, stained, and sealed.
- Wrap stainless steel metal banding around the barrel to hold the wood slats in place.
- Install a brass spigot no less than four-inches from the base of the barrel.
- Place the barrel on a concrete block or solid surface and install aggregate (gravel or stone) on the ground under the faucet.
- Water can be dispensed from the spigot or a hose can be directly attached.



Rain Barrel and Downspout Detail



Wooden Rain Barrel

Benefits of Rain Barrels:

- Reduce the amount of water flowing into storm drains and sewers.
- Store water that can be used to water landscapes and gardens.
- Reduce reliance on domestic water sources.
- Add attractive elements to the base of downspouts.

SECTION II - DESIGN GUIDELINES

DG77: As an alternative to rain barrels, plant rain gardens at the base of downspouts or where water runs off of lawns or hard surfaces (patios, driveways, etc.).

To install a rain garden:

- Dig a shallow depression in the ground where water can pond. The depression can be of any size.
- Loosen the soil and add at least six to eight inches of soil amendment.
- In the depression, plant hardy, native, perennial plants that have deep roots, can tolerate being wet for extended periods, and that will thrive without chemical fertilizers and pesticides. Plant mixes can include shrubs, wildflowers and grasses.



Rain Garden

DG78: As an alternative or supplement to storm drains, direct water flowing off of street surfaces and parking lots into bioswales. A bioswale is a method of conveying water in a vegetated swale instead of in a pipe. Bioswales are designed similar to rain gardens (planted with shrubs, wildflowers and grasses having deep roots that can tolerate being wet for extended periods), but they are larger and usually linear or trapezoidal in shape.



© Community Based Projects, Ball State University

Bioswale Diagram



© Morton Arboretum, UpperDesPlainesRiver.org

Parking Lot Bioswale



Roadside Bioswale

Benefits of Rain Gardens and Bioswales:

- Allow rain and snowmelt to seep naturally into the ground.
- Reduce soil erosion.
- Filter pollutants and silt from urban runoff.
- Reduce the amount of water flowing into storm drains and sewers.
- Add an attractive landscape element.
- Provide habitat for birds and butterflies.
- Reduce ponding and localized flooding.

Sustainable Building

Ohiopyle is surrounded by a forested landscape and has a sensitive ecology. Visitors flock to Ohiopyle to enjoy its natural setting, scenery, and outdoor recreation and leisure activities. As such, buildings in Ohiopyle should reflect care and concern for the natural environment. Any new construction, building additions, or rehabilitation of structures in Ohiopyle should consider the following guidelines for sustainable building.

DG79: Use construction materials that are naturally plentiful in the region or are manufactured using regionally-available materials. These include wood, rock, stone, and brick.

DG80: When building with wood (buildings, planters, benches, bicycle racks, signs, etc.), use only sustainable or recycled wood products.

Sustainable wood products:

- are produced from fast-growing, easily replenished plants, like pine.
- come from manufacturers that replant new trees when others are cut down; oak and birch are appropriate if managed properly.
- are not transported great distances from manufacturer to consumer (less distance = less energy wasted).
- are not treated or processed with chemicals.



DG81: When building with fabricated materials, use products having recycled, reclaimed, and/or renewable materials. These materials can be used in foundations, insulation, siding, flooring, cabinets, trim, shelving, doors, signs, countertops, walkways, decking, and driveways.

DG82: When placing a new building or building addition on a property, preserve as many mature trees as possible.



Preserve Mature Trees

DG83: Do not create large, flat building pads in areas of steep natural slope. If grading of steep natural slopes occurs, minimize the use of retaining walls by using terracing techniques.

SECTION II - DESIGN GUIDELINES

Sustainable Landscaping

- DG84: Use native plant species when landscaping. The species' ecological needs for water, sunlight, and nutrients will be satisfied naturally and maintenance requirements will be reduced. A database of native plants—by site condition, type, and other criteria, including pictures and additional details—is available at the Pennsylvania Department of Conservation and Natural Resources' (DCNR's) iConservePA website (www.iconservepa.org). See Figure 6 for the “best bets” identified in that database.
- DG85: Consider the four seasons when selecting landscape materials. Select a combination of plant materials that will look nice all year long by mixing deciduous and evergreen species.



Consider Winter Conditions when Landscaping

- DG86: Plant trees and other plant materials in random, asymmetrical patterns to emulate the natural condition.
- DG87: Border any large paved area with shade trees to help lower ambient temperatures in warmer months. Limit the use of trees that flower or fruit to minimize clean-up and maintenance of the paved surface.
- DG88: Continue the use of planter boxes and flower and vegetable gardens that reflect the individual preferences of their owners. Low-maintenance flower planters made of wood or stone are preferred for public areas.



Wood Planter Box

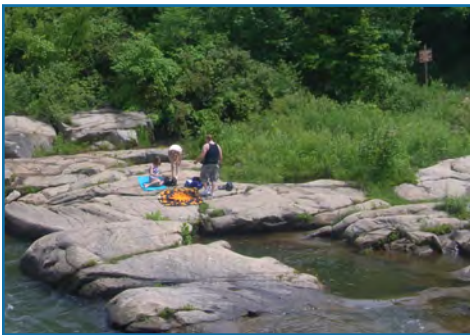


Potted Plants



Stone Planter Box

DG89: Use large rocks as landscape accent features.



DG90: When planting trees or placing any other landscape improvements adjacent to a roadway, set them far enough back to allow sufficient room for snowplows and snow storage.

DG91: Occasionally identify vegetation species with a placard to educate the public about the native plant species of Ohiopyle. For trees, it is recommended that the placard be placed on the trunk (instead of the ground) so that it is visible when the ground is snow-covered.



Tree Species Identification Placard

SECTION II - DESIGN GUIDELINES

Figure 6: Pennsylvania's Best Bets for Native Plants

<p><i>Condition: Dry/Shady</i></p> <p><i>Tree:</i> Sugar maple</p> <p><i>Shrubs:</i> Witch-hazel Arrow-wood</p> <p><i>Perennials:</i> Wild columbine Black cohosh</p>	<p><i>Condition: Dry/Sunny</i></p> <p><i>Trees:</i> Eastern white pine Sassafras</p> <p><i>Shrubs:</i> New Jersey tea Mountain laurel</p> <p><i>Grass:</i> Little bluestem</p> <p><i>Perennials:</i> Common milkweed Sundrops Black-Eyed Susan</p>
<p><i>Condition: Moist/Shady</i></p> <p><i>Trees:</i> River birch Black-gum</p> <p><i>Shrubs:</i> Spicebush Highbush blueberry</p> <p><i>Ferns:</i> Maidenhair fern Christmas fern</p> <p><i>Perennials:</i> Wild geranium Jacob's ladder</p>	<p><i>Condition: Moist/Sunny</i></p> <p><i>Trees:</i> Serviceberry White oak</p> <p><i>Shrubs:</i> Black chokeberry Red-osier dogwood</p> <p><i>Grass:</i> Indian grass</p> <p><i>Perennials:</i> Joe-pye-weed Bee-balm</p>

Source: DCNR, "Identify Natives" at www.iConservePA.org



Sugar Maple Tree



Little Bluestem Grass



Black-Eyed Susan



Highbush Blueberry



Maidenhair Fern



Autumn Magic Black Chokeberry

Energy Efficiency

In 2009, a preliminary study was conducted to determine the feasibility of using renewable and alternative energy sources in Ohiopyle. As feasible options for renewable and alternative energy sources are pursued for the community as a whole, this Design Guide encourages individual property owners to reduce their energy consumption when it is cost-effective to do so, using the recommendations given below. The use of solar energy was determined to be infeasible because over two-thirds of the buildings in Ohiopyle do not receive enough direct sunlight; however, some solar-powered devices do not require full sun (for example solar-powered hot water heaters) and therefore their use is encouraged.

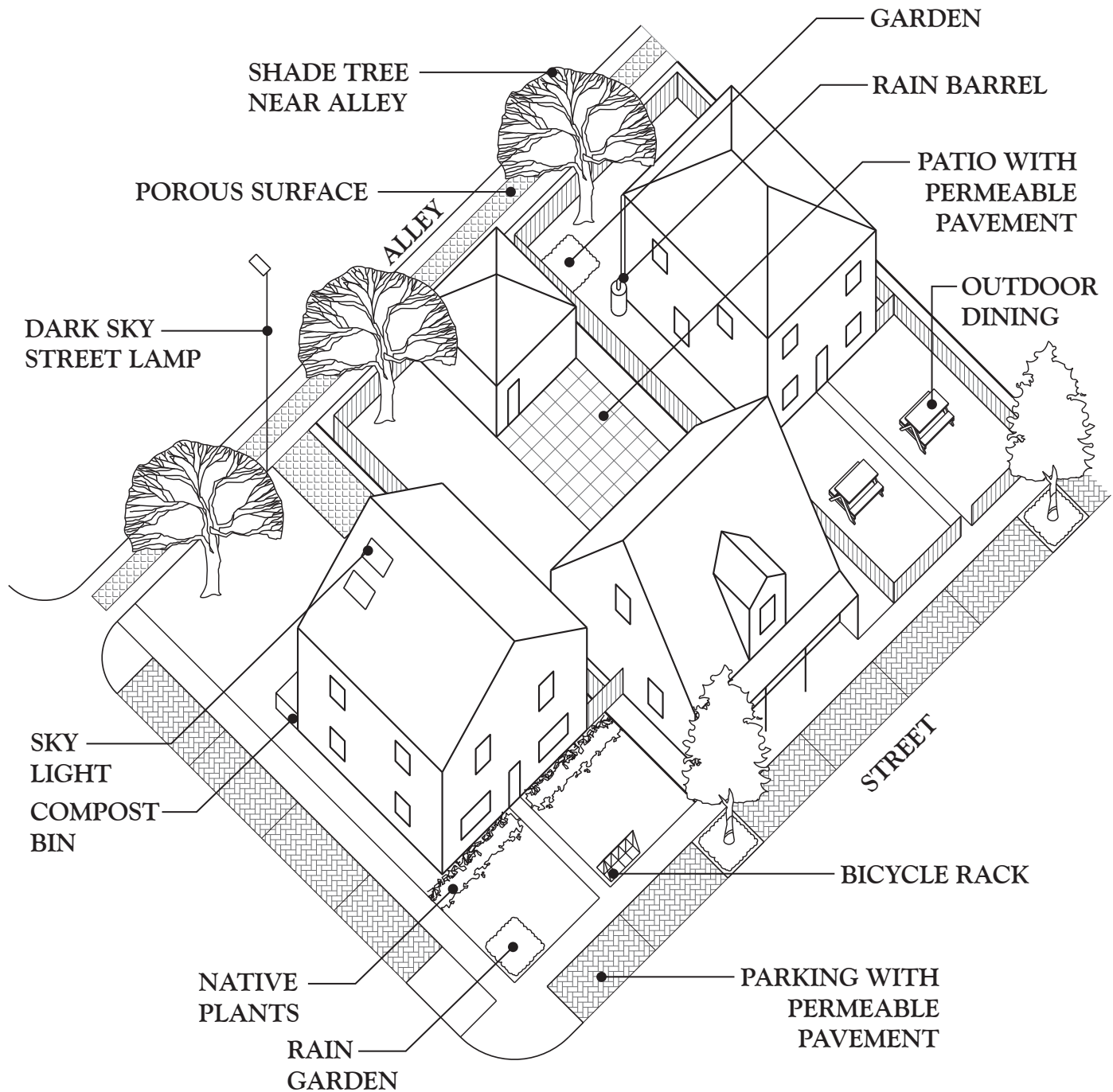
- DG92: Install motion-sensor or photo-sensor (light sensitive) outdoor lighting, or lights on timers, so that fixtures can turn off or dim when full illumination is not needed.
- DG93: Consider the installation of skylights on building rooftops. Skylights allow natural light to enter a building and reduce the need for artificial lighting in the daytime. Integrate the design of the skylight into the building's roof form so that the skylight is viewed as an integral part of the roof.
- DG94: Insulate hot water pipes and water heaters and install water-efficient fixtures and appliances with an Energy Star rating.



- DG95: Ohiopyle residents and businesses are encouraged to recycle. Although curb-side collection is not currently available in Ohiopyle, materials can be dropped off at a recycling center (currently, Fayette County recycling centers accept aluminum and steel cans, glass, paper, and plastic). Refer to DG14 regarding the design of containers for public use.
- DG96: Composting of green waste in bins is encouraged (for leaves, vegetable scraps, garden waste, etc.). Locate compost bins in the interior side yard or rear yards of properties. Open compost piles are not recommended. After the organic material breaks down, it can be used as a soil conditioner for gardens, flower beds, and other landscaped areas. A compost bin can be home-made or purchased from a store, and requires little maintenance other than occasional mixing and the addition of small amounts of soil and moisture.

SECTION II - DESIGN GUIDELINES

Figure 7: Sustainability Concept



Guidelines for...

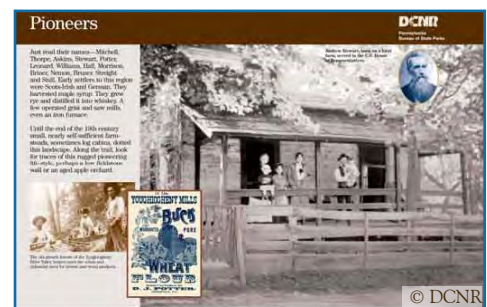
Preserving Memories and Ohiopyle's History

Ohiopyle has changed and evolved over time. Today, there are several structures that may qualify for listing on the National Register of Historic Places, which is “the official list of the Nation’s historic places worthy of preservation.” Currently, none of Ohiopyle’s historic resources are listed on the National Register, but several could be eligible for listing, including those shown on page 31 as Character Defining Structures (Train Station, Ohiopyle-Stewart Community Center, Potter’s Mill, and the United Methodist Church). Other structures (Falls Market and Inn, several homes and buildings, and the former Railroad Bridge) also may qualify. According to Pennsylvania’s Cultural Resources Geographic Information System (CRGIS), the Falls City/Ohiopyle Historic District is eligible for listing.

Ohiopyle is a “Trail Town” along the Great Allegheny Passage (GAP) rail trail system. The Trail Town Program of The Progress Fund is working with the Pennsylvania Historical and Museum Commission (PHMC) to prepare a regional Historic Preservation Plan for the GAP Trail Towns, which includes Ohiopyle (the other five trail town pilot communities are Meyersdale, Rockwood, Confluence, Connellsville, and West Newton). The Trail Towns Historic Preservation Plan will support the goals of retaining the Trail Town communities intact, celebrating their history and culture, and improving their economic value. An objective of the Plan is to “identify historic properties within the context of that history, as well as natural resources, geological and landscape features, views, and transportation resources that historically influenced and/or influence the culture of the area today.”

Additionally, DCNR has prepared the Laurel Ridge Comprehensive Interpretive Plan, which includes recommendations for signage in Ohiopyle State Park. The collection of DCNR signs in all of the Laurel Ridge State Parks shares themes and storylines about community, history, natural resources, recreation, and conservation. Several history sign panels are already displayed in Ohiopyle State Park and provide information about the historic Ferncliff Hotel, railroading, pioneers, mining, and the general history of Ohiopyle.

Because Ohiopyle is part of the Trail Towns Historic Preservation Plan and because DCNR interpretive signs already exist, this Design Guide does not repeat those efforts. Instead, the guide-



SECTION II - DESIGN GUIDELINES

lines below focus on preserving local memories and the intangible qualities of Ohiopyle's history without overburdening the Borough with too many interpretive signs.

- DG97: Use the U.S. Secretary of the Interior's Standards for Rehabilitation of Historic Properties as the criteria for renovating historic or architecturally significant buildings. When renovating historic buildings:
- Avoid removing or altering original building materials or distinctive architectural features;
 - Retain elements that define the historical and visual character of the building;
 - When possible, repair deteriorated materials and architectural features instead of replacing them;
 - Use replicas or visually-compatible substitute materials when replacements of defining elements are necessary; and
 - Do not cover historic building materials with vinyl or aluminum siding, panelized brick, or other composite materials.
- DG98: Display antiques, historic artifacts, and photographs in the interiors of business and public buildings where they can be seen and appreciated by visitors.
- DG99: Incorporate historic themes and images into public art projects.
- DG100: If a structure is listed on the National Register of Historic Places, arrange for a commemorative plaque to be placed on the building site. The National Register has no formal requirements or suggestions for plaque phrasing, but it does offer a few typical and accurate examples on their website (www.nps.gov/nr, under "Frequently Asked Questions").

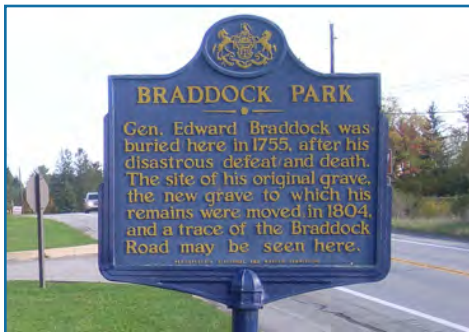
Options for phrasing include: "This property has been placed on the National Register of Historic Places by the United States Department of the Interior." or "[Historic structure name] has been placed on the National Register of Historic Places by the United States Department of the Interior."



DG101: Tastefully mark and date buildings and sites that carry historical significance. This can be done by adding:

- A plaque or engraved stone indicating a building's date of construction.
- PHMC historical markers to identify significant buildings (such as Potter's Mill), former building sites (such as the Ohiopyle Hotel), or important people of Ohiopyle's past (such as Andrew Stewart).

Nominations for historical markers may be submitted to the PHMC by any person or organization. If approved, the PHMC works with nominators to prepare marker text, select dedication dates, and arrange appropriate dedication ceremonies, generally within a year of approval. Limited matching grants may be available for the manufacture of markers, but nominators should be prepared to share in the costs of their marker's fabrication.



Pennsylvania Historical Marker



Informative Plaque



Historic Engraved Date



Pennsylvania Historical Marker



Informative Historical Stone



Engraved Construction Date



SECTION II - DESIGN GUIDELINES

Part B - Guidelines by Design Area

This section addresses the design of specific geographic areas and demonstrates how the recommendations given in Part A can be applied. When a reference is made to a specific design guideline (DG) number, refer to Part A.

This Part B is intended to be used in close conjunction with Part A, but it does not repeat every applicable design guideline. Therefore, Part A should be read in its entirety for applicability to each individual property.

The twelve Design Areas discussed herein were determined by T&B Planning as a way to present information in an organized manner. The names given to the Design Areas are for descriptive purposes only. They do not represent zoning districts or any official boundary lines.

A key map showing the Design Areas is included as Figure 8. Some properties located on street intersections or at the edges of Design Areas may be included in more than one Design Area.

The discussion of each design area includes a figure to illustrate recommended locations for application of design guidelines. A legend illustrating symbols used on these figures is available on page 91, which can be removed and set next to the figures to view alongside each Design Area figure.

Design Areas represented in this Design Guide

- Sherman Street
- Grant Street
- Stewart Place on the Green
- Ohiopyle Inn
- Logan and Blaine Streets
- Land Swap Area
- Negley and Garfield Streets
- Route 381 Frontage
- Conservation
- North of the Yough
- Great Allegheny Passage (GAP)
- Falls Area

Figure 8: Design Areas Key



SECTION II - DESIGN GUIDELINES

Sherman Street Design Area

When Ohiopyle was established in 1891, its “main street” was Commercial Street (currently Route 381). Today, Sherman Street serves as the main street in Ohiopyle. It is lined with commercial businesses, restaurants, two churches, the Yough Plaza Motel, the Ohiopyle-Stewart Community Center, a walk-up automated teller machine (ATM), Stewart Place on the Green, the present-day fire station, and three residential homes. There are also several undeveloped or under-developed lots. The roadway extends several blocks from Sheridan Street to Route 381 and receives a high volume of vehicular, pedestrian, and bicycle traffic.

Sherman Street is planned to be improved as part of a Green Streets Project Reserve Stimulus Grant. When construction is complete, Sherman Street will contain parallel parking spaces having permeable pavers, bioswales (pockets of landscaping to naturally filter runoff), a sidewalk on its east side, and a bicycle path on its west side. The recommendations given for the Sherman Street Design Area acknowledge these improvements and offer additional suggestions to firmly establish the status of Sherman Street as Ohiopyle’s main commercial and mixed-use corridor.

The recommendations also take into account the possibility that the existing fire station may be moved to another location in the future, leaving the existing building available for re-use. Additionally, the option exists to convert Sherman Street to one-directional traffic in the future. See page 43 for an illustration of the one-way condition.



The vision for Sherman Street is to have an attractive and active street frontage. It will be a street where people feel welcome to congregate, socialize, dine outdoors, and prepare for their daily activities. Businesses will offer outdoor patios, covered porches, and/or other active uses in their front and side yards. These spaces will feel welcoming and be visible to pedestrians and bicyclists using Sherman Street. Sidewalks will lead people from the street to business entrances, where bike racks and benches will be available. Signage will not overwhelm the streetscape and lighting levels will be soft.

New structures will be built on empty lots and underused properties. The new construction will complement the architectural styles of neighboring buildings and offer additional commercial businesses facing Sherman Street. Residential units may be located on the second floors. If the fire station relocates, the existing building will be improved and reused.

Private residences will be assimilated into the pattern of the Sherman Street streetscape, but will include privacy elements such as landscaping or low fences that suggest to visitors that the properties should not be trespassed upon. If trespassing becomes a problem, a custom designed "Private Residence" sign may be placed in the front yard.

Service areas and garages will be accessed from the alleys located behind the buildings (Emergency Way and Park View Alley). No garage doors will face Sherman Street. Rain gardens or bioswales will be located at low points near and along the alleys and at street corners where water can collect and naturally filter into the ground. The rear yards and rear façades of buildings facing Emergency Way and Park View Alley will be well-maintained. Storage in these spaces will be screened from view from the primary roadways. Where deep rear yards face the alleys, they will provide enjoyable private space where owners, residents, and employees can retreat from the public activity occurring on Sherman Street.

SECTION II - DESIGN GUIDELINES



DG77

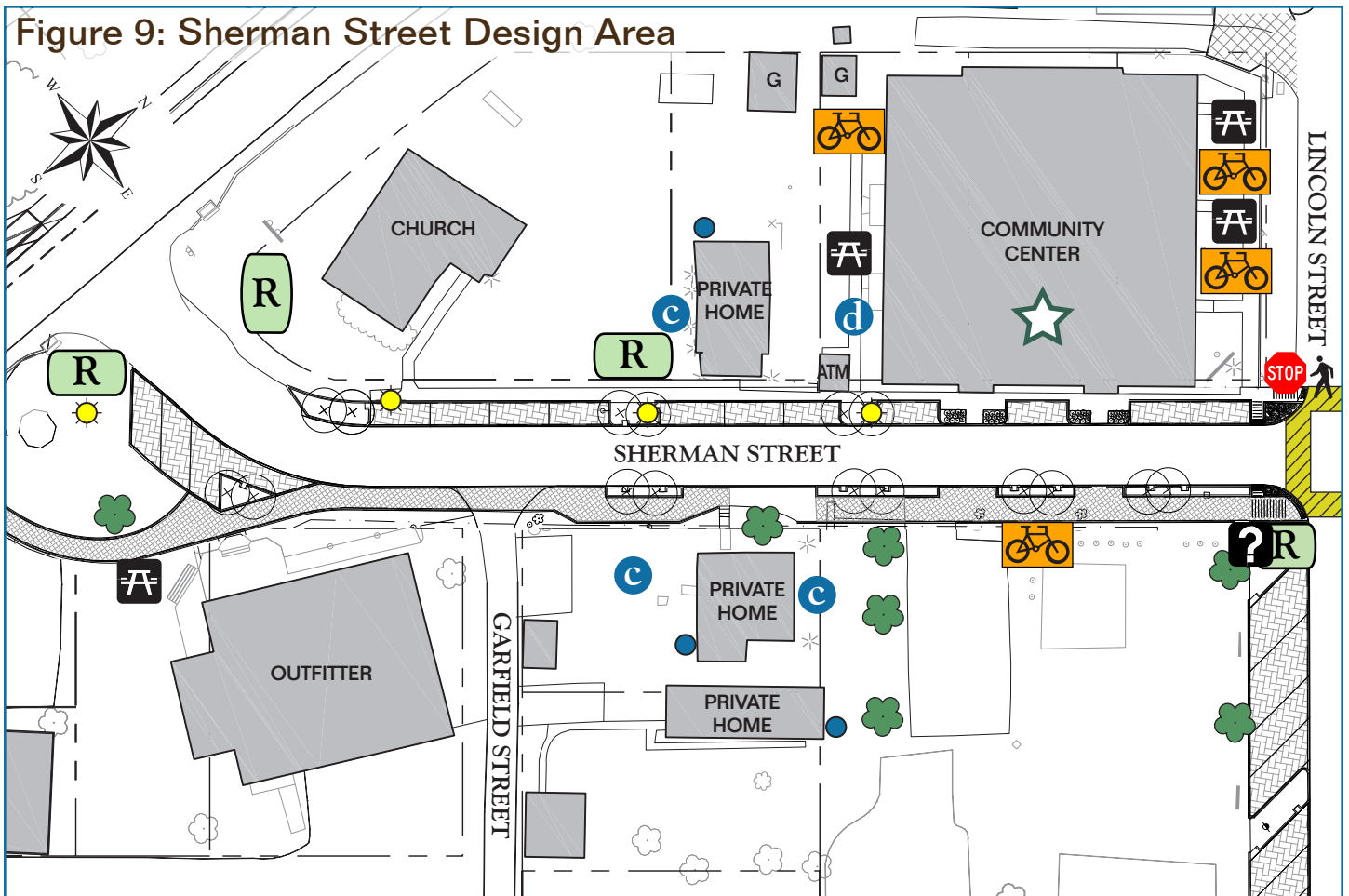


DG15-17



DG67

Figure 9: Sherman Street Design Area



DG24

DG15-DG17

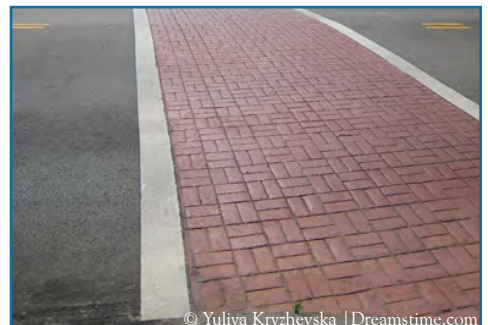
DG66



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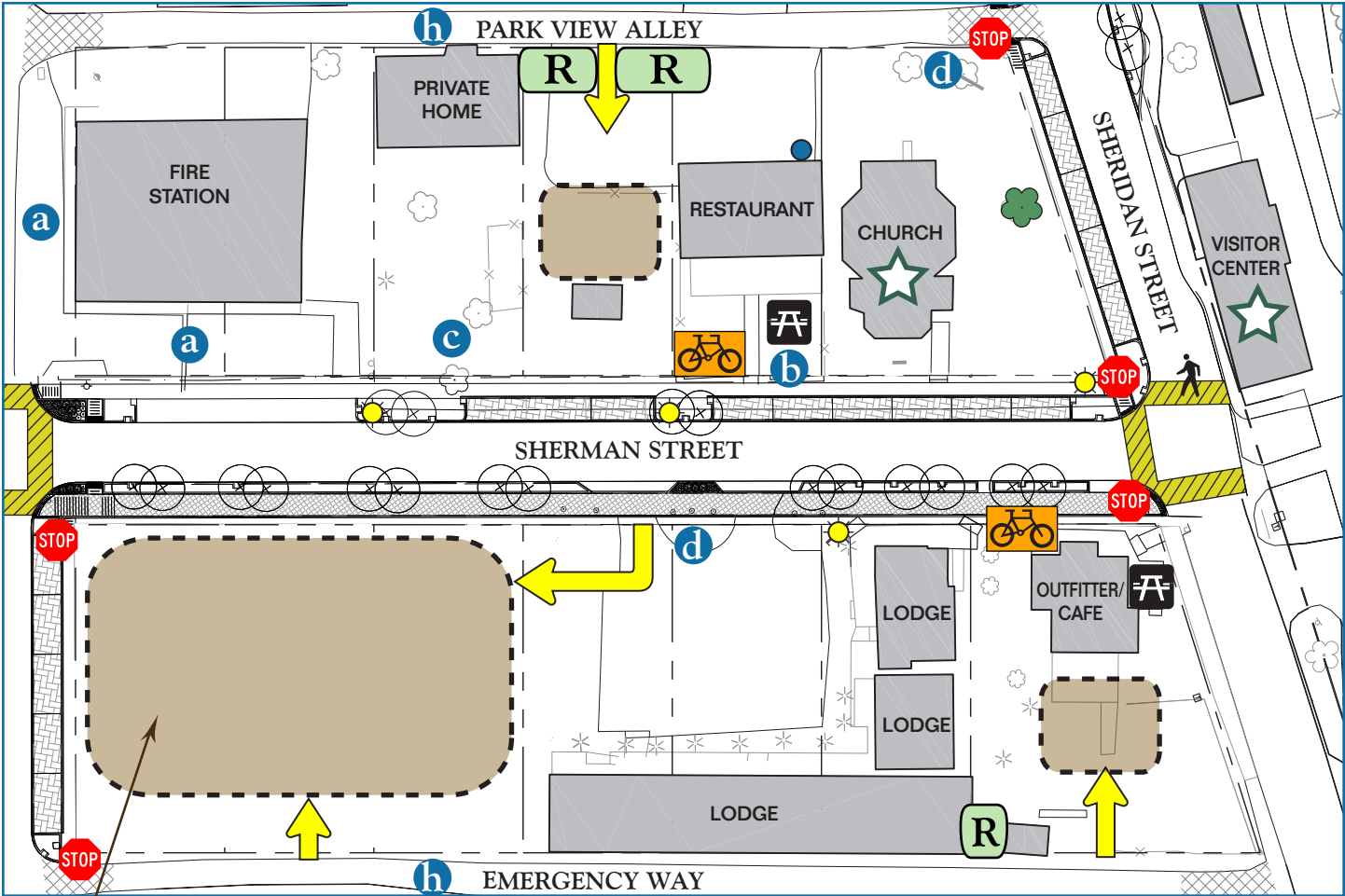
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DG55

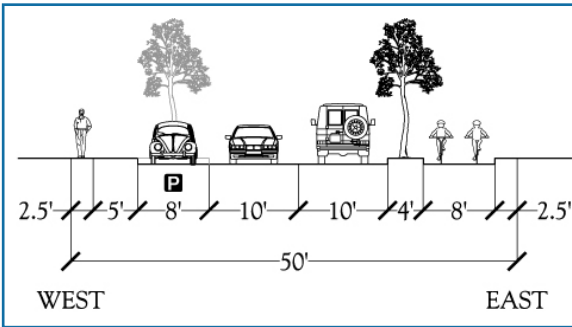
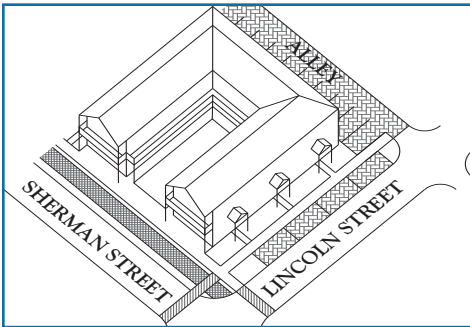


DG24



DG29-DG44

DG59-DG60



SECTION II - DESIGN GUIDELINES

Grant Street Design Area

Parallel to and southeast of Sherman Street is Grant Street, which is fronted by a café, lodging and several guest houses, a few private residences, and several vacant lots. Grant Street extends from Sheridan Street to Sugarloaf Road, but this Design Area only addresses Grant between Sheridan Street and Lincoln Street.

The vision for this section of Grant Street is for the roadway to retain its residential character. Although there are several commercial enterprises along Grant, their architectural styles will appear decidedly residential. Active outdoor uses such as patios, covered porches, and/or outdoor seating will be added to the front yards of guest lodges with deep front yard setbacks. Guest lodges and other businesses with shallow front yard setbacks will have covered front porches that feel inviting, yet safe and protected from intrusion by passing pedestrians, bicyclists, and vehicles. Business signs will be attractively designed and subtly displayed.

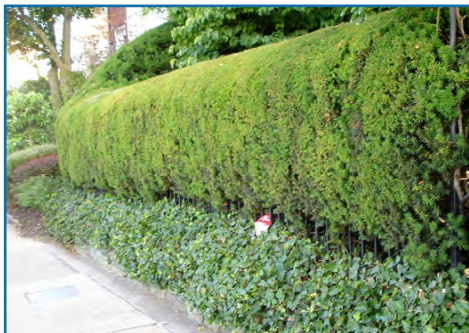
The yards of private residences will include landscaping and gardens. They also will include privacy elements such as landscaping or low fences if necessary to deter trespassing. Whether the use of a property is for a business or residence, there will be a well-maintained sidewalk or pathway from Grant Street to the building's front door. Trees and landscaping will occur along the roadway in an asymmetrical pattern, including rain gardens or bioswales at low points of elevation to capture runoff. Lighting levels will be soft.

Parking will be added along one or both sides of the road, constructed of permeable pavers. Parking spaces will not interfere with mature trees or existing utilities and driveways, which will remain. Parking spots located within 4-feet of a private residential home will be reserved for the resident. Pedestrians and bicyclists will be accommodated by either a painted lane in the street or they will use the area between the parking isle and the private property line.

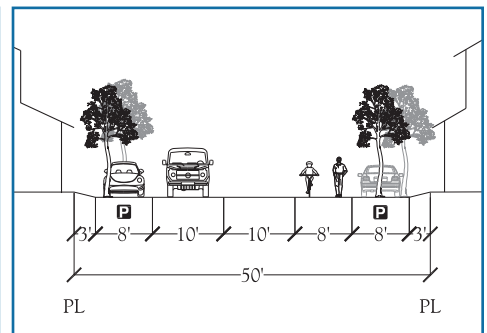
No garage doors will face Grant Street. Garages and other utility uses will be accessed from the alleys located behind the structures (Emergency Way and XXXXX). Rear yards fronting the alleys will be private spaces and unattractive uses placed there will be screened from view from Grant Street and other main streets where visibility to these spaces may be possible.



DG15-DG17

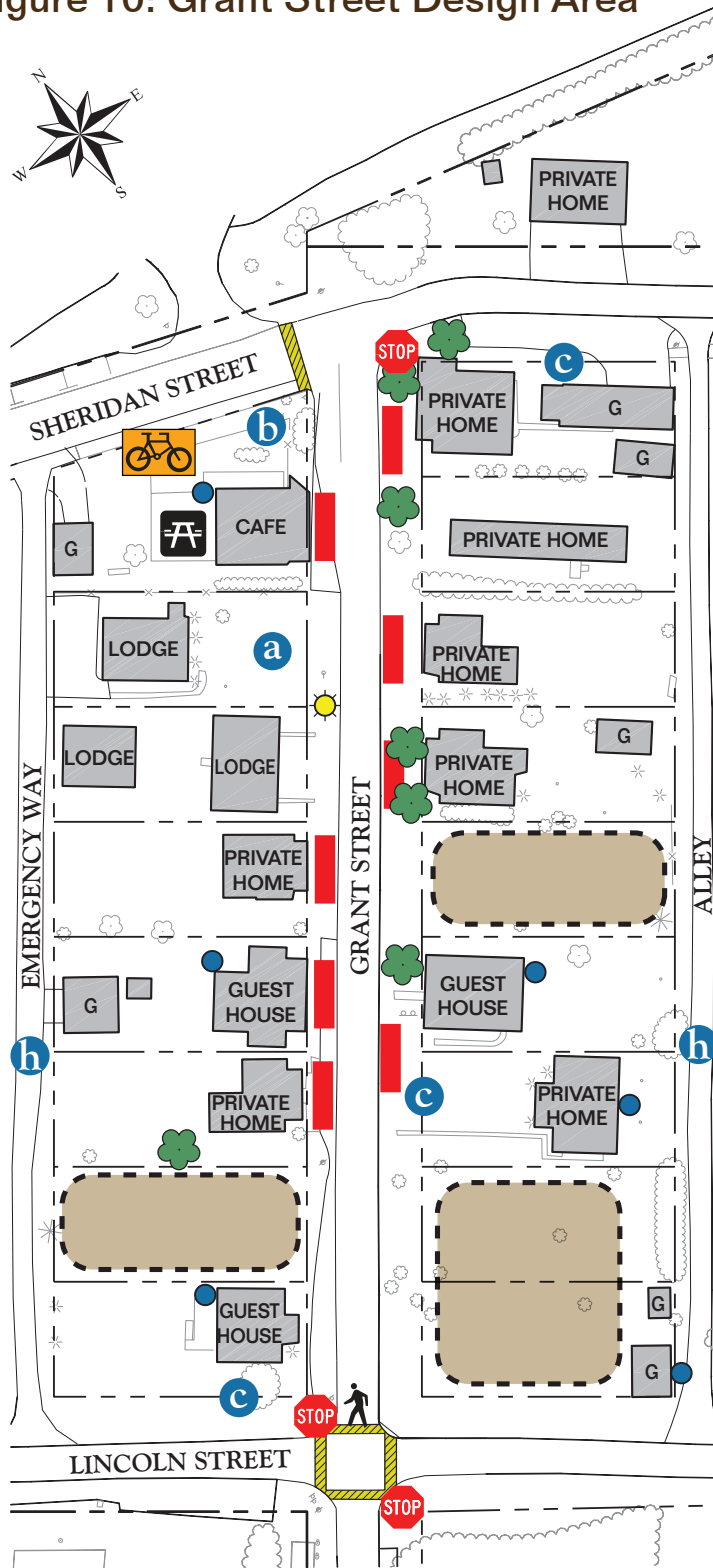


DG41, DG55



DG59-DG60

Figure 10: Grant Street Design Area



DG52-DG55



DG13, DG40



DG30, DG39



DG24



DG29-DG34

SECTION II - DESIGN GUIDELINES

Stewart Place on the Green Design Area

Stewart Place on the Green Community Park is located in the block between Sherman, Lincoln, and Grant Streets. This park space covers an area of approximately 0.75 acres and includes a basketball court, swings and play equipment, a parking lot, picnic tables, a sculptured rock art display, and some open space with trees and grass. A Playground Committee has been working to raise funds to redesign the park as a more functional, safe space for residents and visitors to enjoy. While public access is available from three sides (Sherman, Lincoln, and Grant Streets), the main 'entrance' with small paved parking area is positioned adjacent to Sherman Street.

Stewart Place on the Green will be improved to be functional, safe, inviting, and accessible. It will balance several park functions in a simple design. The space will include a gazebo visible from Sherman Street that can be used for small performances and/or be rented from the Borough for private events. The sculptured rock art will be repositioned and additional public art may be added. A historical interpretation piece is suggested, such as a monument to Andrew Stewart, for whom the park is named. The existing basketball court will be improved to serve multiple functions including sports, unstructured play, and a performance stage. The existing play equipment will be replaced with new play areas for young children (2-5 year olds) and older children (5-13 year olds). Play equipment will be of wood or simulated wood construction and carry a nature and/or exploratory theme. All improvements will be weather resistant and easy to maintain. Benches and seating will be made of wood or stone and tables and chairs will be in a traditional picnic table design. Landscaping will be improved and grassy areas will be retained for passive use. Setbacks will occur adjacent to the two private residential homes that front the park to ensure privacy to those residents. Rain gardens will be used to filter runoff and the parking lot will be resurfaced with a permeable material. Interpretive signage will be added to educate people about the benefits of natural water quality filters.

Stewart Place on the Green will be a popular public gathering place. Children will play and explore here. People will be seen walking through the park, using its amenities, sitting on its benches or grassy lawn, and enjoying performances at the gazebo or amphitheater.



DG15-DG17



DG55



DG79-DG81

Figure 11: Stewart Place on the Green Design Area



DG70



DG73



DG5



DG7-DG8

SECTION II - DESIGN GUIDELINES

Ohioypyle Inn Design Area

Undeveloped land located at the southeastern corner of Grant and Lincoln Streets is planned for the construction of additional lodging and commercial uses. This area is currently wooded and slopes naturally from northeast to southwest. Additionally, a parking study completed by URS Corporation identifies an area on the southeastern corner of Logan and Lincoln Streets on State Park property as the potential site for a new parking lot and/or parking structure.

The frontage along Grant Street will be an active pedestrian corridor. New commercial uses will frame Grant Street and offer outdoor seating, bicycle racks, and defined pedestrian entrances to new businesses. The commercial building façade located directly across from Stewart Place on the Green will have high visibility from Grant, Lincoln, and Sherman Streets; thus, it will be attractively designed to draw customers who may not otherwise have a reason to visit uses along Grant. Business signs will be attractively designed and subtly displayed. Lighting levels will be soft.

The alley west of Lincoln Street may be extended into this area as an access point for service vehicles and guests of the new lodging facility. The new lodge will be designed in the style of a country inn, having two stories and a front porch wide enough for outdoor furniture. A break in the commercial buildings along Grant Street should be positioned across from the post office entrance and be wide enough to allow a generous “view window” to the lodge’s front entrance or front porch. This open area could also contain an outdoor plaza or courtyard. Buildings on this parcel may be terraced into the natural slope. Alternatively, open areas may contain slopes to take up some of the natural grade. The use of retaining walls will be limited and only occur where there is no other option for grading. If used, retaining walls will not be highly visible or will be faced with stone or screened with landscaping.

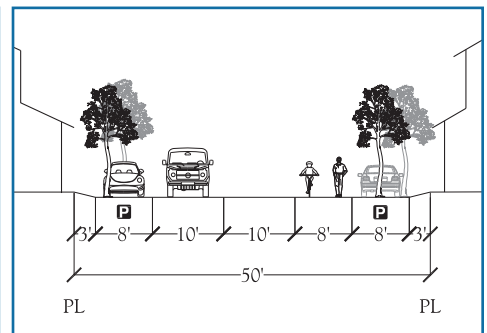
Northeast of the inn on State Park property, a parking lot may be constructed and this lot may someday be converted to a parking structure. This parcel is currently wooded and slopes about 30 feet. If a parking lot is constructed here, the lot will not be flat. It will be terraced to mimic the natural landform, and the slopes between each parking aisle will contain vegetation. Existing trees between the parking aisles will be maintained if possible. If the lot converts to a parking structure, the side of the structure facing Lincoln Street will have a landscaped screen.



DG17

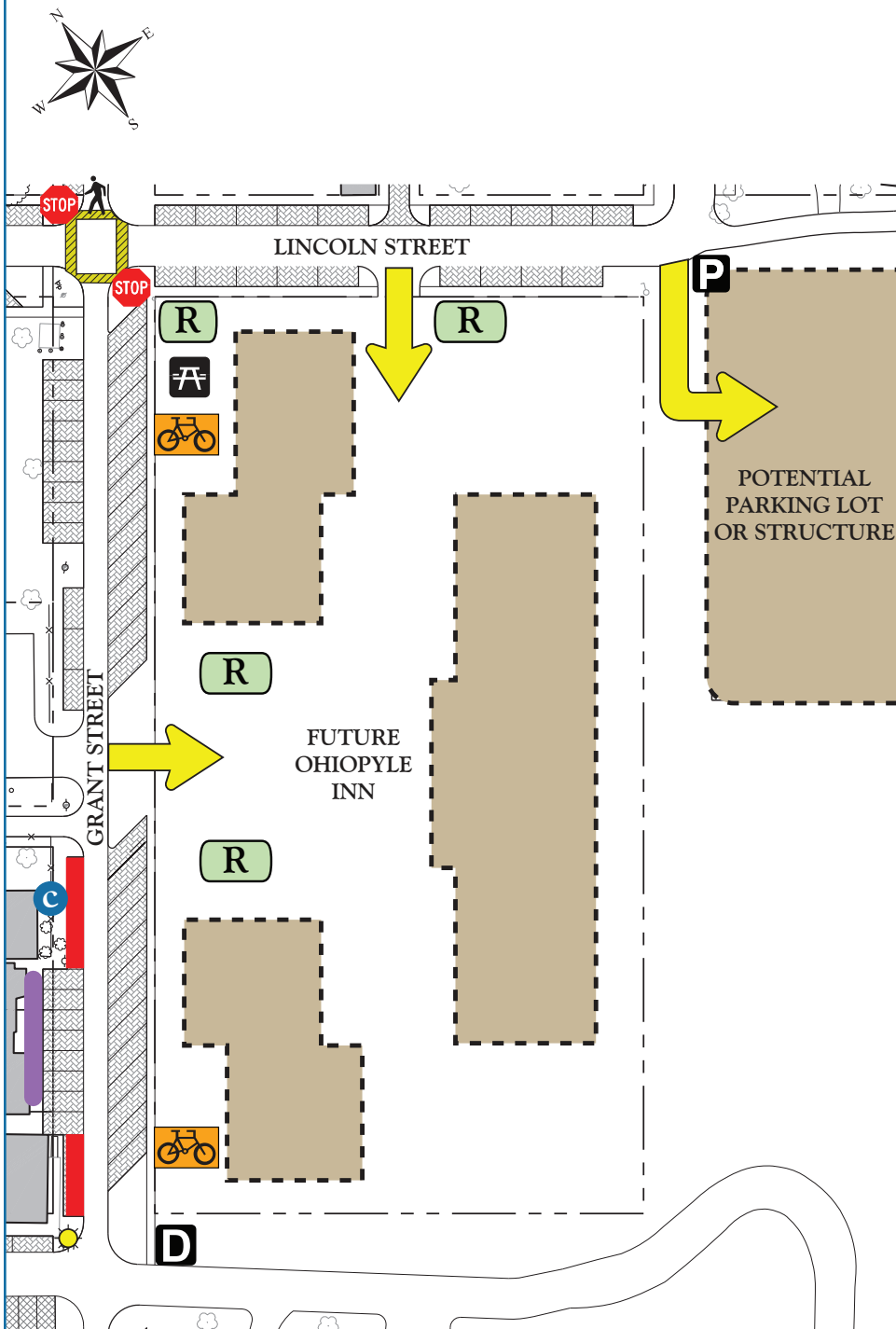


DG13



DG59

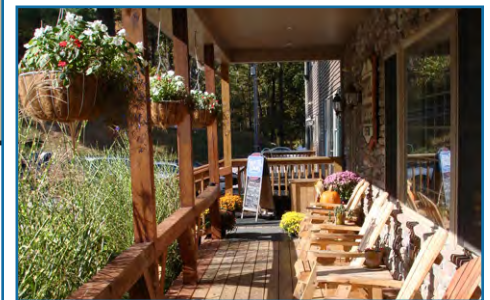
Figure 12: Ohiopyle Inn Design Area



DG68



DG72



DG30



DG29-DG34



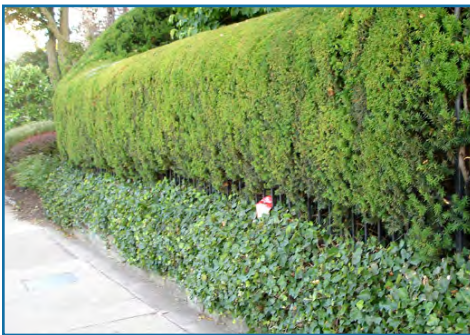
DG29-DG34

SECTION II - DESIGN GUIDELINES

Logan and Blaine Streets Design Area

Logan and Blaine Streets run parallel to Grant Street, farther east in the Borough and up a hill. Currently, Logan Street can be accessed via Sheridan and Lincoln Streets, but Blaine can only be accessed via Sheridan Street. There are alleys between Grant and Logan, and between Logan and Blaine, which provide access to the rear of properties. Currently, all uses are residential aside from a single structure used as a guest lodge on Blaine Street. While this part of the Borough is not often seen by visitors, this could change as future development occurs to the north and east.

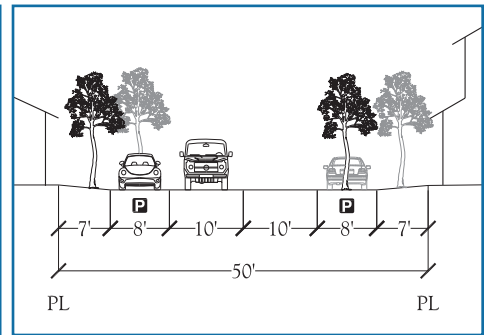
Development on Logan and Blaine streets will be primarily residential, but some commercial pursuits can be expected to arrive in this area as additional development occurs. New development will be sensitively placed in relation to neighboring buildings. Regardless of the land use, the architectural character of this area will be of a vernacular, residential style. Parallel parking will be added along one or both sides of Logan and Blaine Streets, constructed of permeable pavers. Parking spaces will be positioned to not interfere with existing driveways, walkways, and landscaping and any parking space within four feet of a residential home will be reserved for the exclusive use of that residence. Because foot and bicycle traffic is expected to be light, there will be no defined sidewalks or bicycle lanes. Landowners will keep their properties well maintained and continue to garden and enjoy the private areas of their yards in various ways. Over time, chain link fencing visible from Logan and Blaine Streets will be replaced with wood fencing or hedge rows. Rain gardens will occur at street intersections and in other places where drainage collects. Lighting levels will be low and signage will be minimal.



DG54-DG55



DG29-DG44



DG59-DG60

SECTION II - DESIGN GUIDELINES

Land Swap Design Area

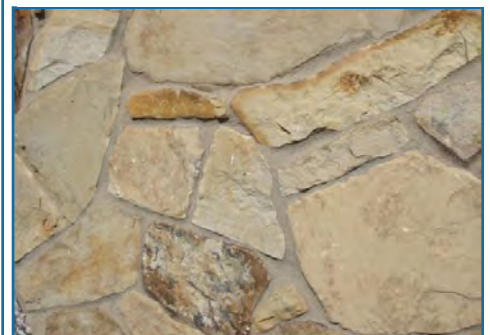
Land on the upper (eastern) side of Blaine Street and extending north of Sheridan Street is an undeveloped parcel identified to be part of a land swap (trade) between Ohiopyle Borough and the State Park. The State Park will assume ownership of land containing the sewer treatment plant, and in exchange the Borough will assume ownership of the subject 2.25-acre parcel to be zoned for residential development. It is expected that the Borough will market the sale of this land to a builder for the construction and sale of residential homes. Conceptual site plan renderings are included herein to show possible building arrangements based on the guidelines contained in this document. The actual building arrangements may vary from these drawings.

The vision for this area is to contain a master-planned collection of residential homes. This could include single-family homes, multi-family homes (townhomes or condominiums) or a mixture of both. Homes will be positioned to take advantage of river views and natural views to the northeast. Grading will follow the natural terrain. The structures will be constructed following the principles of sustainability by using environmentally friendly building materials and low energy heating, cooling, and electrical systems. The architecture will have a contemporary vernacular design and complement the building styles already present in Ohiopyle. Buildings will be somewhat boxy in shape, have modest exterior ornamentation, porches, and pitched roofs. Garages will be set back from the street and will not dominate the view from Blaine or Sheridan Streets. Paved surfaces will be of a permeable material where possible.

Figure 14: Land Swap Design Area



DG31



DG32-DG35



Single-Family Alternative



Multi-Family Alternative



Hybrid Alternative 1



Hybrid Alternative 2

SECTION II - DESIGN GUIDELINES

Negley and Garfield Streets Design Area

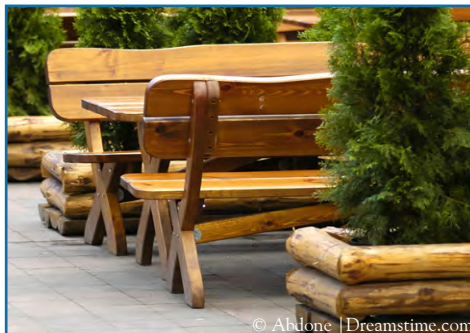
The Negley and Garfield Streets Design Area is defined as those properties gaining access from Negley Street or Garfield Street, as well as those properties on Grant and Sherman Streets that are located between Negley Street and Stewart Place on the Green. Currently, this area includes a mix of uses, including outfitters, a large grassy field, guest houses, permanent residences, rental units, and a U.S. Post Office branch. Negley Street is viewed as a public corridor because many visitors to the outfitter shops use this street. On the other hand, Garfield Street is generally viewed as a private corridor because it is used often by community residents and employees but rarely used by visitors.

Negley Street will continue to serve as a busy public corridor for access to outfitter shops. The outfitters will continue to offer outdoor seating and bicycle racks for their customers, and beautify outdoor spaces with potted plants and attractively designed signs. The grassy field on the south-eastern corner of Negley and Route 381 is identified as the future location of a parking lot. If constructed, this lot will be compactly designed to preserve trees and grass along Route 381. The lot will have a pervious surface and use a pay station system to collect fees during peak parking periods.

The intersection of Negley Street and Route 381 will be greatly improved. Bicyclists and pedestrians will cross Route 381 in a defined crosswalk, and lighting and landscaping at this intersection will be enhanced. Potter's Mill will continue to be a defining structural feature. A sign or other interpretive marking will be added to educate passersby about the structure's interesting history. A pervious bicycle path will lead from the sidewalk along Route 381, crossing in front of Potter's Mill, and continuing to the bike path that will parallel Sherman Street. Visitors will feel welcome to visit the outfitters, use the bicycle path, and congregate informally on the outfitters' porches and in their yards. Service areas located in the alley and along Garfield Street will be made safer and more attractive by better organizing outdoor storage areas and defining private driveways and parking areas. However, these areas will not be heavily used by visitors and will mostly remain available for service-type uses. Along Grant Street, outdoor storage will be screened and the privacy of homeowners will be enhanced through low fencing and landscaping. No significant changes will be made to the post office.



DG15-DG17

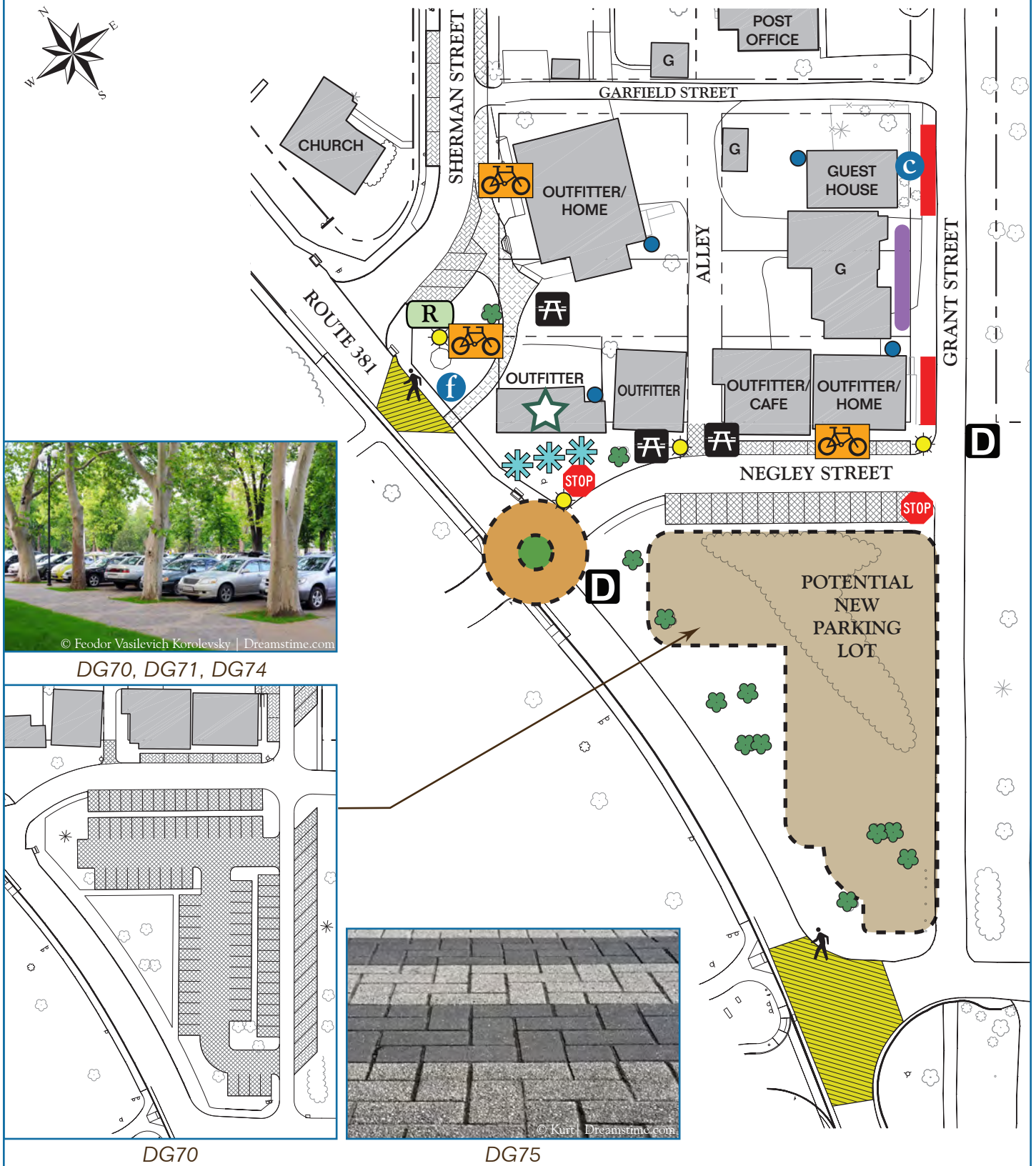


DG13



DG59-DG60

Figure 15: Negley and Garfield Streets Design Area





SECTION II - DESIGN GUIDELINES

Route 381 Frontage Design Area

The Route 381 Frontage Design Area includes those properties located on the east side of Route 381 between its intersections with Sheridan and Sherman Streets. Route 381 is the former main street through Ohiopyle and is still considered Main Street or Commercial Street to some long-time residents. Whether travelers on Route 381 are visiting Ohiopyle or just passing through, the appearance of this Design Area gives a first impression of the Borough.

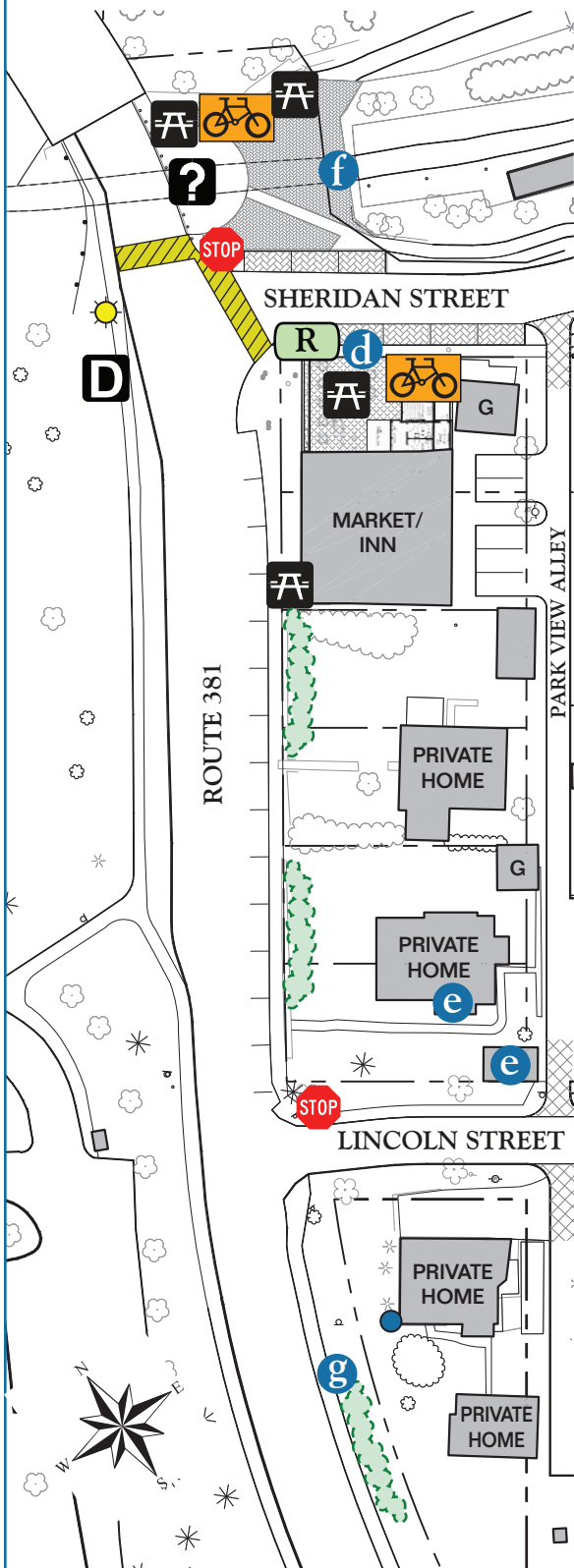
This Design Area includes a public plaza and Falls Market and Inn on opposing corners of Sheridan Street. Further south, four homes are visible at the top of a slope beyond which a “Welcome to Ohiopyle” sign is located. The intersections of Route 381 with Sheridan, Lincoln, and Sherman Streets provide view windows into the Borough’s core. Some travelers may decide whether they should enter the Borough or simply continue on their travels simply by looking through these windows of view and deciding whether to turn.

This Design Area will give a positive first impression of Ohiopyle Borough. The corner of Route 381 and Sheridan Street will be active with people in the public plaza and in the renovated outdoor courtyard of Falls Market and Inn. Users of these outdoor spaces will make use of benches, bicycle racks, and collection containers for waste and recyclable materials. Potted plants and public art will adorn the space. A crosswalk with enhanced paving will clearly indicate the designated Route 381 crossing zone and will serve as a traffic calming measure. Traffic will move through this Design Area at a slow speed.

The sidewalk along the east side of Route 381 will be repaired and maintained to improve the safety of those strolling along the roadway. The stone retaining wall will be an attractive visual element. The wall will be reinforced where needed to ensure its long-term stability and people will frequently be seen sitting on its ledge. Stairs leading from the sidewalk and up the hill to fronting structures will be improved and kept clear of vegetation overgrowth. Existing mosaics in the stair’s landings will be maintained and new mosaics will be added. Tasteful post-mounted signs will display business names or indicate that the stairs are for private use only. A mixture of evergreen and deciduous trees and shrubs will beautify the slope and be mixed with flowering plants and lawn. The existing ‘Welcome to Ohiopyle’ sign will be retained in place and landscaping around the sign will be enhanced with low-growing native shrubs and groundcovers.

The existing structures along Route 381 will be maintained, preserved, and rehabilitated so that the architectural integrity of each structure remains intact. Views from these buildings to the river will remain spectacular. Utilitarian areas will be located along the rear alley (Park View) and screened from view along Route 381. Outbuildings located at the intersection of Park View with Lincoln Street and Sheridan Street will be repurposed and positively contribute to the fronting streetscapes.

Figure 16: Route 381 Frontage Design Area



DG66



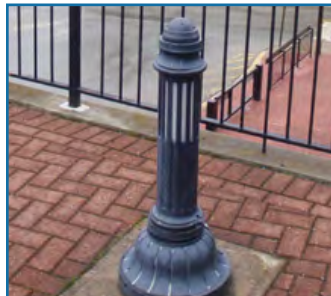
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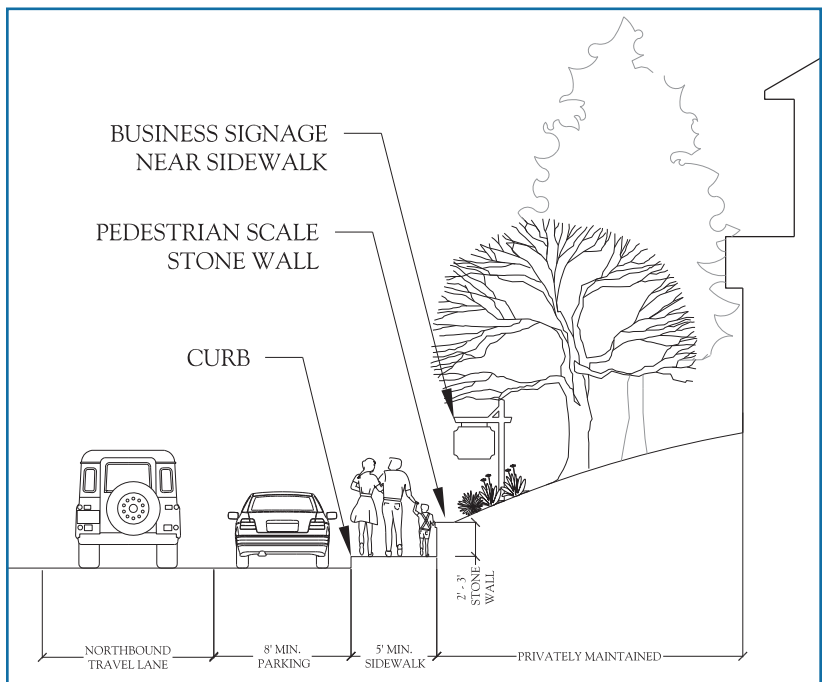
DG3



DG6-DG8



DG65



SECTION II - DESIGN GUIDELINES

Conservation Design Area

This Design Guide defines Conservation Areas as those areas of the State Park surrounding the Borough and the Falls Area, including the Ferncliff Peninsula Natural Area, the Youghiogheny River (including its tributaries and river banks), and forested areas owned and managed by Ohiopyle State Park. Existing development in these Conservation Areas provides access to recreation areas and park amenities, for example the Guided Raft Tour check in, several parking lots, the State Park Office, bath/change houses, trails, picnic and camping sites, etc.

This Design Guide recognizes that Conservation Areas may be further developed in some places to add to or support existing recreational activities in the State Park. Any development should be mindful of the natural surroundings and be as sensitive as possible to the existing landscape.

Figure 17: Conservation Design Area



North of the Yough Design Area

The North of the Yough Design Area is located north of the Youghiogheny River and encompasses the 'top' of the Ferncliff Peninsula on both sides of Route 381. Included in this area on the west side of Route 381 is a gravel/dirt parking area (called the Ferncliff lot), access to the Youghiogheny River Trail (YRT), and a storage area for the railroad. East of Route 381 is Garrett Street and the active railroad right-of-way. Accessed from Garrett Street are an outfitter (Wilderness Voyageurs) and its change house, residential homes, a restaurant, parking areas, several outbuildings, and a trailhead for the Laurel Highlands Hiking Trail.

The use of land in this Design Area will continue as it is today, but will be made more inviting. Before reaching this area, southbound travelers on Route 381 will pass a new welcome sign that will announce arrival and indicate to drivers to slow their travel speeds. The entrance into the Ferncliff parking lot will be improved with landscaping and the railroad storage area will be attractively screened. The parking lot will be improved, pervious, and offer more parking spaces. A public restroom may be added in or near this parking lot for convenience to visitors. The lot will be available free of charge and provide direct access to the YRT.

Attractive four-season landscaping using native species will be added at the intersection of Garrett Street and Route 381. The landscaping will be in a formal pattern to function as an entrance gateway to Garrett Street. Existing signs at this intersection will be consolidated and improved. Chain link fencing will be replaced with wood fencing or be screened with landscaping.

The vacant brick building located at the intersection of Route 381 and Garrett Street will be repurposed and the building's exterior will be improved. If the building is not repurposed and is instead removed, its brick and other building materials will be salvaged for reuse. Any new construction visible from Route 381 will be of a vernacular style and contextually appropriate to adjacent buildings and the surrounding natural landscape. Properties will be maintained and porches will be made inviting. Outdoor storage and shuttle parking areas will appear purposeful and unattractive storage spaces will be removed from public view.

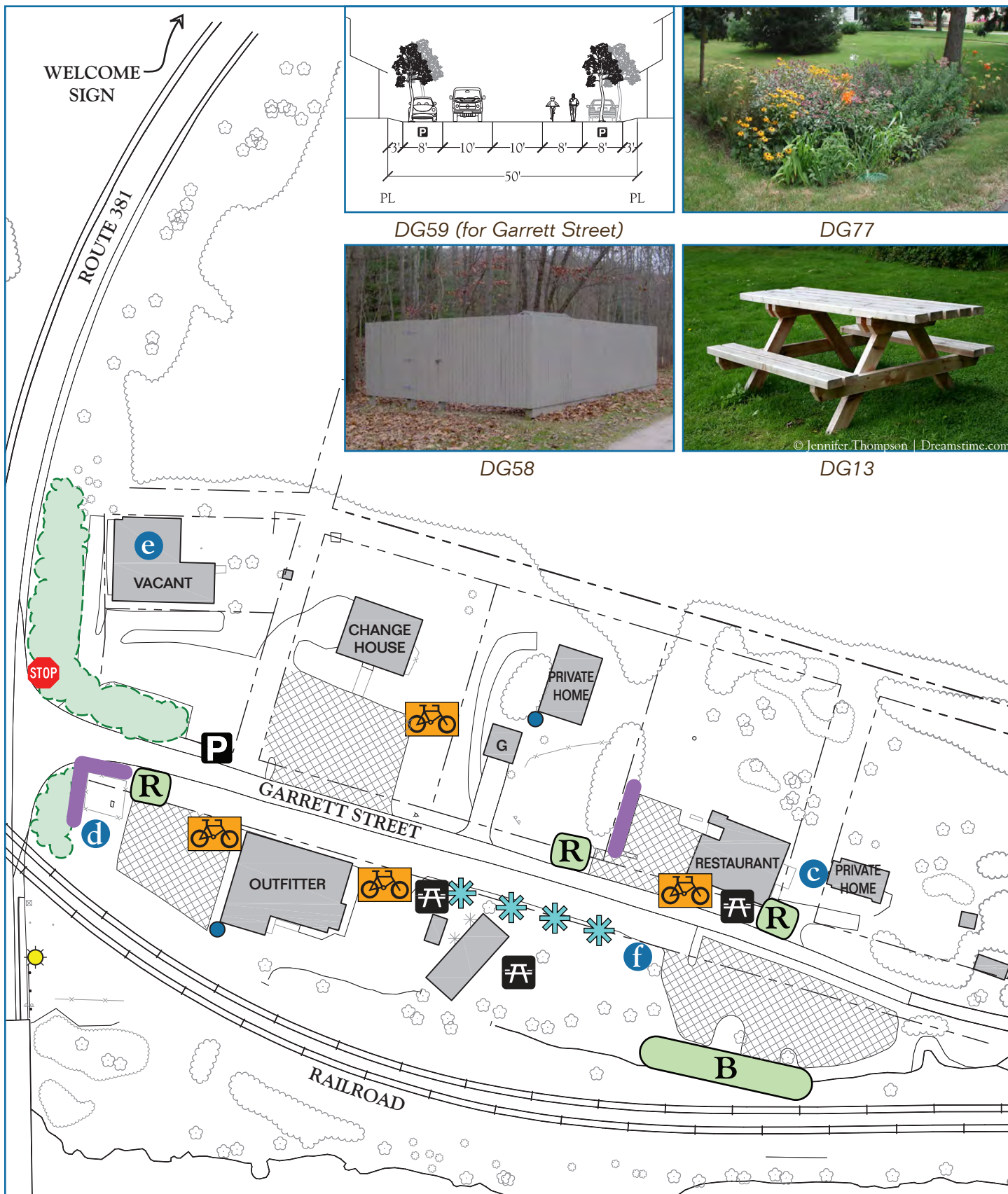
Marked parking spaces constructed of permeable pavers will be added along both sides of Garrett Street. Off-street private parking areas will remain gravel and large rocks will continue to be used as physical barriers and accent pieces. A bicycle and pedestrian travel lane will be painted on the roadway to improve safety. Outdoor seating areas and bicycle racks will be available at visitor-serving businesses. Drainage will be directed into rain gardens and bioswales where possible to naturally filter and slow the flow of runoff into the Youghiogheny River.

Someday in the future, Ohiopyle may be fortunate to have a train stop in this Design Area along the existing railroad right-of-way. If this occurs, visitors will arrive by train carrying their outdoor recreation equipment. A loading platform will be needed, constructed in a simple design with a modest pavilion-style shade structure.

SECTION II - DESIGN GUIDELINES

Figure 18: North of the Yough Design Area





SECTION II - DESIGN GUIDELINES

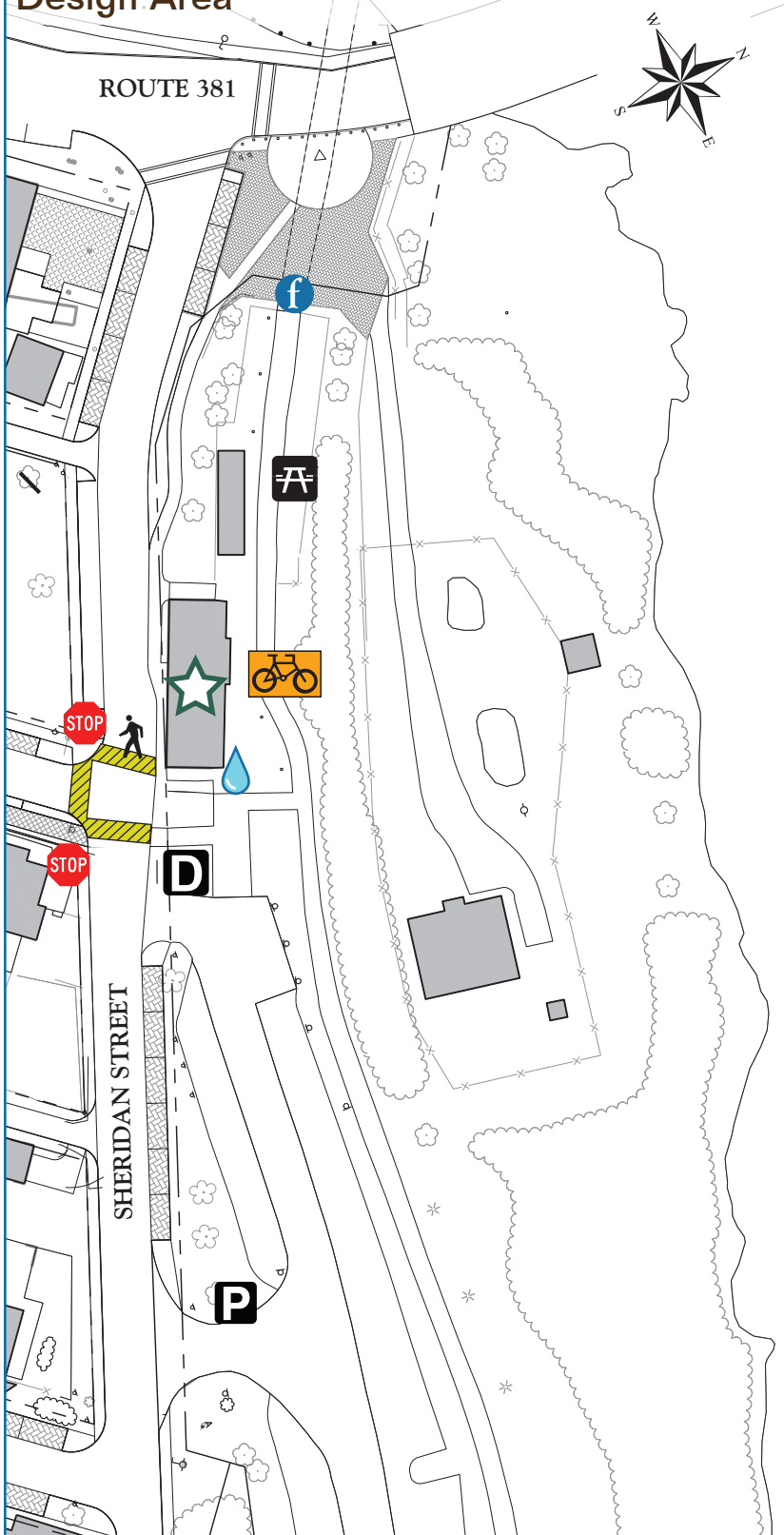
Great Allegheny Passage Design Area

Access for bicyclists is provided to Ohiopyle via the Youghiogheny River Trail (YRT), part of the Great Allegheny Passage (GAP), which is a 150-mile rail-trail (with all segments nearly completed) connecting Pittsburgh, Pennsylvania to Cumberland, Maryland. The GAP trail exists along the route of the former Baltimore and Ohio (B&O) Railroad, and is located along the south side of the Youghiogheny River east of the Route 381 Bridge, and then crosses over the Yough on the YRT Bridge (west of the Route 381 Bridge). The GAP Design Area includes the Route 381 and the YRT Bridges, the Laurel Highlands Visitor Center (Train Station), trail parking lot, the existing Ohiopyle sewer treatment plant, and the riverfront before the Yough River turns south to make its way around the Ferncliff Peninsula.

This area will primarily remain in its existing condition. Signage improvements will occur, with the addition of directional signage near the Visitor Information Center and trail signage following the "Graphic Identity & Sign Guidelines Manual" prepared by the Trail Towns Program for GAP logos and signage. Bicyclists will continue to congregate around the train station. Additional bicycle racks and visitor amenities including a drinking fountain may be placed in this area. The existing parking lot will be improved, its hours will be extended, and a pay station will be added. Parking spaces will be marked along Sheridan Street and constructed of permeable pavers and drainage from the roadway will flow into rain gardens to be filtered of urban pollutants before reaching the river.



Figure 19: Great Allegheny Passage (GAP) Design Area



DG3



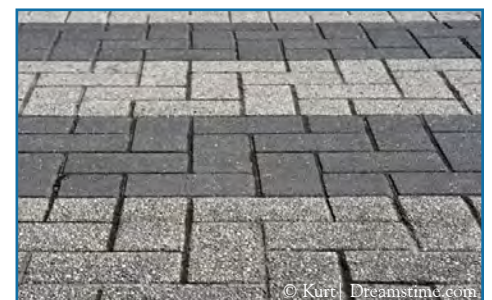
DG15-DG17



DG18-DG20



DG74



DG75

SECTION II - DESIGN GUIDELINES

Falls Area Design Area

Ohiopyle Falls, a key feature in the State Park, has been attracting tourists for over a century, since the early 1900s when visitors from Pittsburgh began traveling here by rail. Today, a viewing platform is located at the river's edge that provides a clear view of the waterfall. In addition to the viewing platform in the main Falls Area of the Park, amenities include a parking lot, bituminous walkways, bench seating, wrought iron fencing, an ornamental planting bed, signs (directional, safety, and interpretive), trash receptacles, and water fountains. The existing improvements are concentrated in the Falls Area, have a rustic/natural character, and generally complement the surrounding natural environment. The absence of improvements other than a few footpaths along other segments of the river's edge contributes to its appealing natural beauty.

The key improvement in this Design Area will be the construction of a new Visitor's Center, which also will serve as the new Ohiopyle State Park office. This improvement will bring more people to the river's edge and offer information and education about Ohiopyle, its natural setting, environmental stewardship, and outdoor recreation opportunities. The building will have an open and airy feel with large glass panes facing southeast that allow views of the Youghiogheny River. Building materials will be sustainable and landscape materials will be native. Walkways and bicycle paths will lead from the new Visitor's Center to an improved parking lot and new drop-off point. Outdoor patios will be constructed around the Visitor's Center with permeable pavers. These spaces will contain benches, bicycle racks, and other visitor amenities. Outdoor lighting fixtures will have a simple design and will be directed downward, casting soft levels of illumination for the safety and security of visitors.

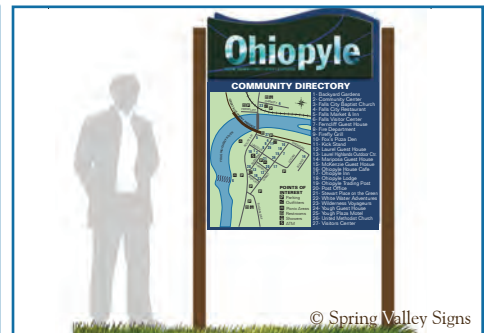
The river's edge will remain natural. Minimal improvements may occur such as the addition of benches constructed of wood and/or rock, the replacement of trash and recyclable materials collection containers, and improved signage. With the exception of the new Visitor's Center complex, no other structures will be built in the Falls Design Area that may block views of the river and its natural backdrop.



DG24

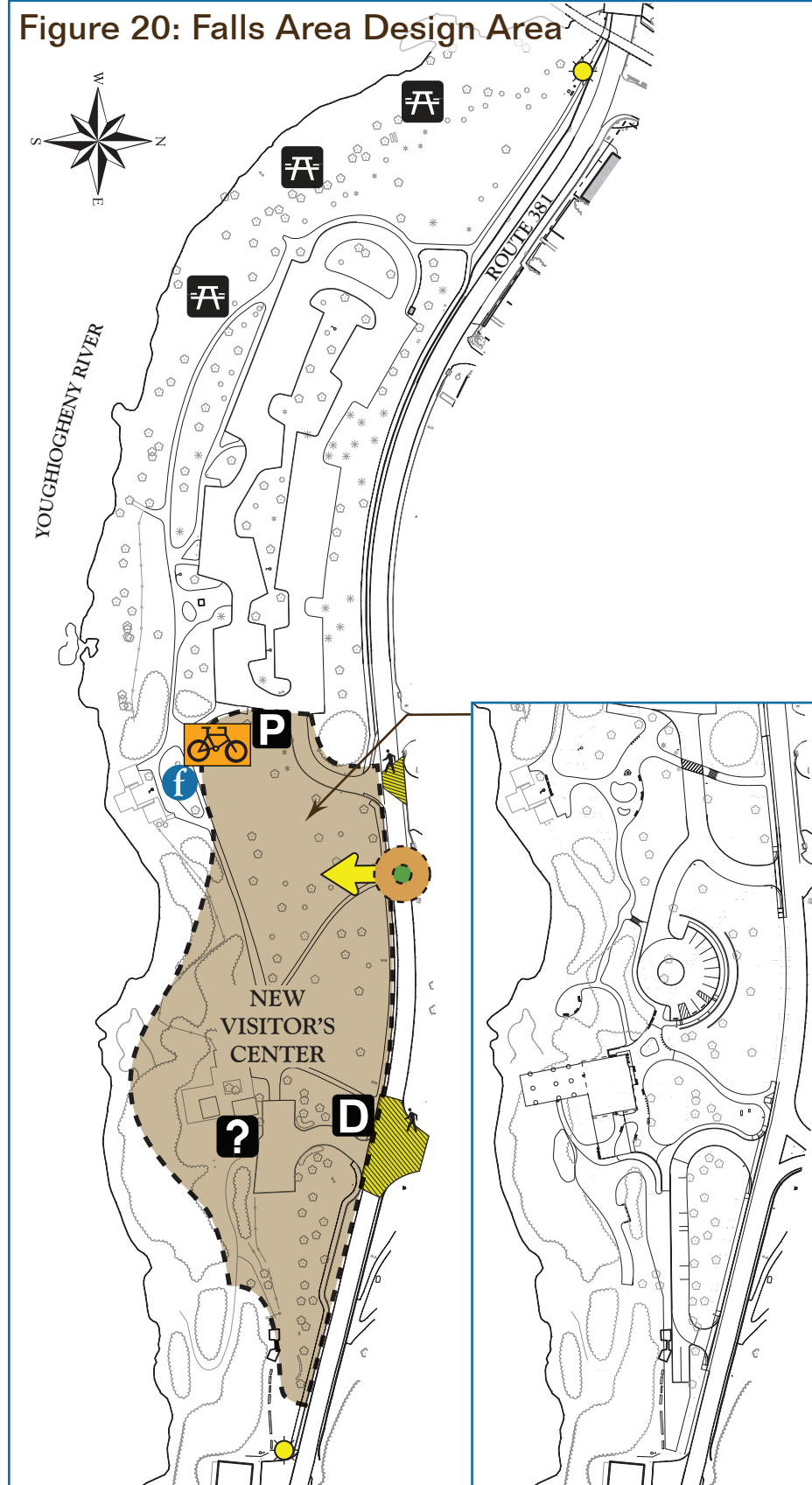


DG59



DG68

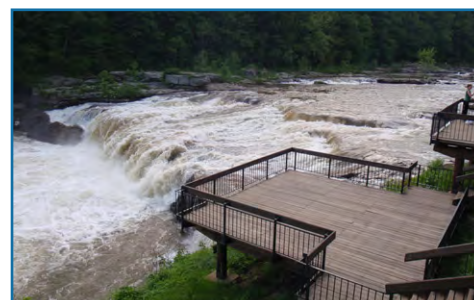
Figure 20: Falls Area Design Area



DG7, DG10



DG8, DG11



Design Areas Legend

- | | |
|--|---|
| G Garage or shed | Water fountain (DG18-20) |
| Mature tree to remain (DG82) | Maintain character-defining structures |
| Rain barrel or rain garden installed with PenVest Grant (DG76) | Outdoor seating/dining (DG6-DG13) |
| Future rain barrel or rain garden (DG76) | Community directory (DG3) |
| Reserved parking (DG61) | Parking directory (DG68) |
| Crosswalk (DG66) | Directional sign (DG2-DG3) |
| Dark sky street lamp (DG24) | Potential restroom location |
| Future entrance points | Add active uses to front and/or side yards (DG30, DG39) |
| Future development area (DG29, DG34) | Maintain fencing (DG52-DG58) |
| Landscape upgrades (DG84-DG91) | Privacy elements (DG54-DG55) |
| Rain garden (DG77) | Consolidate and upgrade signage (DG46) |
| Bioswale (DG78) | Repurpose building (DG32-DG35) |
| Bicycle rack (DG15-DG17) | Public art location (DG5) |
| Stop sign (DG67) | Retain existing sign (DG1) |
| Permeable surface (DG75) | Improve alley |
| Potential future roundabout | |
| Rock art (DG89) | |
| Screening of outdoor storage (DG58) | |
| Park seating (DG7) | |

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