

PITTSBURGH REGIONAL TRANSIT

LANDSCAPE DESIGN GUIDELINES

JUNE 2025

Pittsburgh Regional Transit

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Fig. 0-02

ACKNOWLEDGMENTS

Pittsburgh Regional Transit

Pittsburgh Regional Transit (PRT) provides public transportation throughout the City of Pittsburgh and Allegheny County in Western Pennsylvania.

PRT's 2,600 employees operate, maintain, and support bus, light rail, incline, and paratransit services for approximately 200,000 daily riders.

Governed by an 11-member board appointed by the Allegheny County executive, leaders from both parties in the Pennsylvania House of Representatives and Senate, and the governor of Pennsylvania, the board and its committees hold regularly scheduled public meetings.

PRT's budget is funded by fare and advertising revenue, along with money from county, state, and federal sources. PRT's finances and operations are audited on a regular basis, both internally and by external agencies.

PRT began serving the community as the Port Authority of Allegheny County in March 1964. In early 2015, PRT began investing in a Transit-Oriented Development (TOD) program. This document is the result of investment to date, overseen by Transit-Oriented Communities (TOC) staff and an interdisciplinary working group. The Port Authority of Allegheny County re-branded as Pittsburgh Regional Transit in 2022.

Participants

This report received input and feedback internally from the PRT's Transit-Oriented Communities (TOC) advisory committee, an inter-departmental body established to support the TOD program. These guidelines were developed by PRT's Planning and Service Development Department, led by Moira Egler, Manager of Transit-Oriented Communities, and supported by Ryann McMahon, Senior Planner, and Derek Dauphin, Director of Planning.

Consultant Team

The guidelines were developed in collaboration with a team that included HDR Inc. and evolve environment::architecture.

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Fig. 0-03

CHAPTER 1

INTRODUCTION

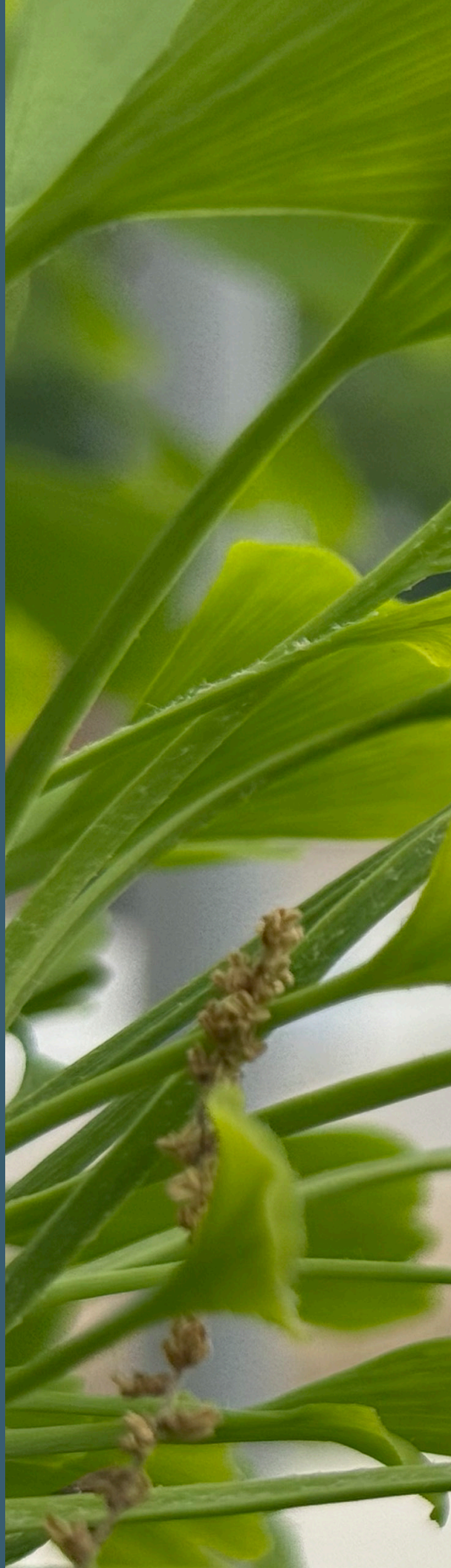




Fig. 1-01

1. INTRODUCTION

WHAT ARE THE LANDSCAPE DESIGN GUIDELINES?

The *Landscape Design Guidelines* are a strategic, comprehensive resource developed to improve the quality, consistency, and sustainability of landscapes across Pittsburgh Regional Transit (PRT)'s system. Additionally, these guidelines aim to help to improve the effectiveness of the agency's maintenance efforts. Intended for planning and design consultants, PRT planning and engineering project managers, and maintenance teams, this document provides design considerations, encourages alternative maintenance practices, and identifies realistic implementation strategies. The guidelines establish a clear framework for understanding current landscape conditions and implementing sustainable improvements that enhance the passenger experience while reducing long-term maintenance demands. They also serve as a source of inspiration, encouraging thoughtful and impactful improvements to the transit environment.

The guidelines are aligned with **PRT's Climate Action Plan (CAP)**, supporting the agency's efforts to achieve **net zero carbon emissions by 2045**, and more broadly, in creating a sustainable and equitable transit network. When considered across the scale of PRT's properties, these landscape strategies of low-maintenance native plant palettes can have profound impacts in reducing PRT's maintenance costs, as well as offsetting greenhouse gas emissions, sequestering carbon, mitigating urban heat island effects, improving air quality, and improving the ability of the landscape to respond to frequent flood events.

The *Landscape Design Guidelines* also supports goals identified in **PRT's Strategic Plan** (2024-2028), and marks progress towards the following goals:

Accountability
- A4: Establish social responsibility by being an active and consistent community partner
- A5: Achieve recognition as a national leader in implementing innovative environmental solutions and climate initiatives

Resiliency
- R5: Develop the infrastructure needed to deploy a zero-emission fleet by 2045

Customer Experience
- CE2: Operate an equitable transit system that supports thriving communities

The following pages outline a detailed assessment of existing landscape conditions across PRT's properties—including park and rides, fixed guideway stations, and operations facilities—and identifies 12 common landscape typologies. Many sites contain multiple overlapping typologies.

For each condition, targeted strategies are provided to improve landscape performance, appearance, and functionality. Strategies include increasing tree canopy coverage, diversifying native plantings, rehabilitating degraded forest areas, managing stormwater, controlling erosion, stabilizing slopes, depaving and reducing impervious surface areas, incorporating traffic calming measures, and adding public amenities and art to enhance the rider experience.

By establishing consistent standards across the system, these guidelines will help to create a unified landscape identity that reflects PRT's values, strengthens the brand's image, increases ridership, and enhances operational efficiency. Ultimately, these guidelines provide a long-term vision for land stewardship that balances aesthetics and maintenance—supporting a healthier, more resilient region for generations to come.

PROJECT BACKGROUND

This document addresses actions identified in PRT's Climate Action Plan:

- **Action S.5.e** called for the development of a sustainable landscape design and maintenance guidebook and training program.
- **Action 3.1.g** recommends a transition to zero-emission small maintenance equipment and notes that transitioning PRT's portfolio to sustainable landscapes would reduce some of the need for small maintenance equipment at all.
- **Action S.5.c** notes that staff discussions in the past have suggested converting landscaped areas to low/no mow native habitats..

The need for a consistent approach to landscape was also previously identified through PRT's Station Improvement Program. Before developing these guidelines, PRT station area planning projects did not have a consistent set of expectations or standards regarding landscape strategies. All of PRT's major capital projects have a site or landscape component, and the lack of standards led to unique conditions on a site-by-site basis or resulted in the reversion of non-hardscaped areas to either mowed grass or overgrowth.

For station area plans in the Station Improvement Program, one of the goals is to enhance the station experience through good design and quality stewardship. While unique landscape conditions can embody good design, they must be maintained by teams who possess the necessary training, capacity, and resources to provide appropriate stewardship.

While each station area plan identified unique recommendations for landscaping strategies, there lacked deliberate coordination between plans.

The *Landscape Design Guidelines* were initiated in response to this need—providing a consistent foundation for design, planning, and maintenance that positions landscape as a core element of transit infrastructure from the earliest stages of project planning. The guidelines aim to ensure that landscape considerations are integrated into project scopes and budgets, and that designs reflect both the realities of PRT's maintenance capabilities and the agency's broader goals for climate resilience, and creating welcoming and environmentally responsible public transit spaces that enhance the passenger experience.

The *Landscape Design Guidelines* provide landscape strategies that can be applied consistently throughout PRT's portfolio and offer a pathway to changing PRT's overall landscape maintenance demands, enabling a higher standard of care for the same level of capacity and resources.

METHODOLOGY

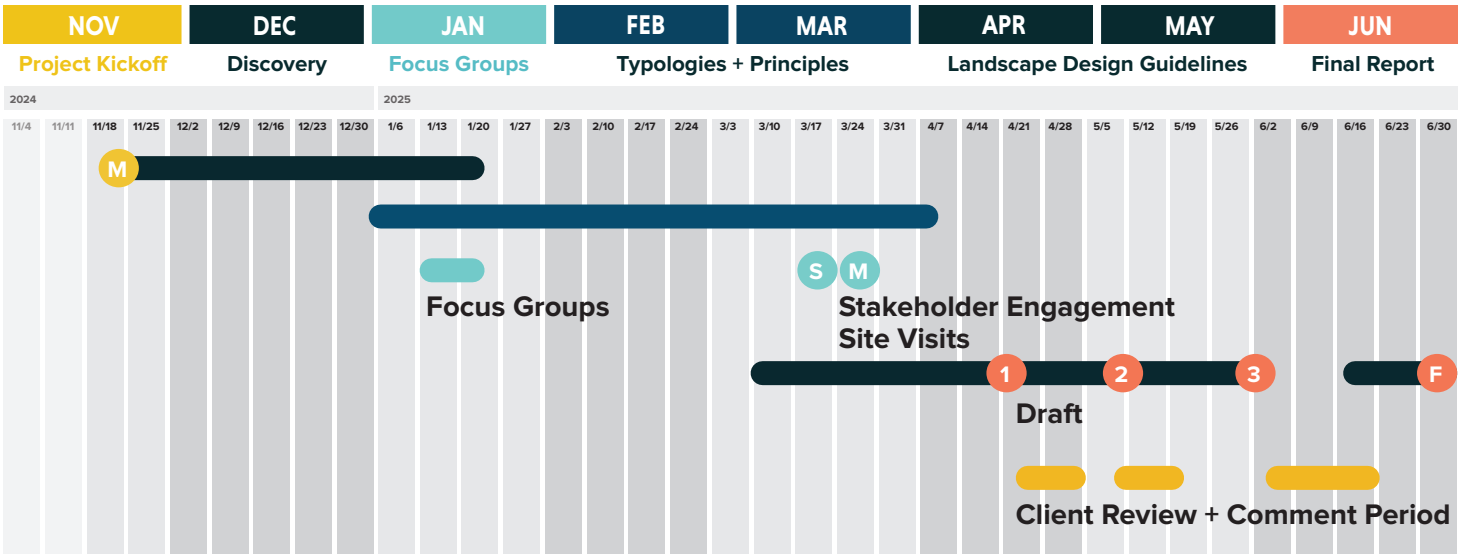
The development of the *Landscape Design Guidelines* began with first aligning goals and identifying the project's **guiding principles**, followed by a comprehensive **discovery** phase to establish a clear understanding of existing conditions, past planning efforts, and current operational capacity. As a first step, the project team reviewed past planning documents to identify prior strategies related to landscape design and sustainability practices. This review helped to contextualize the current effort within PRT's broader goals, particularly those aligned with the agency's Climate Action Plan, Transit Oriented Development (TOD) Guidelines, and Light Rail Transit (LRT) Design Guidelines.

To assess the range of landscape conditions across the transit system, the project team conducted a detailed desktop analysis. This included the use of GIS data, land cover layers, and a manual review of satellite imagery, photographs, and maps. A total of 105 properties were evaluated: 44 park and rides, 68 fixed guideway stations (including busway and LRT), and 8 operations facilities. For each property, the team documented the type, quality, and approximate size (in acres) of landscape conditions.

To supplement the data analysis and develop a deeper understanding of current practices, the team facilitated two 90-minute **focus groups** with PRT staff and leadership. These sessions provided critical insight into how properties are currently managed, the capacity of maintenance teams, and key challenges and goals for future landscape improvements. Participants were grouped by department—Operations, Maintenance + Safety, and Planning + Engineering—to ensure relevant, focused discussions. These conversations were instrumental in shaping strategies and recommendations that are both practical and feasible under current operational constraints. More detailed summaries of these discussions can be found in the Appendix.

In-person site visits were also conducted to confirm desktop findings and directly observe landscape conditions. Key site visits included Herron, Washington Junction, Negley, Steel Plaza, and East Liberty Stations. Further engagement included PRT's Transit-Oriented Communities (TOC) advisory committee.

PROJECT TIMELINE



The **Typologies + Principles** phase involved analyzing the existing landscape conditions in greater detail, identifying opportunities for enhancement, and developing a framework of strategies that could be applied across the system. The final phase focused on organizing the guidelines into a clear, actionable document. After internal review and several rounds of feedback, the *Landscape Design Guidelines* were finalized and issued in June 2025.

Data Sources

PRT obtained metric data from Pennsylvania Spatial Data Access (PASDA), internal data, staff observation and site visits, focus group interviews, and satellite imagery, photographs, and maps.

Image Sources

Images are from a range of sources, including Google Earth and Google Street View. All maps and graphics were created by PRT and the consultant team unless otherwise noted. Case study images are credited to the photographer or design team where applicable. For a full list of image sources used in this document, refer to the Appendix.

PRT engaged leadership and staff to understand how properties are currently managed and maintained, as well as to gain insight into the goals, challenges, and opportunities in developing site landscape improvements.

Key takeaways included:

Limited capacity for maintenance tasks presents significant challenges, requiring a balance between conceptual landscape planning and the realities of maintaining such landscapes.

Successful implementation of site improvements will require **internal training, capacity-building, and a cultural shift** toward sustainable maintenance practices.

Given internal limitations, **external contractors** may be necessary, particularly during the plant establishment phase, though union considerations must be addressed.

Existing precedents for stakeholder involvement and **partnerships** suggest opportunities to collaborate on landscape implementation and maintenance efforts.

Durable materials and standardized designs are essential for long-term maintenance efficiency.

GUIDING PRINCIPLES

The guiding principles for the *Landscape Design Guidelines* are informed by previous planning documents such as LRT Design Guidelines, TOD Guidelines, and Station Area Plans. The following principles were established collectively at the project onset, and should be referenced throughout future planning efforts to inform decision-making.

Environment + Ecology

The *Landscape Design Guidelines* prioritize ecological health and climate resilience through:

- Habitat management + protection
- Ecological restoration
- Stormwater management
- Decarbonization
- Heat island mitigation
- Climate resilience
- Stormwater management strategies
- Environmental awareness

Care + Maintenance

All strategies are rooted in a realistic understanding of operational capacity:

- Native plants selected for their unique condition + environment
- Replicable, adaptable + low maintenance
- Litter reduction strategies
- Maintenance strategies + requirements
- Equipment + vehicles
- Ease of replacement

Experience

Designs must enhance rider comfort, safety, and the overall perception of transit environments:

- Clear sight lines
- Accessible walkways
- Public safety
- Amenities + seasonal considerations - creating welcoming experience year-round
- Cohesive design language reinforcing PRT's brand identity

Community-Minded

Landscapes should reflect the needs of all communities served by PRT, with attention to fairness, accessibility, and public health. Priorities include:

- Promote belonging
- Align with neighborhood context, while providing system-wide consistency
- Inclusive and accessible for all
- Support green jobs
- Staff considerations (include maintenance staff in decision making)
- Address public health disparities
- Improve air quality + access to nature



Fig. 1-02

LANDSCAPE GOALS

Based on the guiding principles, the following landscape-specific goals were identified:

Improve Passenger Experience

- Create comforting and welcoming station areas
- Maintain visibility for rider convenience and safety
- Focus landscape improvements in high visibility or high use areas

Increase Tree Canopy Coverage

- Provide shade for enhanced rider comfort
- Mitigate urban heat island impacts
- Support improved biodiversity and resilience

Create More Durable Landscapes

- Incorporate low maintenance planting strategies that evolve over time
- Consider life cycle processes and cost benefit analyses: for example, long-term benefits of GSI to offset hard costs
- Create landscapes that are prepared for a changing climate, including flooding and increasing temperatures.

Align with Climate Action Plan

- Identify landscape strategies that support carbon reduction and greenhouse gas offsets

Simplify Planning Process

- Build consensus around feasible, achievable landscape solutions
- Ensure landscape is considered a core element of transit infrastructure and is embedded in project scopes, budgets, and design decisions from the beginning of a project

Align Maintenance + Land Management Strategies

- Create a system-wide approach to landscape maintenance to streamline maintenance activities and efforts.
- Offer actionable strategies that are aligned with PRT's resources and long-term vision for land stewardship.



Fig. 1-03 - Itea virginica, Virginia Sweetspire

PLANNING DOCUMENT SUMMARY

The project team reviewed several documents for aligning principles, strategies, and resources. Summaries of the documents are provided below.

Station Evaluation (2024)

This report utilizes a quantitative analysis to identify which stations should be prioritized for conceptual planning and station area improvements. PRT comprehensively evaluated stations under six main categories: **Existing Conditions** (amount of amenities, tree canopy coverage, facility condition / age, etc.), **People** (population, ridership, job flow, etc.), **Equity, Development Opportunity** (underutilized land, developable land, population change, etc.), **Connectivity** (pedestrian connections, bike lanes, intersection density, etc.), and **Displacement** (areas of persistent poverty, minority populations, average income, cost burden, etc). Many of the stations identified in the Station Evaluation report will be subject to future landscape improvements as outlined in the *Landscape Design Guidelines*. As such, design consultants should review both documents in parallel when evaluating existing station and landscape conditions.

Station Area Plans (various years)

Since 2018, PRT has produced seven (7) station area plans that identify opportunities and potential improvements for the following stations, in chronological order:

- Negley
- Station Square
- Dormont Junction
- Carnegie
- South Hills Junction
- Wilkinsburg and Brushton
- Herron

The station area plans analyze each of the stations at three different scales:

- the **station area scale,** which looks at the physical condition, assets, liabilities, customer use patterns, connectivity and accessibility;
- the **community context scale**, which considers transformations in the surrounding area that could support TOD, alongside regulatory context, infrastructure conditions, economic trends, cultural identity and context, community use patterns and perceptions, and stormwater conveyance;
- the **transit corridor scale**, which considers improving connectivity, regional economic forces, and timing of station area initiatives.

These reports were evaluated for any landscape recommendations, plant lists, and approaches to landscape design.

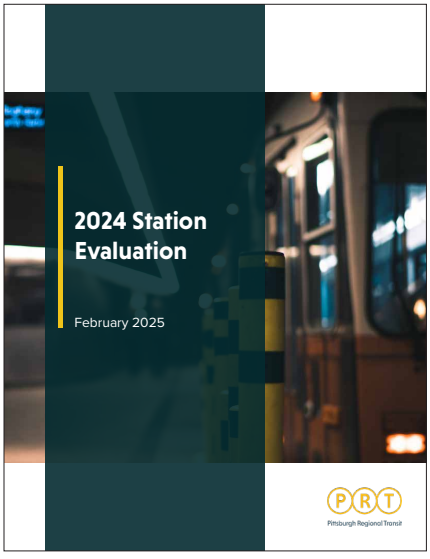


Fig. 1-04



Fig. 1-05

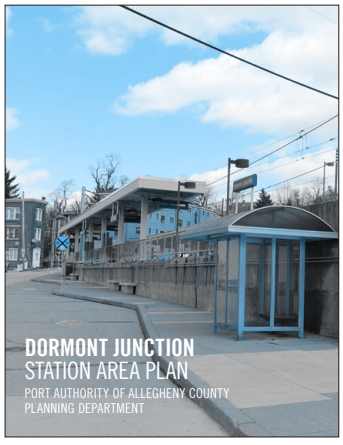


Fig. 1-06

Climate Action Plan (2024)

Recognizing that climate change is one of the most important challenges facing us today, PRT set a goal to reach net zero carbon emission by 2045. This plan establishes targets, goals, strategies, and actions to reduce carbon emissions, ensuring the plan is not only aspirational but achievable.

The *Landscape Design Guidelines* are intended to serve as a resource for efficient, sustainable, and low-emission maintenance practices specifically related to the landscape. These guidelines build on a number of the goals, strategies, and targets set forth in the CAP, including:

- Reducing facility and infrastructure emissions by 40% by 2030.
- Establishing an operations and maintenance best practices guidebook for all stations, buildings, and sites, and to provide energy-efficient operations.
- Transition to zero emission small maintenance equipment as new purchases are made
- Develop emissions reduction strategies and incentives in contracts, especially those for ongoing maintenance and operations.

Equity Index of Mobility Need (2019)

PRT's goal is to provide quality service in an effective, efficient, and equitable manner. Decisions on how, where, and in what order to make improvements is a balance of competing priorities and demand.

In order to aid in this decision-making process, and to provide transparency and consistency throughout ongoing decision-making, PRT produced the Equity Index of Mobility Need as a guideline for how to evaluate equity. This evaluation serves to identify areas that have a higher portion of disadvantaged populations (low income households, minority race or ethnicity populations) or those who have greater mobility needs (households with older adults, persons with disabilities, or households without access to a vehicle). The analysis overlays these different factors to create an index score ranging from 0-1, where 1 equals greater mobility need.

The original report was produced in 2019, and identified 10 municipalities with the greatest mobility need: 1) Braddock Borough, 2) Rankin Borough, 3) Homestead Borough, 4) Mount Oliver Borough, 5) North Braddock Borough, 6) City of Duquesne, 7) West Homestead Borough, 8) East Pittsburgh Borough, 9) Wilkinsburg Borough, 10) City of McKeesport.

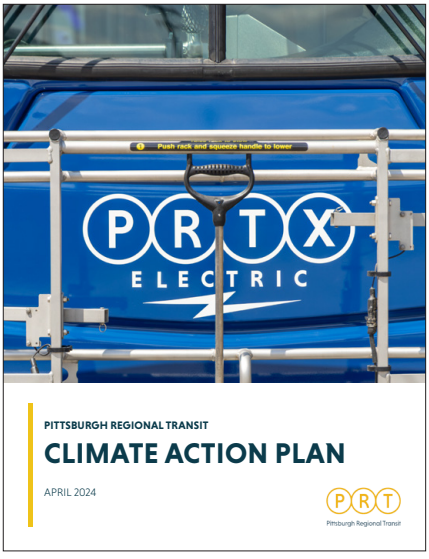


Fig. 1-07

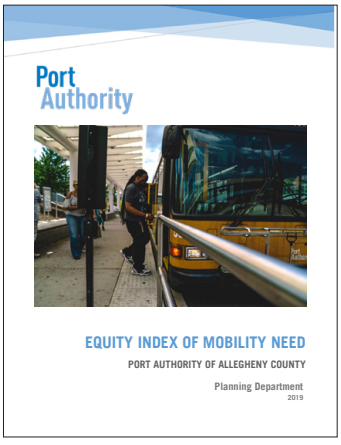


Fig. 1-08

Light Rail Transit Station Design Guidelines (2018)

The Light Rail Transit (LRT) Design Guidelines serve as a foundational reference for shaping the physical character and performance standards of stations along the Authority's fixed guideway network. Developed in coordination with the Station Improvement Program (SIP), the guidelines aim to enhance the agency's image, drive ridership and revenue, and support TOD. They promote a cohesive and flexible design approach—standardizing core elements while allowing for contextual adaptation—ensuring that each station contributes to a unified yet responsive transit environment.

The guidelines emphasize key principles such as customer and staff comfort, visual consistency, coherent site design, and long-term durability and maintenance. Station typologies and categorizations structure the guidance and are critical for defining scalable design strategies across various station types.

Although focused on architecture and infrastructure—providing detailed direction on station canopies, materials, colors, branding, and platforms—the LRT Design Guidelines include limited but relevant landscape recommendations. These include maintaining sidewalks with grades under 5% where feasible, ADA-compliant access features, and incorporating pervious landscaped areas. The document acknowledges the challenges of maintaining landscape elements and recommends standardization of planting types, species, and placement to improve maintenance efficiency. Considerations for erosion control on steep sites and seasonal variability in landscape management are also addressed.

The *Landscape Design Guidelines* build upon this framework, adopting its structure and principles while expanding the landscape-specific strategies to create consistent, high-quality, and maintainable station environments across the network.



Fig. 1-09

Transit Oriented Development Guidelines (2016)

The Port Authority of Allegheny County TOD Guidelines is a comprehensive document outlining best practices for integrating transit infrastructure with surrounding land use to create vibrant, walkable, and sustainable communities. It provides a framework for stakeholders, including transit agencies, local governments, developers, and community groups, to implement TOD projects that enhance transit ridership, economic development, and quality of life. TOD, defined as higher-density, mixed-use development located within walking distance of transit stations, has several key benefits, including: reduced automobile dependency, improved air quality, expanded access to affordable housing, and a more efficient use of land. The guidelines classify TOD into six station typologies—Downtown, Urban Mixed Use, Urban Neighborhood, Transit Neighborhood, Suburban Neighborhood, and Suburban Employment—each with tailored recommendations for density, land use, connectivity, and parking strategies.

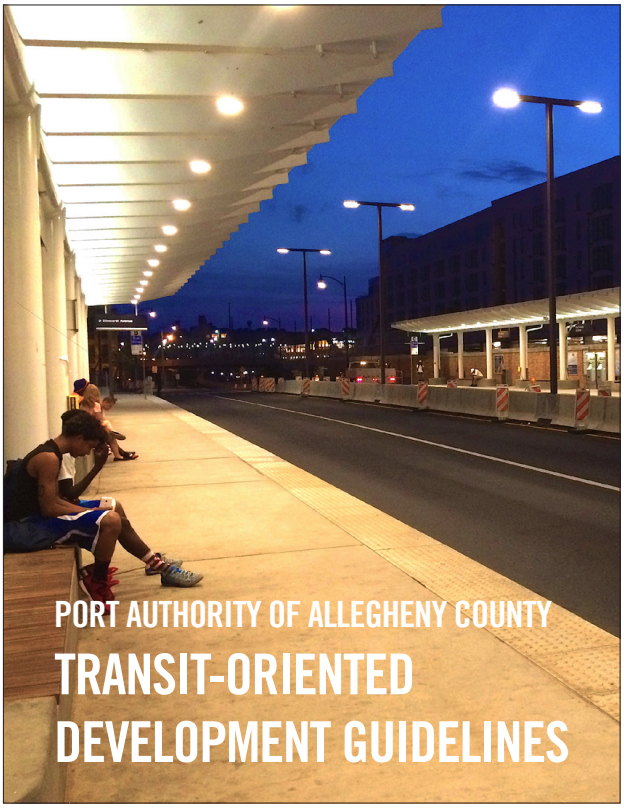


Fig. 1-10

The document outlines critical design principles such as multimodal connectivity, pedestrian-friendly environments, and active streetscapes. It emphasizes the importance of integrating public art and open spaces to foster community identity, while advocating for development patterns that minimize parking demand and promote sustainable design.

Recognizing Pittsburgh's legacy transit infrastructure and urban context, the guidelines underscore the need for coordinated regional planning. By leveraging TOD as a tool for smart growth, Allegheny County can create equitable, transit-oriented communities that align with long-term sustainability and livability goals.

Facilities Master Plan (ongoing)

PRT's NEXTransit Long Range Plan (2021) recommended the development of a Facilities Master Plan to help PRT address current inadequacies and to position the agency to be more adaptable, effective and efficient, supporting future needs and potential expansion. The Facilities Master Plan was identified as Project Zero, because its completion is critical to the successful implementation of other recommendations outlined in the NEXTransit plan.

Currently still in development, this plan has identified that PRT is spatially constrained at its bus garages and maintenance facilities. Additionally, park and rides are underutilized in many locations and could be monitored for future right-sizing to reduce maintenance costs. The spatial constraints at maintenance facilities indicate that PRT has limited ability to adapt its maintenance practices due, in part, to insufficient space. The preferred course of action will identify opportunities to address these spatial constrains so that PRT can invest in purpose-built maintenance and support facilities that meet the agency's current and future needs.

HOW TO USE THIS RESOURCE

The *Landscape Design Guidelines* provide a comprehensive resource for a range of stakeholders including design consultants, project managers, and PRT maintenance teams, creating a shared understanding of the existing landscape conditions across PRT properties, and identifying the steps for implementing sustainable improvements.

Different portions of the guidelines will be more relevant for certain groups. For example, design and engineering consultants might most utilize the **Proposed Landscape Conditions** (Chapter 2) and **Landscape Strategies** (Chapter 3), while maintenance teams might review the **Recommendations** (Chapter 5). The steps for how to best use this resource include:

1. Identify the Existing Landscape Condition

The first step is to identify the existing landscape conditions that comprise a particular station area, park and ride, or operations facility, as illustrated in the **Example Station Area diagrams** on pages 22-26. Chapter 2 identifies the ten most typical landscape conditions found across PRT's system, and, for each, describes its role within the transit system, strategies for improving the quality of landscape, and the type and level of maintenance expected.

2. Review the Proposed Landscape Condition

Next, the hypothetical landscape scenarios or applications provide examples of the types of landscape design interventions that might apply for the particular landscape condition. These illustrations will be most useful during planning, design, and engineering of future station area improvements.

3. Reference and Apply Landscape Strategies

The strategies used to achieve the proposed conditions are outlined in Chapter 3, which provides additional details, plant lists, maintenance implications, and data. The **Landscape Suitability Matrix** on page 26 provides an overview of where different landscape strategies are recommended, and where they are not recommended or not applicable.

4. Utilize Resources: Implementation + Design Considerations

Chapter 4 provides supplementary resources such as a basic overview on how to select the right plants and landscape materials, and finding the right partners. By providing easy access to considerations such as ridership, PRT's Index of Mobility Need, canopy coverage, or access to parks and open spaces, and public health indicators like air quality – consultants can start from the same foundation and understanding of landscape priorities and potential.

5. Confirm Designs are Maintainable by PRT: Review Maintenance Needs + Recommendations

When making landscape recommendations, Consultant teams should have a base understanding of the level of landscape care realistically achievable by PRT's resources. While the *Landscape Design Guidelines* are intended to reduce PRT's landscape maintenance demands—and support transitioning to alternative maintenance practices—Chapter 5 outlines the ways in which PRT might feasibly implement some of these landscape improvements: through building internal capacity of maintenance teams, increasing administrative efficiency and data-tracking, and/or relying on external contracts where necessary. This chapter provides seasonal maintenance checklists to support PRT's maintenance efforts, and also outlines the steps for implementing a series of pilot projects in order to test the landscape strategies identified in this document, and to develop a better understanding of their maintenance requirements and PRT's ability to manage them.

PLANNING AND DESIGN CONSULTANTS

PRT PLANNING AND ENGINEERING PROJECT MANAGERS

MAINTENANCE STAFF

1. Identify the Existing Landscape Condition

2. Review Proposed Landscape Conditions

3. Reference and Apply Landscape Strategies

4. Utilize Resources: Implementation + Design Considerations

- Plant Selection Criteria
- Finding the Right Partners
- Designing for Impact

5. Review Maintenance Needs + Recommendations

- Landscape Maintenance Recommendations
- Building Internal Capacity
- Administrative Recommendations
- Pilot Project

Utilize the appropriate resource to implement the project


Fig.1-11

Public Entry Plaza


Fig. 1-12

Parking Lot


Fig.1-13

Landscape Buffer - Mown Lawn


Fig. 1-14

Steep Slope - Mown Lawn


Fig. 1-15

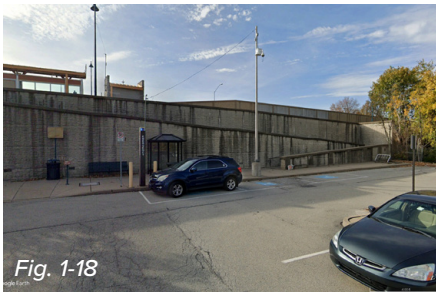
Landscape Buffer - Planted


Fig. 1-16

Steep Slope - Planted


Fig. 1-17

Steep Slope - Wooded


Fig. 1-18

Walls


Fig. 1-19

Creek Adjacent


Fig. 1-20

Space Constrained


Fig. 1-21

Public Amenity


Fig. 1-22

Roadway

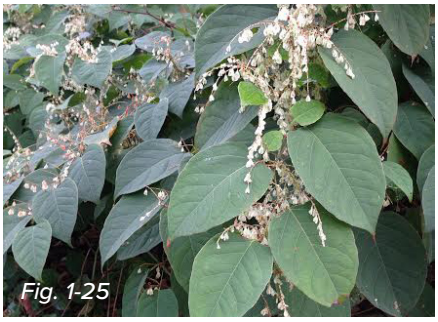
Trees


Fig. 1-23

Native Plant Diversity


Fig. 1-24

Manage Invasive Species


Fig. 1-25

Stormwater Management


Fig. 1-26

Slope Stabilization


Fig. 1-27

Forest Rehabilitation


Fig. 1-28

Depaving


Fig. 1-29

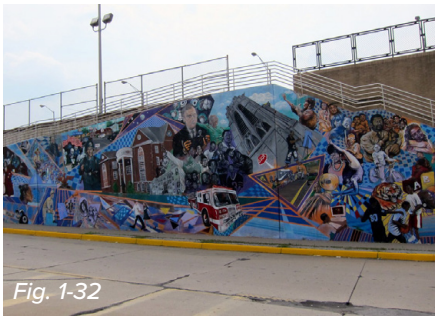
Traffic Calming


Fig. 1-30

Amenities


Fig. 1-31

Public Art


Fig. 1-32

Examples: Station Planning + Understanding the Landscape

The fist step of using this resource is to identify the existing landscape conditions present within the station or study area. The following pages provide an example of what this assessment might look like. Consultants should undertake a similar exercise as part of station area planning. Note that a variety of landscape conditions make up a station area. Identifying areas with higher visibility and maintenance intensity will help to identify where to focus landscape improvements.

MAINTENANCE INTENSITY:

HIGH - High maintenance landscapes require regular and ongoing maintenance, according to a specific schedule, with very little flexibility.

LOW - The lowest maintenance landscapes are those with little to no maintenance. These often include unmanaged natural areas that are not directly part of the station experience.

VISIBILITY:

There is a corresponding relationship between the intensity of maintenance efforts how visible or accessible a landscape condition is to passengers, impacting passenger experience and perceptions of safety and comfort.

HIGH - High visibility areas include the most public facing landscapes—areas along pathways, entrances, near shelters, and parking lots.

LOW - Low visibility areas include areas that are not adjacent to passenger facilities, such as inaccessible wooded areas, along fixed guideways, or at maintenance facilities and garages.

DESIGN CONSIDERATIONS

The design considerations will vary based on the station's context, neighborhood demographics, access, and mobility need and should also be identified by consultant teams as part of the station area planning process. In general, landscape improvements should always prioritize the visual or sensory benefit of landscapes in creating a more positive passenger and employee experience; rely on durable, low-maintenance plants and materials; consider the ecological value and ability to improve native habitat; and bolster landscape's ability to create a more resilient, adaptable region. Within some station areas, the agency and consultants might prioritize reducing impervious surfaces or increasing tree canopy coverage, while in others might want to consider access to regional trail systems or parks. Some stations might benefit from partnerships with regional or public authorities that share similar goals, such as non-profit organizations, neighborhood groups, or watershed conservancy groups.

The considerations listed on the following example stations are for illustrative purposes only, and should be identified early in planning processes with PRT and consultant teams.

EXAMPLE STATION: HERRON

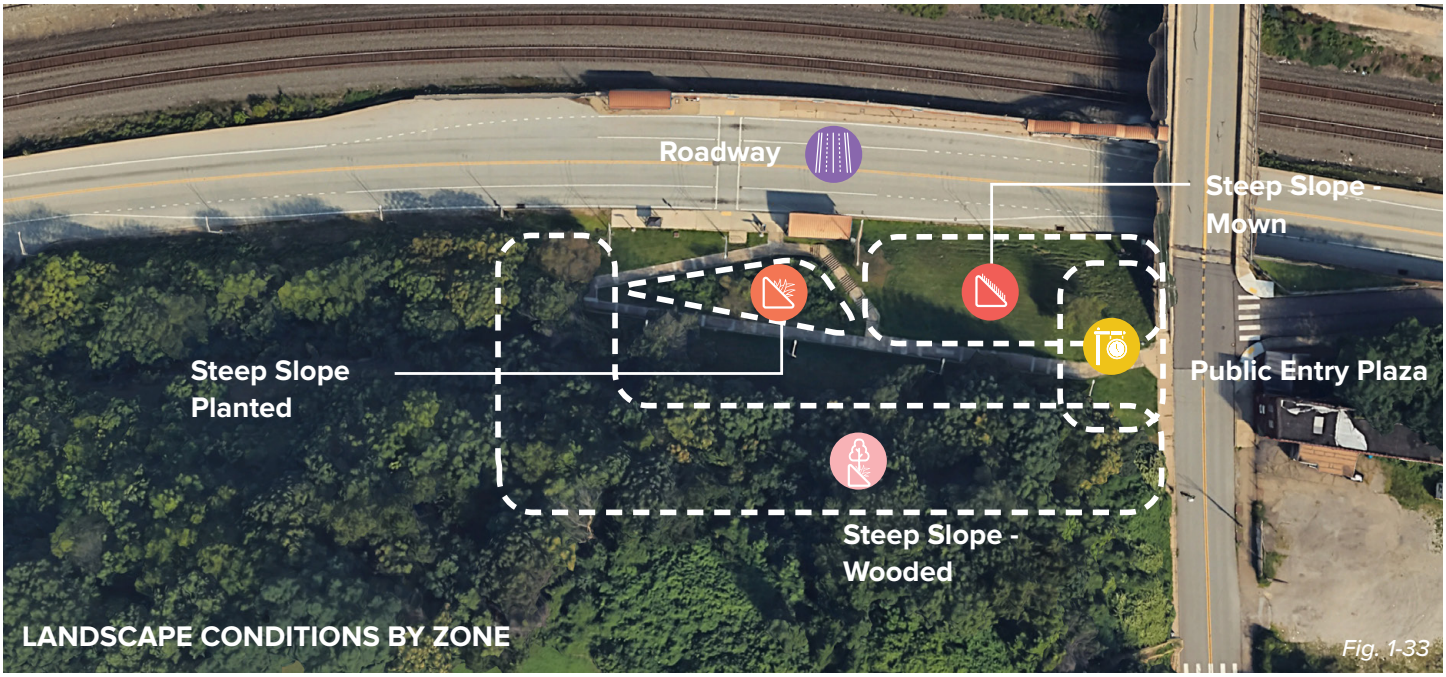


Fig. 1-33

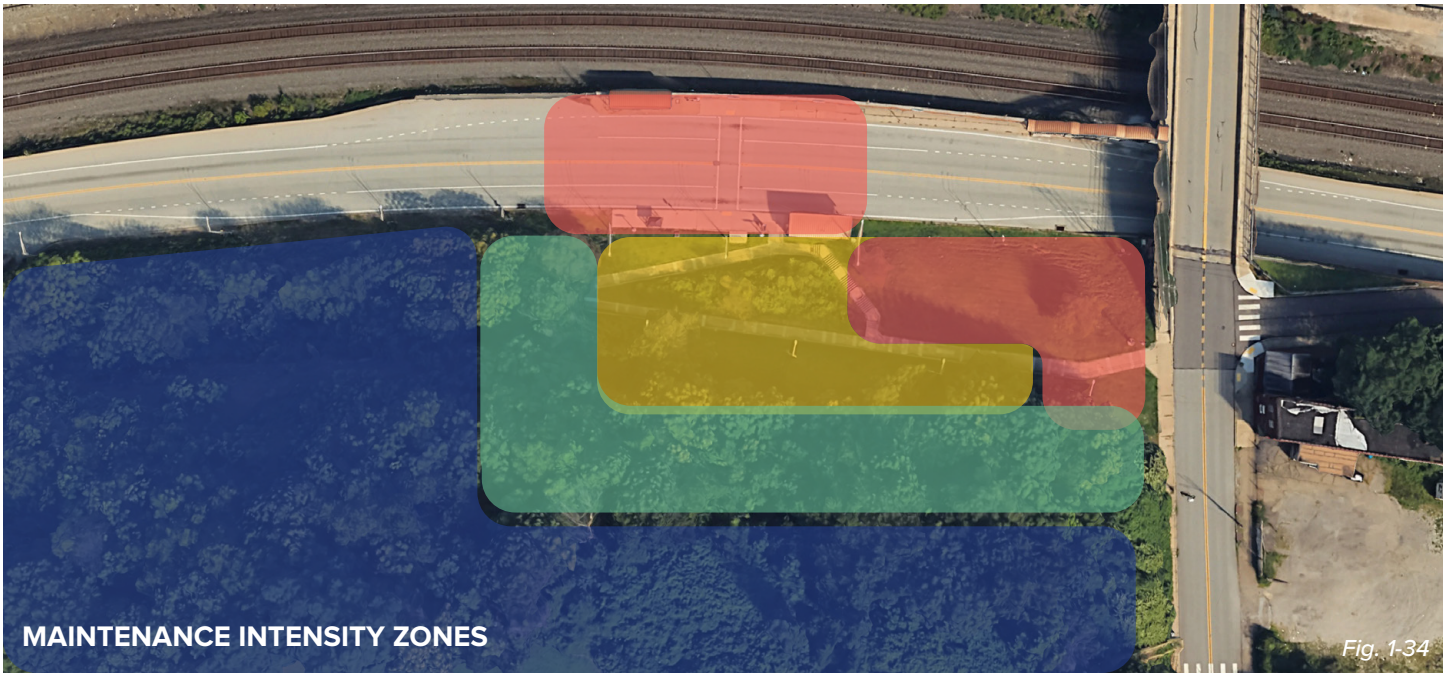


Fig. 1-34

MAINTENANCE INTENSITY

HIGH

LOW

VISIBILITY

HIGH

LOW

CONSIDERATIONS

- VISUAL / SENSORY APPEAL
- DURABILITY
- RESILIENCE
- LOW MAINTENANCE
- ECOLOGICAL VALUE

EXAMPLE STATION: MEMORIAL HALL



Fig. 1-35

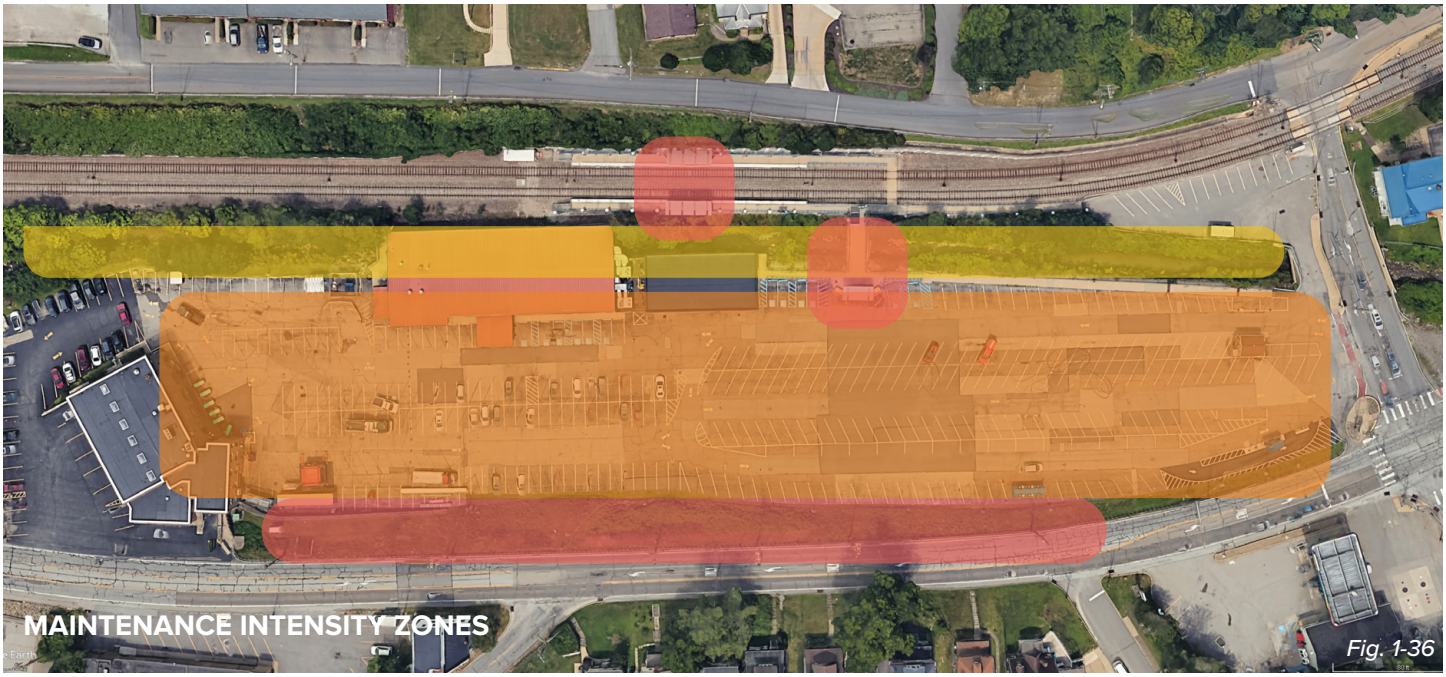


Fig. 1-36

MAINTENANCE INTENSITY

HIGH

LOW

VISIBILITY

HIGH

LOW

CONSIDERATIONS

- VISUAL / SENSORY APPEAL
- DURABILITY
- RESILIENCE
- LOW MAINTENANCE
- IMPERVIOUS SURFACES
- WATERSHED PARTNERS
- CANOPY COVERAGE

EXAMPLE STATION: WILLOW

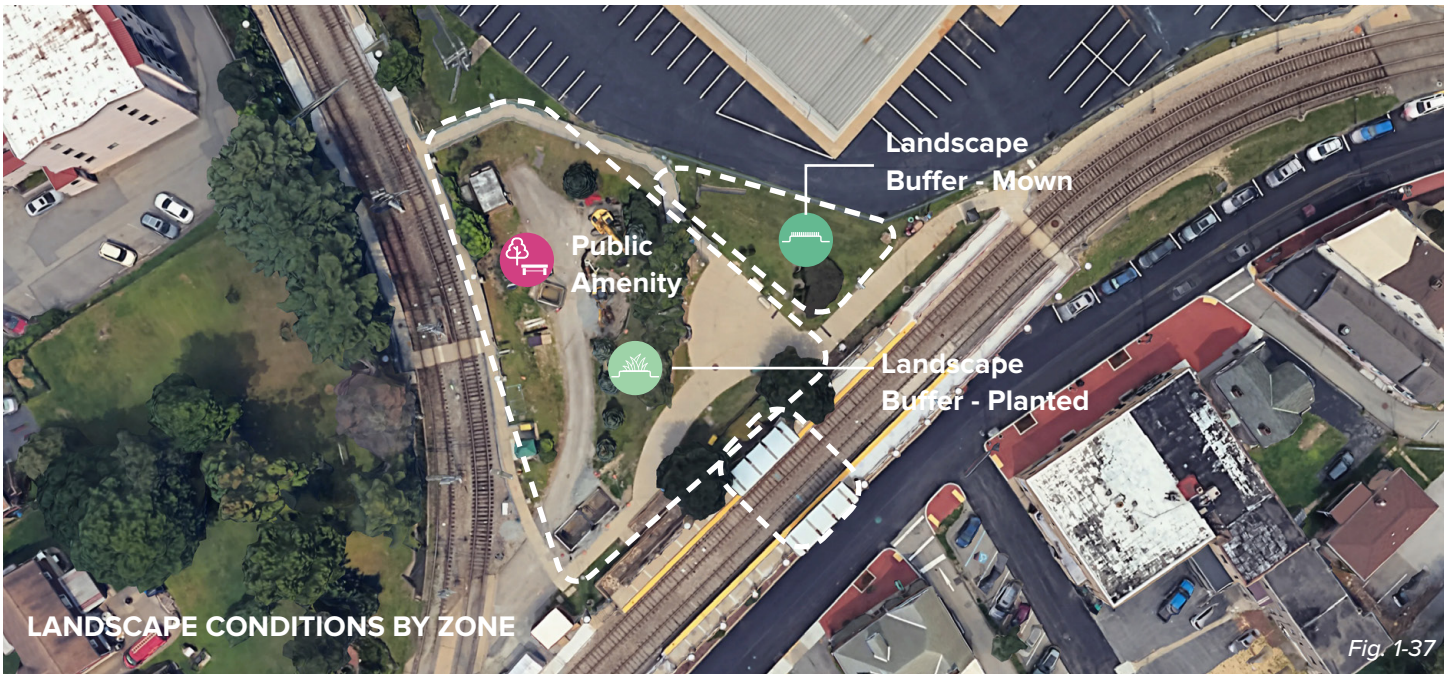


Fig. 1-37



Fig. 1-38

MAINTENANCE INTENSITY

HIGH

LOW

VISIBILITY

HIGH

LOW

CONSIDERATIONS

- VISUAL / SENSORY APPEAL
- DURABILITY
- PROGRAM
- PARTNERS
- ECOLOGICAL VALUE
- PARKS & TRAIL ACCESS

Landscape Suitability

While increasing the amount of trees, improving native plant diversity, and managing stormwater are generally appropriate and recommended at every station area, some landscape strategies are either not applicable or not appropriate for different landscape conditions. For example, public art would not appropriate in wooded landscape conditions, nor would trees be appropriate within the roadway. The chart below helps to illustrate where the different landscape strategies are most applicable.

LANDSCAPE SUITABILITY MATRIX

LANDSCAPE TYPOLOGY	LANDSCAPE STRATEGY									
	TREES	NATIVE PLANT DIVERSITY	MANAGE INVASIVE SPECIES	STORMWATER MANAGEMENT	SLOPE STABILIZATION	FOREST REHAB	DEPAVING	AMENITIES	TRAFFIC CALMING	PUBLIC ART
PUBLIC ENTRY PLAZA	○	■	N/A	■	○	N/A	■	■	■	■
PARKING LOT	■	■	N/A	■	○	○	■	■	■	○
SPACE CONSTRAINED	○	○	○	○	N/A	✕	○	○	■	○
LANDSCAPE BUFFER - MOWN LAWN	■	■	■	■	N/A	○	N/A	N/A	N/A	○
STEEP SLOPE - MOWN LAWN	■	■	■	○	■	○	N/A	N/A	N/A	✕
LANDSCAPE BUFFER - PLANTED	■	■	■	■	N/A	○	N/A	N/A	N/A	N/A
STEEP SLOPE - PLANTED	■	■	■	○	■	○	N/A	N/A	N/A	✕
STEEP SLOPE - WOODED	■	■	■	○	■	■	N/A	N/A	N/A	✕
CREEK ADJACENT	■	■	■	○	■	■	○	N/A	✕	N/A
WALLS	○	○	○	✕	N/A	N/A	N/A	N/A	N/A	■
PUBLIC AMENITY	■	■	■	○	N/A	N/A	○	■	■	■
ROADWAY	✕	■	■	■	N/A	N/A	○	✕	■	○

LEGEND

■ RECOMMENDED
○ CONSIDER IF RELEVANT
✕ NOT APPROPRIATE
N/A NOT APPLICABLE



Fig 1-39 - Rudbeckia hirta, Black Eyed Susan