US ROUTE 30

MASTER PLAN

AND IMPLEMENTATION TOOLKIT

prepared for:

Smart Growth Partnership
of Westmoreland County

prepared by:

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US ROUTE 30 VISION STATEMENT

Known to many as the Lincoln Highway, the U.S. Route 30 corridor is central Westmoreland County's primary east-west highway. Its position as a transportation facility dates back to the French and Indian War and has played a nationally and regionally significant role in economic growth and westward expansion.

*By **leveraging key capital investments with intelligent transportation systems and sound land use practices**, the U.S. Route 30 corridor in Westmoreland County will be a national example of a safe and efficient transportation corridor of economic opportunity. Spearheading these actions is a coalition of business and municipal officials who work collaboratively with each other and with PennDOT to ensure that, the U.S. Route 30 of the future is characterized by:*

- *A **consistent approach** to land use regulation that enhances economic activities, balancing the historic character and rural beauty of the highway while respecting individual property rights;*

- *The use of the **latest technology** to intelligently move people and goods safely;*

- *An **appropriate mix** of commercial, industrial, residential, agriculture, open space and other vital land uses that underlie a great quality of life;*

- *A **multi-modal approach**, including transit, air, and rail freight to accommodate the movement of people and goods efficiently;*

- *A **network of parallel road systems** that provides choices for local residents and for the convenient flow of through traffic, including the tourist traveler; and*

- *An **enhanced motoring experience** through well-maintained surfaces, landscaping and traffic control systems that work together.*

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1 EXECUTIVE SUMMARY

"The Route 30 Master Plan study is unusual in that it wants to deal with the root cause of congestion problems by looking at trip generation from different developments. This information is critical as we integrate land use with transportation to bring us to a more rational development destination."

- Allen Biehler, PE
Secretary of Transportation
Pennsylvania Department of Transportation

Introduction

The Route 30 Corridor has a storied past, and is part of an evolving story that emphasizes the connections between land use and transportation. Current conditions along the corridor do not reflect the significance and importance of this roadway, however, forming instead a collage of auto-oriented uses, and mixed with vacant and underutilized parcels. The US Route 30 Master Plan illustrates those conditions, and shows what can be done to bring back vitality, activity, and value to this important economic corridor within Westmoreland County. There is need, and there is possibility.

The Route 30 Master Plan is a comprehensive and integrated land use and transportation planning effort for the US Route 30 Corridor in Westmoreland County, Pennsylvania, that builds upon numerous transportation and land use planning efforts conducted over the past several years. It is a vital piece of the overall effort necessary to revitalize and enhance personal mobility and livability along the US 30 Corridor in Westmoreland County. The Route 30 corridor is a significant thoroughfare for this part of the state and its functionality and appearance is critical to the continued vitality of Westmoreland County. The Master Plan examines the adequacy of the transportation network to support current and future growth, as well as to enhance the safety and accessibility of the corridor for all modes and people of all ages and abilities. It is a strategic blueprint for Westmoreland County's economic growth corridor, utilizing sound transportation and land use planning approaches to develop cost-conscious investment priorities, intelligent strategies for congestion management and multi-municipal development regulations and design guidelines.

A Community Driven Plan

The US Route 30 Master Plan is driven by the concerns, ideas and vision expressed by the public at multiple meetings, personal interviews, design workshops and other forums over the last eight months. The first public kick-off meeting and three community design workshops drew between 60 and 100 participants, representing the diverse interests and perspectives along this forty mile corridor. Figure E-1 illustrates the process flow of how public input guided the identification of key issues, analysis and recommendations. The workshops functioned as key milestones to verify that the plan was on the right track with the community and to refine the master plan to best match local preferences. Residents have marked up maps, drawn their own concepts, completed surveys and selected their priorities. At the second and third design workshops, participants voted on a range of design and transportation options, and clearly conveyed which elements they supported and did not support. This master plan is, in great measure, a reflection of those issues, ideas and preferences.

Master Plan Vision

The vision for the US Route 30 Corridor is to create a safe and efficient transportation route that attracts residents, visitors and workers to create a corridor of economic opportunity. It builds on the Vision Plan completed in Phase 1 of the Master Plan process, which embraces revitalized small towns, well-designed suburbs and preserved rural areas, while improving

traffic flow along the corridor. The vision recognizes existing issues and opportunities to create mixed-use places that encourage walking, cycling, use of transit and a source of civic pride and economic vitality reflecting the unique character that exists along the corridor. The Vision Plan serves as a guide for the corridor municipalities to develop in a cohesive manner that promotes walkability through human-scaled, safe transportation networks; ensures accessibility with close proximity and good connections between jobs, housing and daily services; and generates quality communities attractive to businesses and residents.

Based on these community design guiding principles and the goals outlined in the Vision Plan and Demonstration Plan, we have derived the following Master Plan goals:

- Improve traffic flow;
- Increase multi-modal opportunities and connectivity along the Route 30 corridor;
- Capitalize on existing community character and identity;
- Create a county-wide network of mixed-use, pedestrian-oriented destinations, walkable districts and streets; and
- Preserve open space, farmland, natural beauty, and critical environmental areas

Master Plan Recommendations Overview

The Master Plan represents a long-range vision for redevelopment of Route 30. The form and function of Route 30 did not deteriorate overnight. For a variety of economic and social reasons, it took over 40 years for the corridor to decline. With that knowledge comes the reality that positive change, which reflects the community's vision, will also not happen overnight. However, there are many relatively low cost, near-term improvements that each municipality and its partners can undertake that will serve as catalysts to the revitalization of this important corridor that links the past, present and future.

1. Improve traffic flow

Policy Recommendation: Find the balance between accommodating the regional traffic while addressing the needs and desires of the local community through a Context Sensitive Solutions process including the appropriate public involvement campaign.

Policy Recommendation: Incorporate congestion management strategies into all projects along the US Route 30 corridor, where appropriate. Utilize SPC resources by taking advantage of the Regional Traffic Signal Program to coordinate and optimize traffic signals along the corridor, and promote the use of Travel Demand measures such as their ridership program, commuteinfo.org.

Policy Recommendation: Traffic control ITS improvements can be incorporated where deemed necessary when traffic signal equipment is upgraded or replaced along the US Route 30 corridor.

Policy Recommendation: Construct new connector roadways either as independent projects or as development occurs and provides opportunities and warrants for such connections.

Policy Recommendation: Municipalities to adopt joint and cross access ordinances along with other access management ordinances. The ordinances could be applied to new developments and to existing properties when they expand or change usage.

2. Increase multimodal opportunities and connectivity

Policy Recommendation: Incorporate the Complete Streets concept for all planning, design, and construction projects along the US Route 30 corridor.

Policy Recommendation: Encourage existing and new development along the US Route 30 corridor to integrate transit into site operations. Integrate transit into the US Route 30 corridor.

Policy Recommendation: Incorporate bicycle and pedestrian accommodations into the transportation network. Identify existing deficiencies and develop improvement plans. Proposed plans should include the appropriate facilities. Utilize the PennDOT Bicycle & Pedestrian checklists during the appropriate stages of the project.

3. Capitalize on existing community character and identity

Policy Recommendation: Encourage infill development on vacant, underused or brownfield sites in existing communities.

Policy Recommendation: Support local Main Street/ Elm Street programs involved in revitalizing neighborhoods.

Policy Recommendation: Encourage preservation and adaptive reuse of historic or architecturally significant buildings.

Policy Recommendation: Direct resources to support the maintenance and upgrading of existing infrastructure and facilities.

4. Create a county-wide network of mixed-use, pedestrian-oriented destinations, walkable districts and streets

Policy Recommendation: Optimize public infrastructure and services by encouraging development within existing and planned sanitary sewer coverage areas.

Policy Recommendation: Adopt design guidelines for communities along the corridor so that streets, buildings, and public spaces work together to create a sense of place.

Policy Recommendation: Use innovative zoning tools to encourage pedestrian-oriented, mixed use development that capitalizes on existing community character and identity.

11. Convert declining shopping malls and strip commercial streets into mixed use developments

12. Encourage municipalities and developers to reduce off-street parking

5. Preserve open space, farmland, natural beauty, and critical environmental areas

Policy Recommendation: Adopt and implement zoning tools that preserve open space.

Policy Recommendation: Continue to provide mechanisms for preserving working lands.

Policy Recommendation: Build on the existing Westmoreland County Parks, Recreation, and Open Space Plan to protect open space and create network of trails and greenways.

Implementation Toolkit

The Implementation Toolkit is the culminating document for the Route 30 Master Plan, which identifies decision-making tools, land use and transportation policies, supporting programs and funding, and improvements that will help the community achieve its long-term vision for the Route 30 corridor. Transportation improvements include priority projects from the Optimal Conceptual Corridor Plan that was developed for the Vision Plan, as well as strategies and recommendations that can further improve the capacity of the main corridor as well as local quality of life, such as interconnected, multimodal local street networks and access management policies. Land use policies include the development of a model corridor overlay zoning ordinance that can be incorporated into the codes of the communities along Route 30, design guidelines, and proposed changes to existing policies to achieve the type

of development that is desired along the Corridor. In addition, the toolkit summarizes programs and resources the community can use to achieve the plan recommendations.

The approach to implementation of this US Route 30 Master Plan needs to be multi-pronged, focusing on land use and community design, as well as physical improvements to the transportation infrastructure. Attention is needed by all corridor municipalities and other governmental agencies, and by private property owners.

The following Implementation Toolkit is designed to serve as a resource for local, county, and state planners, citizens, and the development community on best practices for context sensitive roadway design, placemaking and preservation within the project study area. The document is organized around the following chapters:

Project Recommendations

The most obvious and direct way to accomplish a physical change along the corridor is to use public actions to direct improvements and take strategic steps to transform the character of the corridor. Recommendations for public improvements within public rights-of-way are identified in the Master Plan and are organized in the following pages in terms of immediate (1-2 years), short term (2-5 years), medium term (6-10 years), and long term (10+ years) time frame possibilities.

In addition, private investment in properties in the study area needs to be encouraged and guided. Through civic appeals, construction of public improvements (as described below), and an array of regulatory revisions (as described below), private property owners need to be supported to invest in the corridor in ways

that are consistent with the principles and guidelines identified in this plan.

Policy Recommendations

Directing and providing shape to public and private investment is vital. The corridor municipalities can articulate, through policy statements and/or design guidelines, the actions that they desire property owners to consider. It will be important to review and make adjustments to each municipality's local plans, and current zoning and subdivision regulations, in order to influence the form of new development and to assure that public investments are consistent with the community's vision. Zoning and related ordinance changes are provided in the Design Guidelines chapter to assist in endorsing and achieving the vision set out in the Route 30 Master Plan.

Process: Making decisions

The collaborative process that was utilized to develop the Master Plan is the basis for the type of collaborative decision-making that should continue to be used to implement the plan. All of the municipalities along the corridor and a variety of agencies throughout the region and state will need to share this responsibility to ensure successful implementation. Regional cooperation is key. At the local level, charrettes are one tool that municipalities can use to facilitate collaboration. In addition, coordinated development review procedures can better clarify the decision-making process for the development community.

Programs & Funding

The actions and changes cited in the Master Plan will be made possible by pursuing a variety of funding and technical assistance resources that are available to assist communities. The sources that are provided in this document should be used as a starting point and approached creatively so that resources can be leveraged in an efficient manner and pursued collaboratively with local, regional, and state partners to the greatest extent possible.

Design Guidelines

The planning materials produced through the Route 30 Master Plan process put forward a different set of standards for the Route 30 corridor in Westmoreland County. These standards are focused on promoting changes that can lead to improved community character and better accessibility for users of all modes of travel.

Model Zoning Ordinance

Summary and Next Steps

The US Route 30 Master Plan and Implementation Toolkit provides clear direction on how to transform the corridor into a more vibrant, walkable district that supports community objectives. It is a long-term vision that will need to occur in phases over time. This community-based plan has evolved through close consultation with the people living and working along the corridor and within each corridor municipality. While the growth projected for Westmoreland County is minimal over the next 30 years, there is a tremendous opportunity to create a mix of housing, small-scale shops, restaurants and businesses for a distinct and authentic experience that contrasts with much of the development that currently exists along the corridor.

Over the next several months, the following near-term steps should occur:

• The Community Vision Team (CVT) and Project Working Group (PWG) should establish an implementation steering committee to meet regularly (monthly or quarterly) to advance the concepts and strategies in the Master Plan through a continuing inter-agency, and inter-community, planning process.

• The CVT should work together to implement the overlay district that will eventually provide alternative design standards and development regulations to create compatible mixed use development with a pedestrian orientation.

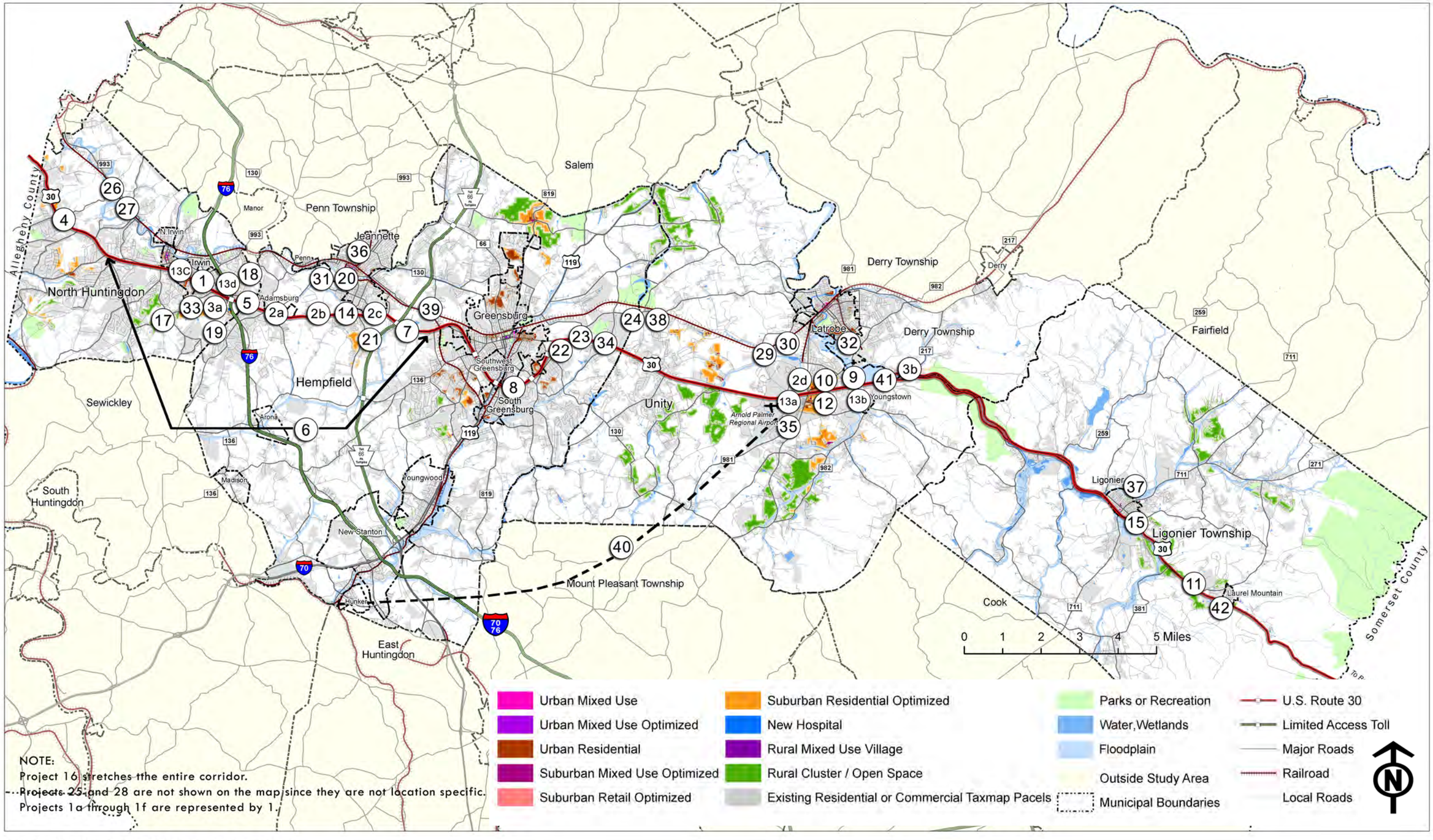
• Each municipality should define priorities for recommendations within their area for funding to complete selected low-cost, projects within a one or two year time frame. It will be very important to complete a few "low-hanging fruit" projects to build

and sustain momentum so the plan does not sit on a shelf and become forgotten.

• The CVT and study partners need to work with the Southwestern Pennsylvania Commission and PennDOT to advance the transportation recommendations embodied in this Master Plan into the SPC's current update of its Long Range Transportation Plan. The planning process is underway, and now is a perfect opportunity to advance these concepts through the proper funding project and project prioritization process. If funding is to be sought from state sources, including those projects in the LRTP is imperative.

The Route 30 Corridor has a prosperous future with careful planning and attention to detail on design strategies. It is important to not lose sight of the big picture vision for this corridor.

II PROJECTS



US 30 MASTER PLAN

The Master Plan has been drafted to identify specific capital projects, design treatments and policies that work in concert to achieve an overall vision for the corridor. The intent is for each of the corridor municipalities and partners in the private sector and at the state government levels to work cooperatively to implement the provisions in the Route 30 Master Plan. These changes will not come easily or on their own. It requires persistence and champions at the local level to see through the necessary regulatory changes, apply for grants, and make the case to local and state officials for recommended projects and funding priorities.

TRANSPORTATION

A number of projects have been identified at locations through the study area. These are grouped by projects along US Route 30, and by other improvements within the US 30 area of influence.

2.1 US Route 30 Corridor Improvements

A number of improvements have been identified that are projected to improve traffic flow and safety along the US Route 30 corridor. The improvements range from coordinating traffic signals, widening to provide turning lanes, access management, and providing gateways.

The improvements listed in this section result from a combination of sources. The Optimal Corridor Conceptual Plan (OCCP) was developed for this project in Spring 2007 and is the starting point for the recommendations listed on the following pages. The OCCP was developed by reviewing previous studies, conducting a field view of the corridor, and obtaining input for the project Vision Team. The OCCP was further refined to include additional improvements which may have an impact on the operations on US Route 30 but are not necessarily changes to the corridor. Additionally, the Southwestern Pennsylvania Commission's Transportation Improvement Program (SPC's TIP) and the State Transportation Commission's Twelve Year Transportation Program were also reviewed to create the project list.

The project list also includes information on phasing, funding, and the sponsor of the project. For those projects where funding has not been identified, potential public / private partnerships may exist if the project is being spurred by development. Project locations are shown in Exhibit 1.

The following is a key to the abbreviations used in the list of projects:

Phase 1 – 2007 – 2010
Phase 2 – 2011 – 2014
Phase 3 – 2015 – 2018
Phase 4 – 2019 – 2022
Phase 5 – Beyond 2022

STDY – Study
PE – Preliminary Engineering
FD – Final Design
UTL – Utilities
ROW – Right-of-way
CON – Construction
TIP – Southwestern Pennsylvania Commission 2007 – 2010 Transportation Improvement Program
12YR – State Transportation Commission 2007 Twelve Year Transportation Program

Traffic Signal Improvements (Upgrade equipment, optimize timings, & coordinated system)				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
1A	US Route 30 @ Old Jacks Run Road	2	Not Identified (Potential Public / Private Partnership)	PennDOT
1B	US Route @ 30 Colonial Manor Road	2		PennDOT
1C	US Route 30 @ Tenth Street / Fairwood Drive	2		PennDOT
1D	US Route 30 @ Ash Street / Colony Drive	2		PennDOT
1E	US Route 30 @ Norwin Avenue	2		PennDOT
1F	US Route 30 @ Barnes Lake Road (existing)	1		PennDOT
Note: Funding for project 1F depended upon potential development.				

Widen to Provide or Improve Turn Lanes & Signal Improvements				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
2A	US Route 30 @ Arona Road	2	Not Identified	PennDOT
2B	US Route 30 @ Thompson Road	2	Not Identified	PennDOT
2C	US Route 30 @ West Penn Drive	1	$4,800,000 (TIP-UTL,ROW)	PennDOT
	US Route 30 @ Lowry Avenue			
	US Route 30 @ Lewis Avenue	2	$7,000,000 (12YR-CON)	PennDOT
	Penna Boulevard			
2D	SR 981 (underway)	1	$0,891,717 (TIP-CON)	PennDOT
Note: Project 2C funding over 2 phases as defined in the TIP and Twelve Year Transportation Program.				

Install Traffic Signals				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
3A	Relocated Barnes Lake Road (area improvement proposed as part of potential development)	1	Not Identified (Private)	PennDOT
3B	SR 217 eastbound lanes (coordinate with westbound lanes)	1	$250,000 (TIP-CON)	PennDOT
Note: Project 3A depended upon potential development.				
Modify Intersection to Provide Restricted Turning Movement & Upgrade Traffic Signal				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
4	Carpenter Lane / Leger Road	2	Not Identified	PennDOT

Install Traffic Signal & Provide All Turning Movements				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
5	Convert existing Wendel Road Intersection to allow all turning movements and install traffic signal	2	Not Identified	PennDOT

Provide Turn Lanes / Access Management				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
6	Allegheny County Line to Greensburg Bypass	1,2,3,4,5	Not Identified (Potential Public / Private Partnership)	PennDOT
Note: Widen to provide a landscaped median with left turn storage bays, curb, and provide driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed. Projects can be developed as improvement projects are needed along the corridor or as development warrants roadway improvements.				

Provide Coordinated Traffic Signal System				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
7	Agnew Road	2	Not Identified (Potential Public / Private Partnership)	PennDOT
	Hempfield Pointe			
	Route 66 Southbound Ramps			
	Route 66 Northbound Ramps			
	Hempfield Plaza / Hempfield Square			
	Greengate Centre / West Hills Road			
	South Greengate Road			
	North Greengate Road			
Note: Note: Projects can be developed as improvement projects are needed along the corridor or as development warrants roadway improvements.				

Improve Ramp Merges & Diverges				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
8	Greensburg Bypass	2	Not Identified	PennDOT
9	SR 982	2	Not Identified	PennDOT
Note: Projects can be conducted as geometric improvement projects or incorporated as safety or pavement upgrades are made.				

Provide Additional Through Lanes Along US Route 30				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
10	From Saint Vincent Drive to SR 982	1,2,3	Partial	PennDOT
Note: Partially under construction (St Vincent to just east of SR 981) as part of US Route 30 & SR 981 Intersection improvements project.				

Safety & Pedestrian Improvements				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
11	US Route 30 near Laughlintown	2	Not Identified (Potential State Grant)	PennDOT

Construct Frontage Roadway System				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
12	Between SR 981 and SR 982	2,3,4,5	Not Identified (Potential Public / Private Partnership)	PennDOT
Note: improvements identified in Demonstration Site Project can be implemented as roadway improvements are made or as development occurs.				

Provide Gateway Along US Route 30				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
13	@ SR 981 (to Latrobe)	2,3,4,5	Not Identified (Potential State Grant)	PennDOT
13	@ SR 982 (to Latrobe)	2,3,4,5		
13	@ Tenth St (to Irwin/North Huntingdon)	2,3,4,5	Not Identified (Potential State Grant)	PennDOT
13	@ PA Turnpike (to Irwin/North Huntingdon)	2,3,4,5		

Restoration, Resurfacing and Rehabilitation Project				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
14	Greenville Bridge to SR 66	1	$2,220,000 (TIP-CON)	PennDOT
15	Long Bridge to SR 1046	1	$4,450,000 (TIP-CON)	PennDOT

Smoother Roads Project				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
16	Smother roads funds provided to patch and overlay the US Route 30 corridor	1	$1,200,000 (TIP-CON)	PennDOT

2.2 Improvements Within Area of Influence

A number of improvements in the area can have an impact on the operations of US Route 30, even those improvements not directly along the corridor. The improvements listed in this section could potentially impact the operations of US Route 30.

Provide Connector Roadways / Parallel Roadways				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
17	Connect Fairwood Drive to Caruthers Lane	1,2,3,4	Not Identified (Potential Public / Private Partnership)	PennDOT, Municipality, or Private
18	Connect Tenth Street to North Huntingdon Square & McDonald's Parking Lot			
19	Connect Barnes Lake Road to North Huntingdon Square			
20	Connect Agnew Road, Hempfield Pointe & Hempfield Plaza			
21	Connect Hempfield Square to South Greengate Road			
22	Connect Humphrey Road to Westmoreland Mall			
23	Connect Westmoreland Mall Bridge to Sheraton Drive			
24	Connect Georges Station Road to Nature Park Road, Hugh Black Road, and US Route 30			
Note: Projects can be constructed as new development occurs or as existing sites change. Engineering feasibility studies are required for each project. Opportunities for other similar projects should be identified as development occurs.				

Transit System Upgrades				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
25	Commuter bus fleet expansion between Greensburg & Pittsburgh	1	$1,320,000 (TIP)	WCTA
26	Study commuter rail from Pittsburgh to Greensburg and potentially Latrobe (underway)	1	$250,000 (TIP)	WCTA
27	Implement recommendations identified in Phase 1	2	Not Identified	WCTA
28	Provide park-n-ride lots as needed due to increased ridership (park-n-ride lot design should incorporate bicycle & pedestrian accommodations)	2	Not Identified	WCTA

Roadway Relocation				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
29	SR 1045 Saint Vincent: Two–Phase Relocation Project of two-lane roadway in Unity Township	1	$5,300,000 (TIP-UTL, ROW,CON)	PennDOT
		1	$4,317,000 (UTL,CON)	PennDOT

Roadway Extension					
ID	**Location / Description**		**Phase**	**Funding**	**Sponsor**
30	Extension of SR 1045 to connect the relocated SR 1045 Saint Vincent College project	Phase 1	1	$2,637,856 (TIP–CON)	PennDOT
		Phase 2	1	$930,620 (TIP–CON)	PennDOT

Improve Roadway Capacity (Roadways near US Route 30)				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
31	Lowry Avenue (improve access to Jeannette)	2	Not Identified	PennDOT
32	SR 982 (improve access to Latrobe)	2	Not Identified	PennDOT
33	Barnes Lake Road	1	Not Identified (Private)	Municipality

Improve Area Operations				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
34	Donohoe Rd / Westmoreland Mall Area	2	Not Identified (Potential Public / Private Partnership)	PennDOT

Improve Access to Arnold Palmer Airport				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
35	Restoration project on SR 981 between US Route 30 and Arnold Palmer Airport	1	$650,000 (TIP–PE)	PennDOT
		2	$8,000,000 (12YR–CON)	PennDOT
Note: Includes potential reconfiguration to improve access.				

Provide Truck Route				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
36	New roadway between Division Street & Lowry Avenue in Jeannette to alleviate congestion and unsafe truck movement through the town from US Route 30 to Jeannette Industrial Park	1	$625,000 (TIP-FD, UTL,ROW)	PennDOT
		2	$2,500,000 (TIP–CON)	PennDOT
37	Route to divert truck traffic around Ligonier	1	$253,100 (12YR-PE)	PennDOT
Note: Project #38 not listed on current TIP.				

Alternatives Study				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
38	Alternatives study for the intersection of SR 1053 (Georges Station Road) & SR 1026 in Hempfield Township	1	$25,000 (TIP-STDY)	PennDOT
Note: Project could have impact on US Route 30 depending on study recommendations.				

Roadway Improvements				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
39	Determine potential improvements (reconstruction, possible lane additions and railroad improvements) on SR 4002 (North Greengate Road) from US Route 30 to SR 130 (College Avenue).	1	$450,000 (TIP-PE, UTL,ROW)	PennDOT
Note: Project could have impact on US Route 30 depending on study recommendations.				

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Improvement Project				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
40	Laurel Valley Transportation Improvement Project: New facility in Unity Township between I-70 & US Route 30	1	$3,433,000 (TIP-FD)	PennDOT
		2, 3	Not Identified	PennDOT

Bridge Replacement				
ID	**Location / Description**	**Phase**	**Funding**	**Sponsor**
41	Loyalhanna Creek bridge replacement along SR 982, just north of US Route 30	1	$5,200,000 (TIP-FD, UTL, ROW, CON)	PennDOT
42	Replace Laughlintown bridge	1	$1,310,000 (TIP-PE, FD, UTL, ROW, CON)	PennDOT
Note: Municipality to coordinate with PennDOT regarding sidewalk on bridges.				

III POLICIES

Introduction

In June 2007, the project team completed Phase One of the US Route 30 Master Plan, which culminated in the development of a proposed Vision Plan. The Vision Plan integrated land use, transportation, and urban design elements along the Route 30 corridor in Westmoreland County with the goal of improving personal mobility and fostering both new development and redevelopment that benefits the community and strengthens neighborhoods. The plan engaged citizens to shape a preferred development scenario for the year 2030. The resulting plan embraces revitalized small towns, well-designed suburbs and preserved rural areas, while improving traffic flow along the corridor. The Vision Plan serves as a guide for the corridor municipalities to develop in a cohesive manner that promotes walkability through human-scaled, safe transportation networks; ensures accessibility with close proximity and good connections between jobs, housing and daily services; and generates quality communities attractive to businesses and residents.

A first step in achieving the quality of life that is desired along the corridor is to put into place policies that promote the quality of growth that was identified in the Vision Plan and that support the transportation improvements needed to make the corridor function efficiently. Efficient traffic flow, adequate access and safety are key to the operations of the US Route 30 corridor and its connections to the surrounding communities. The US Route 30 Master Plan contains a number of recommendations along the US Route 30 corridor and projects outside of the corridor which may influence corridor operations. These recommendations include general policy recommendations that should be implemented over time through the corridor.

1.0 Transportation Policies

In addition to the specific projects noted in Chapter 5, a number of general transportation policies have been identified that, when implemented over time, would help transform the US Route 30 corridor into a safer, more efficient facility for all modes of travel.

1.1 Complete Streets

Policy Recommendation: Incorporate the Complete Streets concept for all planning, design, and construction projects along the US Route 30 corridor.

The concept of Complete Streets addresses the needs of all transportation system users by providing a comprehensive transportation system which accommodates motor vehicles, transit, bicyclists, and pedestrians as well as other uses such as the horse and buggy. A Complete Street addresses traffic flow while considering the quality of life of the users and the community.

Example of a Complete Street along US 27 in High Springs, Florida Photos courtesy of Dan Burden. http://www.completestreets.org/

1.1.1 Transit

Policy Recommendation: Encourage existing and new development along the US Route 30 corridor to integrate transit into site operations. Integrate transit into the US Route 30 corridor.

Projects 26 through 29 identified in Chapter 5 are improvements to the existing Westmoreland County Transit Authority system. The commuter rail study and the expansion of the commuter bus system project are both included in the region's TIP. Both of these projects have the potential to reduce traffic congestion along the US Route 30 corridor.

Example of transit shelter that integrates bicycle and pedestrian facilities.

A key component of the improvement or expansion of the transit system is the inclusion of bicycle and pedestrian accommodations.

1.1.2 Bicycle & Pedestrian Accommodations

Policy Recommendation: Incorporate bicycle and pedestrian accommodations into the transportation network. Identify existing deficiencies and develop improvement plans. Proposed plans should include the appropriate facilities. Utilize the PennDOT Bicycle & Pedestrian checklists during the appropriate stages of the project.

While specific projects may address bicycle and pedestrian accommodations, every project along the corridor should design for bicyclists and pedestrians. These accommodations include sidewalks, wider curb lanes or shoulders, separate paths, improved signing and marking, etc. Designing for all modes of travel is critical to the operation of a transportation system.

1.1.3 Context Sensitive Solutions

Policy Recommendation: Find the balance between accommodating the regional traffic while addressing the needs and desires of the local community through a Context Sensitive Solutions process including the appropriate public involvement campaign.

According to the Federal Highway Administration (FHWA), context sensitive solutions (CSS) is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves scenic, aesthetic, historic and environmental resources, while maintaining safety and mobility. CSS is an approach that considers the total context within which a transportation improvement project will exist. CSS principles include the employment of early, continuous and meaningful involvement of the public and all stakeholders throughout the project development process.

The concepts of CSS can be applied to the US Route 30 corridor by getting the public involved early in the planning process. A key issue is the fact that US Route 30 accommodates both regional and local traffic. The Unity Township Design Charrette in September, 2007 was an excellent example of how to develop context sensitive solutions for areas along US Route 30.

1.2 Congestion Management Strategies

Policy Recommendation: Incorporate congestion man-

agement strategies into all projects along the US Route 30 corridor, where appropriate. Utilize SPC resources by taking advantage of the Regional Traffic Signal Program to coordinate and optimize traffic signals along the corridor, and promote the use of Travel Demand measures such as their ridership program, commuteinfo.org.

A congestion management process is a federally mandated program within metropolitan planning areas to address and manage congestion. SPC identifies four major strategies. These four strategies and examples of each strategy are provided below.

1) Demand Management: Reduction in vehicle trips – Employee-based programs such as telecommuting, Parking Management, Congestion Pricing, Public Relations and Education for Travel Demand Management, Growth Management, Transit-Oriented Development Policies, and Public Relations and Education for Transportation-Supportive Development.

2) Modal Options: Provide transportation choices beyond single occupancy vehicles – Improved Transit Service, Rideshare Programs, Park-n-Ride Lots, HOV & HOT Lanes, Pedestrian Facilities, Bicycle Facilities, and Transit Capital Improvements.

3) Operational Improvements: Enhance transportation system – Traffic Signal Improvements, Intersection / Geometric Improvements, Elimination of Bottlenecks, One-way Streets, Reversible Lanes, Ramp Metering, Incident Management Systems, Access Management, and Intelligent Transportation Systems.

4) Capacity: New roadways or roadway widening – Lane Additions and New Single-Occupancy Vehicle Roadways. (Source: spcregion.org)
Adding new capacity is typically the last option due to costs associated with construction and potential right-of-way impacts.

SPC is currently in the process of establishing a Regional Traffic Signal Program. The purpose of the program is to provide technical assistance to municipalities in the region in order to improve signal operations and safety.

1.2.1 Intelligent Transportation System (ITS) Investments

Policy Recommendation: Traffic control ITS improvements can be incorporated where deemed necessary when traffic signal equipment is upgraded or replaced along the US Route 30 corridor.

ITS investments are important to the upgrade of the US Route 30 corridor. The goal of ITS strategies is to improve mobility and safety of a transportation system through the use of communication technologies.

Examples of ITS improvements that could be incorporated throughout the corridor include:

- Traffic Control – transit signal priority, emergency vehicle preemption
- Surveillance
- Information Dissemination – variable message signs, radio broadcast
- Enforcement
- Incident Management – detectors, video, service patrols
- Activated warning signs – pedestrian crossings, speed warnings

1.3 Plans and Studies for New Connector Roads

Policy Recommendation: Construct new connector roadways either as independent projects or as development occurs and provides opportunities and war-

rants for such connections.

Projects 18 through 25 shown in Section 1.3 refer to creating new connections parallel to the US Route 30 corridor. These connections would provide access between adjacent land uses thus resulting in less traffic on US Route 30. This access management technique of creating connections between adjacent land uses can also be done in conjunction with limiting or reducing the number of driveways. Access management will likely improve safety.

1.3.1 Connectivity Ordinances

Policy Recommendation: Municipalities to adopt joint and cross access ordinances along with other access management ordinances. The ordinances could be applied to new developments and to existing properties when they expand or change usage.

Similar to the new connector roads, providing connections between adjacent development parking lots (joint and cross access) can also contribute to removing local traffic from US Route 30 and make operations smoother and safer by reducing the number of potential conflict points along the road. One way of encouraging such connections requires the municipality to adopt a connectivity ordinance.

The Access Management, Model Ordinance for Pennsylvania Municipalities Handbook sponsored by PennDOT provides guidance on joint and cross access. The Handbook states that a municipality may require a joint driveway to achieve the desirable driveway spacing (600 feet for a principal arterial).

The Handbook provides the following suggested guidance for such ordinances:

Adjacent non-residential properties shall provide a joint or cross access driveway to allow circulation between sites wherever feasible along roadways classified as major collectors or arterials in accordance with the functional classification contained in the municipal comprehensive plan. The following shall apply to joint and cross access driveways:

i) The driveway shall have a design speed of 10 mph and shall have sufficient width to accommodate the two-way traffic including the largest vehicle expected to frequently access the proper ties.

ii) A circulation plan that may include coordinated or shared parking shall be required.

iii) Features shall be included in the design to make it visually obvious that abutting properties shall be tied in to provide cross access.

The property owners along a joint or cross access driveway shall:

i) Record an easement with the deed allowing cross access to and from other properties served by the driveway.

ii) Record an agreement with the municipality so that future access rights along the driveway shall be granted at the discretion of the munici pality and the design shall be approved by the municipal engineer.

iii) Record a joint agreement with the deed defining the maintenance responsibilities of each of the property owners located along the driveway.

Parking requirements may differ when joint and/or cross access is provided. Municipality ordinances can be developed to address these differences.

2.0 Land Use Policies

The following land use policies support the vision for development identified in Phase 1 of the Master Plan: revitalized small towns, well-designed suburbs and preserved rural areas. While policies are identified for each category of development, they are not exclusive in their application. For example, historic preservation can (and should) be applied in all contexts.

2.1 Preserved Rural Areas

Policy Recommendation: Adopt and implement zoning tools that preserve open space.

Local master planning and conservation zoning, such as cluster development, may be used to steer future growth away from sensitive lands. Effective agricultural zoning, cluster development, and sliding scale zoning encourages preservation of large tracts of land. Design guidelines, such as those provided in this Toolkit, may be used to encourage compact community forms and attractive building types that harmonize with the surrounding landscape. Scenic overlay zoning may also help municipalities limit visual disturbances, by regulating such elements as building heights, parking, and commercial signs. Individual municipalities may also consider adopting mandatory open space requirements as part of their zoning code. Mandatory Open space requirements are specified percentages of land parcels that must be kept undeveloped.

The key to long-term farmland and open space preservation is to reduce development pressure, while appropriately protecting property rights.

An effective strategy must be two-pronged. It should include both compensation and regulation. It must limit the potential for non-agricultural uses in rural areas. At the same time, it must provide the stability and financial resources to help farmers stay in business. Farmers need a critical mass of farmland, but they also need to maintain the value of their primary asset—their land.

- Better Models for Development in Pennsylvania

Policy Recommendation: Continue to provide mechanisms for preserving working lands.

Westmoreland County Agricultural Land Preservation (WCALP) administers a voluntary program which offers a variety of options for landowners to preserve land in perpetuity or for a limited term. The County's main tools for farmland preservation include preferential taxation through the Clean & Green program, Acquisition of Conservation Easements, Agricultural Security Areas, and the Century and Bicentennial Farm Program. A number of other tools, such as transfer of development rights and land trusts can also be explored.

Policy Recommendation: Build on the existing Westmoreland County Parks, Recreation, and Open Space Plan to protect open space and create network of trails and greenways.

The Department of Conservation and Natural Resources encourages all counties to work with their municipalities to develop county-wide greenway plans by 2007. Westmoreland County completed a plan, Parks Horizons, in April 2000. The plan creates a long-term blueprint for an integrated park, recreation and open space system. The County should build on this plan to identify a greenways network of natural resources and open space to be linked. In some areas of the state, counties are taking a regional approach to greenway and non-motorized transportation planning.

2.2 Revitalized Small Towns

Policy Recommendation: Encourage infill development on vacant, underused or brownfield sites in existing communities.

Brownfields (sites with real or perceived environmental contamination), vacant properties, and underused sites represent untapped development opportunities in existing communities. Pennsylvania's award-winning Land Recycling Program sets up uniform cleanup standards and review procedures for brownfield sites, releases developers from cleanup liability once standards are met, and protects banks and funding agencies from cleanup liability. Redeveloping vacant land also provides opportunities for the integration of greenways and open space in existing communities, which can further promote recreation and tourism initiatives.

Policy Recommendation: Support local Main Street/ Elm Street programs involved in revitalizing neighborhoods.

A number of corridor communities are actively pursuing neighborhood revitalization through the Main Street Program, a revitalization program established by the National Main Street Center of the National Trust for Historic Preservation. By encouraging development in areas with programs in place or in communities with the potential to initiate such a program, municipalities can improve the design and economics of their communities.

Policy Recommendation: Encourage preservation and adaptive reuse of historic or architecturally significant buildings.

The Route 30 corridor's rich history is evident in the wealth of historic buildings and archeological sites found in cities, small towns and rural areas located along it's length. A challenge for many of the communities along the corridor is that those outstanding, unique assets are not clearly visible or inviting from the roadway. Historic assets should be identified and protected, and developers should be encouraged to rehabilitate and reuse historic structures. Protecting historic resources such as small-town main streets is also important because historic preservation is a powerful tool for economic revitalization that generates jobs and attracts tourists and investors.

The Latobe Train Station, now DiSalvo's Italian restaurant is an excellent example of adaptive reuse.

Policy Recommendation: Direct resources to support the maintenance and upgrading of existing infrastructure and facilities.

The willingness of state and local government to pay for new roads, utilities, and schools which service far-flung greenfield development encourages sprawl while increasing the cost of government services. Smart capital investments can encourage revitalization of existing communities and facilitate new development on vacant or underutilized land already served by roads and other public services.

2.3 Well-designed suburbs

Policy Recommendation: Optimize public infrastructure and services by encouraging development within existing and planned sanitary sewer coverage areas.

The preferred development scenario for the Master Plan represents the community's ideas of where future growth should occur. To achieve the vision of compact development articulated through the community input process, it was determined that growth would only be allocated to places with existing or planned sanitary sewer service. By using the state or local government budget process, municipalities can encourage growth in areas already served by existing infrastructure.

Policy Recommendation: Adopt design guidelines for communities along the corridor so that streets, buildings, and public spaces work together to create a sense of place.

The small towns and rural communities along the Route 30 corridor come in many different sizes and shapes, but all offer a sense of place, a compact settlement pattern, and proximity to services. The Design Guidelines reflect the variety of settlement patterns that exist and propose design standards for essential elements in the design of new and infill development. The standards are intended to be general guidelines for design and implementation, assuring appropriate application while providing a degree of flexibility.

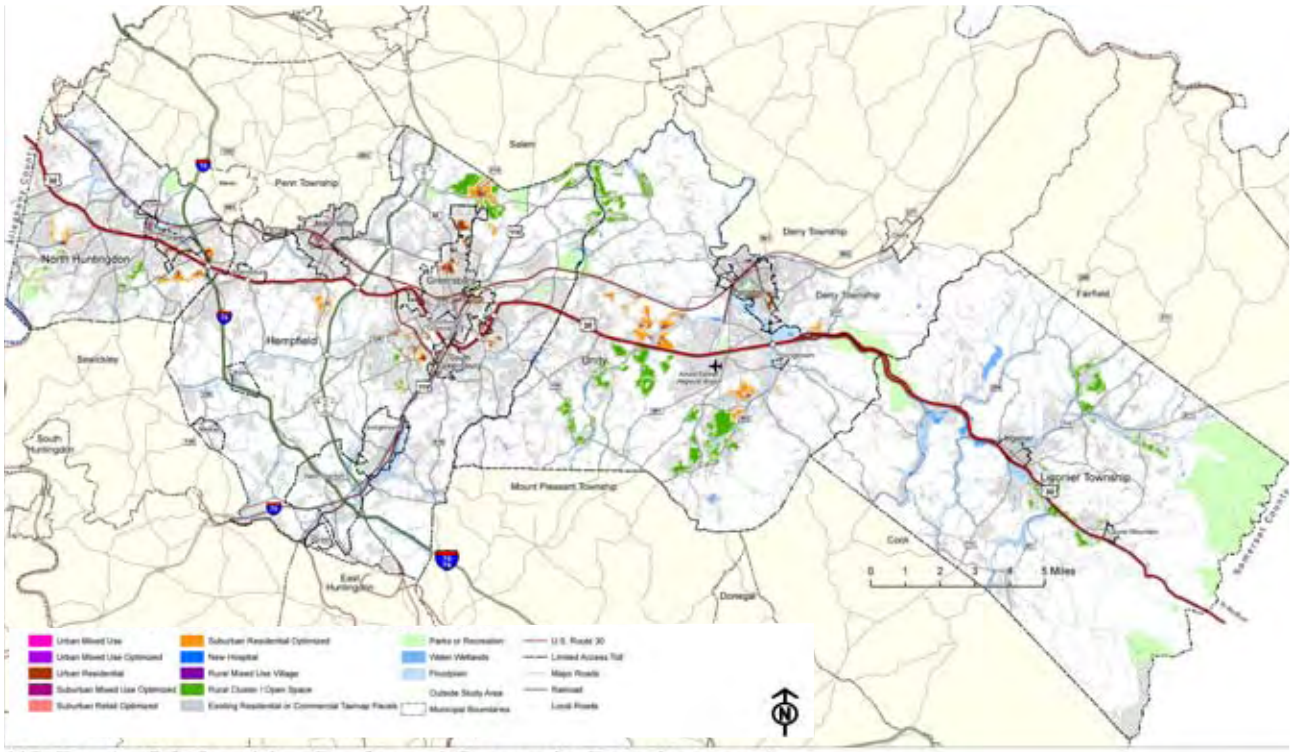
The charrette plan applied the design principles from the VIsion Plan to a site in Unity Township. Proposed McKenna Square (above) is ringed by housing providing safe oversight and activity in the adjoining park, creating a walkable community with a sense of place.

Policy Recommendation: Use innovative zoning tools to encourage pedestrian-oriented, mixed use development that capitalizes on existing community character and identity.

The zoning codes for most municipalities along the corridor are primarily focused on regulating types and locations of land uses. Residential, commercial, agricultural and industrial uses are most often separated both on the map and through the zoning code, and the resulting development in the past couple of decades reflects this separation. Likewise, most of the requirements within the zoning code are heavily focused on accommodating automobile travel and set standards that have shaped a built environment, especially commercial developments that do not connect to surrounding neighborhoods.

The planning materials produced through the Route 30 Master Plan process put forward a different set of standards for the Route 30 corridor in Westmoreland County. These standards are focused on promoting changes that can lead to improved community character and better accessibility for users of all modes of travel. The Route 30 Design Guidelines are intended to serve as a resource for local, county, and state planners, citizens, and the development community on best practices for placemaking and preservation along the Route 30 corridor.

IV PROCESS



US Route 30 Corridor Preferred Scenario Development

The collaborative process that was utilized to develop the Master Plan is the basis for the type of collaborative decision-making that should continue to be used to implement the plan. All of the municipalities along the corridor and a variety of agencies throughout the region will need to share this responsibility to ensure successful implementation. The Southwestern Planning Commission (SPC), the region's transportation and economic development agency, and the Pennsylvania Department of Transportation (PennDOT) can play an important part by focusing transportation investments on strategically selected pedestrian, transit and greenway improvements during the coming years, while continuing to maintain existing regional roadway and bridge networks. Local governments can continue to advance policies and programs such as brownfield redevelopment, pedestrian-friendly community design standards, and strategically located development and access. The municipalities can also work together cooperatively to develop a prioritized list of transportation improvements. Regional cooperation is key.

A first step in implementing the Vision will be to develop a voluntary coalition that signs on to a Memorandum of Understanding, or an Intergovernmental Cooperation Agreements as specified in Article XI of the Pennsylvania Municipalities Planning Code, and to communicate with all corridor municipalities and key stakeholders. This agreement will form the basis for a voluntary overlay district to be administered individually by each municipality that provides a framework for a consistent approach to the aesthetics, signage, access management, parking, and landscaping along

Route 30.

At the local level, charrettes are one tool that municipalities can use to facilitate collaboration. The charrette model that was used for the Route 30 Demonstration Plan was developed by the National Charrette Institute (NCI). NCI is a nonprofit educational institution that teaches the transformative process of dynamic planning to create healthy community plans. Understanding the perspectives and priorities of the people who live, work and play along the US 30 Corridor is critical to the development of a successful plan. The charrette is a multiple-day, collaborative planning event that harnesses the talents and energies of all affected parties to create and support a feasible plan that represents transformative community change. Charrettes help to build community capacity for collaboration to create healthy community plans. A NCI Charrette is a generalist, holistic process of at least four consecutive days. It is a collaborative process involving all disciplines in a series of short feedback loops that produces a feasible plan. The use of the charrette process to develop the vision for the demonstration site was a strategic means to showcase the charrette as a model method or "best practice" for meaningful public participation.

In addition, development review procedures can better clarify the decision-making process for the development community.

Over the next several months, the following near-term steps should occur:

• The Community Vision Team (CVT) and Project Working Group (PWG) should establish an implementation steering committee to meet regularly (monthly or quarterly) to advance the concepts and strategies in the Master Plan through a continuing inter-agency, and inter-community, planning process.

• The CVT should work together to implement the overlay district and design guidelines that will eventually provide alternative design standards and development regulations to create compatible mixed use development with a pedestrian orientation.

• Each municipality should define priorities for recommendations within their area for funding to complete selected low-cost, projects within a one or two year time frame. It will be very important to complete a few "low-hanging fruit" projects to build and sustain momentum so the plan does not sit on a shelf and become forgotten.

• The CVT and study partners need to work with the Southwestern Pennsylvania Commission and PennDOT to advance the transportation recommendations embodied in this Master Plan into the SPC's current update of its Long Range Transportation Plan. The planning process is underway, and now is a perfect opportunity to advance these concepts through the proper funding project and project prioritization process. If funding is to be sought from state sources, including those projects in the LRTP is imperative.

V PROGRAMS AND FUNDING

PROGRAMS AND FUNDING

The actions and changes cited in the Master Plan will be made possible through the use of existing and available resources. This section will describe available funding and technical assistance resources that can be pursued to assist in implementation. Many of the sources provide both direct assistance, where work is conducted by a municipality or non-profit organization, and technical assistance, where the participant is provided with professional experts with whom to work.

The sources cited are not an exhaustive list and investigation into supporting resources should not be limited by the information to follow. Instead these sources should be used as a starting point and approached creatively so that resources can be leveraged in an efficient manner and pursued collaboratively with local, regional, and state partners to the greatest extent possible.

As a final note, many of the Pennsylvania opportunities are increasingly being tied to coordination with state planning documents. This step is focused on coordinating local planning with county and state level planning, and is being used to reward localities with incentives and greater priority when proposals are evaluated. It is recommended that a process of reviewing local plans with state agencies be explored to find commonalities among plans and future actions.

In addition to the improved design that results from the regulatory techniques described in the previous section, conserving natural and scenic assets, such as working farms, forests, and scenic landscapes, contributes to the economic vitality of the corridor communities. By promoting historic preservation, tourism, and farming programs in strategic locations, the towns and businesses along the Route 30 corridor will be able to capitalize on the economic and community benefits of rural preservation while sharing with others the unique and extraordinary features of the landscape and preserving a sense of place.

FARMLAND PRESERVATION

The Pennsylvania Department of Agriculture, Bureau of Farmland Preservation offers a number of programs focused on agricultural preservation. Local Farmland and Preservation Boards are established to implement the program on a local level. Since Westmoreland County established its Farmland Preservation program in 1990, it has preserved almost 8,870 acres on 65 farms, through the use of conservation easements.

Preservation of working farms, where possible, is an important overall strategy for conservation of Route 30's scenic vistas and the rural character valued by many residents. However, Westmoreland County farmers face numerous challenges in their efforts to remain profitable. A variety of support services are available to help farmers stay in business, find new outlets for farm products, and in some cases, diversify into new areas including tourism.

Pennsylvania's vision for protecting farmland is an integral part of smart growth. This vision is articulated and described in detail in the 2005 State Land Use and Growth Management Report for Pennsylvania. www.newpa.com

FARMLAND PRESERVATION

The Westmoreland County Agricultural Land Preservation Program was developed in 1990 to conserve and protect agricultural lands and assure that farmers in this County have sufficient agricultural lands to provide farm products for the people of Westmoreland County and the Commonwealth. Our Mission is to protect viable agricultural lands by acquiring voluntary agricultural conservation easements, which prevent the development or improvement of the land for any purpose other than agricultural production.

Westmoreland County Agricultural Land Preservation (WCALP) administers this voluntary program which offers a variety of options for landowners to preserve land in perpetuity or for a limited term of seven years. Once the land is preserved there are no additional maintenance costs to the taxpayer; the land remains on the tax rolls, stabilizing the local tax burden, and because only easements are purchased, the state is able to stretch its funds to preserve many more farms than if the land were purchased outright.

The County's main tools for farmland preservation include the following:

- **Preferential Taxation** - Clean & Green is a Pennsylvania Department of Agriculture conservation program for land in agricultural use, agricultural reserve, or forest reserve that adjusts the property tax rate for landowners enrolling in the program based on use value rather than market value. Values are set annually by the department. The program is voluntary and generally requires that a 10-acre minimum remain in designated use (agricultural use, agricultural reserve and forest reserve). Parcels less than 10 acres and capable of producing $2000 annually from the sale of agricultural products are eligible for the agriculture use designation. Land taken out of the permitted use becomes subject to a rollback tax, imposed for up to seven years, and an interest penalty. Lower tax rates help keep farming and forest products industries viable.

- **Agricultural Security Area**s - Township governments create Agricultural Security Areas (ASA) at the request of farmland owners to promote more permanent and viable farming operations over the long-term by strengthening the farming community's sense of security in the land use and their right to farm. A township or

municipality may establish an ASA with 250 acres of farmland owned by multiple landowners with tracts of 10 acres or more. The state purchases the development rights on farmland directly from the landowner, and the landowner retains ownership of the land. Currently more than 2.5 million acres are enrolled in Agricultural Security Areas in Pennsylvania.

• **Agricultural Conservation Easement Purchase Program** - The Pennsylvania Farmland Preservation Program, administered by the Bureau of Farmland Preservation, encourages long-term private stewardship of agricultural lands. The program provides funding for the state, county, and local governments to purchase conservation easements from farmland owners. Landowners sell or donate the development rights to their county, retaining ownership, but agreeing to permanent deed restrictions that prohibit non-agricultural development. The county board approves a farm at the county level, then presents the farm for final approval to the State Agricultural Land Preservation Board, which distributes the funds, approves and monitors the county programs, and specific easement purchases. Since Westmoreland County established its Farmland Preservation program in 1990, it has preserved almost 8,870 acres on 65 farms, through the use of conservation easements.

• **Century & Bicentennial Farm Program -** The Department of Agriculture recognizes Pennsylvania families who have been farming the same land for 100 and 200 years through the Century and Bicentennial Farm Programs. The program is voluntary and requires that the same family owned the farm for at least 100 (Century Farm) or 200 (Bicentennial Farm) consecutive years; a family member must live on the farm on a permanent basis; and the farm must consist of at least 10 acres of the original holding, OR gross more than $1,000 annually from the sale of farm products. Applications can be obtained from the Pennsylvania Department of Agriculture.

• **Land Trust Grant Program** - Qualified land trusts registered with the State Agricultural Land Preservation Board can receive reimbursement grants for expenses incurred in the acquisition of agricultural conservation easements. Such expenses include appraisal costs, legal services, title searches, document preparation, closing costs, and the like.

• **Transfer of Development Rights (TDR)** - TDR programs allow landowners to transfer the right to develop a parcel of land to another parcel of land. In the context of farmland preservation, TDRs are used to shift development from agricultural areas to designated growth zones closer to urban services. TDR is a technique used primarily by counties and municipalities but it involves the private marketplace. TDR programs differ from the purchase of development rights in that transactions are between private

• **Pennsylvania Department of Agriculture Bureau of Marketing Economic Development -** The Bureau of Marketing and Economic Development works to expand the markets of Pennsylvania farmers and producers within the Commonwealth. The Bureau cooperates closely with Pennsylvania's commodity marketing and research programs, created under the Agricultural Commodities Marketing Act (ACMA), to enable farmers to increase sales, identify new markets and conduct valuable product research.

• **Farmers Market Alliance -** The Farmers Market Alliance is a member organization committed to building vibrant farmers' markets in an effort to support economically sustainable small farms. The FMA offers promotional programs for member market's special events, websites, edudation, advocacy and management assistance. Farmers Markets supported by the FMA exist in Ligonier and Latrobe.

In addition to programmatic tools mentioned above,

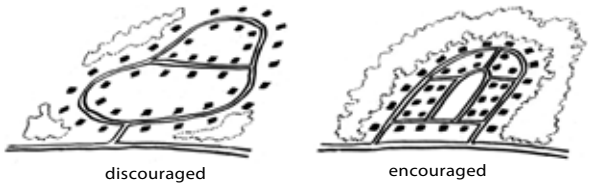
the following are planning and regulatory tools that communities can use to preserve rural lands:

• **Municipalities Planning Code** - The Pennsylvania Municipalities Planning Code specifies that a comprehensive plan shall include a plan for protecting natural resources including prime agricultural land and require the compatibility of land use regulation with existing agricultural operations.

• **Greenways and Open Space Network Planning -** The Department of Conservation and Natural Resources encourages all counties to work with their municipalities to develop county-wide greenway plans by 2007. Such plans identify a greenways network of natural resources and open space to be linked. In some areas of the state, counties are taking a regional approach to greenway and non-motorized transportation planning.

• **Effective Agricultural Zoning** - Agricultural zoning limits the number of dwellings permitted to a rural density—for example, one dwelling per 30, 50, or more acres. This type of zoning requires the support of the agricultural community for its adoption and implementation.

• **Cluster Development Zoning -** Cluster Development Zoning encourages the preservation of large tracts of land while allowing development of new homes and generating revenue to the farmer who sells the land. The preserved open space helps to retain scenic vistas from the road. Cluster development may not always result in significant preservation of usable farmland, but may allow for the preservation of many natural forms such as wooded areas, slopes, and wetlands. These conserved areas can be designed to be contiguous across parcels so that as each parcel is developed, a greenway will gradually emerge.



The contrasting development strategies above illustrate the difference between large-lot rural zoning and higher-density cluster development. Large-lot zoning distributes open space evenly among large residential lots, whereas cluster development draws development into a compact center, preserving an untouched ring of open space at the perimeter and a shared park at the center.

• **Sliding Scale Zoning** – Sliding Scale Zoning is used to decrease the density of development by limiting the number of times a parcel of land can be split based on its size. Once the lots are subdivided, no new divisions may take place. For example, if a farmer were to create 6 lots from his 58-acre parcel and leave one 50-acre lot for continued farming use, further subdivision of the 50-acre lot would not be allowed. The use of sliding scale zoning is most effective in areas where a wide range of parcel sizes exist and nonfarm residential development has already begun.

• **Mandatory Open Space Requirements** - Mandatory open space requirements are specified percentages of land parcels that must be kept undeveloped. For example, Columbia, Lancaster, Lehigh, Montour, Northampton, Potter, and Susquehanna Counties all have mandatory open space requirements. However, such requirements for open space may not pertain to municipalities, since their Subdivision and Land Development Ordinances do not mandate open space set asides.

Organization/Contact Information
Pennsylvania Department of Agriculture, Bureau of Farmland Preservation
www.agriculture.state.pa.us

Westmoreland County Agricultural Land Preservation Program
214 Donohoe Road, Suite B
Donohoe Center
Greensburg, PA 15601
Phone: 724-837-8971 Email: infor@wcalp.org

GREENWAYS

Pennsylvania and its many partners will develop an outstanding network of greenways across the Commonwealth, creating an asset highly valued by Pennsylvanian and enhancing the quality of life for all. This network of greenways will connect Pennsylvania's open space, natural landscape features, scenic, cultural, historic, and recreation sites, and urban and rural communities. Greenways will become one of the Commonwealth's most powerful tools to achieve sustainable growth and liveable communities.

- From Pennsylvania Greenways: An Action Plan for Creating Connections, June 2001

Greenways and trail systems provide numerous benefits to the region. In addition to supporting the goal of scenic preservation, they enhance the quality of life for local residents, help attract heritage and nature-based tourism, and create a backbone for alternative transportation systems. The creation of greenways is also a useful strategy for combating sprawl, by confining future development to defined towns or villages bordered by a greenway.

From the perspective of transportation access, it is important that greenways connect with places where people want to go, such as neighborhoods, schools, parks, business centers, shopping areas, and transit stops. Greenways also provide an excellent opportunity for embedded community and neighborhood parks. This framework of using a regional greenway with local connections to adjacent communities is an integral part of a multi-municipal planning effort.

EXISTING GREENWAYS/TRAILS

There are a few regional greenways and trails in the vicinity of the Route 30 corridor that could help to advance the goals of the Master Plan. Potential alignments for these facilities should be kept in mind as local master plans are updated and as development proposals are considered. The potential for creating smaller-scale local greenways linking to these regional facilities should also be explored. In this way, over time a network of trails would be formed, allowing for more local travel by bicycle and enhanced recreational opportunities. Once established, it is important that effective provisions be put in place for maintaining trails and greenways over time.

Great Allegheny Passage

The Great Allegheny Passage is a 152-mile bicycle and walking trail connecting Cumberland, MD, with Pittsburgh, PA, with a 52-mile branch to the Pittsburgh International Airport. At Cumberland the trail links to the C & O Canal Towpath, creating a continuous ride to Washington, DC. Designated a National Recreation Trail, the Great Allegheny Passage enables hikers, bicyclists, cross-country skiers, and people with disabilities to discover the region's singular beauty in river gorges, mountain vistas, and sweeping cityscapes. Trail users can learn about the region's place in history, ranging from George Washington's role in the British and French war to the Native American populations once indigenous to the area. Trails included in the passage starting from north to south are the Montour Trail, the Three Riversand Steel Valley Trails, the Yough River Trail, the Allegheny Highlands Trail, and lastly the C&O Canal Towpath.

Laurel Highlands National Scenic Trail

The Laurel Highlands Trail extends for 70 miles from the 1000 foot deep Conemaugh Gorge near Johnstown to the rugged and picturesque Youghiogheny River Gorge at Ohiopyle State Park east of Uniontown.

Five Star Trail • Youngwood to East Huntingdon, Pennsylvania

The Five Star Trail is great for walking, hiking, jogging, bicycling, and cross country skiing. It is handicapped accessible. This Rail with Trail project is named after

the five municipalities through which the trail passes: Greensburg, Hempfield Township, South Greensburg, Southwest Greensburg, and Youngwood. The Five Star Trail Chapter is associated with the Regional Trail Corporation, a non-profit corporation within Westmoreland, Allegheny, and Fayette Counties. Its mission is to promote the conversion of railroad right-of-way into recreational trails.

FUNDING RESOURCES

Pennsylvania Department of Environmental Protection (DEP) Growing Greener Grant Program

Growing Greener is the largest single investment of state funds to address Pennsylvania's critical environmental concerns of the 21st century. DEP distributes funding among four state agencies for the following projects: The Department of Agriculture to administer farmland preservation projects; the Department of Conservation and Natural Resources for state park renovations and improvements; and the Pennsylvania Infrastructure Investment Authority for water and sewer system upgrades. In addition, the Environmental Stewardship and Watershed Protection Act authorizes the Department of Environmental Protection (DEP) to allocate nearly $547 million in grants for watershed restoration and protection; abandoned mine reclamation; and abandoned oil and gas well plugging projects. Specifically, it provided $60,000 countywide to construct a portion of the Coal and Coke Trail from Mount Pleasant to Scottdale; engineering for the Five Star Trail extension to Scottdale; and associated costs for the development of the Westmoreland Heritage Trail from Delmont to Saltsburg

Pennsylvania Department of Conservation and Natural Resources (DCNR) – Community Conservation Partnership Program

DCNR manages a variety of grant and technical assistance programs concerned with community recreation, heritage regions, rivers conservation, greenways and trails, and natural areas and open space under a single office, the Bureau of Recreation and Conservation. A priority goal of the bureau is to develop and sustain partnerships with communities, non-profits and other organizations for recreation and conservation projects and purposes. The DCNR's Bureau of Recreation and Conservation is responsible for fostering, facilitating and nurturing the great majority of these partnerships through technical assistance and grant funding from the Community Conservation Partnerships Program (C2P2).
www.dcnr.state.pa.us/brc/grants

Department of Conservation and Natural Resources (DCNR) County Greenways and Open Space Plan Resources

DCNR SUPPORTED STATEWIDE INITIATIVES

PA Recreation and Park Society (PRPS)
http://prps.org

Capacity Building for Land Trusts (PA Land Trust Association/PALTA)
www.conserveland.org

PA Water Trails Program (Pennsylvania Environmental Council/ PEC)
http://www.pecpa.org

Keystone Active Zones (PA Advocates for Nutrition and Activity /PANA)
www.panaonline.org

Environmental Advisory Councils (PEC)
www.eacnetwork.org

Rails-to-Trails Conservancy (RTC)
http://www.railtrails.org/wherewework/northeast/index.html

Adopt a Greenway (PA CleanWays)
http://pacleanways.org/greenwaysprogram/greenways_main.html

Western Pennsylvania Conservancy (WPC)
http://www.paconserve.org/

TOURISM

The Route 30 Corridor is situated in a region of western Pennsylvania that is home to an unrivaled collection of natural, cultural, and historic resources. Westmoreland County already draws tourists with its year-round opportunities for outdoor recreation, antiques shopping, and visits to farms stands, historical sites, and cultural events. Tourism and lifestyle experts have noted an increasing trend among Americans to travel to "authentic" places where they can experience the beauty of the natural environment—places where they can still discover the "real America" without having to travel too far from home. By exploring a few new programs and policies, the towns and businesses along the Route 30 corridor will be able to capitalize on the economic and community benefits of place-based tourism while sharing with others the unique and extraordinary features of the landscape and preserving a sense of place.

"Pennsylvania helped build this great nation," Governor Rendell said. "Now, we are building tourism opportunities and making investments that are attracting visitors and revitalizing our communities."

HERITAGE AND CULTURAL TOURISM

According to Cultural Tourism in the United States, a white paper written in 1995 by the White House Conference on Travel and Tourism, cultural and heritage tourism can be defined as "travel directed toward experiencing the arts, heritage, and special character of a place. America's rich heritage and culture, rooted in our history, our creativity, and our diverse population, provides visitors to our communities with a wide variety of cultural opportunities, including museums, historic sites, dance, music, theater, book and other festivals, historic buildings, arts and crafts fairs, neighborhoods, and landscapes." In 2005 the U.S. Cultural & Heritage Tourism Summit convened to develop a national 5-year strategy to expand this type of tourism. According to A Position Paper on Cultural & Heritage Tourism in the United States, which resulted from the summit, this type of authentic, place-based tourism is one of the fastest growing segments of the travel industry:

- 81% of the 146.4 million U.S. adults who took a trip of 50 miles or more from home in the past year can be considered cultural and heritage tourists.
- Historic/cultural travel volume increased by 13% between 1996 and 2002.
- Compared to other travelers, heritage/cultural tourists tend to spend more money and are more likely to stay in a hotel, motel, or bed and breakfast.

Additionally, the National Trust for Historic Preservation has developed comprehensive guidance on heritage tourism, including several publications and case studies to encourage communities to begin assessing their own potential for heritage tourism. The Trust lists five guiding principles for successful and sustainable heritage tourism:

1. Collaborate.
2. Find the fit between the community and tourism.
3. Make sites and programs come alive.
4. Focus on authenticity and quality.
5. Preserve and protect resources.

ECOTOURISM AND NATURE-BASED TOURISM

The International Ecotourism Society defines ecotourim as "responsible travel to natural areas that conserves the environment and improves the well-being of local people." Nature-based tourism is indeed a very viable option for the Route 30 corridor. Westmoreland County is already home to a variety of scenic and ecologically significant features, including the Laurel

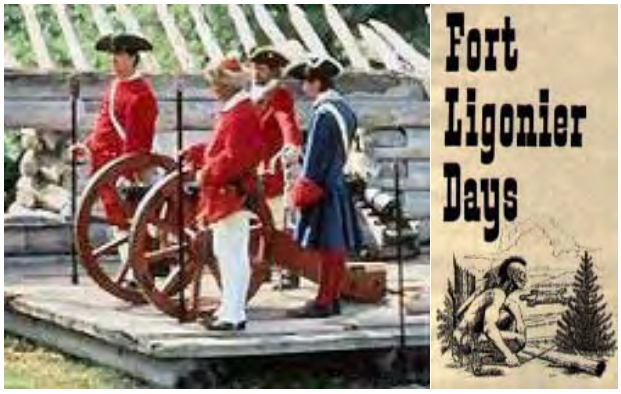
Highlands, Loyalhanna River and Loyalhanna Gorge. Thus, the purpose of developing a more refined and comprehensive nature-based tourism program would be to build upon the resources that are already there, both for their intrinsic value and for their role in bringing residents and visitors to the area. Nature-based tourism programs and organizations can help provide funds that can be used to maintain and preserve these natural resources, ensuring that they will be enjoyed for generations to come.

REGIONAL ATTRACTIONS WITH STRONG HERITAGE AND ECOTOURISM COMPONENTS

There are many exciting things happening in the region that could inspire communities along the Route 30 Corridor to build a healthy tourism economy.

Linn Run State Park. Located in the heart of the Laurel Mountains, Linn Run State Park is 612 acres that borders Forbes State Forest. The varied topography and mixed hardwood and evergreen forest make this park a scenic place for picnicking, hiking and cabin rentals. It also offers fishing, hunting, cross-country skiing, snowmobiling and other outdoor recreation in a nearly wilderness setting.
http://www.dcnr.state.pa.us/stateparks/parks/linnrun.aspx

Ft. Ligonier Days. Each October, Ligonier hosts the popular three-day "Fort Ligonier Days. The festival commemorates the Battle of Fort Ligonier, a key engagement of the French and Indian War, fought on October 12, 1758. It features a parade, musical entertainment, crafts, food booths and re-enactments to commemorate the Battle of Fort Ligonier. The event fosters community pride, and proceeds are used to fund preservation initiatives and scholarships.
www.fortligonier.org/fortdays.htm



Idlewild & SoakZone. Founded in 1878 as a simple picnic ground along the Ligonier Valley Railroad, Idlewild & SoakZone is the oldest amusement park in Pennsylvania and third oldest in the United States. Named by "Amusement Today" as the second best kid's park in the world, Idlewild features seven theme areas of fun, including the Soak Zone Waterpark, Story Book Forest and Mister Rogers' Neighborhood of Make-Believe.
www.idlewild.com

Summer Sounds. SummerSounds is a series of free outdoor concerts held at St Clair Park in Greensburg, PA. The series is produced entirely by volunteer music lovers on behalf of the City of Greensburg and draws of thousands of visitors to each concert, held weekly from June-August.
www.summersounds.com

Old Hannastown. Hanna's Town, founded in 1773, acted as the first Seat of Westmoreland County and the first English court west of the Allegheny Mountains. The town was an oasis for travelers, settlers and those seeking justice and order in the often chaotic environment of the western Pennsylvania colonial frontier. The Westmoreland County Historical Society and Westmoreland County Parks and Recreation have formed a partnership to administer and maintain Historic Hanna's Town, a village consisting of the reconstructed Hanna Tavern/Courthouse and three vintage late 18th century log houses, a reconstructed Revolutionary era fort and blockhouse and a wagon shed that houses an authentic late 18th century wagon.
www.staroftheswest.org/

HERITAGE AND ECOTOURISM INITIATIVES IN THE REGION

Through the Route 30 Master Plan and other related initiatives, the communities along this corridor are already working with state and local government and non-profit groups both to preserve the land uses that give the area its character and maintain the existing transportation capacity of the roadway. Listed below are several projects that have been developed in

Westmoreland County and nearby counties which serve as good examples of Heritage and Ecotourism. A variety of funding sources are available to assist communities in maximizing their heritage and nature-based tourism potential—from private grants to federal Transportation Enhancement funds. Sources of funding and information are suggested below and in the Resources section.

The Laurel Highlands Visitors Bureau. This organization has served as the official tourism promotion agency for the region encompassing Fayette, Somerset and Westmoreland Counties since 1958. They support a variety of tourism endeavors in those Counties by promoting member businesses at trade shows and fairs, distributing brochures, producing quarterly newsletters, and developing travel guides and itineraries. This non-profit group plays a valuable role in helping this region make the most out of its tourism potential. www.laurelhighlands.org

Lincoln Highway Heritage Corridor. The Lincoln Highway Heritage Corridor is one of 12 designated state heritage areas in Pennsylvania. The Heritage Areas Program, administered by the state Department of Conservation and Natural Resources, helps build regional public-private partnerships to conserve and promote cultural, natural, recreational and scenic resources. The LHHC was recently awarded $155,000 grant to plan and develop the Lincoln Highway Heritage Experience Welcome Center, Phase IV in Ligonier Township, develop and beautify the central square in Abbottstown, Adams County, prepare plans and design documents for the streetscape project in Jennerstown, Somerset County, and undertake a U.S. Route 30 Corridor Master Plan for the section of Westmoreland County. The Lincoln Highway Heritage Corridor has installed nearly 160 Lincoln Highway signs to replace the historic 1928 concrete markers. In addition, 23 painted vintage gas pump reproductions have been installed next to interpretive waysides along the highway.

Westmoreland Heritage. Westmoreland Heritage is a county-wide partnership of organizations and individuals committed to two goals; expanding historical tourism in our area and supporting efforts to educate county residents about their remarkable history. Based at the University of Pittsburgh at Greensburg, it is a private advocacy group that sees economic potential in the development and marketing of our historical assets. It also sees a need to make our own citizens more aware of these features and their importance. Westmoreland Heritage works with and not in competition to historical societies, government agencies, historical sites, innkeepers and other groups.
http://www.westmorelandheritage.org/

RESOURCES

Heritage Tourism, National Trust for Historic Preservation.http://www.nationaltrust.org/heritage_tourism/index.htmll

A Position Paper on Cultural and Heritage Tourism in the United States, U.S. Department of Commerce and the President's Committee on the Arts and Humanities, 2005 U.S. Cultural and Heritage Tourism Summit. http://www.nasaa-arts.org/artworks/cultural_heritage_tourism_paper.pdf

Stories Across America: Opportunities for Rural Tourism, Rural Information Center, U.S. Department of Agriculture. http://www.nal.usda.gov/ric/ricpubs/stories.htmm

Pennsylvania Department of Conservation and Natural Resources, Bureau of Recreation and Conservation, www.dcnr.state.pa.us/bcr/heritage parks.




HISTORIC PRESERVATION

Westmoreland County's rich history is evident in the wealth of historic buildings and archeological sites found in its cities, small towns and rural areas. Historic assets should be identified and protected, and developers should be encouraged to rehabilitate and reuse historic structures. Protecting historic resources such as small-town main streets is also important because historic preservation is a powerful tool for economic revitalization that generates jobs and attracts tourists and investors.

A variety of federal, state, and private funds are available to preserve the unique cultural resources of the communities along the Route 30 corridor. This is not an exhaustive listing of every funding source available, but rather provides an idea of the scope of funding sources available for preserving and enhancing the Route 30 corridor's historic character.

FEDERAL PROGRAMS

On the federal level, the **Historic Preservation Fund** allocated $34.5 million in grants in FY 2004, with approximately $797,275 targeted for projects in Pennsylvania. Projects that are eligible for funding are determined by the state each year through its State Historical Preservation Office.

The **Federal Historic Preservation Tax Incentive Program** is one of the nation's most successful and cost-effective community revitalization programs. The program fosters private sector rehabilitation of historic buildings and promotes economic revitalization. More information about the FHPTIP can be found at www.cr.nps.gov/hps/TPS/tax/.

The **National Trust for Historic Preservation** provides nonprofit organizations and public agencies matching grants from $500 to $5,000 (typically from $1,000 to $1,500) for preservation planning and education efforts. Funds may be used to obtain professional expertise in areas such as architecture, archaeology, engineering, preservation planning, land-use planning, fund raising, organizational development and law as well as preservation education activities to educate the public. In addition, the National Trust offers books and how-to manuals on preserving historic buildings, fundraising, how to prepare grants, etc. More information about the National Trust can be found at www.nationaltrust.org/.

Affiliated with the National Trust, the **Johanna Favrot Fund for Historic Preservation** provides non-profit organizations and public agencies grants ranging from $2,500 to $10,000 for projects that contribute to preservation efforts or to the recapture of an authentic sense of place.

The **National Preservation Loan Fund** provides loans to establish or expand local and statewide preservation revolving funds; to acquire and/or rehabilitate historic buildings, sites, structures and districts; to purchase easements; and to preserve National Historic Landmarks.

STATE LEVEL PRESERVATION SUPPORT

Preservation Pennsylvania, the only statewide private, non-profit membership supported historic preservation organization in Pennsylvania, works to sustain and enhance the vitality of Pennsylvania's communities by promoting and preserving their diverse historic resources. Among other things, the group advocates for sound public policy at the local, state

and federal levels; conducts tours, workshops, lectures, and conferences to educate the public about historic preservation sites; and serves as a clearing house for technical assistance and information to homeowners, municipalities, and other groups. More information can be found www.preservationpa.org/.

Preservation Fund of Pennsylvania is a statewide low-interest revolving loan fund that assists nonprofit organizations and government agencies to preserve threatened historic resources. Acquisition funding is available as part loan and part grant (2/3 loan to 1/3 grant); funding for other uses is available as a loan. Applications may be obtained from the Preservation Pennsylvania website listed above.

The **Bureau for Historic Preservation** is part of the Pennsylvania Historical and Museum Commission and serves as the State Historic Preservation Office (SHPO). The bureau administers the state's historic preservation program as authorized by the Pennsylvania History Code and the National Preservation Act of 1966.

Pennsylvania's Department of Conservation and Natural Resources has administered a **Heritage Parks Program** since 1989 to conserve, develop, and promote Pennsylvania's heritage, especially its industrial heritage. Its six interrelated goals are economic development, unique partnerships, cultural conservation, recreation, open space protection, and education and interpretation. The Heritage Parks Program provides funding for public and private entities in a region to work together on strategies to protect and promote their heritage. Grants are available for planning, and once a region is designated a Heritage Park, funding is available for project implementation.

The **Rehabilitation Investment Tax Credit (RITC)** program is the most widely used incentive program in Pennsylvania to promote the preservation of historic resources. Tax credits are available to owners of, and certain long-term leases of, income-producing properties that are listed in the National Register of Historic Places. Properties can either be individually listed or contributing to a historic district. There are two credits: a 20% credit for historic buildings and a 10% credit for non-historic, non-residential buildings built before 1936. Certain expenses incurred during the rehabilitation of the historic building are eligible for this credit.

FOUNDATIONS

There are many foundations that provide private sources of funding for historic preservation activities; some of the more notable include:

Pittsburgh History and Landmarks Foundation (PHLF)

PHLF offers a Preservation Loan Fund, technical services, bricks-and-mortar projects, architectural surveys, feasibility studies, tours & events, and education programs, in order to preserve historical integrity of the region's downtowns.

Contact: PHL Foundation, www.phlf.com

Scaife/Allegheny Foundation

Contact: www.scaife.com

Brownfields Redevelopment

PA Dept of Environment Protection-Brownfields Inventory Grants and Brownfields Action Team

Brownfields Inventory Grants (BIGs) provide money to municipalities and economic development agencies economic development agencies to inventory their brownfields properties. If these properties are available for redevelopment the grantee will gather information about the property and post it on the web in the PA Site Finder.

Contact: Craig Olewiler, PA DEP Bureau of Land Recycling and Waste Management

Brownfields Action Teams enhance the interaction of the PA DEP with the local community by creating a single point of contact for priority projects located on distressed property. Projects that are accepted into the BAT program will have increased access to financial assistance that may be available through the Commonwealth.

Contact: Thomas K. Fidler

The Pennsylvania Infrastructure Investment Authority (PENNVEST)

PENNVEST offers low-interest loans for brownfield remediation and for design, engineering, and construction of both publicly and privately owned drinking water distribution and treatment facilities, wastewater treatment and colleciton systems, and municipal stormwater conveyance and control systems. Low interest loans are available to individuals for on-lot disposal systems.

Contact: PENNVEST

Department of Community and Economic Development – Brownfields for Housing Initiative

Provides state funded grants for affordable housing activities in previously developed areas to those counties that administer Act 137 Affordable Housing Trust Funds. The initative funds housing activities eligible under the Communities of Opportunity Program for new or rehabilitated housing developments, but only on previously developed sites in core communities.

Contact: Brenda Bubb, DCED

Pennsylvania Department of Environmental Protection Growing Greener Grant Program

Growing Greener is the largest single investment of state funds to address Pennsylvania's critical environmental concerns of the 21st century. Specifically, project funding is available through the DEP for mine and acid mine drainage remediation, flood protection, remediation of environmental contamination at former industrial sites, advanced energy projects, and oil and gas well plugging.

Brownfield Programs

EPA's Brownfields Program provides direct funding for brownfields assessment, cleanup, revolving loans, and environmental job training. In addition, EPA's Brownfields Program collaborates with other EPA programs, other federal partners, and state agencies to identify and make available resources that can be used for brownfields activities. The grant types are described briefly below:

- *Assessment Grants*: provide funding for a grant recipient to inventory, characterize, assess, and conduct planning and community involvement related to brownfield sites.
- *Revolving Loan Fund Grants*: provide low-interest loans to carry out cleanup activities at brownfield sites.
- *Cleanup Grants:* provide funding for a grant recipient to carry out cleanup activities at brownfield sites.
- *Job Training Grants*: provide funding to support community partnerships of job training organizations, educators, labor groups and other affected parties to provide environmental employment and training for residents in communities impacted by brownfields.

Contact: EPA Office of Brownfields Cleanup and Redevelopment

Tax Increment Financing (TIF) Guarantee Program

Promotes and stimulates the general economic welfare of various regions and communities in the Commonwealth and assists in the development, redevelopment and revitalization of Brownfield and Greenfield sites in accordance with the TIF Act. The program provides credit enhancement for TIF projects to improve market access and lower capital costs through the use of

guarantees to issuers of bonds or other indebtedness. The TIF Guarantee Program will guarantee all or part of a TIF bond issue, up to a maximum amount of $5 million per project.

Physical Improvements

Pennsylvania Department of Transportation - Home Town Streets/Safe Routes to Schools
The Hometown Streets/Safe Routes to School Program is an offshoot of the TE program and focuses funds on projects that help revitalize existing communities and on projects that improve walking routes to elementary and secondary schools.PENNDOT provides financial assistance but not grant money. Projects may include sidewalk improvements, planters, benches, street lighting, pedestrian crossings, transit bus shelters, traffic calming, bicycle amenities, kiosks, signage and other visual elements. SPC does not anticipate conducting another funding cycle for these programs until at least Fall 2009.

Pennsylvania Department of Community and Economic Development - Main Street Program
The Main Street Manager Component is a five year program designed to help a community's downtown economic development effort through the establishment of a local organization dedicated to downtown revitalization and the hiring of a full-time professional downtown coordinator.

Pennsylvania Department of Community and Economic Development - Elm Street Programs
DCED provides grant funds of up to $250,000 for planning, technical assistance and physical improvements to residential and mixed use areas in proximity to central business districts. Similar to the Main Street program it covers administrative costs associated with hiring a full-time manager and related office expenses over a maximum five-year program term. Municipalities; Redevelopment Authorities; Non-profit Main Street Organizations; Economic Development Organizations; and Neighborhood Improvement districts are eligible for funding.

Pennsylvania Department of Community and Economic Development - Community Revitalization Program
Provides grants for community stability and improvement projects throughout the Commonwealth. CRP funds are awarded to local governments, municipalities, and non-profit organizations. Funds may be used for construction or rehabilitation of infrastructure, building rehabilitation, acquisition and demolition of structures/land, revitalization or construction of community facilities, purchase or upgrade of machinery and equipment, planning of community assets, public safety, crime prevention, recreation, and training. CRP grant awards are made in three funding rounds during the fiscal year.

Pennsylvania Department of Community and Economic Development - Urban Development Program
UDP grant funds may be used for urban development and improvement projects. Urban development activities may include but are not limited to, programs and projects designed to strengthen Pennsylvania's neighborhoods. Grants range from $5,000 to $25,000

Economic Development

Pennsylvania Department of Community and Economic Development - Enterprise Zone
DCED provides grants to financially disadvantaged communities for preparing and implementing business development strategies within municipal Enterprise Zones. Typically a zone is comprised of several municipalities. The goal is to increase business investment, job creation and sustained community self-sufficiency. Municipalities, redevelopment authorities, non-profit economic development organizations, or other non-profit organizations on a case-by-case basis are eligible to apply.

Pennsylvania Department of Community and Economic Development - Keystone Opportunity Zones (KOZ) and Keystone Innovation Zones (KIZ)
KOZ consists of 12 zones that are virtually free of state and local txes. KOZ are given priority for various state and local community building assistance programs. The goal of the program is to revive economically distressed urban and rural communities. KIZ grants funds to community/university to generate economic and job growth focused around campuses and property around colleges and universities.

Dominion Foundation
Contact: www.dom.com/about/community/foundation/index.jsp

Heinz Endowments
Contact: info@heinz.org

US 30 DESIGN GUIDELINES & IMPLEMENTATION

The US 30 Design Guidelines are intended to serve as a resource for local, county, and state planners, citizens, and the development community on best practices for placemaking and preservation within the project study area.

1 COMMUNITY FORM DESIGN GUIDELINES

Community Form Design Guidelines present design standards for essential elements in the design of new and infill development. The elements and standards range from those appropriate in urban settings to those specific for rural areas. The standards are intended to be general guidelines for design and implementation, assuring appropriate application while providing a degree of flexibility.

INCLUDING

- Connectivity & Block Size
- Site Design
- Land Use
- Open Space
- Rural Development

2 DESIGN STANDARDS BY COMMUNITY

The second section, Design Standards by Community, provides recommendations for six distinct place types. The Community Types vary in development intensity, from urban (Urban Center) to rural (Rural Cluster). Each type has a unique mixture of uses, street types, frontages, and open space based on its development intensity and relationship to rural surroundings. The Community Types and related guidelines emphasize the importance of center-based development.

INCLUDING

- Urban Center
- Urban Neighborhood
- Suburban Town Center
- Suburban Neighborhood
- Rural Village
- Rural Cluster

3 MOBILITY GUIDELINES

The Mobility Guidelines section details standards for existing and new thoroughfares. These standards catalogue roadways according to the context of their community form and multi-modal travel options, rather than just to vehicular traffic needs.

INCLUDING

- Streetscape
- Access Management
- Traffic Calming Features
- Street Types

4 PARKS & OPEN SPACE

The fourth section of the guidelines focuses on Green Infrastructure. This section presents guidance on the development and preservation of parks and natural resources as well for off-road facilities for walking and bicycling.

INCLUDING

- Parks and Open Space
- Greenways and Shared Use Paths

5 IMPLEMENTING THE DESIGN GUIDELINES

The final section of the guidelines provides information on policy changes that can be made to implement the standards set forth in the Design Guidelines. Specifically, the focus is on zoning and subdivision ordinances which may be altered to implement desired changes in community form and transportation.

INCLUDING

- Changes to Local Regulations

1 Community Form Design Guidelines

I. COMMUNITY FORM DESIGN GUIDELINES

Community Form refers to the physical shape and patterns of development that comprise a built environment. It includes design features such as block sizes, setbacks, and parking lot layouts; these features define public and private spaces and structures, and can be arranged in very different ways.

It is the intent of this section to influence future development in a manner that is compact, distinctive, accessible by many modes of travel, and accommodating to many daily activities conducted by residents, such as recreation, shopping, and commuting.

A CONNECTIVITY + BLOCK SIZE

1 CONNECTIVITY

Interconnected transportation networks can provide advantages such as enhanced vehicular and pedestrian access, reduced traffic congestion, and enable emergency vehicles to respond in a more timely manner. Well-connected areas promote pedestrian activity and encourage walking in place of driving for local trips.

COMPARATIVE DIAGRAM

encouraged discouraged

2 BLOCK SIZE

Smaller scaled blocks help promote walkability and mixed-use development by:

- Creating an increased sense of location and direction
- Decreasing and breaking down the distance between intersections and destinations
- Promoting a diversity of building types within closer proximity
- Providing increased visibility for businesses and offices

Recommended block sizes range from 200' - 600' in length, with the average length recommended at 400'.

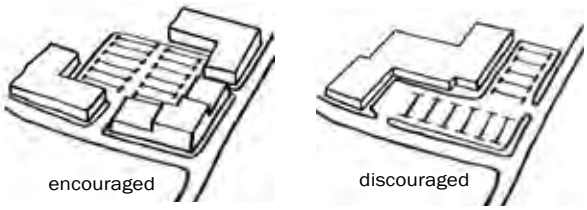
B SITE DESIGN

1 BUILDING ORIENTATION

Successful site design depends on proper building orientation to create a presence that is welcoming to pedestrians. A key to good site design is the organization of buildings and parking relative to adjacent buildings. Successful site design is accomplished by:

- Drawing the building to the street's edge and moving parking to the rear or side
- Framing the street with building storefronts and entrances directly accessible from the sidewalk
- Limiting the size of the overall building footprint with multi-story buildings

COMPARATIVE DIAGRAM



encouraged discouraged

2 FRONTAGE TYPES + SETBACKS

Appropriate building frontage types with corresponding setbacks contribute to a pedestrian-friendly and transit-accessible streetscape. Different frontage types are appropriate in different community types, as is specified on the next page. Frontage types for the study area include: Commercial Front, Store Front, Porch Front, and Residential Yard.

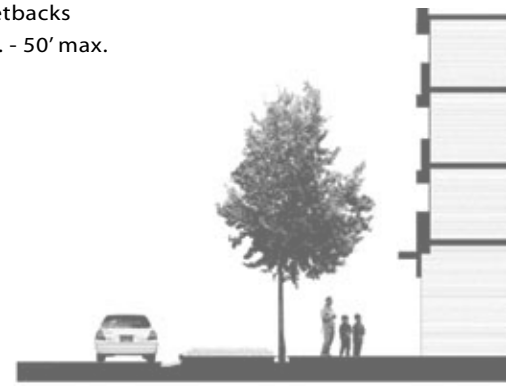
2 FRONTAGE TYPES + SETBACKS, CONTINUED

a COMMERCIAL FRONT

The Commercial Front is used for buildings facing onto commercial streets. Because Commercial Streets tend to be higher-speed thoroughfares, they provide a challenge to walkability and pedestrian comfort. Without the presence of on-street parking, landscaping takes a primary role in defining the pedestrian environment. Street trees and setbacks help to separate the pedestrian realm from vehicular traffic. Despite their setback, buildings should address the street and public spaces, using vertical elements to provide a degree of spatial enclosure. With the deep setback as a buffer, the commercial front can be suitable for higher speed thoroughfares.

DIAGRAM OF TYPICAL FRONTAGE

front setbacks
25' min. - 50' max.



b STORE FRONT

A Store Front is intended to promote retail activity. The front building facade should be at or near the edge of the right-of-way. Higher ground floor heights ensure a civic presence at street level. The ground floor often has large windows, drawing attention inward and allowing pedestrians to window shop. Awnings and signage may cantilever over the right-of-way.

DIAGRAM OF TYPICAL FRONTAGE

front setbacks
0' min. - 10' max.

c PORCH FRONT

A Porch Front is designed to promote social interaction between pedestrians and residents of individual houses without compromising the privacy of those same residents. The building facade is set back while the porch is adjacent or near to the right-of-way. Porch fronts can either be level with the ground or elevated.

DIAGRAM OF TYPICAL FRONTAGE

front setbacks
0' min. - 20' max.

d RESIDENTIAL YARD

A Residential Yard uses a substantial building setback. The front yard created may be fenced or unfenced and should have similar landscaping to adjacent yards.

DIAGRAM OF TYPICAL FRONTAGE

front setbacks
10' min. - 25' max.

3 PARKING

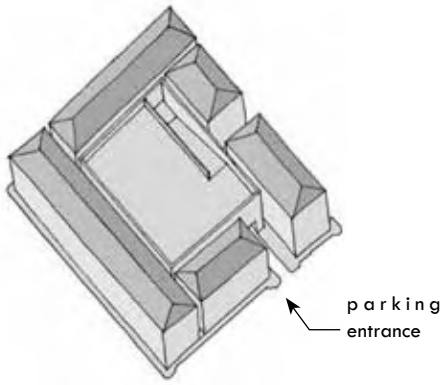
Parking is a crucial component of site design. Parking lots should be placed at the rear or side of buildings rather than directly adjacent to the roadway and in front of buildings. This placement allows the buildings to be drawn to the street edge and contribute to the pedestrian atmosphere of the street. This also provides convenient building entry access from the sidewalk and for transit, and enlivens the streetscape while leaving parking quantity unchanged. Appropriate parking in the study area includes structured parking, surface parking interior to a block, on-street parking, and residential parking located to the rear of the lot.

a STRUCTURED PARKING

Structured parking allows for an efficient use of space in high density areas. Garages eliminate the need for extensive surface parking and help maintain a consistent density within town center areas. Two types of parking structures are encouraged:

(i) INTERIOR BLOCK PARKING STRUCTURES

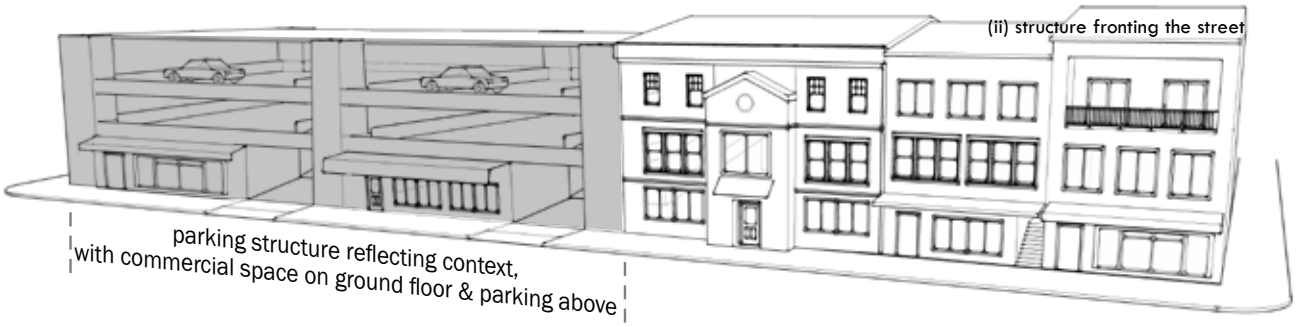
Parking structures built interior to a block are encouraged. "Wrapping" a parking structure with buildings can serve to conceal the structure and maintain a pedestrian friendly street wall.



(i) interior block parking structure

(ii) PARKING STRUCTURES FRONTING THE STREET

If a parking structure will be fronting the street, the exterior floor space on the ground floor should be used for commercial space with parking located behind the commercial space and on the upper stories. The facade can be designed to reflect its context by using a similar proportion, rhythm, and massing as surrounding buildings.



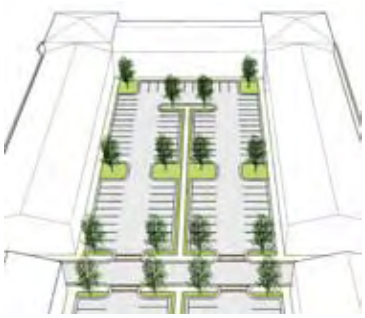
(ii) structure fronting the street

b SURFACE PARKING

EXAMPLE IMAGE

Surface lots should be placed to the rear or side of buildings, or in block interiors to minimize visual impact. Landscaping is recommended to break the visual blight of large paved areas. Trees provide screening and noise reduction to help ease disruption. Well-defined pedestrian pathways can be used to break up parking rows and provide safe access to buildings. Plantings within parking lots also help to reduce storm water runoff, filter air, provide shade, and act as buffers between properties.

If surface lots are placed adjacent to the right-of-way, planted buffers or frontage walls are encouraged.



3 PARKING, CONTINUED

c ON-STREET PARKING

EXAMPLE IMAGE

On-street parking provides parking spaces within the thoroughfare right-of-way. It contributes to the street environment, helping to buffer pedestrian space from vehicular traffic. Spaces are distributed evenly along the street edge, helping maintain visual consistency and appeal in downtown areas. On-street parallel parking is preferred over angled parking on low speed urban streets. Parallel parking leaves more space for bike lanes and wider sidewalks.

d RESIDENTIAL PARKING + RESIDENTIAL ALLEYS

EXAMPLE IMAGE

Residential parking is a significant component of residential neighborhoods. Frequently, driveways and garages have a dominating presence along residential streets. To enhance the pedestrian-orientation of residential streets and create a stronger connection between homes and the street, it is encouraged to set residential garages and driveways behind and to the side of the front entry of residences. Setting garages back separates the house from the garage, and better balances the relationship between the home and street and vehicles and pedestrians.

In higher-density residential areas, residential alleys prove an effective way of providing private driveways and garages without limiting potential density.

C LAND USE

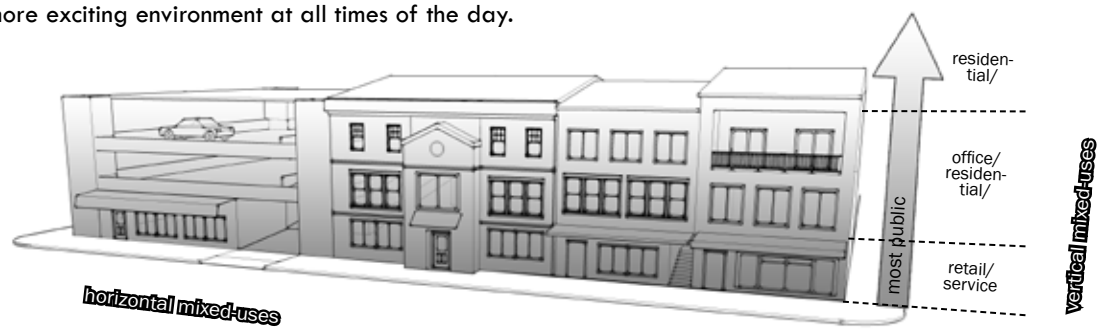
1 MIX OF USES

Creating a walkable environment typically includes providing a careful balance of land uses, jobs, housing, restaurants and shopping within a compact area. To be successful, mixed use development must:

• utilize both vertically (multiple floors) and horizontally (adjacent buildings) mixed uses. In vertically mixed-use buildings, uses that will attract pedestrians, such as retail or commercial service, should be encouraged on the ground floor with office and residential uses above.

• include an interconnected street network that enhances the opportunities for pedestrians and cyclists and allows users to park once and walk between several uses in one trip.

• provide a balance between activities that occur between the daytime, evening, and weekend hours, fostering a busier, safer, and more exciting environment at all times of the day.

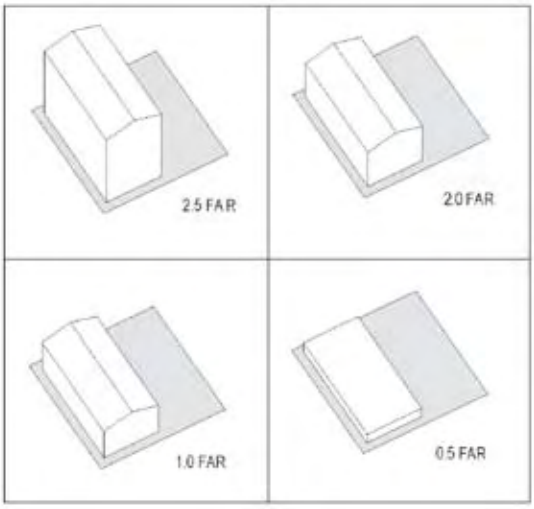


2 DENSITY

COMPARATIVE DIAGRAM

A common measure of regulating density is the Floor Area Ratio (FAR), which represents the ratio of the floor area of a building to the area of the entire site. The smaller the FAR, the less built square footage with respect to the square footage of the site, and the lower the density. Higher FAR's allow for higher densities and more square footage within the same building footprint by increasing the number of stories, as the illustration to the right demonstrates. A similar measure specific to residential density is Dwelling Units per Acre (DUA).

Recommended FAR's for commercial and mixed uses areas are 2.0 for core areas and 1.5-0.75 for centers. The recommended DUA for residential uses are 10-15 in cores, 8-15 in centers, and 4-10 in neighborhood areas.

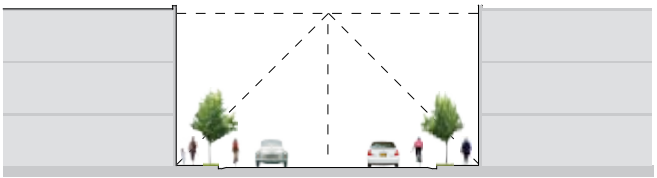


D BUILT FORM

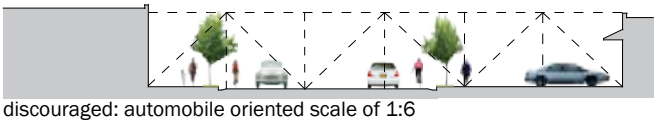
1 SPATIAL ENCLOSURE

COMPARATIVE DIAGRAM

To achieve a comfortable pedestrian environment, buildings in commercial areas should generally achieve the appropriate spatial enclosure. The ratio which represents spatial enclosure is defined as the ratio of building height to street width. In this instance, street width is defined as the distance from one building facade to another. For example, with a street width of 66' and an appropriate spatial enclosure ratio of 1:2, buildings should be at least 33' high. Ratios will vary depending on the area.



encouraged: pedestrian-oriented scale of 1:2



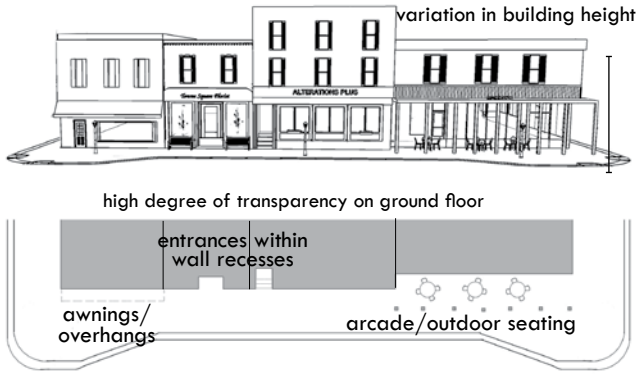
discouraged: automobile oriented scale of 1:6

2 MASSING + ARTICULATION

EXAMPLE DIAGRAM

Large monolithic buildings along a block often present a scale that is overwhelming or uninteresting to the pedestrian. This is due to the large stretches of uninterrupted facade or lack of variation or visual interest, thus limiting the desirability of walking along these blocks. Individual adjacent buildings are encouraged, preferably designed with some variation in height and width.

Buildings should be designed to provide visual interest to the pedestrian through variety and articulation in façade design. Awnings, display windows, recessed entryways, arcades, or public art can be used to create a pedestrian-friendly and interesting street wall. For non-residential buildings, a high degree of transparency on the first floor allows pedestrians to see inside buildings and be seen by tenants to enhance security.



3 TRANSPARENCY

Transparent building façades featuring display windows generate interest for the pedestrian and improve security through enhanced visibility. For all buildings fronting public right-of-ways with non-residential uses on the ground floor, a high degree of transparency is recommended, between 40% and 60% or more of the total facade area between 2 feet and 8 feet vertically.

EXAMPLE DIAGRAM

2 Design Standards by Community

2. DESIGN STANDARDS BY COMMUNITY

The following Design Standards provide specific design recommendations for six distinct Community Types. The Community Types vary in density, block structure, and land use composition. Each type has a unique mixture of uses, street types, frontages, and open space based on its development intensity and relationship to natural features. The Community Types and related guidelines emphasize the importance of center-based development and serve as building blocks for larger walkable, mixed-use centers.

urban ← COMMUNITY TYPE MATRIX → rural

	Urban Center	Urban Neighborhood	Town Center	Suburban Neighborhood	Rural Village	Rural Neighborhood
Connectivity	**Street Types (for examples of street types see page 27-28)**					
	Commercial Street Main Street Neighborhood Street	Main Street Neighborhood Street Neighborhood Alley	Commercial Street Main Street Neighborhood Street	Main Street Neighborhood Street Neighborhood Alley	Main Street Neighborhood Boulevard Neighborhood Street Rural Road	Rural Road
Site Design	**Block Length**					
	200'-600'	200'-600'	200'-600'	200'-600'	200'-400'	200'-varies'
	Setbacks					
	0-10'	0-15'	0-15'	5-25'	0-20'	20-40'
	Frontage					
	Commercial Porchfront Storefront	Commercial Porchfront Storefront	Commercial Storefront Porch Front	Porch Front Residential Yard	Storefront Porch Front	Porch Front Residential Yard
	Parking					
	Structured On-Street Surface	Structured On-Street Interior block Surface	Structured On-Street Interior Block Surface	On-Street Residential Alley	On-Street Residential Alley	Residential
Land Use	**Mix of Uses**					
	Large Retail Storefront Retail Restaurant Office Service MF Residential SF Residential	Storefront Retail Office MF Residential SF Residential	Large Retail Storefront Retail Restaurant Office Service MF Residential SF Residential	Storefront Retail MF Residential SF Residential	Storefront Retail MF Residential SF Residential	SF Residential MF Residential Limited Retail
	Typcial Density					
	Commercial FAR: 2.0 Res. DUA: 10-15	Commercial FAR: 2.0 Res. DUA: 10-15	Jobs/Acre: 21.5 Res. DUA: 5	Jobs/Acre: 0-.5 Res. DUA: 5	Jobs/Acre: 4 Res. DUA: 5	Jobs/Acre: 0-.5 Res. DUA: .5
Built Form	**Massing**					
	2-8 stories	2-8 stories	2-5 stories	1-3 stories	2-4 stories	1-2 stories
	Spatial Enclosure (see page 7)					
	1:1-1:2	1:1-1:3	1:2-1:3	1:3-1:6	1:2-1:4	NA
	Transparency (between 2' -8' height zone)					
	> 60%	NA	> 50%	NA	>40% (on non-residential)	NA

EXAMPLE PLAN

LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Illustrative example of an Urban Center in Jeannette

Images are illustrative examples of an Urban Center.

Urban Centers are focal points for the larger region. Mixed-use blocks oriented around a Main Street define the center of the downtown. The Main Street must be low-speed and pedestrian-friendly, creating a walkable environment between small shops, stores, and offices. This environment is instilled through a 1:1 or 1:2 spatial enclosure and wide sidewalks with furnishings. Higher-density residential areas are encouraged within close walking distance to the Main Street.

Examples of Urban Centers along the US 30 corridor include Irwin, Jeannette, Greensburg, and LaTrobe. Today, disinvestment has left some of these centers, such as Jeannette (depicted above) with vacancies and economic challenges. However, all of these former industrial centers are characterized by a higher-intensity and mixture of land uses than surrounding areas, small-scale blocks, an interconnected street network, and a walkable, commercial main street.

1 CONNECTIVITY

Street Types

The Urban Mixed-Use Center focuses attention onto a pedestrian-friendly Main Street providing wide sidewalks, shade trees, and safe crosswalks. When larger scale Commercial Roads pass through an Urban Mixed-Use Center, the cross-section should be scaled to balance vehicular traffic with the presence of pedestrians. Large commercial uses may front onto the Commercial Street with smaller retail uses lining the Main Street and surrounding streets set back from the higher-speed Commercial Street.

Block Length

Because of the building density and desire for walkability, small block sizes are appropriate in the Urban Center. Block sizes for commercial uses must be expanded to accommodate large retail stores without disrupting the overall block network. Buildings should line the perimeter of blocks, with the center of the block being used for surface parking and courtyards. The tight street network provides many routes for pedestrians, connects parking lots, and joins the residential and mixed-use areas.

2 SITE DESIGN

Building Setbacks + Frontage

The buildings fronting Commercial and Main Streets should provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along most streets, particularly those with retail uses. Residential uses at the edges may have lower building heights and small setbacks.

Parking

On-street parking is encouraged on commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. As density increases over time structured parking may become a feasible option.

3 LAND USE

Mix of Uses

Urban Centers have the largest diversity of uses, mixing retail and office in close connection to residential and other varied uses. This mixed-use quality is important to the vibrance of a downtown, creating an active streetscape for residents, patrons, and workers.

Density

The Urban Center is the highest-density Community Type. Large parking areas should be minimized in order to optimize the potential density of the center. Residential uses are primarily multifamily, taking form as apartments and townhouses.

4 BUILT FORM + OPEN SPACE

Massing, Transparency, and Spatial Enclosure

The Built Form of the Urban Center should reflect its status as the highest density center in the community and provide an "urban" spatial enclosure and include highly transparent store fronts along the key avenues, to encourage a safe and lively pedestrian environment.

Integration of Open Spaces

In the Urban Center, plazas and urban parks are the most appropriate types of open space. These spaces can work individually or be incorporated as nodes into nearby greenways.

MATRIX
Urban Center
Street Types
Commercial Street Main Street Neighborhood Street
Block Length
200'-600'
Setbacks
0-10'
Frontage
Commercial Porchfront Storefront
Parking
Structured On-Street Surface
Mix of Uses
Large Commercial (25-40%) Storefront Retail (25-40%) Civic (10-25%) Office (10-25%) Restaurant (10-25%) Multi-Family Res (5-20%)
Density
Commercial FAR: 2.0 Residential DUA: 10-15
Massing
2-8 stories
Transparency
> 60%
Spatial Enclosure
1:1-1:2

EXAMPLE PLAN - Greensburg

Example of an Urban Neighborhood in Greensburg

LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Image of Greensburg neighborhood

Urban Neighborhoods should provide a range of residential housing types and lot sizes. Generally, this includes a balance of single-family residences and some multi-family housing. A central, neighborhood park is an excellent asset for a neighborhood center, and is strongly encouraged. Connections should be made to surrounding neighborhoods or commercial centers wherever possible. Where roadway connections are not feasible, greenway connections are recommended.

Urban Neighborhoods are generally located in the outer core of Urban Centers. Therefore, examples along the US 30 corridor would include Greensburg, Irwin, Jeannette, and LaTrobe. Density varies, but lot sizes are generally small and provide greater connectivity with their adjacent Urban Center.

1 CONNECTIVITY

Street Types

Neighborhood Streets are the primary street type within Neighborhood Centers. Because of the residential character of these centers, commercial streets are limited.

Block Length

Block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks. Connectivity with adjacent land uses, primarily nearby neighborhoods, is encouraged. Where street connections are not feasible, greenways are recommended.

2 SITE DESIGN

Building Setbacks + Frontage

The majority of buildings in an Urban Neighborhood are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Shorter setbacks are recommended for higher-density residential blocks.

Parking

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

3 LAND USE

Mix of Uses

While predominately single or multi-family residential, Urban Neighborhoods should incorporate some degree of mixed-use, primarily along with multi-family residential. Storefront retail and office may be integrated at a residential scale.

Density

The Urban Neighborhood element is comprised of both single and multi-family residences at a range of densities. Residential development should strive to maintain a reasonably compact form allowing the greatest opportunity for pedestrian-oriented development and easy access to the commercial center.

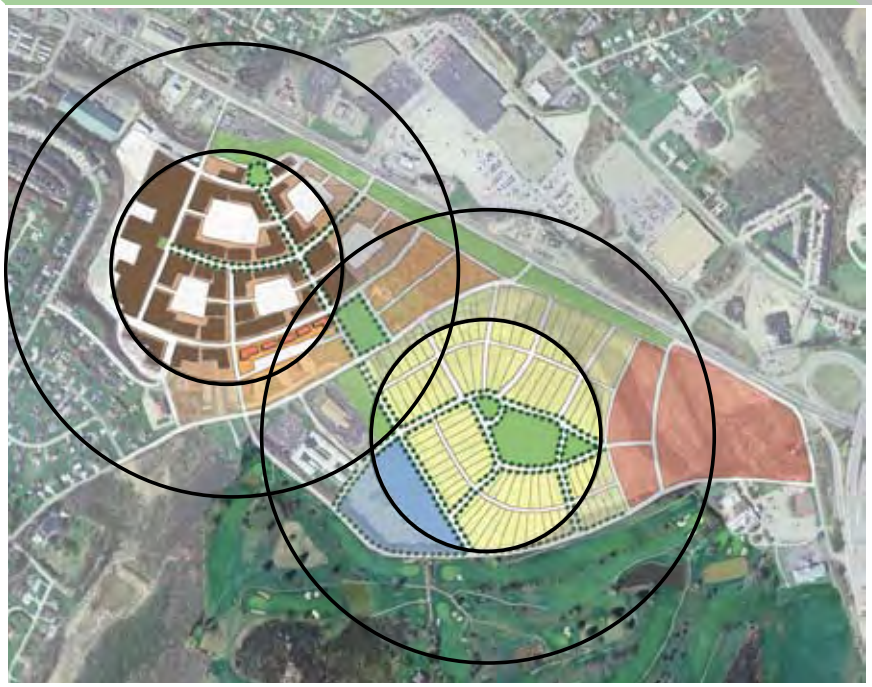
4 BUILT FORM + OPEN SPACE

Integration of Open Spaces

In the Neighborhood Center, urban parks or local pocket parks are the most appropriate types of open space. These spaces can work individually or be incorporated as nodes into nearby greenways.

MATRIX
Urban Neighborhood
Street Types
Main Street Neighborhood Street Neighborhood Alley
Block Length
200’-600’
Setbacks
0-15’
Frontage
Commercial Porchfront Storefront
Parking
Structured On-Street Interior block Surface
Mix of Uses
Large Commercial (25-40%) Storefront Retail (25-40%) Civic (10-25%) Office (10-25%) Restaurant (10-25%) Multi-Family Res (5-20%)
Density
Commercial FAR: 2.0 Residential DUA: 10-15
Massing
2-8 stories
Transparency
NA
Spatial Enclosure
1:1-1:3

EXAMPLE PLAN



LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Illustrative example of a Suburban Town Center and Neighborhood at Norwin Hills Plaza

Images to the left are illustrative examples of a Town Center and a Suburban Neighborhood

Conventional suburban centers are predominately single-use, car-oriented destinations. However, incorporating multiple uses into a walkable, pedestrian-friendly environment with compact block sizes is much more desirable. Mixed-Use Suburban Centers will include buildings with a mix of retail and professional offices on the first floor with residential uses above. On sites where uses require large block sizes, smaller block sizes can be replicated by the creation of through-block pedestrian connections like sidewalks and pathways.

Residential uses located at the edge of a suburban town center should be well-connected with roads, sidewalks, and bikeways to the mixed-use core. A centralized public space enhances a residential area, providing residents with a recreational community center. When this place type develops in these locations, the community form principles should be applied in terms of connectivity, accessibility, and frontages.

1 CONNECTIVITY

Street Types

The Main Street or Boulevard is the commercial center of a Suburban Activity Center and must be pedestrian-friendly, providing wide sidewalks, shade trees, and safe crosswalks. Additional commercial and neighborhood streets can branch off of this main connector.

Connectivity + Block Length

Because of the building density, small block sizes are appropriate in the Suburban Activity Center. Block sizes for commercial uses must be expanded to accommodate large retail stores without disrupting the overall block network. Where there are smaller scale storefronts, office uses, and residential, the block size may be reduced.

2 SITE DESIGN

Building Height + Frontage

The tallest buildings making up the Main Street should provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setbacks along primary streets, particularly those with retail uses. Residential uses at the edges may have lower building heights and small setbacks.

Parking

On-Street parking is encouraged along both commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. As density increases over time structured parking may become a feasible option.

3 LAND USE

Mix of Uses

Although Suburban Activity Centers are decidedly retail in nature, a diverse integration of uses, including storefront retail, office, and residential is recommended. This mixed-use quality is important to the vibrance of a Suburban Activity Center, creating an energized streetscape for residents, patrons, and workers.

Density

The Town Center should maintain a high density. Large parking areas should be minimized to optimize the potential density of the center. Larger uses, such as large footprint office or retail should be placed towards the edge of the Town Center.

4 BUILT FORM + OPEN SPACE

Integration of Open Spaces

Due to its development, the Town Center has limited opportunities for open space. Pocket Parks are the most appropriate type of open space and can be distributed throughout the area to serve various functions. Greenways may be incorporated to provide connections from surrounding areas.

MATRIX

Suburban Town Center
Street Types
Commercial Street Main Street Neighborhood Street
Block Length
200'-600'
Setbacks
0-15'
Frontage
Commercial Storefront Porch Front
Parking
Structured On-Street Interior Block Surface
Mix of Uses
Large Retail Storefront Retail Restaurant Office Service MF Residential SF Residential
Density
Jobs/Acre: 21.5 Dwelling Units/Acre: 5
Massing
2-5 stories
Transparency
> 50%
Spatial Enclosure
1:2-1:3

1 CONNECTIVITY

Street Types

Neighborhood Streets are the primary street type within Suburban Neighborhood elements. Because of the residential character of these centers, commercial streets are limited.

Connectivity + Block Length

Block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks. Connectivity with adjacent land uses, primarily nearby neighborhoods, is encouraged. Where street connections are not feasible, greenways are recommended.

2 SITE DESIGN

Building Height + Frontage

The majority of buildings in the Suburban Neighborhood are residences. As such, buildings have a reduced scale and greater setbacks in comparison to Urban Centers and Urban Neighborhoods. Shorter setbacks are recommended for higher-density residential blocks.

Parking

On-Street parking is suggested in higher-density residential areas. Where block lengths are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

3 LAND USE

Mix of Uses

While predominately single-family and two-family residential in character, Suburban Neighborhoods should incorporate some degree of mixed-use, primarily through multi-family residential uses. Limited neighborhood retail services and offices may be integrated at a residential scale.

Density

The Suburban Neighborhood element is primarily composed of single-family residences. Residential development should strive to maintain a reasonably compact form, in turn preserving green space to be retained as a shared amenity and natural resource.

4 BUILT FORM + OPEN SPACE

Integration of Open Spaces

Ideally, the Suburban Neighborhood element can incorporate a shared green space at their core. Neighborhood Parks may vary in scale, but are intended to serve local residents as recreational and gathering space. If possible, it is suggested to integrate greenway trails linking the neighborhood to surrounding neighborhoods and open spaces.

MATRIX
Suburban Neighborhood
Street Types
Main Street Neighborhood Street Neighborhood Alley
Block Length
200’-600’
Setbacks
5-25’
Frontage
Porch Front Residential Yard
Parking
On-Street Residential Alley
Mix of Uses
Storefront Retail MF Residential SF Residential
Density
Jobs/Acre: 0-.5 Dwelling Units/Acre: 5
Massing
1-3 stories
Transparency
NA
Spatial Enclosure
1:3-1:6

EXAMPLE PLAN

Example of a Rural Village in Ligonier

LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Image of Ligonier Village Center

Village Centers are characterized by a small, mixed-use core surrounded by residential uses. An essential component of Villages is their strong connection to surrounding natural features and open spaces. By focusing development towards the core, a green buffer may be created around the village, closely integrating open spaces with the developed center.

Villages provide a unique opportunity for infill development. Respecting the character of the existing fabric, new buildings may be integrated to enhance the density of a particular area. This process is not an immediate one, and instead takes place over time, beginning with pedestrian improvements and gradually leading to infill buildings.

Ligonier is an example of a Rural Village. It is compact in its physical form, but less intense than and Urban or Suburban Center. Ligonier is centered around a “village green” and contains a mixture of uses geared toward pedestrian activity.

1 CONNECTIVITY

Street Types

Neighborhood Streets are the primary street type within Village Centers. Because of the residential character of these centers, commercial streets are limited, but may be present at the core of the village.

Connectivity + Block Length

The mixed-use Village core should have small block sizes to accommodate a limited, but dense, collection of small retail uses. Residential block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks.

2 SITE DESIGN

Building Height + Frontage

The majority of buildings in Village Centers are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Due to the varying rural quality of Villages, no maximum setback is established.

Parking

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

3 LAND USE

Mix of Uses

While predominately single-family residential, Village Centers should incorporate mixed-use at their core, including, small-scale storefront retail and office. Multi-family residential may also be integrated at the core and within surrounding blocks.

Density

The Village element combines a range of uses and densities. In general, development should strive to maintain a reasonably high density, in turn freeing green space for community use or for use as a natural buffer.

4 BUILT FORM + OPEN SPACE

Integration of Open Spaces

Village Centers provide a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Villages with surrounding neighborhoods and open spaces.

MATRIX
Rural Village
Street Types
Main Street Neighborhood Boulevard Neighborhood Street Rural Road
Block Length
200'-400'
Setbacks
0-20'
Frontage
Storefront Porch Front
Parking
On-Street Residential Alley
Mix of Uses
Storefront Retail MF Residential SF Residential
Density
Jobs/Acre: 4 Dwelling Units/Acre: 5
Massing
2-4 stories
Transparency
>40% (on non-residential)
Spatial Enclosure
1:2-1:4

EXAMPLE PLAN

LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Illustrative example of rural cluster development

Example of rural open space preserved through compact development

Rural Neighborhoods are smaller in scale than Neighborhood Centers. Although they occupy less land, rural neighborhoods should strive to maintain an density equal to centers to maximize preserved land. Rural neighborhood planning must be sensitive to existing natural features, agricultural land, and viewsheds when positioning development. Rural neighborhoods are predominately single-family residential, but may incorporate multi-family and small scale retail and farm uses.

Compact development focus development within a confined area. By focusing growth, open land is gained for preservation and community use. Compact rural development provides a unique opportunity for the preservation of farms, views, and environmentally sensitive areas without eliminating development potential.

1 CONNECTIVITY

Street Types

Within their developed area, Rural Neighborhoods primarily use Neighborhood Streets. Outside the developed portion, roads take on a rural cross-section. Because of the rural character of these centers, streets do not require curbs and gutters or fixed sidewalks. Off-road paths are often a more appropriate solution than formal sidewalks.

Connectivity & Block Length

When a Rural Neighborhood takes a compact form, block sizes should remain relatively small. However, some situations do not allow for typical, defined blocks, in which case no maximum block size is applicable. In such situations, it is still important to maintain a connected street network.

2 SITE DESIGN

Building Height & Frontage

The majority of buildings in Rural Neighborhoods are residential. As such, buildings have a reduced scale and greater setbacks in comparison to the Urban and Suburban Neighborhood placetypes. Due to the varying rural quality of rural areas, setback requirements should remain flexible.

Parking

In a rural setting, formal on-street parking is rarely required or appropriate. For residential parking, it is important to set garages to the side and rear of the residence, so that they do not dominate the residential frontage.

3 LAND USE

Mix of Uses

While predominately single-family residential, Rural Neighborhoods may incorporate a limited amount of multi-family residential, typically positioned at the center of the developed area.

Density

The Rural Neighborhood element groups development into a compact area, leaving the remaining land for preservation and community use. In general, development should strive to maintain a reasonably high density, in order to optimize the opportunity for preservation.

4 BUILT FORM + OPEN SPACE

Integration of Open Spaces

Rural cluster development provides a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Rural Neighborhoods with surrounding neighborhoods and open spaces.

MATRIX
Rural Neighborhood
Street Types
Rural Residential Street Rural Road
Block Length
200'-varies'
Setbacks
20-40'
Frontage
Porch Front Residential Yard
Parking
Residential
Mix of Uses
SF Residential MF Residential Limited Retail
Density
Jobs/Acre: 0-.5 Dwelling Units/Acre: .5
Massing
1-2 stories
Transparency
NA
Spatial Enclosure
NA

3 Mobility Guidelines

Roadways have traditionally been categorized by functional classification, which defines the operational role of the road primarily from a vehicular traffic demand and speed standpoint. In contrast, this document utilizes the concept of Thoroughfare Types, which catalogues roadways according to the context of their community form and multi-modal travel options, rather than just to vehicular traffic needs.

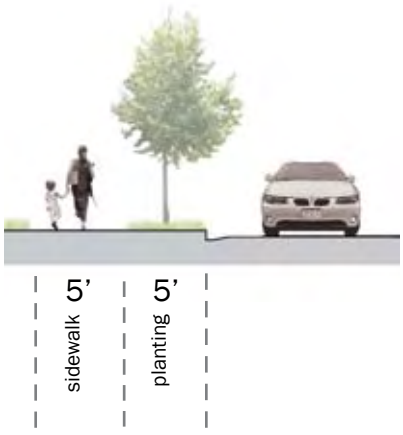
While the dimensions and context for each thoroughfare differ, certain roadside design elements are consistent to all types and should be considered when creating a context sensitive thoroughfare and pedestrian friendly built environment.

A STREETSCAPE

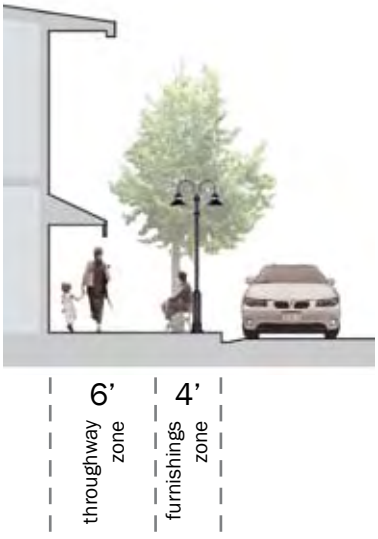
1 SIDEWALKS + PATHWAYS

Sidewalks should be required on both sides of all streets, with a minimum of 5' in width. Wider sidewalks of 10' in width or greater should be required in commercial areas to encourage pedestrian activity, and provide comfortable space for high pedestrian volumes. To provide space for on-sidewalk dining or other pedestrian-oriented uses, 16' sidewalks should be required. In any commercial areas, six feet in sidewalk width should always be maintained as an obstacle-free throughway zone with trees, lighting, and other amenities, such as benches or trash cans, located either in the furnishings zone between the street and sidewalk or frontage zone next to the buildings. For areas where right-of-way or other constraints exist, primary consideration should be given to the sidewalk throughway zone so a continuous pedestrian way is established.

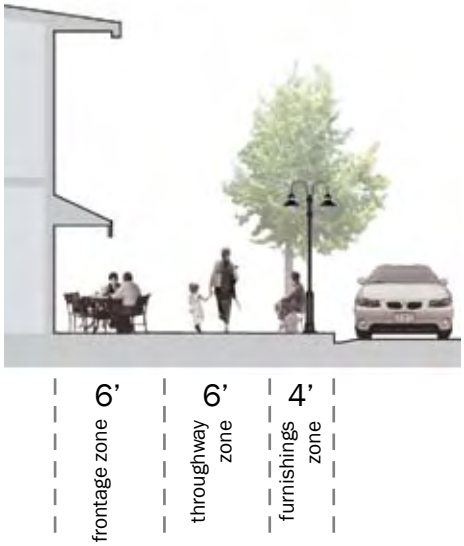
5' sidewalk design (non-commercial areas)



10' sidewalk design (commercial areas)



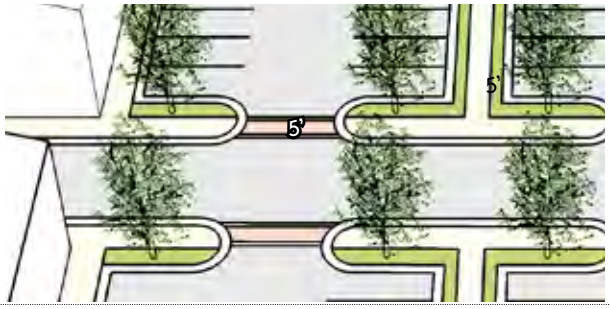
Enhanced 16' sidewalk design (commercial areas)



2 PATHWAYS

Pathways present opportunities for shorter trips for pedestrians and create opportunities for drivers to park once. Pathways should be built between adjacent development sites to connect all primary building entrances, surrounding streets, external sidewalks, adjacent trails, transit stops, parking areas and recreational facilities. Pathways should be at least 5' feet wide and include well-defined connections to and across sites.

COMPARATIVE DIAGRAM



3 THOROUGHFARE LANDSCAPE

Street trees provide shade, separate sidewalks from roadways, and break down the scale of the street. In order to provide continuous shade coverage, street trees should be planted 30' apart. Typically an 8' vertical clear zone between the tree canopy and the sidewalk should be maintained to provide clear visibility and security for pedestrians and motorists. In intensely developed areas, this zone may be increased to enhance readability of storefronts and signage. Tree species with tap roots should be selected to prevent sidewalk breakage.

In areas where landscaping cannot be located in the public right-of-way, it should be encouraged in front of buildings and as close as possible to the right-of-way. This landscaping should take the form of canopy trees followed by ornamental trees and then low-level shrubs. As with the landscaping in the right-of-way, these plantings do provide visual enhancement, environmental benefits, and spatial closure, especially against higher volume thoroughfares.

When street trees are planned for thoroughfares with frequent transit service, the trees should be placed to be compatible with passenger loading areas and allow maintenance so branches do not to interfere with transit vehicle movements.

EXAMPLE DIAGRAM

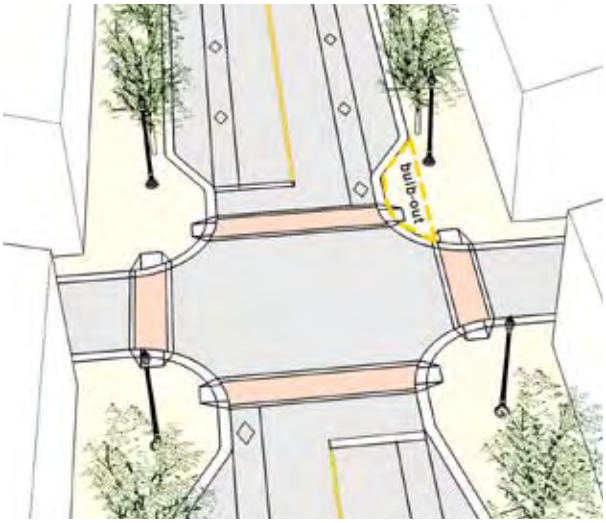
4 THOROUGHFARE CROSSINGS

Crosswalks provide visibility for pedestrians at crossing points, which can occur at intersections, at mid-block crossing locations, and within parking areas. Basic crosswalks usually consist of reflective parallel or longitudinal white striping. However, at locations with higher vehicular or pedestrian volumes, such as in town centers or on main streets, traffic calming features (speed table, raised intersection) or more defined (colored or brick textures) crosswalks may be required. With these more specific engineering treatments for crosswalks, care should be taken to review applicable ADA requirements so users in wheelchairs and those with visual impairments are not impeded.

Lighting at crosswalks should be provided at least to the level of general street illumination, although higher luminance should be used at key crossings. In areas with on-street parking or bus pull-outs, "bulb-outs" can be used to decrease the length of the crosswalk and the distance a pedestrian has to travel. If bulb-outs are considered, truck turning radii should be investigated to determine impacts on vehicular movements and delay.

Particular attention and detail should be taken with crossings planned at mid-block locations. These crossings need specific attention for both engineering features and warning signs. A recommended practice is the inclusion of a pedestrian refuge island at mid-block locations as well as for locations where pedestrian have to cross four or more vehicular travel lanes.

EXAMPLE DIAGRAM



5 SHARED DRIVEWAYS + CROSS ACCESS

Shared driveways and cross-access easements reduce vehicle and pedestrian conflict points along thoroughfares. Shared driveways offer better access management and reduce the number of driveways that businesses need for access to major and minor thoroughfares. Cross-access easements, which allow adjacent sites to be connected by a service road, promote internal vehicular circulation on sites and decreases the number of vehicle trips on thoroughfares.

Shared driveways and cross-access easements are recommended along major thoroughfares. These features can be established by requesting that properties have an access and internal circulation system plan and agreement. This would detail planned on-site circulation and connections to adjacent sites, and be required when new development or redevelopment is proposed.

EXAMPLE DIAGRAM

Stub-outs, landscaping treatments, and other design features should be used to visually demonstrate that abutting properties may be tied in to provide cross access via a service drive.

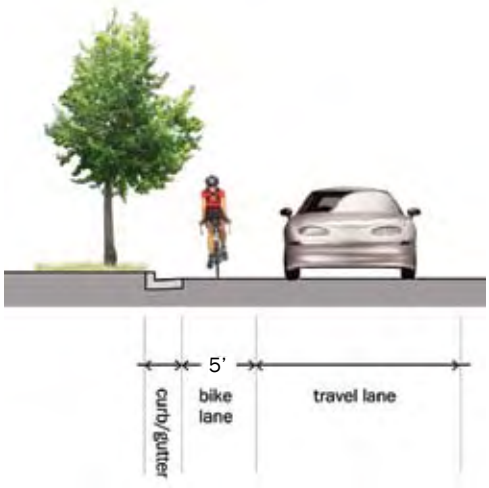
6 BICYCLE FACILITIES + AMENITIES

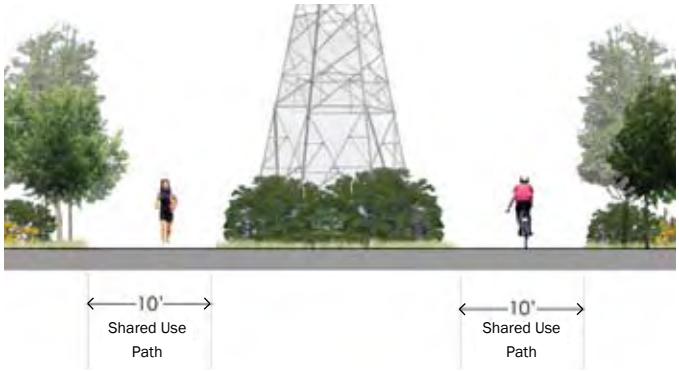
The provision of bicycle facilities fosters more travel choices. Bicycle facilities direct bicyclists to compatible thoroughfares and alert motorists to share traveled ways equally with other users. There are four common types of bicycle facilities: Shared Use Paths, Bicycle Lanes, Signed Shared Roadways, and Shared Roadways. There are national and state standards (e.g. AASHTO Bicycle Facility Guidelines) for design and development of these facilities, but in general, the recommended widths for these facilities are:

- Shared Use Paths: 10' or more
- Bicycle Lanes (or paved shoulder): 5' – 6' (depending on the presence of parking)
- Shared Roadways: Lane widths of 14' or less depending on roadway volumes

In addition to these facilities, bicycle amenities are beneficial for areas to support bicycle activity. Bicycle parking - racks or lockers - should be considered at certain destinations, such as commercial, employment, and transit centers. In addition, bicycle parking should be provided in parking areas that have more than 10 – 15 vehicular parking spaces.

EXAMPLE DIAGRAM





7 LIGHTING + SIGNAGE

In pedestrian-oriented areas, lighting should be scaled for both the pedestrian and the automobile, and fixtures should be oriented towards both the sidewalk and the roadway. Pedestrian-scale lighting should not exceed 12' in height and should be placed no further than 50' apart.

Commercial signage should be scaled for both automobile and pedestrian traffic. Large signage geared solely to motorists should be allowed only along major thoroughfares and limited to one freestanding or monument sign. In pedestrian-oriented areas smaller-scaled signage, such as pole or wall mounted, designed to engage the pedestrian is encouraged. For all signs, top-down or backlighting is encouraged in contrast to internally illuminated signs.

COMPARATIVE DIAGRAM

encouraged:
pedestrian-oriented
lighting & signage

discouraged:
auto-oriented
lighting & signage

B ACCESS MANAGEMENT

Access management is the process of controlling thoroughfare access from land uses that are adjacent to the thoroughfare. It focuses on managing the number and location of curb cuts and driveways that allow for vehicular turning movements from the thoroughfare into individual or multiple properties. Effective access management can have many benefits, including enhancing traffic operations, reducing congestion, accommodating multi-modal transportation, and improving the visual environment of a corridor.

Key principles of access management are limiting direct access to and from major thoroughfares, locating signals to favor through movements, using medians to manage left-turn movements, and providing a supporting street and circulation system. The principles are followed more strictly for thoroughfares that provide regional mobility and are used more flexibly along thoroughfares that serve as main streets and local neighborhood connections.

C TRAFFIC CALMING FEATURES

Traffic calming features are used to reduce vehicular speeds and improve transportation safety in a coordinated and strategic manner. These features are a combination of measures - educational, enforcement, and engineering - that provide cues and information for thoroughfare users so they can make changes in their travel behavior.

Commonly used traffic calming engineering measures include: speed humps, speed tables, modern roundabouts, curb extensions, or bulb outs, and pedestrian refuge islands.

As noted above, traffic calming features should be used in a coordinated and strategic manner. This should then result in accommodating local trips, providing enhanced traffic safety and flow for all thoroughfare users, and reducing the number of cut-through vehicle trips. Additionally, when used effectively, traffic calming features should result in little to no impact on emergency vehicle service and performance needs.

Example of a Modern Neighborhood Roundabout

D STREET TYPES

Streets and corridors provide a framework for development in a given area. Effective street design is critical to the viability of walkable, mixed-use areas and should reinforce the transition from urban to rural areas. The street types in this section are intended to serve the diverse urban and rural conditions to be found within the study area. Street types developed for walkable urban areas include the Commercial Street, Main Street, and Neighborhood Street. These types carry lower speed traffic and have unique requirements for balancing the mobility needs of cars and pedestrians. Street types intended for rural use include the Parkway and Rural Road. These types have specific guidelines for integrating with rural settings and optimizing the movement of vehicles at higher speeds and over longer distances.

Streets must provide an efficient and balanced network for vehicles, bicycles, and pedestrians. A diverse roadway fabric provides multiple routes of access and evenly distributes street activity. The dispersal of vehicle loads allows streets to remain narrow and be treated at a human scale. Streetscape elements provide a softened appearance and enhance the quality and appeal for pedestrians. Narrow road widths naturally reduce travel speeds and give greater spatial enclosure to the street environment.

Key Features

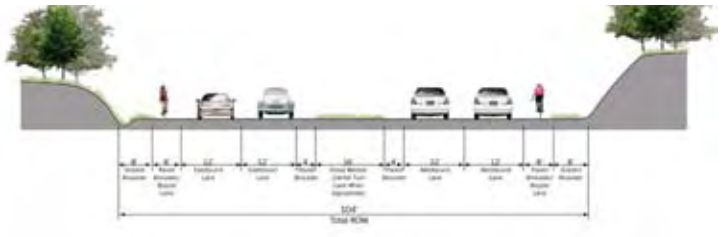
Streets must balance vehicular and pedestrian traffic

Narrow lane widths reduce vehicle speeds

Street Trees and On-Street parking create a buffer between the pedestrian realm and vehicular traffic

1 PARKWAY — TYPICAL STREET SECTION (4-LANE)

A Parkway provides longer distance connections between concentrated centers. Parkways are characterized by their rural qualities, and are often bordered by open tracts of farmland, preservation areas, or otherwise undeveloped land. Because of the large distance between major intersections, Parkways are able to maintain relatively high target speeds. Where Parkways approach more intensely developed walkable centers, their cross-section should transition into that of a Commercial Street.



target speed 45-55 mph

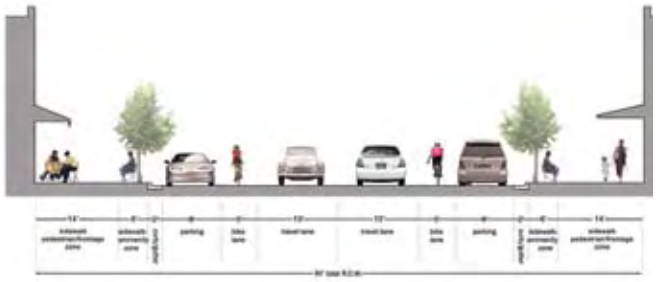
2 COMMERCIAL STREET — TYPICAL STREET SECTION (4-LANE)

A Commercial Street provides short distance, medium speed connections through pedestrian-oriented areas. Commercial Streets often include medians and at significant points, such as a gateway, medians may be widened for special landscape treatments. In general areas, medians may be planted formally with trees or landscaped informally, depending on context. Bicycle lanes and street trees are appropriate, and emphasize the balance between cars, cyclists, and pedestrians. Commercial Street have curb and gutter drainage.

target speed 25-35 mph

3 MAIN STREET — TYPICAL STREET SECTION

A Main Street is a low-speed, pedestrian-oriented street operating within a high density mixed-use area. Main Streets traditionally serve as a focal point for surrounding areas. The narrow street width, on-street parking, street trees, and small setbacks create spatial enclosure. Sidewalk bulb-outs may be used to minimize pedestrian crossing distances. Individual street trees are typically planted in planting wells. Main Streets have a raised curb and closed drainage.



target speed 20-30 mph

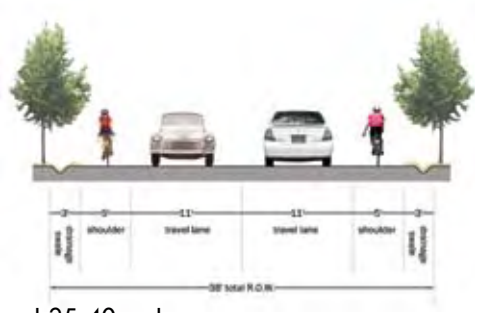
4 NEIGHBORHOOD STREET — TYPICAL STREET SECTION

A Neighborhood Street is a local low-speed thoroughfare connecting residential and mixed-use areas. Neighborhood Streets may typically include sidewalks, street trees, and residential on-street parking. Small building setbacks, such as dooryard or stoop fronts, contribute to the street's spatial enclosure. Neighborhood Streets have curb and gutter drainage.

target speed 20-30 mph

5 RURAL ROAD — TYPICAL STREET SECTION

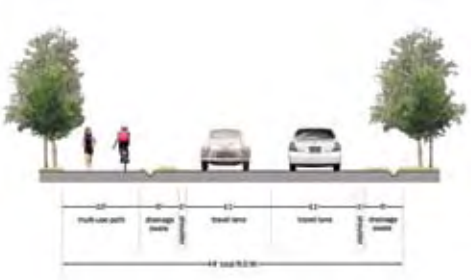
A Rural Road is a small-scale, low speed connector. Roads provide frontage for low-density buildings such as houses. A rural road is lined with soft shoulders and has open drainage. Roads may be lined with existing trees and natural vegetation and take on the profile of the surrounding landscape.



target speed 25-40 mph

6 RURAL ROAD WITH SHARED-USE PATH — TYPICAL STREET SECTION

A Rural Road with Shared-Use Path incorporates a dedicated path to the side of the roadway for bicyclists, pedestrians, and recreational uses. The shared-use path is separated from the roadway by an open drainage swale. At points, the path can split a considerable distance from the roadway to incorporate drainage, significant natural features, and the greater network of paths and greenways.



target speed 25-40 mph

4 Parks & Open Space Guidelines

Planned open spaces are a critical element of mixed-use centers and the vitality of the public realm. "Open space" is a broad classification for public spaces ranging from community recreational areas to civic squares. The scale, enclosure, and density of surrounding conditions influence the properties of the open space: formal/informal, active/passive, and open/contained. Formal civic spaces should be located in the center of areas with the highest intensity, while recreational facilities, greenways, and neighborhood parks should be strategically placed to serve the communities surrounding the core.

Many qualities contribute to the appeal of open spaces. Often, environmental and natural features are integrated into open space planning. Wetlands, critical slopes, drainage swales, and vegetation should be conserved as open public space wherever possible.

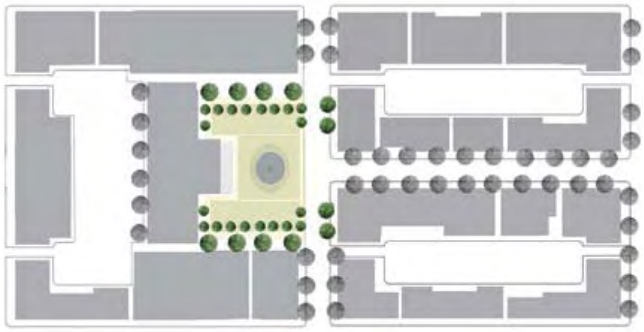
In urban settings, water retention systems can be formalized as landscape elements that punctuate design. Attractive civic spaces in the urban center, such as canals, ponds, and fountains promote gathering, interaction, and comfort. Moveable seating, tables, and elements that are multi-functional (planters that are at seat height) allow people to congregate and personally define spaces. Shade trees, greens, and cooling fountains help create a comfortable setting as well.

A TYPES OF PARKS

1 PLAZA

The most formal public space, a plaza, is generally less than half the size of a block and located at the intersection of important thoroughfares. It is devoted to civic uses and commercial activity, and surrounded by buildings on all sides. Its landscape is composed primarily of durable pavement and formally planted trees. Features such as fountains, public art, and other vertical elements help mark the civic prominence of the plaza. These architectural features are most successful when planned in accordance with a strong visual axis, allowing the plaza to be recognized from a distance.

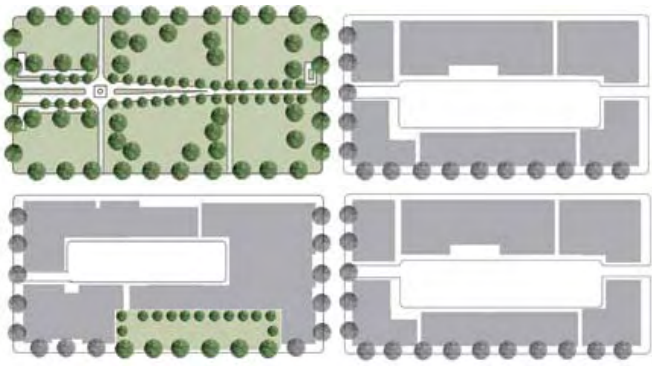
EXAMPLE DIAGRAM



2 URBAN/ POCKET PARK

An urban park occupies at least a full block. Its landscape typically consists of lawns, paved walks, shade trees, formal fountains, and public art. Landscape elements can help to organize the park into a series of smaller spaces that offer diverse qualities and uses. Urban parks may be surrounded by civic buildings and residential uses. In certain instances, civic buildings can accompany the park on a shared block. A pocket park is a small park that often occupies a "left-over" space between buildings. These small, informal breaks in the dense urban fabric provide alternatives to more prominent civic spaces such as urban parks and plazas.

EXAMPLE DIAGRAM



3 NEIGHBORHOOD PARK

EXAMPLE DIAGRAM

A neighborhood park is an open public space serving a residential area. The space may be used for civic gatherings and recreation. Neighborhood parks provide a safe open area free from moving traffic for children and neighborhood residents. Neighborhood parks may be bound by residences or small-scale institutional or civic buildings to form a common green. These parks are intended to serve the local area, unlike recreational parks, which serve a larger residential population.

4 RECREATIONAL PARK

EXAMPLE DIAGRAM

Recreational parks are open public space, ranging from three to ten acres, reserved for civic gatherings and recreation. Often, recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved or unpaved walks, and shade trees. Formal playing fields may be established to serve community needs. The park should be surrounded by a mix of residential, commercial, and civic buildings. Recreational parks may also serve nearby institutions. Parking needs and other necessary facilities should also be considered.

B GREENWAYS & SHARED USE PATHS

1 GREENWAYS

EXAMPLE DIAGRAM

Greenways provide places for recreation and help maintain the scenic quality of landscapes. Greenways function by providing linear open spaces that connect between places where people want to go - neighborhoods, business centers, shopping areas, schools and parks - and can serve as community and neighborhood parks. Greenways can provide areas for specialized recreational activities as well, including mountain biking and horseback riding. Finally, greenways create space for natural stormwater management and contiguous areas for wildlife.

2 SHARED USE PATHS

EXAMPLE DIAGRAM

Shared use paths within greenways and parks can accommodate local and regional off-road travel for bicyclists and pedestrians. These paths should be a minimum of 10-12' wide and have a firm surface. Porous paving or crushed gravel should be considered for the surface since these materials can mitigate environmental impacts and help with groundwater recharge.

5 Implementing the Design Guidelines

5. IMPLEMENTING THE DESIGN GUIDELINES: Changes to Local Regulations

The information provided below proposes changes that can be made to zoning and subdivision ordinances to implement desired changes in community form and transportation. It is important that these documents be maintained together so that their intent and controls work effectively and provide clear information to the residents and other stakeholders about the direction of the township.

The table that follows indicates where changes could be made within the code for the corridor municipalities. The table is provided for informational purposes and is not a complete listing of all possible changes. It is a starting point for changing the direction of the built environment though zoning that reflects the community vision proposed in planning process.

Design Guidelines | PROPOSED CHANGES	
Block Length	1. Revise Subdivision Standards for Blocks to set maximum block lengths by development types (residential, commercial, etc.). The recommended average block length is 400'. For block lengths required to be in excess of 800', require a pedestrian through-way to reduce pedestrian travel distance.
Parking	1. Revise Off-Street Parking and Loading Standards to include the following: • On-site parking adjacent to the public right-of-way should be screened with landscaping or fencing in such a way that does not create a barrier to adjacent sites or block • Long aisles of parking bays should be broken up with landscaped islands. • Pedestrian access should be designed around the perimeter of on-site parking and between parking aisles. 2. Update Off-Street Parking and Loading Standards to provide maximum limits for large commercial developments. 3. On-street parking should be encouraged to reduce on-site parking needs, provide convenient front-door parking opportunities, and provide a protective buffer between pedestrians and moving traffic.
Mix of Uses	1. Develop new mixed-use zoning category/categories to permit a mixture of horizontal and vertical uses, including, but not limited to, residential, commercial, and office uses. Reference model mixed-use zoning provisions available from professional planning organizations, such as the American Planning Association.
Density	1. Review existing Floor Area Ratio (FAR) requirements. For existing zones and proposed new zones, include provisions for higher FAR in return for inclusion/ provision of open and civic spaces on site and for provision of structured parking. 2. Allow higher FAR's for zones in close proximity to transit hubs and developments to improve spatial enclosure within existing cities, towns, and villages, and optimized developments.

Design Guidelines |	PROPOSED CHANGES
Massing	1. Develop a provision that would apply to commercial and industrial structures fronting onto Route 30 and other important thoroughfares that serve as a gateway to existing urban areas (i.e. 981/Lloyd Ave, Pennsylvania Ave., Lowry Ave., 119, E. Pittsburgh Street, etc.) The intent of the provision would encourage exterior architectural variety.
Setbacks	1. Review setbacks requirements in the zoning code. For existing zones and proposed new zones, include provisions for minimum and maximum setbacks. Maximum setbacks would correspond to development within urban areas, XXXXXXX.
Spatial Enclosure	1. Add site plan requirement, as an architectural appearance provision, for demonstration of spatial enclosure (building height to right-of-way width) ratio.
Frontage	1. Review front yard requirements as provided in the zoning code. For existing zones and proposed new zones, include provisions to allow porch extension into the front yard. Coordinate frontage changes with changes to setback and architectural appearance requirements.
Transparency	1. Add site plan requirement, as an architectural appearance provision, for transparency of 40% and 60% between 2 feet to 8 feet of the front facade and side facades along public rights-of-way and parking areas. Requirement would apply to commercial uses and mixed-use development with first floor commercial uses. 2. Amend specific commercial and mixed-use zones with similar provisions as needed.

Transportation Guidelines	PROPOSED CHANGES
Sidewalks + Pathways	1. Revise standards for sidewalks to require a minimum of 5' in width on both sides of all streets in urban areas and XXX. Wider sidewalks of 10' in width or greater should be required in commercial areas to encourage pedestrian activity, provide comfortable space for high pedestrian volumes, and provide space for on-sidewalk dining or other pedestrian-oriented uses. 2. Add site plan requirement, as a circulation provision, that requires properties have an access and internal circulation system plan that shows existing and potential pedestrian pathway connections to public rights-of-way and adjacent properties 3. Revise standards to provide direct sidewalk connections from transit stops to origins and destinations to ensure convenience for transit users.
Signage	1. Revise sign regulations to allow signs to be suspended over the public right-of-way in urban areas. 2. XXXX
Lighting	1. Revise lighting regulations to include the following: • Outdoor lighting - back lighting of signs should be allowed as an alternative when top mounted lighting is not feasible. Back lighting would be subject to the rest of the requirements of this provision. • Pedestrian Scale Lighting - investigate provision for pedestrian scale lighting when development is adjacent to a public right-of-way where sidewalk or other pedestrian facilities are present. 2. Add site plan requirement, as a streetlighting provision, to require provision of pedestrian-scale lighting, not to exceed 12' in height and should be placed no further than 50' apart, when development is proposed in a mixed-use zone that is of XXX character.
Landscaping	1. Revise landscaping standards to include one shade tree for every 30 feet of frontage and tree plantings on the interior of surface lots over a designated number of spaces. Interior parking lot plantings are encouraged in curbed islands.
Crossings	1. Amend subdivision standards to include a provision specifying the preferred type of mid-block crosswalk treatment. Suggested for inclusion are use of a textured surface, lighting, and warning signage. 2. Revise subdivision standards for sidewalks to include requirements for recommended crosswalk treatments. Treatments should be specified as dependent on connections along primarily residential frontage/districts or commercial frontages/districts.

Transportation Guidelines	PROPOSED CHANGES
Access Management	1. Add site plan requirement, as a circulation provision, that requires properties have an access and internal circulation system plan. Plan should detail proposed on-site circulation and connections to adjacent sites. Stub-outs, landscaping treatments, and other design features should be identified in plan to show that abutting properties may be tied in to provide cross access via a service drive. 2. Investigate development of a model shared use driveway agreement for use with redevelopment of properties along the Route 30 corridor. Amend Land Development Standards provisions as needed.
Parking	1. See suggested revisions under Parking for Community Form. 2. Add site plan requirement, as an architectural appearance provision, for preferred treatments of parking structure facades that front on public rights-of-way. Preferred treatments should include, but not be limited to, setback, landscaping, transparency, lighting, and first floor use provisions.
On-road Bicycle Facilities and Bicycle Amenities	1. Amend bicycle provisions to define bicycle lanes and shared use lanes. Provide definitions and standards that follow PennDOT and AASHTO shared use facilities planning guidelines, and include recommendations for striping and signage of routes. 2. Amend Off-Street Parking and Loading Standards to require provision of bicycle parking (racks, lockers, etc.). Number of bicycle parking units can be based upon either number of parking spaces proposed or the type of use proposed.
Transit Access	1. Amend codes with provision specifying the preferred type of bus stops treatment. Suggested for inclusion are inclusion of schedule, shelter or covered structure, and bench or other seating option.
Traffic Calming Features	1. Revise Subdivision Standards for Streets to state that minor streets shall be designed to promote local pedestrian, bicycle, and vehicular trips. Amend section to recommend use of neighborhood traffic calming measures as means of promoting local multi-modal travel and traffic safety. 2. Amend codes to include a section on recommended traffic calming practices and measures. Reference model practices and measures as recommended by ITE, AASHTO, and PennDOT.

Green Infrastructure	PROPOSED CHANGES
Parks + Open Space	1. Amend the Agricultural/Conservation District zoning to include the parks and open space definitions included in the design guidelines. 2. Update Open Space Plan to designate future lands according to definitions from the design guidelines. 3. Amend Landscaping Standards to provide one shade tree for every 30 feet of frontage and tree plantings on the interior of surface lots over a designated number of spaces. Interior planting is encouraged in curbed islands. 4. Revise the subdivision standards for public space/open space to: • Increase minimum size for dedication of areas for public use to 30%. • Set requirements for provision of open spaces for developments over a designated number of commercial and/or residential units
Greenways + Shared Use Paths	1. Amend bicycle provisions to define shared use paths. Provide definitions and standards that follow PennDOT and AASHTO shared use facilities planning guidelines, and include recommendations for types of buffers that may be used when path is adjacent to residential and commercial properties.
Green Building	1. Add site plan review incentive to encourage use of green building techniques and evaluation for new developments and redevelopment projects. Incentives could include actions such as an accelerated review process, reduced permit fees, or some alternative project prioritization. 2. Review codes for opportunities to integrate incentives or requirements for use of green building techniques.
Natural Resources	1. Amend the agricultural/conservation zoning districts to include requirement for additional buffer for development or redevelopments adjacent to land within this zone. 2. Revise the subdivision standards for storm drainage to encourage the use of natural stormwater treatment, including vegetated drainage swales, and the application of low impact development techniques.

VII MODEL ORDINANCE

Model Corridor Overlay Zoning District for Route 30

The purpose of this model corridor overlay zoning district is to provide suggested format and language for provisions regulating development along the Route 30 corridor. It is not intended to be used as written, rather it is a starting point for communities to use to address specific concerns and issues along the Route 30 corridor within their boundaries. References are made, where applicable to illustrations and details provided in the Design Guidelines Section of the Master Plan.

1.1. General Purpose

The Route 30 Overlay District is established to enhance the quality, functionality. And compatibility of development to establish consistent architectural and design guidelines and development standards to encourage the most appropriate use of adjacent lands of Route 30 in _____ (name of community); to promote the safe and efficient movement of traffic; to provide for conservation of scenic vistas, viewsheds and open space; and to preserve property values along the Corridor.

2.2 Existing Zoning

The Route 30 overlay district shall overlay the standards and regulations of the underlying zoning district.

2.0 DISTRICT BOUNDARIES

The boundaries of the Corridor Overlay shall be that which is displayed on the Official Zoning Map, except that in no case shall the boundaries exceed a depth of [250-600] feet. from the centerline of Route 30.

Note: This dimension will vary by community, and within communities depending upon the depth of existing non-residential uses and closeness of residential uses.

3.0 PERMTTED USES

3.1 Permitted uses and/or conditional uses

Uses shall be those within the underlying zoning districts. No use shall be permitted in the overlay district that is not permitted in the underlying zoning district.

Note: Under a form-based zoning approach the use is less important than the required form. Nevertheless, communities should inventory their use tables in their zoning underlying districts to eliminate and/or control uses more heavily that would be contrary to the purposes of this corridor overlay.

3.2 Accessory Uses.

Uses shall be those permitted in underlying zoning districts.

3.3 Dimensional Regulations

All dimensional regulations (except for building setbacks as regulated below) shal be governed by the underlying zoning district.

4.0 SITE DESIGN STANDARDS

4.1 Ridge Lines and View Sheds

1. Ridge lines and view-sheds identified in the Comprehensive Plan shall be considered in all development proposals.
2. Parcels having identified view-sheds shall be designed to minimize the visual intrusion of all building, structures and landscaping in the view shed.

5.0 SETBACKS

5.1 Minimum and Maximum Front Setbacks

All buildings shall have a minimum front setback of [ ]feet and a maximum front setback of [} feet.

Note: Minimum and maximum front setbacks are suggested to connect the uses for closely to the street, as opposed to being setback behind a huge parking lot area. These ranges will vary by community. Larger buildings may require a larger setback. Standards and examples are included on page 4 of the Design Guidelines section of this Plan.

5.2 Minimum Side and Rear Setbacks

Setbacks other than front setbacks shall be governed by the underlying zoning distirit.

6.0 BUILDINGS

6.1 Clustering

Buildings shall be clustered together to preserve natural and landscape open areas along the Corridor. Building shall be arranged in a manner that creates well-defined open space that is viewable from the traveled portion of the Corridor.

6.2 Building Height

Maximum building height shall be governed by the underlying zoning ordinance.

6.3 General Form

New buildings shall have generally complex exterior forms, including design components such as windows, doors and changes in roof and façade orientation. Large flat expanses of featureless exterior walls shall be avoided.

6.4 Exterior Building Materials

Building materials on exterior surfaces shall be brick, stone, stucco, wood siding, wood shingles, vinyl, masonite, or aluminum siding designed to resemble wood siding. Exterior finishes consisting of standards concrete block and metal and concrete panels shall be prohibited. Split-face concrete masonry designed to resemble stone can be considered.

6.5 Mechanical and Service Equipment

HVAC and similar types of incidental machinery or equipment shall be screened from view, or located in such a manner as to not be visible from the street. Trash receptacles, dumpsters, utility meters, above-ground tanks, satellite dishes, and antennas shall be similarly screened.

6.6 Roof Design

Roof design for new buildings shall have a pitched roof proportional to the building's size. Flat roofs are strongly discouraged.

7.0 SIGNS

7.1 Prohibited Signs

1. Roof Mounted Signs
2. Portable Signs

7.1 Freestanding signs are permitted with the following conditions:

1. Free standing signs shall not be placed nearer then twenty (20) feet from the Corridor right-of-way limit.

2. Free-standing identification signs shall have a low-profile design not more than eight (8) feet in height and shall be designed to complement and reflect the landscape design and architecture of the building.
3. The sign may be internally or externally illuminated but the illuminations shall not be flashing or intermittent in nature.

8.0 PARKING AREAS *(see pages 5-6 of the Design Guidelines section of this plan for details and illustrations)*

8.1 Design

Parking areas shall be designed and located, so as to have minimal visual impact along the Corridor. Parking area location, scale, landscaping and buffering shall be employed to provide a visual shield between the Corridor and the parking area.

8.2 Location

All parking areas shall be constructed in the rear or side yards, unless specifically permitted in the front yard by the Governing Body. When permitted in the front yard, additional landscaping and buffering may be required by the Governing Body to minimize visual impact. No parking shall be permitted within a fifty (50) setback from the Corridor right-of-way line.

8.3 Vehicular Connections

Where a development application covers land located to an existing parking lot used for similar purposes a vehicle connection between the parking lots shall be provided. For a development application adjacent to vacant properties the site shall be designed and constructed to provide for a future connection.

9.0 LANDSCAPING

9.1 Standards

A continuous green landscaped buffer shall be maintained along the Corridor consisting of trees shrubs, meadow, natural areas, and lawns in which no building or structure shall be permitted.

9.2 General Landscape Development Shall Include the Following Standards

1. All plant material shall be hardy to the region, free of disease and insects and conform to the standards of the American Association of Nurserymen,
2. All plant materials are to be planted in such a manner so as not to alter drainage patterns on site

or adjacent properties , or to obstruct vision for reasons of safety, ingress or egress.

3. All plant material shall be planted in a manner so as not to cause damage to utility lines (both above and below ground) and public roadways
4. Minimum plant sizes as the time of installation shall be as follows:

Deciduous Canopy Trees	2 1/2 "caliper
Deciduous Ornamental Trees	2" caliper
Evergreen Tree	6' height
Deciduous Shrub	2' height
Upright Evergreen Shrubs	2' height
Spreading Evergreen Shrubs	18"-24" spread

5. Existing plant material which complies with the standards and intent of this Ordinance as determined by the Zoning Officer, shall be counted in towards meeting te landscape requirements.
6. The plant material shall achieve its horizontal and vertical screening within four (4) years of initial installation.
7. The following trees are not permitted because they split easily, their wood is brittle, their roots clog drains and sewers, and they are unusually susceptible to disease or insect pests.

a. Box Elder
b. Gingko
c. Honey Locust
d. Mulberry
e. Poplars
f. Black Locust
g. Willows
h. American Elm
i. Siberian Elm
j. Slippery Elm: Red Elm
k. Chinese Elm

10.0 CORRIDOR ACCESS

10.1 Number

Each parcel created prior to the adoption of this overlay district shall be permitted one driveway access to Route 30. Such corridor access shall consist of either a single two-way driveway or a paired driveway system wherein one driveway is designed and marked to accommodate only ingress traffic and the other

is designed to accommodate only egress traffic.

10.2 Shared-Access

Wherever possible, the permitted driveway access shall be provided by a shared driveway or service drive.

10.3 Additional Driveways

Additional driveway access may be allowed when the need for such additional access is demonstrated by a Traffic Impact Study, and such study finds that the additional driveway(s) will not create negative impacts on through-traffic flow. The Traffic Impact Study shall review and identify the minimum number of access points necessary to service the proposed development and shall include consideration of traffic generated by shared-access from adjacent development. Additional driveways permitted shall comply with the access-spacing requirements of this Corridor.

10.4 Access-Spacing Standards for access points shall comply with the following:

Minimum Spacing between Driveways

Posted Speed	Minimum Driveway Spacing (from the centerlines)
25	150 feet
35	300 feet
40	420 feet
45	550 feet
50+	660 feet

10.1 When the road frontage of a parcel is insufficient to meet the spacing standards of this overlay district, and shared access by way of a frontage road or rear access drive from an adjacent parcel is not available, the driveway shall be located and constructed along the property line furthest from the intersection to facilitate future shared driveway use.

11.0 PEDESTRIAN AND BICYCLE PASSAGES

Provisions shall be made for pedestrian and bicycle traffic. This shall include sidewalks, pedestrian crossings, adequate width for road shoulders, trails and dedicated bike lanes.