



CHAPTER 5: PUTTING IT IN PLACES

Allegheny Places is a blueprint for the future for Allegheny County, showing how growth and redevelopment can be directed to existing and future Places to provide new economic opportunities, revitalize existing communities, protect natural features, and conserve open space and historic and cultural resources.

Allegheny Places is a call to action. This chapter describes the Plan implementation strategy. It includes a specific sequence of steps for the County, municipalities, COGs, local agencies, the state, and others to create a positive future for the County and all of its Places.

BENEFITS OF THE PLAN

Allegheny Places offers significant benefits to everyone.

Allegheny Places benefits the County by:

- Setting the vision and direction for the coming decades
- Providing a framework for decision-making
- Providing implementation strategies for a more vigorous approach to conservation, land development and economic initiatives
- Identifying new economic, residential and cultural opportunities
- Assisting in developing partnerships with residents, communities and businesses through their involvement in plan development
- Informing the County capital budget process to target goals more effectively

Allegheny Places benefits municipalities by:

- Providing a better understanding of multi-municipal issues
- Providing tools, models, best practices and funding sources
- Providing data and mapping to support development and redevelopment opportunities
- Strengthening applications for government grants and loans
- Facilitating the processing of permits

Allegheny Places benefits private developers by:

- Explaining County economic development policies and strategies
- Highlighting development opportunities
- Providing data and mapping for development sites
- Strengthening applications for government grants and loans (When applying for government grants, loans or permits, a development proposal that is consistent with County and local plans will be more likely to gain a favorable review)
- Facilitating the processing of permits
- Assisting in national and international marketing
- Providing a single source (the e-library) for municipal land development regulations

Allegheny Places benefits local nonprofit and civic organizations by:

- Providing a cohesive vision for enhancing the overall quality of life in Allegheny County
- Providing direction on where these organizations can focus their efforts and leverage their resources with other partners

The benefits of managed growth and revitalization may be realized only if Allegheny County is joined in action by local municipalities and their Councils of Government, public agencies, private organizations, developers, investors and others. Timely, coordinated planning efforts must make the most of opportunities to direct development, investment and activity to specific areas, and to ensure that initiatives occur in ways that support existing communities. Deliberate, cooperative steps to implement the Plan's goals, objectives and policies are required in order to create a bright future for Allegheny County.

THE COUNTY ROLE

Allegheny County will mobilize its resources and bring them to bear on the issues and opportunities raised by *Allegheny Places*. The Implementation Strategy outlined in this chapter calls for a higher County profile in planning over the coming



years. The Implementation Strategy also calls for a higher profile for local planning as well, with municipalities looking to the County for assistance to help them fulfill that role. County government will be the lead agency in the implementation of *Allegheny Places*.

Municipalities need to be able to receive county assistance in preparing local land use planning ordinances and plans, and other technical planning assistance. The County will develop a formal planning assistance program with local governments and other planning partners. The program will include the delivery of specialized professional planning services to local governments under contractual terms and/or the distribution of small grants to municipalities to assist them in engaging their own professional planning expertise.

There is plenty of work to be done to implement the Plan. Actions are required by all those influencing the future direction of Allegheny County, but the County Executive, the County Council, the Authorities, and the County Office of Economic Development will begin the process.

COUNTY COMMITMENT AND LEADERSHIP

Following adoption, *Allegheny Places* becomes the day-to-day policy document of the County regarding development and redevelopment. The decisions of Allegheny County and its Authorities will be consistent with *Allegheny Places*, including capital budget expenditures. Unequivocal support from County-level public officials will make it easier to persuade local officials, developers, and others to take the Plan seriously.

Similarly, all Allegheny County departments should integrate the Plan into their day-to-day work. Staff support of the Plan should be a basic obligation of employment, as should the dissemination of the Plan's policies.

COUNTY PLANNING RESOURCES

The County will strengthen and mobilize its resources in order to help County Council and government to use the Plan. When the Plan is put into effect, outreach to municipalities will commence immediately upon Plan adoption and be sustained for the foreseeable future. Substantive planning issues raised by the Plan will need to be followed up with further studies, research, model ordinance preparation, and other professional planning

activities. Plan amendments and updates will be ongoing to ensure that the Plan remains timely.

Plan implementation depends upon a much more prominent County planning role in the coming years. Allegheny County will need a planning staff that is comparable in size and capabilities to other counties in Pennsylvania that are populous, diverse, and committed to planning as a means to achieve economic growth and a high quality of life. Within a year of adoption of the Plan, there should be in place a ten-person planning staff with an adequate budget to cover the work program, estimated to be \$1.2 million. Within five years of Plan adoption, Allegheny County should have a planning staff of twenty-five people, with a corresponding commitment to an adequate budget of at least of \$2.5 million in payroll support. Staff will be based both at a central planning office and at 'planning area' offices, such as described below.

COUNTY OUTREACH TO MUNICIPALITIES

The centerpiece of the Plan is its Places, which are the focus of the implementation program for the Plan. This message will be conveyed in discussions with municipalities and others that are the County's partners in Plan implementation. The discussion below describes how the County will work with municipalities and other planning partners. Examining existing and proposed local land use policies, regulations, and other initiatives to ensure consistency with the Plan will be a common element of each partnership.

The County will publicize the Plan and provide information to its public and private planning partners so they can take actions necessary to support Plan implementation. The single most important group targeted for education and outreach is Allegheny County's municipalities. The County will also work closely with its other partners, which will include federal, state, county and local agencies, authorities, institutions, and the private sector, to ensure their awareness and participation.

The County looks to its constituent municipalities, including the City of Pittsburgh, to take actions in support of *Allegheny Places'* policies. Actions include adopting local comprehensive plans and ordinances that are generally consistent with *Allegheny Places* and providing planning and design support for the development of designated Places in the Plan. It is critical that Allegheny County achieves a high degree of cooperation from local

municipalities, especially their acceptance of the basic principles of the Plan.

Cooperation, **cross-acceptance**, and **consistency** are the key guidelines toward establishing a solid relationship between municipalities and *Allegheny Places*. There are two major challenges, however, which are as follows:

- Allegheny County has a large number of municipalities. Outreach, interaction, and agreement can be slowed to an ineffective pace when the number of jurisdictions is so great.
- Many local elected and appointed officials are volunteers and may not have had the opportunity to become well versed in the latest planning concepts and tools. Allegheny County will need to help local officials obtain a working knowledge of the Plan. Doing so will show the many advantages and opportunities that working with the County and neighboring municipalities can provide. It will also allow discussions about planning tools and programs to occur from a common basis of knowledge.

There are some methods available to help overcome these shortcomings, which include harnessing a structure for intermunicipal cooperation that already exists. Councils of Government (COGs) are organizations that bring neighboring municipalities together for common purpose and should be utilized in the implementation of *Allegheny Places*. The County understands the need for additional funding as the COGs take on new responsibilities. As the process moves forward, funding sources will be identified. In the implementation of *Allegheny Places*, COGs can play new roles. These are discussed below.

Cooperation

The Councils of Government are existing multi-municipal organizations that can potentially be an important partner in advancing the Plan’s implementation. While there are many municipalities, most are grouped together into eight COGs. In the *Allegheny Places* era, each COG area will be considered a County sub-planning area. Professional planning personnel will be assigned from County staff to provide planning assistance germane to each planning area, promote the policies of the Plan, work with local municipalities on achieving consistency with the Plan, and facilitate the operations of Places Task Forces.

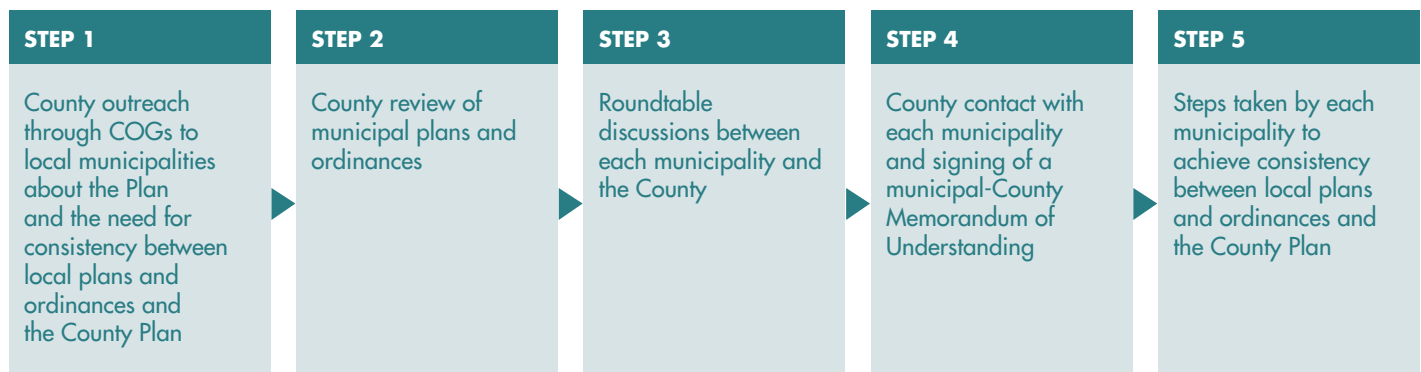
Allegheny County will work within each COG area to provide initial outreach and education about the Plan to local municipalities. As Plan implementation proceeds, the County will customize its messages about planning for each COG area.

Many of the Places identified in the Plan cross municipal boundaries. Among other things, the COGs can help to promote the cooperation of local municipalities with the County and with one another in order to make Places achieve their potential. The County will work within the COG areas to promote and support intermunicipal planning, cooperative zoning, and area master planning and design guidelines consistent with the Places defined in the Plan.

Cross-Acceptance and Consistency

Outreach and education is vital to help municipalities understand the potential that is expressed in the Plan and to explain local roles in Plan implementation. Advancing the policies of *Allegheny Places* will require that local

Figure 5.1 – The Cross-Acceptance and Consistency Process





comprehensive plans and ordinances be generally consistent with the Plan, and support the creation of new and revitalization of existing Places as directed in the Plan. Allegheny County will coordinate with the interCOG Council toward using the COG framework to gain the confidence and cooperation of local jurisdictions.

A first step will be to prepare the groundwork for a formal review of current (in general, those not more than ten years old) local plans and ordinances for their consistency with the County Plan. "Cross-acceptance" will be established in the form of a memorandum of understanding (MOU), in which municipalities agree to work with the County to implement the Plan. The MOU will outline the municipality's agreement in regard to the following points:

- Municipal support for the implementation of *Allegheny Places*
- Willingness to work with the County, the COG, and other municipal partners to implement the Plan
- Authorization for consistency reviews that will identify the manner in which local plans can be made generally consistent with the County Plan

In addition to a formal letter prepared by County technical staff, consistency reviews will include roundtable discussions among local and County representatives. The letter will summarize potential inconsistencies and/or shortcomings of current plans and ordinances, outline steps that municipalities can use to achieve consistency, and identify appropriate resources.

If the comprehensive plan and implementing ordinances of a municipality are found to be generally consistent with *Allegheny Places*, the letter will summarize the points of consistency, and outline steps that the County and municipality may take to further support and implement the Plan.

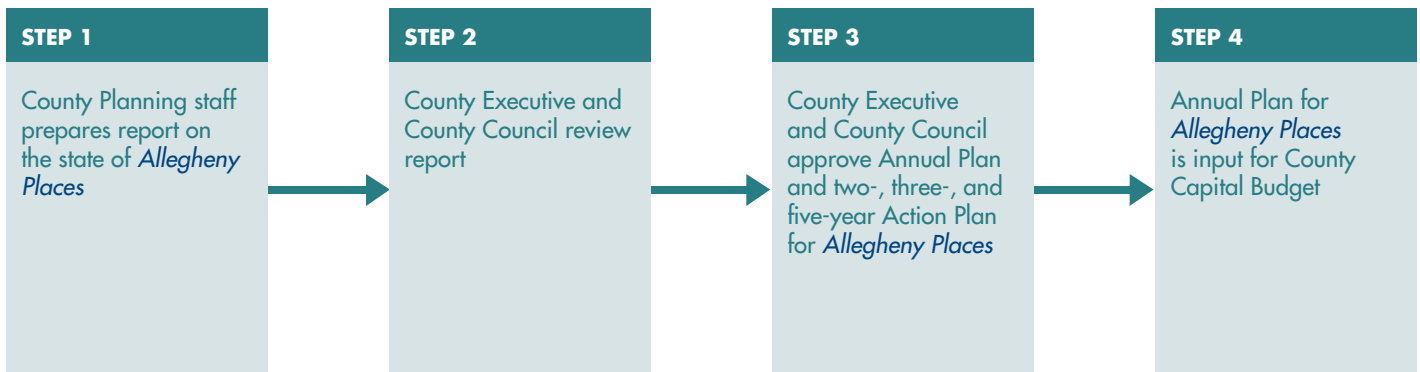
COUNTY OUTREACH TO OTHER GROUPS

While the municipalities will be critical to the Plan's ultimate implementation, there are many other groups that will be equally important partners in Plan implementation. The County will provide outreach and education about the Plan to key groups for all levels of government and other institutions that have an interest in the Plan, and/or are important for implementation. How the County would like to work with a group or institution to implement the Plan will be central to the message. Follow up information and strategy sessions will be arranged with these groups and institutions to review the Plan and discuss how best to work together in the future.

YEARLY ACTIVITIES AND PLAN UPDATES

The chief mechanism for updating *Allegheny Places* will be the Annual Review. County planning staff will prepare an annual report to the County Executive and County Council summarizing development activities in the County and progress on Plan implementation. If there are any amendments to the Plan to be considered for adoption, County Planning staff will prepare these for consideration as part of the annual report.

Figure 5.2 – The Annual Review Process



The Annual Review will, as an annual agenda item, include an Annual Plan, which outlines cross-acceptance agreements to be obtained, consistency reviews to be completed, studies to be undertaken, and other initiatives to be made over the coming year. The Annual Plan will also contain a two-, three-, and five-year Action Plan.

Capital Budget Review

The approved Annual Plan will be completed in time to be considered in the preparation of the County Capital budget. Proposed capital budget items will be reviewed by County staff for consistency with the Plan. Inconsistencies may indicate either the need for a change in the focus of expenditures, or an update to *Allegheny Places*.

ACTION PLAN FOR IMPLEMENTATION

Table 5-1 describes initial critical actions needed to implement the Plan, including internal County coordination and the addition of staff resources. Also included is enlisting the services of public and private agencies and organizations at all levels in order to coordinate policies and leverage available technical and financial resources.

THE ALLEGHENY PLACES FUND

The County's resources, including funding available through the County's general taxing powers and its special Authorities and grants from State and Federal agencies, will be applied toward the implementation of *Allegheny Places*. Many of the required implementation actions are basic commitments that adoption of a County Plan implies, such as education and outreach, cross-acceptance with local communities, and reviews of local plans and ordinances for consistency with the Plan.

Adoption of *Allegheny Places* also implies a commitment to follow through with the establishment or revitalization of Places, as designated in the Plan. Through *Allegheny Places*, the County has targeted specific locations for development and redevelopment. Allegheny County has made a commitment to these Places as the foundation for future growth and investment in the County through policy and

programming. To that end, bonds issued by the County would provide funding for economic and community development and redevelopment projects in designated Places. The Allegheny Places Fund (APF) will support the mission of implementing *Allegheny Places*.

Eligible Applicants

Applicants will be Places Task Forces, established through cooperative agreements among the County, one or more COGs, and one or more municipalities that have Memoranda of Understanding with the County. A Place Task Force would be set up for the express purpose of overseeing the planning, design, development and/or redevelopment of a Place, as designated in the Future Land Use Plan of the Comprehensive Plan.

Funding for projects is expected to be highly competitive. Projects that meet the most Plan goals will be rated highest for receipt of funds.

Eligible Project Types

- Creation and adoption of specific master/urban design plans for designated Places
- Creation and adoption of new development regulations for designated Places
- Design, production and distribution of marketing brochures to solicit private partners to participate in the development/ redevelopment of designated Places
- Pre-construction activities, including approved demolition and engineering
- Construction or rehabilitation of infrastructure
- Acquisition, development, or improvement of civic open space, trails, and greenways
- Building and/or property acquisition and/or rehabilitation



Ineligible Project Types

- Administrative or operating costs of a Place Task Force
- Maintenance or operating costs for new or existing facilities or infrastructure

Required Community Involvement

To be eligible for grants from the APF, a Place Task Force for a designated Place must be set up through an agreement among the County, the relevant COG (or COGs), and the relevant municipality (or municipalities). Membership in the Task Force should include representatives of these same

TABLE 5.1 - Action Plan for Implementation

	ACTION	TIMING
1.	Adopt <i>Allegheny Places</i>	Immediate
2.	Identify staffing required for plan implementation (coordination, consistency reviews, technical assistance) & increase planning staff as appropriate	Immediate
3.	Coordinate with all County departments regarding plan policies and implementation steps	Within 6 mos.
4.	Coordinate with all regional, state and federal agencies regarding their roles in supporting plan implementation	Within 6 mos.
5.	Coordinate with all major foundations and non-profit organizations regarding their roles in supporting plan implementation	Within 6 mos.
6.	Determine budgetary requirements and establish capital budget funding for plan implementation (staffing, programs)	Within 1 yr.
7.	Develop and deliver outreach program with COGs	Within 1 yr.
8.	Work with COGs to implement education and outreach program for municipalities	Within 1 yr.
9.	Determine method for setting priorities for implementing Places	Within 1 yr.
10.	Identify top 3 Places for early implementation	Within 1 yr.
11.	Conduct targeted municipal outreach and gain agreements for consistency reviews	Within 1 yr.
12.	Conduct consistency reviews to identify planning and regulatory needs as well as infrastructure requirements for top 3 Places for early implementation	Within 2 yrs.
13.	Gain memorandums of understanding and perform consistency reviews for 20% of municipalities	Within 2 yrs.
14.	Develop new plans and ordinances to support each of the top 3 Places for early implementation	Within 2.5 yrs.
15.	Gain memorandums of understanding and perform consistency reviews for 40% of municipalities	Within 3.5 yrs.
16.	Gain memorandums of understanding and perform consistency reviews for 60% of municipalities	Within 5 yrs.
17.	Gain memorandums of understanding and perform consistency reviews for 80% of municipalities	Within 6 yrs.
18.	Gain memorandums of understanding and perform consistency reviews for 100% of municipalities	Within 7 yrs.

groups. Meetings of the Task Force should be open to the public, advertised, with opportunities for residents of the Place and its vicinity to participate. The Task Force must be able to demonstrate to the APF that applications for funding have been preceded by publicly-advertised community meetings in which the opportunity for residents to express opinions on the types of projects to be considered for funding have occurred.

Local Match

The APF will provide no more than 75% of total project costs for any project. The local match may come from a variety of sources, both public and private, including local, state, and federal sources, school districts, public authorities, foundations, lending institutions, and private developers.

DEVELOPMENTS OF REGIONAL SIGNIFICANCE AND IMPACT

Article III, Section 301 (7) (ii), of the Municipalities Planning Code (MPC) defines Developments of Regional Significance and Impact (DRSI) as “any land development that, because of its character, magnitude or location will have substantial effect upon the health, safety, or welfare of citizens in one or more than one municipality.” The MPC specifies that a County Comprehensive Plan shall “identify current and proposed land uses which have a regional impact and significance, such as large shopping centers, major industrial parks, mines and related activities and recreational complexes, hospitals, airports and port facilities.”

Some examples of DRSIs in Allegheny County include:

- The Casino planned for the North Shore in the City of Pittsburgh
- The new Pittsburgh Penguin Arena planned for the Hill District in the City of Pittsburgh
- The recently completed Pittsburgh Mills Mall in Fraser Township
- The Wal-Mart development in Kilbuck Township (application withdrawn)

Over the planning period it is expected that there will be other development in Allegheny County with the potential to have a substantial effect on the Region; for example, the Allegheny County Riverfronts Project and proposed Greenways Network. However, it is likely that there will be

more smaller-scale developments whose potential effects are multi-municipal, rather than regional.

The MPC gives local municipalities the authority to approve subdivisions and land developments in the municipality. In Allegheny County, the county planning agency’s role is primarily advisory. The Planning Division will continue providing advisory reviews of proposed land developments, as required by the MPC. For those applications that meet the definition of a DRSI, whether regional or multi-municipal, the recommendations of Planning Division will be consistent with the goals and objectives of *Allegheny Places*.

Benchmarks to determine whether a proposed development is likely to have impacts on more than one municipality are needed. The Planning Division will consider the following criteria in reviewing potential DRSIs:

Distance of the project site from a municipal boundary;

- Size of the project (square footage of floor space, numbers of dwelling units, parking spaces, acreage);
- Use
- Height of structures;
- Extent of physical disturbance;
- Extent of excavation;
- Extent of demolition;
- Presence of historic resources;
- Presence of rare or endangered plants or wildlife;
- Presence of natural features;
- Presence of publicly-accessible open space;
- Trip generation rates (automobiles);
- Trip generation rates (trucks);
- Trip generation rates (rail and other “heavy” modes);
- Extent of stormwater runoff;
- Water consumption rates;
- Sewage generation rates;
- Noise generation rates;
- Airborne emissions generation rates;
- Extent of vibration;
- Extent of outdoor illumination.

Thresholds for the criteria and others that may be developed will be established as part of the ongoing implementation of the Plan. The findings of the Kilbuck Landslide Task Force, which was formed to investigate the causes of landslide that occurred in September of 2006, will be considered, and additional recommendations that may result from the work of the Task Force.



MODEL ZONING PROVISIONS – ACCESS MANAGEMENT

The Controlled-Access Roadway Corridor Overlay District, following, is a model zoning district potentially applicable to many municipalities in Allegheny County. It is an overlay zone, meaning that its regulations apply to a location where certain criteria have been met, and in addition to the regulations that already apply to that location based on the districts delineated on a zoning map. In this instance, the overlay applies to any location within a long, narrow strip of land that would include a thoroughfare and the area of a certain dimension on either side of it (60 feet is used in the model, but other figures could be used, such as 75 feet or 100 feet, as may be appropriate).

The text for the Controlled-Access Roadway Corridor Overlay District codifies or provides legal language for access management in a roadway corridor that should also have an access management policy guide (“access management handbook”) and “access plan” (map and an accompanying text that locates and describes all of the roadways that are planned to intersect with the thoroughfare and the planned system of feeder roads for motorists to reach the thoroughfare) associated with it.

The Access Plan is a plan adopted as part of, or as an addendum to, the Comprehensive Plan of a municipality. In fact, both the Access Management Plan and Access Plan may be considered prerequisites for the Controlled-Access Roadway Corridor Overlay District, since the text for the District specifically references both the Access Management Handbook and the Access Plan. Planning for access management, including developing an Access Management Plan and Access Plan specifically tailored to the local situation, is highly recommended, as opposed to simply trying to alter parts of the model ordinance. The PennDOT Access Management Handbook is one possible tool to use in lieu of preparing an Access Management Plan, although it may lack sufficient specificity to be completely useful in the local setting.

The text for the Controlled-Access Roadway Corridor Overlay District covers all situations where decisions concerning access to properties bordering the thoroughfare must be made in the context of zoning. These situations would include land development, change of use, change of intensity of use, change of zoning, application for building permit, application for zoning permit, application for driveway access permit, and application for certificate of occupancy.

The Controlled-Access Roadway Corridor Overlay District essentially requires that new development in the corridor gain access from the thoroughfare via Designated Intersecting Roadways, as described in the Access Plan, and not via new driveways directly from the thoroughfare. In order to gain access directly from the thoroughfare, a Conditional Use must be granted by the governing body of the municipality. This Conditional Use may be granted only when certain criteria have been met, including, among others, access arrangements that are consistent with the guidelines contained in the municipality’s adopted Access Management Handbook.



ARTICLE X: CONTROLLED-ACCESS ROADWAY CORRIDOR OVERLAY DISTRICT

X.01 Intent.

The intent of this Article to provide for reasonable access to all uses in the Controlled-Access Roadway Corridor Overlay District, while promoting a high level of safety and mobility on controlled-access roadways. More specifically, these provisions are designed to:

- A) Recognize the significance of designated roadways to carry traffic between communities and, in particular, of their role as part of the regional highway system;
- B) Allow designated roadways to function as efficient thoroughfares now and in the future;
- C) Minimize circumstances that will negatively affect the ability of designated roadways to provide safe and efficient movement of traffic;
- D) Allow for access to properties along designated roadways in accordance with access plans for each controlled-access roadway;
- E) Protect the health, safety, and welfare of all residents and visitors through the promotion of sound land development practices;
- F) Aid in the implementation of the Comprehensive Plan [and Official Map] and the attainment of its [their] goals and objectives.

X.02 Definitions.

- A) **Access Plan** – A plan adopted as part of, or as an addendum to, the Comprehensive Plan that establishes conditions of vehicular access for a controlled-access roadway.
- B) **Controlled-Access Roadway** – Any road designated as such in the Comprehensive Plan.
- C) **Controlled-Access Roadway Corridor** – A strip of land, including a controlled-access arterial road, its right-of-way, and additional area, delineated by lines parallel to the right-of-way and sixty (60) feet on either side of it.
- D) **Designated Intersecting Roadway** – A roadway that intersects with a controlled- access roadway for the purposes of serving as a feeder road to the controlled- access roadway. This roadway is designated by means of an access plan.

X.03 Applicability and Scope.

The Controlled-Access Roadway Corridor Overlay District shall apply to any controlled-access roadway corridor as designated in the Comprehensive Plan [or Official Map]. Where the requirements of the Controlled-Access Roadway Corridor Overlay District shall conflict with any requirements of the underlying zoning district, requirements of the Controlled-Access Roadway Corridor Overlay District shall take precedence.

X.04 Access to a Controlled-Access Roadway.

All vehicular access to a controlled-access roadway, except as indicated below, shall be by means of a designated intersecting roadway, in accordance with an access plan for each controlled-access roadway. No road, driveway, shared access, service road, or other access arrangement with respect to a controlled-access roadway shall be established, reconstructed, or removed without first meeting the requirements of this Article.

- A) The access plan shall be adopted as part of the Comprehensive Plan [or Official Map] and shall indicate designated intersecting roadways to a controlled-access roadway as determined by [the municipality] in consultation with the Planning Commission, the Allegheny County Planning Commission, the Pennsylvania Department of Transportation, and adjoining municipalities;
 - 1. Designated intersecting roadways shall be spaced generally at least one-half mile apart along the controlled-access roadway and shall in no case be spaced closer than one-quarter mile apart;
 - 2. The access plan shall indicate methods by which tracts that abut controlled-access roadways may achieve vehicular access by means of designated intersecting roadways. In addition, such access means may include existing roads, new roads, and new service drives;
- B) Tracts that abut controlled-access roadways may achieve emergency vehicle access from the right-of-way of a controlled-access roadway by means of a designated emergency access easement. Such access shall be permitted only in cases where a designated emergency access easement has been included as part of an approved subdivision and land development and where the easement does not include any curb cuts along the controlled-access roadway nor any type of travelway or driveway that may be used by vehicular traffic other than emergency vehicles.

X.05 Construction within Controlled-Access Roadway Corridor.

No structure other than signs, as allowed elsewhere in this Ordinance, telephone poles, and other utility structures that are not buildings, shall be permitted within the Controlled-Access Roadway Corridor. In addition, the following regulations shall govern the placement of other facilities within a Controlled-Access Roadway Corridor:

- A) No parking areas, driveways, interior roadways or display of vehicles, goods or other materials for sale, shall be located within thirty (30) feet of the right-of-way of a controlled-access roadway. This setback shall be planted in grass and landscaped with small clusters of salt tolerant trees and shrubs suitable to the underlying soils.

X.06 Nonconforming Access.

Driveways that do not conform to the regulations in this Article, and were constructed before the effective date of this Article, shall be considered legal nonconforming driveways;

- A) Loss of legal nonconforming status occurs when a nonconforming driveway ceases to be used for its intended purpose for a period of twelve (12) months or more. Any reuse of the driveway may only take place after the driveway conforms to all aspects of this Article;
- B) Legal nonconforming driveways may remain in use until such time as the use of the driveway or property is changed or expanded in number of vehicle trips per day or in the type of vehicles using the driveway. At this time, the driveway shall be required to conform to all aspects of this Article;

- C) Existing driveways that do not comply with the requirements of this Article shall be closed when an application for subdivision or land development is approved and a new means of access under this Article is granted. A closed driveway shall be graded and landscaped to conform with adjacent land and any curb cut shall be filled in;
- D) No existing driveway within the district shall be widened, unless its access to the controlled-access roadway is closed;
- E) Driveways that do not conform to the regulations in this Article and have been constructed after adoption of this Article shall be considered illegal nonconforming driveways.

X.07 Shared Access by Conditional Use.

The [governing body] is authorized to permit by Conditional Use access arrangements for properties to a controlled-access roadway that are not consistent with Section X.04 but that do incorporate the sharing of an existing driveway, subject to the following conditions:

- A) Access from the property to the controlled-access roadway by means of a designated intersecting roadway is, in the [governing body's] determination, not practicable at the time of the Conditional Use application; and
- B) Access from the property to the controlled-access roadway by means of an existing driveway to be shared by abutting properties is, in the [governing body's] determination, practicable at the time of the Conditional Use application; and
- C) The access arrangement is consistent with the guidelines contained in the [municipality's] adopted *Principles of Access Management* handbook; and
- D) The applicant and owner of an abutting property agree to an internal property circulation and parking scheme that affords vehicular movement to abutting property boundary lines and, in addition, to consent to sharing an existing access driveway; and
- E) Deed restrictions are executed and recorded that maintain sharing of the existing access driveway until such time as alternate access arrangements, consistent with the adopted Access Plan and Section X.04, above, may be implemented.

X.08 New Access by Conditional Use.

The [governing body] is authorized to permit by Conditional Use access arrangements for properties to a controlled-access roadway that are not consistent with Section X.04 and that do not involve sharing of existing driveways, subject to the following conditions:

- A) Access from the property to the controlled-access roadway by means of a designated intersecting roadway is, in the [governing body's] determination, not practicable at the time of the Conditional Use application; and
- B) Access from the property to the controlled-access roadway by means of an existing driveway to be shared by abutting properties is, in the [governing body's] determination, not practicable at the time of the Conditional Use application; and

- C) The access arrangement is consistent with the guidelines contained in the [municipality's] adopted *Principles of Access Management* handbook; and
- D) The applicant agrees to an internal property circulation and parking scheme that affords vehicular movement to abutting property boundary lines and, in addition, to consent to sharing access driveways with abutting properties when practicable; and
- E) The applicant agrees that, at such time that access from the property to the controlled-access roadway by means of a designated intersecting roadway becomes practicable, he will close any driveways installed under the Conditional Use provisions; and
- F) Deed restrictions are executed and recorded that maintain the agreements made by the applicant in Subsections D and E, above, until such time as alternate access arrangements, consistent with the adopted Access Plan and Section X.04, above, may be implemented.

MODEL ZONING PROVISIONS – TRANSIT-ORIENTED DEVELOPMENT

Transit-Oriented Development (TOD) is characterized by compact, mixed-use development centered on transit stations. Concentrating complementary residential, commercial, and office uses around transit stations in a pedestrian-friendly environment creates an efficient land use setting in support of transit usage and provides convenience, mobility, and economy for residents, employees, and visitors. The model zoning provisions for TOD, following, explicitly support the following characteristics that are typically associated with TODs:

- A mix of land uses including residential, retail, office, and civic space;
- A strong network of pedestrian connections, amenities and proximity of destinations to promote a safe, convenient, and walkable environment;
- More intense development closest to the transit facility, with a gradual reduction in intensity as one moves outwards;
- “Infilling” existing districts and neighborhoods;
- Orientation of buildings and building access to streets;
- Reduction in parking requirements where compared with conventional development;
- Balancing of land uses to maintain a steady flow of activity throughout the day and evening;
- Safe, attractive, and convenient transit stations; and
- Office and retail destinations within 1/8-mile of the transit station and the majority of residential units within 1/4-mile of the transit station. This configuration matches research that concludes that commuters will walk 1/8-mile from a transit station on a commute to work, but that they will walk a somewhat greater distance (1/4-mile) to transit stations from home.



MODEL ZONING PROVISIONS FOR ALLEGHENY COUNTY TOD PLACES

ARTICLE Y: TRANSIT-ORIENTED DEVELOPMENT DISTRICTS

Y00	General Provisions
Y01	Permitted Uses
Y02	Development Standards — Development Parcels
Y03	Development Standards — Roadways
Y04	TOD Station District
Y05	TOD Primary Pedestrian District
Y06	TOD Secondary Pedestrian District

Y00 GENERAL PROVISIONS

Y00.01 Definitions.

Unless otherwise expressly stated, the following words shall, for the purpose of this Article, have the meanings indicated:

- Cartway** The extent of a street from curb to curb, including the travelway, shoulders, and on-street parking areas.
- Neck-down** A traffic calming device, usually at intersections, in which the curb line is brought out to the edge of the travelway. The effect of a neck-down is to reduce the effective width of the street for pedestrians, while maintaining the width of the street for the movement of traffic.
- Primary pedestrian frontage** A streetscape in which the front façades of buildings are constructed up to the street right-of-way and for which there are no building setbacks.
- Right-of-way** A strip of land occupied by a street, including its cartway, boulevard, and sidewalks.
- Streetscape** The area between building façades on either side of a street or between properties on either side of a street, encompassing its cartway, boulevards, sidewalks, setbacks, and property façades or frontages.
- TOD station district** A zoning district in the immediate vicinity of a transit station and encompassing lands generally within 1/8-mile of the transit station.
- TOD primary pedestrian district** A zoning district adjacent to a TOD Station District and encompassing lands generally with 1/4-mile of a transit station.
- TOD secondary pedestrian district** A zoning district adjacent to a TOD Primary Pedestrian District and encompassing lands generally with 1/2-mile of a transit station.
- Traffic calming** Physical measures taken within the right-of-way of a street that have the effect of increasing pedestrian safety. Traffic calming may be achieved by devices that lessen pedestrians' exposure to vehicles, increase pedestrians' visibility to motorists, reduce vehicular speeds, or have a combination of these effects.

- Transit station** A location for passenger boarding and alighting from public transportation vehicles traveling on fixed guideways, including rail stations.
- Travelway** The lanes of a street for moving traffic and any shoulders between the lanes and on-street parking areas.

Y00.02 Permitted Uses.

Uses are Permitted by Right, as Special Exceptions, and as Conditional Uses in transit-oriented development districts in accordance with Section Y01.

Y00.03 Conditional Uses.

The [governing body] is authorized to grant Conditional Uses for uses specified in Section Y01 in accordance with Article ____ and for applications meeting the following criteria:

- A) The use shall not generate high levels of vehicular traffic, nor noise, noxious odors, air pollution, or glare;
- B) The manner, location, and hours of operations and of deliveries to the premises shall be compatible with the daily cycle of active and quiet periods associated with any adjacent or nearby residential uses;
- C) The use shall complement other uses in the district, creating a mixed-use character that contributes toward an increased rate of pedestrian access to local services, including transit, minimized auto-trip generation, and additional security for district businesses;
- D) Additional Conditional Use criteria specified in Sections of this Article are met, when appropriate.

Y00.04 Accessory Uses.

Accessory uses are permitted in accordance with Article ____.

Y00.05 Buffers.

Buffers shall be provided in accordance with Article ____.

Y00.06 Signs.

Signs shall be in accordance with Article ____.

Y00.07 Sewer and Water Facilities.

All development in transit-oriented development districts shall be served by central water and sanitary sewer facilities acceptable to the [governing body] and subject to the approval of the Pennsylvania Department of Environmental Protection or its successor agency and the appropriate municipal authority providing water or sewer facilities.

Y00.08 Performance Standards.

Any activity or use in transit-oriented development districts shall comply with the performance standards of Article ____.

Y00.09 Street and Parcel Layout.

Transit-oriented development districts shall consist of an interconnected grid or modified grid layout of streets with development parcels generally bounded by streets formed as part of this layout. Rights-of-way and streets shall be in accordance with Section Y03.

Y00.10 Pedestrian and Bicycle Orientation.

Transit-oriented development districts shall facilitate pedestrian and bicycle access to the transit station and a high level of mobility throughout TOD districts. Sidewalks and bike lanes shall be provided in accordance with Section Y03. Additional routes for pedestrians and cyclists, such as mid-block cut throughs and all-weather trails, shall also be provided. Intersection neck-downs shall be provided wherever feasible. Traffic calming techniques shall be employed to promote pedestrian safety.

Y00.11 Use Mix.

Transit-oriented development districts shall consist of a mix of land uses. TOD Station Districts shall substantially comprise street-level shops, with office and residential uses above. TOD Primary Pedestrian Districts shall substantially comprise residential uses with retail uses oriented to local residents. TOD Secondary Pedestrian Districts shall comprise a mix of residential, retail, and other uses. Institutional uses, ranging from community centers and post offices to day-care centers, schools, and libraries, are recommended in transit-oriented development districts and strongly recommended in TOD Station Districts.

Y00.12 Transit Station.

Transit stations shall be located centrally within a TOD Station District, with a high degree of accessibility, surrounded by a closely-related mix of retail, office, and residential uses. Transit stations shall provide covered platforms and bicycle storage space for transit patrons. Access, drop-off, and waiting opportunities for rubber-tired transit vehicles (feeder bus, shuttle bus) and other vehicles (private auto, taxi) shall be provided. Civic open space shall be provided adjacent to the transit station.

Y00.13 Parking and Loading.

On-street parking is required in accordance with Section Y03. Off-street parking and loading shall be provided in accordance with Article _____. On-street parking spaces located within five hundred (500) feet of a use may be credited toward required off-street parking spaces as specified in Article _____. Off-street parking should take the form of small lots behind buildings and as part of structures containing other uses, such as retail, residential, and office uses.

Y00.14 Open Space.

Linear open space corridors shall be provided to facilitate pedestrian and bicycle connections to the transit station as well as from TOD Station Districts to TOD Primary Pedestrian Districts and TOD Secondary Pedestrian Districts. Non-linear open space in TOD Station Districts shall be usable for civic and community functions. TOD Primary Pedestrian Districts

shall contain open space areas for passive recreation and tot-lots. TOD Secondary Pedestrian Districts shall contain substantial open space areas for active and passive recreation. Open space shall protect natural features, including floodplains, wetlands, and tree masses.

Y00.15 Natural and Landscaped Areas.

Except as provided for in specific sections of this Article, all portions of a tract not occupied by buildings and required improvements shall be maintained as landscaped areas consisting of natural environmental features and/or planted vegetation.

MODEL ZONING PROVISIONS FOR ALLEGHENY COUNTY TOD PLACES

Section Y01: Permitted Uses – Transit-Oriented Development Districts

Use Classification	DISTRICTS		
	STN.	PP	SP
Use Classification			
1. Stores and personal service shops dealing directly with customers	P	P	SE
2. Restaurants or other similar establishments, but excluding drive-in facilities	P	P	CU
3. Banks, but excluding drive-in facilities	P	P	CU
4. Cinemas or similar recreational or cultural establishments	P	P	CU
5. Exercise or fitness facilities	P	P	SE
6. Studios for dance, art, music or photography	P	P	SE
7. Nursery schools or day care centers	P	P	SE
Business or professional offices, including:			
1. Operations designed to attract and serve customers or clients on the premises, such as the offices of physicians, lawyers, other professions, veterinarians (but excluding animal boarding facilities), insurance and stock brokers, travel agents, & government entities	P	P	CU
2. Operations designed to attract little or no customer or client traffic other than employees of the entity operating the principal use	P	P	CU
Hotels, motels or inns	P	CU	
Bed & breakfast establishments	P	P	P
Lawn and garden centers			CU
Not-for-profit museums, libraries or other educational, cultural, religious, civic or philanthropic uses of a similar nature	P	P	CU
Public or private not-for-profit open space and recreation uses	P	P	P
For-profit open space and recreation uses		CU	P
Transit stations or public utility facilities	P	P	P
Animal hospital, veterinarian, or kennel		P	CU
Single-family detached residential dwellings (SFD)			P
Two-family residential dwellings (2F)		CU	P
Single-family attached residential dwellings (SFA)		P	P
Multi-family residential dwellings (MF)	P	P	P
Residences, in mixed-use commercial-residential or institutional-residential buildings	P	P	SE
Drive-in facility			CU
Non-accessory antennas			CU
Public garage, motor-vehicle sales, service or repair shop, gasoline service station and motor vehicle parking lot		CU	CU

P Permitted
STN. Station District

SE Special Exception
PP Primary Pedestrian District

CU Conditional Use
SP Secondary Pedestrian District

MODEL ZONING PROVISIONS FOR ALLEGHENY COUNTY TOD PLACES

Section Y02: Development Standards – Transit-Oriented Development Districts

Standards	DISTRICTS		
	STN.	PP	SP
Maximum Tract Density (floor-area ratio[FAR])	1.2	0.8	0.6
Minimum Tract Density (floor-area ratio[FAR])	0.6	0.4	-
Maximum Tract Density (units per developable acre)	40	20	7
Minimum Tract Density (units per developable acre)	25	10	-
Minimum Tract Area (square feet)	1,000	2,500	5,000
Maximum Building Coverage (% of tract)*	55	45	35
Maximum Impervious Coverage (% of tract)	65	55	45
Central Water & Sewer Facilities Required	Yes	Yes	Yes
Maximum Height - Principal Structures (feet)	65	45	35
Minimum Height - Principal Structures (feet)	35	25	-
Maximum Height - Accessory Structures (feet)	45	50% height of tallest principal structure	16
Minimum Lot Width at Right-of-Way Line (feet)	20	20	20
Minimum Lot Width at Building Setback Line (feet)	20	20	30
Minimum setbacks from streets (feet):			
■ Any building face to arterial street ultimate right-of-way	0	0	20
■ Any building face to collector or local street ultimate right-of-way	0	0	10
■ Any building face to common parking area	5	5	10
■ Surface parking areas to arterial street ultimate right-of-way	20	20	30
■ Surface parking areas to collector street ultimate right-of-way	10	10	15
■ Surface parking areas to local street ultimate right-of-way	10	10	10
Maximum setbacks from streets (feet):			
■ Any building face to arterial street ultimate right-of-way	5	10	-
■ Any building face to collector or local street ultimate right-of-way	0	5	-
Minimum principal structure setbacks from tract perimeter (excluding street frontages) (feet):			
■ From other like-zoned tracts	5	5	10
■ From other district boundary lines	10	10	15
Minimum principal building spacing (feet):			
■ Window wall to windowless wall	20	20	20
■ Window wall to window wall			
a) Front to front	40	40	50
b) Rear to rear	35	35	45
c) End to end	25	25	35
d) Front to rear	40	40	50
e) Front to end	40	40	50
f) Rear to end	35	35	45

* Excluding parking structures required to meet minimum off-street parking requirements.

MODEL ZONING PROVISIONS FOR ALLEGHENY COUNTY TOD PLACES

Section Y03: Development Standards – Transit-Oriented Development Districts Roadway Types

Standards	ROADWAY TYPES					
	Arterial	Collector	Boulevard	Mixed Use	Residential	Alley
Function	As per Place Master Plan					
Design Speed	40	30	30	25	25	15
Right-of-Way Width (feet)	86	64	78	64	52	18
Paved Width (Cartway) (feet)	66	44	22 x 2 = 44	44	24 – 28	18
Parking, both sides	Yes	Yes	Yes	Yes	Yes *	No
Parking, one side	No	No	No	No	Yes **	No
Concrete or Granite Curbing	Yes	Yes	Yes	Yes	Yes	No
Central Landscaped Area (14-foot-wide boulevard)	No	No	Yes	No	No	No
Side Landscaped Areas (5 feet between cartway & sidewalks)	Yes	Yes	Yes	Yes	Yes	No
Sidewalks (both sides)	Yes	Yes	Yes	Yes	Yes	No
Bikeways (both sides)	Yes	Yes	Yes	Yes	No	No
Street Lights (both sides)	Yes	Yes	Yes	Yes	Yes	One Side
Street Lights -- Maximum Height (feet)	16	16	16	16	16	16
Street Lights -- Maximum Spacing (one side) (feet)	90	80	70	60	60	60
Shade (Street) Trees (both sides)	Yes	Yes	Yes + Blvd.	Yes	Yes	No
Shade (Street) Trees -- Maximum Spacing (one side) (feet)	80	70	60	40	40	-

* 28-foot-wide cartway
 ** 24-foot-wide cartway

Y04 TOD STATION DISTRICT

Y04.01 Intent.

The intent of the TOD Station district is to provide for the combining of offices, stores and shops, hotels and inns, higher-intensity residential uses, and civic, public, and semi-public uses in a closely-knit walking precinct at transit stations. It is the purpose of these regulations to encourage a diversification of uses in each TOD Station district and to promote close interrelationships among different uses; high-quality, visually-attractive, and environmentally-responsible site design and buildings; efficient circulation systems; conservation of land and energy resources; reduced rates of auto-trip generation; and increased opportunities for pedestrian circulation. In addition, the specific intent of the district is to:

- A) Encourage the development of land and buildings at transit stations for a variety of uses, either individually or together within the same building, for compatible mixed-use developments;
- B) Permit the development of functionally-related land uses in a manner that is supportive of transit usage and that is more efficient, environmentally-sensitive, and mutually-supporting than conventional sprawling, strip-type, low-intensity suburban development;
- C) Maximize transit patronage and minimize auto-trip generation through maximizing opportunities for pedestrian mobility to transit and pedestrian movement and patronage of multiple facilities in a development district that emphasizes the interrelationship of uses and structures;
- D) Establish a framework for development that anticipates and encourages the necessary conditions for a high level of transit utilization and pedestrian circulation;
- E) Provide for civic, public, and semi-public uses, including exterior common use areas, convenient to office and commercial concentrations, so as to function for the general benefit of the community as places for relaxation, recreation, and social activity;
- F) Enhance the functional values of natural and landscaped areas for developed areas, including groundwater recharge, runoff control, and microclimate moderation.

Y04.02 Permitted Uses.

Uses are Permitted by Right, as Special Exceptions, and as Conditional Uses in TOD Station districts in accordance with Section Y01.

Y04.03 Development Standards.

Uses shall occur in accordance with the standards of Section Y02.

Y04.04 Pedestrian Frontages.

At least seventy-five percent (75%) of streetscapes in TOD Station districts shall be primary pedestrian frontages.

Y04.05 Building Size and Spacing.

The greatest dimension of a structure, measured parallel to exterior walls, shall not exceed two hundred (200) feet. The minimum distance between structures shall be ten (10) feet, except that all structures connected by a common roof line or effectively connected by means of intervening covered areas shall be considered as one (1) structure.

Y05.06 Orientation of Retail and Service Commercial Premises.

Patron access to commercial premises shall be by way of a door or similar opening giving access directly from the sidewalk along the front of the property or directly from the street right-of-way.

Y04.07 Pedestrian Circulation Provisions for Natural and Landscaped Areas.

Natural and landscaped areas, as provided for in Section Y00.15, shall predominantly consist of natural environmental features or planted and maintained vegetation, but up to twenty percent (20%) of the total area may also consist of exterior common use areas such as pedestrian paths, sidewalks, plazas, courtyards, and recreational amenities. Whenever practicable, ground surfaces in common use areas shall be constructed of pavers in a sand setting bed with permeable joints, or similar partly-pervious surface treatments.

Y05 TOD PRIMARY PEDESTRIAN DISTRICT

Y05.01 Intent.

The intent of the TOD Primary Pedestrian district is to provide for the combining of medium-high intensity, residential uses, stores and shops, offices, and civic, public, and semi-public uses in a closely-knit walking precinct close to transit stations. It is the purpose of these regulations to encourage a diversification of uses in each TOD Primary Pedestrian district and to promote close interrelationships among different uses; high-quality, visually-attractive, and environmentally-responsible site design and buildings; efficient circulation systems; conservation of land and energy resources; reduced rates of auto-trip generation; and increased opportunities for pedestrian circulation. In addition, the specific intent of the district is to:

- A) Encourage the development of land and buildings close to transit stations for a variety of uses, either individually or together within the same building, for compatible mixed-use developments;
- B) Permit the development of functionally-related land uses in a manner that is supportive of transit usage and that is more efficient, environmentally-sensitive, and mutually-supporting than conventional sprawling, strip-type, low-intensity suburban development;
- C) Maximize transit patronage and minimize auto-trip generation through maximizing opportunities for pedestrian mobility to transit and pedestrian movement and patronage of multiple facilities in a development district that emphasizes the interrelationship of uses and structures;
- D) Establish a framework for development that anticipates and encourages the necessary conditions for a high level of transit utilization and pedestrian circulation;

- E) Provide for public and semi-public uses, including exterior common use areas, convenient to medium-high density residential concentrations, so as to function for the general benefit of the community as places for relaxation, recreation, and social activity;
- F) Enhance the functional values of natural and landscaped areas for developed areas, including groundwater recharge, runoff control, and microclimate moderation.

Y05.02 Permitted Uses.

Uses are Permitted by Right, as Special Exceptions, and as Conditional Uses in TOD Primary Pedestrian districts in accordance with Section Y01.

Y05.03 Development Standards.

Uses shall occur in accordance with the standards of Section X02.

Y05.04 Pedestrian Frontages.

At least fifty percent (50%) of streetscapes in TOD Primary Pedestrian districts shall be primary pedestrian frontages.

Y05.05 Retail and Service Commercial Uses.

Retail and service commercial uses shall be contained in multistory, mixed-use structures with retail and service commercial uses on the ground level and office and/or dwellings on the upper levels. The greatest dimension of a structure, measured parallel to exterior walls, shall not exceed two hundred (200) feet. The maximum ground level footprint of a retail and service commercial building shall be twenty thousand (20,000) square feet. The minimum distance between structures shall be ten (10) feet, except that all structures connected by a common roof line or effectively connected by means of intervening covered areas shall be considered as one (1) structure.

Y05.06 Orientation of Retail and Service Commercial Premises.

Patron access to commercial premises shall be by way of a door or similar opening giving access directly from the sidewalk along the front of the property or directly from the street right-of-way.

Y05.07 Pedestrian Circulation Provisions for Natural and Landscaped Areas.

Natural and landscaped areas, as provided for in Section Y00.15, shall predominantly consist of natural environmental features or planted and maintained vegetation, but up to twenty percent (20%) of the total area may also consist of exterior common use areas such as pedestrian paths, sidewalks, plazas, courtyards, and recreational amenities. Whenever practicable, ground surfaces in common use areas shall be constructed of pavers in a sand setting bed with permeable joints, or similar partly-pervious surface treatments.

Y06 TOD SECONDARY PEDESTRIAN DISTRICT

Y06.01 Intent.

The intent of the TOD Secondary Pedestrian district is to provide for the combining of moderate-intensity residential uses, stores and shops, offices, and civic, public, and semi-public uses in areas near to transit stations. It is the purpose of these regulations to encourage a diversification of uses in each TOD Secondary Pedestrian district and to promote close interrelationships among different uses; high-quality, visually-attractive, and environmentally-responsible site design and buildings; efficient circulation systems; conservation of land and energy resources; reduced rates of auto-trip generation; and increased opportunities for pedestrian circulation. Furthermore, it is the intent to:

- A) Establish or reinforce moderate-intensity, mixed-use areas, following the precedent of traditional towns, by keeping a variety of different, reasonably-compatible uses together in a closely-knit setting;
- B) Provide for convenient, local services for residents living in and near to these areas and opportunities for short-distance trips by automobile or alternate means, such as by bicycle or on foot;
- C) Encourage the use of transit;
- D) Allow for moderate-intensity commercial uses where more intensive commercial use would have adverse effects on adjacent and neighboring residential areas;
- E) Minimize auto-trip generation through maximizing opportunities for pedestrian movement and patronage of multiple facilities in a development district that emphasizes the interrelationship of uses and structures;
- F) Establish a framework for development that anticipates and encourages the necessary conditions for a high level of pedestrian circulation.
- G) Enhance the functional values of open space and landscaping for developed areas, including groundwater recharge, runoff control, microclimate moderation, noise attenuation, and visual buffering.

Y06.02 Permitted Uses.

Uses are Permitted by Right, as Special Exceptions, and as Conditional Uses in TOD Secondary Pedestrian districts in accordance with Section Y01.

Y06.03 Development Standards.

Uses shall occur in accordance with the standards of Section X02.

CRITERIA FOR CONSISTENCY REVIEW – A CHECKLIST FOR ACED STAFF USE

LAND USE

Local Comprehensive Plans, Area Master Plans, and Ordinances

Is it generally consistent with the Future Land Use Plan's distribution of land uses?

Does it recognize and support the Future Land Use Plan's designation of Places, infill areas, conservation areas, and parks, open space, and greenways?

Does it provide for relatively-dense, mixed-use, walkable, and transit-friendly districts? [Not every plan or ordinance will need to do this but, central as the question is to *Allegheny Places* generally, it ought at least to be asked.]

Land Developments

If the use is an "urban" use (residential, commercial, industrial, institutional), is it proposed for a location consistent with where the Future Land Use Plan directs such uses (ie Places or infill areas)?

Is the intensity of use and size of project proposed consistent with the Future Land Use Plan's directing of major (intense, large) development to Places (i.e. major new developments not directed to infill areas)?

Is it a Development of Multi-Municipal Impact (DMMI)?

Will the use contribute to the revitalization of existing developed areas, or, if not, will it contribute to the development of a relatively-dense, mixed-use, walkable, and transit-friendly Place?

Does the proposal mix uses, or, if not, does it positively contribute uses that will, together with existing and prospective development, form a mixed-use neighborhood, district, or Place?

Is the use accessible to transit, pedestrians, and cyclists? If not, does it, through its features, anticipate and accommodate these modes being provided in the short- and/or medium-term future?

ECONOMIC DEVELOPMENT

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it provide a variety of locations and opportunities for employment, and respond to and accommodate current and prospective trends in business and industry?

Does it provide for a balance of housing and jobs?

Does it provide for close home-work linkages, including employment within walking distance of housing?

Land Developments

Does it provide for the kinds of jobs that match the skills of the resident labor force?

Is it supportive of the Comprehensive Plan's endorsement of mixed-use development?

Does it address the home-work commute? Does it anticipate and accommodate employee and visitor access by multiple modes from the region?

Does it anticipate and accommodate access by the resident labor force, including pedestrians, cyclists, and transit users?

Does it address the needs of employees for services during the workday, including retail services, day care, and recreation?

Are the impacts reasonable? Is the site appropriate for the use?

Does it anticipate and accommodate additional uses (residential, commercial, industrial, institutional) that may follow its implementation?



HOUSING

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it provide for a variety of housing opportunities, including affordable housing, to meet the needs of residents as they move through the life cycle?

Are there adequate areas to accommodate single-family detached, single-family attached, and multi-family units?

Do at least some districts allow for small-lot single-family detached units?

Is there provision for units for residents with specialized needs in housing?

Are accessory apartments permitted?

Do at least some districts allow for a wide range of housing types by right (versus special exception or conditional use)?

Are mixed-use developments encouraged?

Land Developments

Does it meet a local need for certain types of housing? An area need? A regional need?

Does it contribute toward a balance of uses (residential, commercial, industrial, institutional) in the community?

Does it contribute toward a balance of types of residential units in the community?

Does it provide work-live units?

Does it contain a mix of uses so that, for example, residents can reach retail services without making vehicular trips?

Does it have mixed-use buildings, so as to maximize residents' convenience to services?

Do residents have convenient opportunities to reach destinations (jobs, school, day care, shopping, recreation) by means other than private vehicles?

Is the development connected to the greenway system by an open space linkage? By some other means?

PARKS, RECREATION, OPEN SPACE, AND GREENWAYS

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it accommodate the range of spaces, facilities, and programs outlined for the type of community (small, mature suburban, rapidly-growing edge, urban) in the Comprehensive Plan?

Does it provide strategies to achieve the range of spaces, facilities, and programs outlined for the type of community (small, mature suburban, rapidly-growing edge, urban) in the Comprehensive Plan?

Does it acknowledge a need to conserve open space and identify strategies to do it?

Does it recognize the countywide greenway system and support its implementation?

Land Developments

Are there appropriate facilities to accommodate the recreation and open space needs of the expected population? If not, will the developer contribute financially or otherwise to off-site accommodation of recreation and open space needs of the expected population?

Is the open space distributed logically throughout the development and are spaces linked to one another? Is there a means to circulate conveniently and safely within the open space and within the development on foot? By bicycle?

Is the development connected to the greenway system by an open space linkage? By some other means?

RESOURCE EXTRACTION

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it address the issue of mitigating effects of resource extraction, if applicable?

Land Developments

Will land development contribute positively to cleanup of mined areas?

AGRICULTURE

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it support agriculture as a viable economic activity, if applicable?

Land Developments

Does it threaten or support maintenance of economically-viable agricultural activities?

COMMUNITY FACILITIES

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it make provision for needed services and facilities?

Does it encourage sharing of services among providers?

Land Developments

Is it visible to its expected users? Is it easily found?

Is it accessible to its expected users by various means (vehicular, transit, pedestrian, bicycle)?

Is it accessible to its expected users, based on personal levels of mobility?

Will it provide multiple services at one location? Does it anticipate and accommodate expansion of services and of floor area?

TRANSPORTATION

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it provide for mobility by a variety of means (car, truck, rail, boat, air, transit, pedestrian, bicycle)?

Does it link Places, as designated in the County Comprehensive Plan?

Does it advocate 'complete streets', transit use, trails and other means for bicycle and pedestrian mobility?

Land Developments

What are its trip generation rates (automobiles, trucks, other)? Is there a traffic impact study? How will trips be accommodated? Is there a strategy to reduce automobile trip generation?

Does it have a grid or modified-grid systems of streets for multi-modal mobility?

Does it have 'complete streets', with sidewalks, crosswalks, landscaping, pedestrian-oriented lighting, provisions for transit stops and bicycle movement, and, in most cases, on-street parking?



UTILITIES

Local Comprehensive Plans, Area Master Plans, and Ordinances

Are utility extensions and expansions consistent with the Future Land Use Plan?

Does it address the need to conserve and protect water supplies?

Does it address the problem of stormwater management? Solid waste disposal? Sanitary sewer?

Does it support regionalization and shared use of utility assets?

Land Developments

What is its rate of stormwater generation? How does it address stormwater runoff?

What is its rate of water consumption? How is water conservation addressed?

What is its rate of solid waste generation? How is recycling and solid waste disposal handled?

ENVIRONMENTAL

Local Comprehensive Plans, Area Master Plans, and Ordinances

Is development directed to appropriate locations, in conformance with the Future Land Use Plan?

Does it address methods to reduce airborne emissions?

How are surface and ground water resources protected? Waterways and wetlands?

Land Developments

Is it designed so as to minimize impacts on environmentally-sensitive areas? What is the extent of natural features? Rare or endangered plants or wildlife?

Are physical disturbance and excavation minimized?

What are the rates of noise generation? Airborne emissions? Vibration?

What is the extent of outdoor illumination?

HISTORIC AND CULTURAL RESOURCES

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it protect historic and cultural resources, including viewsheds and corridors? How?

Does it promote historic and cultural resources? How?

Land Developments

Does it contribute to saving a resource from demolition or loss by neglect?

Does it contribute to the long-term protection of resources?

If adaptive reuse is proposed, is the extent and type of change appropriate?

ENERGY CONSERVATION

Local Comprehensive Plans, Area Master Plans, and Ordinances

Does it promote compact, mixed-use centers that allow for less use of the automobile, especially designated Places?

Does it promote reinvestment and adaptive reuse in existing centers?

Does it promote mobility by transit?

Does it promote alternative fuels? 'Green' buildings?

Land Developments

Is it a compact, mixed-use, walkable, bikable, and transit-friendly layout?

Is there a mix of residential and employment space, so that at least some workers can walk to their jobs?

Are there live-work units?

Are attached dwellings, multi-family residences, and multiple-unit structures present?

Are there shade trees? Any 'green' buildings?



TABLE 5.2 – Implementation Strategy for Allegheny Places

LAND USE				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Create Places that emphasize community.	1. Formulate master/urban design plans that incorporate mixed-use buildings, civic space, community facilities, and ‘complete’ streets, including sidewalks, crosswalks, landscaping, pedestrian-oriented lighting, transit stops, bicycle lanes, and on-street parking.	<ul style="list-style-type: none"> • Places Task Forces • Allegheny County Planning • COGs • Local Governing Bodies 	<p>High-priority Places – Now.</p> <p>Other Places – as set by schedule for Places development.</p>	Consultant fees to prepare Places plans. and Places regulations.
	2. Adopt new development regulations for each Place to achieve a mixing of uses and use tools such as form-based zoning and design controls to gain pedestrian-scaled settings and land development plans that follow through on the guidelines of the master/urban design plans.	<ul style="list-style-type: none"> • Places Task Forces • Local Governing Bodies • Allegheny County Planning • COGs 	When master/urban design plans are in final draft form.	Consultant fees to prepare Places regulations.

LAND USE				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
B. Direct development, redevelopment and conservation to Places identified on the Future Land Use map.	1. Devise focused master/urban design plans and new zoning district regulations for Places.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Places Task Forces • Local Governing Bodies • DCED • Other State Agencies 	<p>High-priority Places – Now.</p> <p>Other Places – as set by schedule for Places development.</p>	Consultant fees to prepare Places plans and Places regulations.
	2. Produce and distribute marketing brochures to solicit private partners to participate in the development/redevelopment of Places.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Places Task Forces • Local Governing Bodies • Other ACED 	When master/urban design plans are in final draft form.	Consultant fees to prepare brochures.
	3. Review and approve land development plans for Places.	<ul style="list-style-type: none"> • Places Task Forces • Local Planning Commissions • Local Governing Bodies • Allegheny County Planning • PennDOT, DEP, other State Agencies 	When final land development plans are ready.	Some review costs may be passed on to developers.
	4. Construct land developments in Places.	<ul style="list-style-type: none"> • Developers • Local Governing Bodies • PennDOT 	When final land development plans are approved.	Developers, possibly PennDOT and/or others.

LAND USE				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
C. Ensure that new development occurring outside of designated Places and Infill Areas is beneficial and necessary.	Coordinate Community Development Block Grant (CDBG) funding with infill areas identified on the Future Land Use map.	<ul style="list-style-type: none"> Allegheny County 	Now	Agency staff time, for the most part.
D. Encourage transit-oriented development.	Provide new and/or upgraded transit service for Places, including internal circulation and connections to external destinations.	<ul style="list-style-type: none"> Port Authority TMA's Allegheny County Planning COGs Places Task Forces 	In time for first new occupants and thereafter.	Developer or corporate entity may pay for internal service.

LAND USE				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
E. Promote municipal consistency with <i>Allegheny Places</i> .	1. Plan together, using the COGs structure as a mechanism for intermunicipal consultation, cooperation, and consensus-building, with the involvement of the County, State, and other planning partners, as appropriate.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Local Governing Bodies • DCED • Other State Agencies • Other Planning Partners 	Now	Agency staff time, for the most part.
	2. Determine the Places that should be high-priority ones and for which focused master/urban design plans need to be prepared.	<ul style="list-style-type: none"> • Allegheny County Planning • Other ACED • COGs • Local Governing Bodies 	Now	Agency staff time, for the most part.
	3. Establish Places Task Forces for each high-priority Place, to oversee the preparation of focused master/urban design plans.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Local Governing Bodies 	Now + 6 mos.	Agency staff time, for the most part.
	4. Limit the amount, extent, and intensity of new development outside designated Places.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Local Governing Bodies • DCED, PennDOT, DEP • Other State Agencies 	Now	Agency staff time, for the most part.
	5. Work to establish the interconnecting greenway network of the Future Land Use Plan.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Local Governing Bodies • DCNR, DEP, DCED • Other Planning Partners 	Now	Possible purchase of easements for public access.

HISTORIC AND CULTURAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Promote and protect historic and cultural resources.	1. Establish a Historic Resources volunteer committee with one Planning Division employee to be responsible for overseeing the implementation of the Historic & Cultural Resources Plan.	<ul style="list-style-type: none"> Allegheny County Planning Division 	Short-Term (1-2 years)	Dependent on existing staff or new hire
	2. Conduct a comprehensive county survey of historic sites.	<ul style="list-style-type: none"> Historic Resources Committee Historic Preservation Organizations Local foundations and State agencies (funding) 	Short-Term	\$5,000 to \$10,000 per year
	3. Work with the Local Government Academy to provide education and training to elected officials on the importance of historic and cultural resources.	<ul style="list-style-type: none"> Historic Resources Committee Local Government Academy 	Short-Term	N.A.
	4. Promote historic resources in the County through brochures, historic tour opportunities, a news campaign, and County website.	<ul style="list-style-type: none"> Historic Resources Committee (create the brochures, lead tours, etc.) Allegheny County Department of Computer Services (update website) Local Foundations, state agencies and private partners (supply funding) 	Medium-Term (3-5 years)	\$5,000 to \$10,000 yearly
	5. Provide development incentives to preserve resources such as density bonuses, grants for preservation from a municipal or outside source, or tax incentives (i.e. donating property or easement).	<ul style="list-style-type: none"> Municipalities Allegheny County Economic Development Foundations, Private Partners 	Medium-Term	Dependent on the incentive
	6. Work with municipalities to establish historic districts under the Historic District Act and/or the MPC, by utilizing historic district ordinances available through PHMC or Allegheny County.	<ul style="list-style-type: none"> Historic Resources Committee Allegheny County Planning Division 	Medium-Term	N.A.

HISTORIC AND CULTURAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
	7. Apply to become a <i>Preserve America</i> Community, and incorporate their goals into the revitalization of the <i>Allegheny Together</i> Communities.	<ul style="list-style-type: none"> • <i>Allegheny Together</i> Staff 	Medium-Term	N.A.
	8. Update the Historic & Cultural implementation strategies after completing the historic resource survey, and with input from the County's citizens, municipalities, historical societies, and other preservation-oriented groups.	<ul style="list-style-type: none"> • Historic Resources Committee 	Medium-Term	N.A.
B. Utilize cultural resources as a tool to stimulate economic development.	1. Identify heritage tourism opportunities in Allegheny County.	<ul style="list-style-type: none"> • Historic Resources Committee 	Short-Term	N.A.
	2. Market historic and cultural resources as a feature of new and revitalizing Places.	<ul style="list-style-type: none"> • Historic Resources Committee (create the marketing materials) • Municipalities (utilize marketing materials when developing Places) • COGs (utilize marketing materials when developing Places) 	Medium to Long Term (3+ years)	N.A.
C. Encourage cooperation between historical and cultural organizations throughout the County.	Work with the Councils of Government (COGs) to attend one of their municipal meetings yearly to educate municipalities on incentives for historic properties.	<ul style="list-style-type: none"> • Historic Resources Committee 	Short-Term	N.A.

HISTORIC AND CULTURAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
D. Protect historic landscapes including viewsheds and corridors.	1. Identify additional Heritage Park tourism opportunities in the region.	<ul style="list-style-type: none"> • Historic Resources Committee • Surrounding Counties 	Short-Term	N.A.
	2. Apply for funding from PA Department of Conservation and Natural Resources for identified Heritage Park opportunities.	<ul style="list-style-type: none"> • Historic Resources Committee 	Medium to Long Term	N.A.

ECONOMIC DEVELOPMENT

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Prioritize development and redevelopment in accordance with the Guiding Principles.	Use public and foundation funding and technical assistance to support investment in these locations.	<ul style="list-style-type: none"> Federal, State, Regional, County, & Local Governments Foundations Other Planning Partners 	Thru planning period	Mixture of public & private funding.
B. Target investment to increase job opportunities where low- and moderate-income people live.	Direct public funding to appropriate locales; guide foundation and private funding as well.	<ul style="list-style-type: none"> Federal, State, Regional, County, & Local Governments Foundations Other Planning Partners 	Thru planning period	Mixture of public & private funding.
C. Match development types to Places identified in the Future Land Use Plan.	Follow Plan recommendations by type of Place.	<ul style="list-style-type: none"> Allegheny County Planning Allegheny Co. Economic Dvlp. Places Task Forces Local Governing Bodies COGs DCED 	Thru planning period	Agency staff time, for the most part.
D. Support and recruit industry targets identified in the Future Land Use Plan.	Follow Plan recommendations to encourage 'driver' industries.	<ul style="list-style-type: none"> Allegheny Co. Economic Dvlp. Allegheny County Planning 	Thru planning period	Agency staff time, for the most part.
E. Work with the educational system to produce and attract skilled workers.	Train computer and health care professionals, as well as other specialists needed by industry.	<ul style="list-style-type: none"> Community College of Allegheny County Workforce Investment Board 	Thru planning period	Agency staff time, for the most part.
F. Advance a uniform, streamlined development process throughout the county.	Train municipal officials	<ul style="list-style-type: none"> Pennsylvania Municipal Planning Education Institute Allegheny Co. Economic Dvlp. Allegheny County Planning 	Thru planning period	Agency staff time, for the most part.
G. Require that new developments provide for pedestrians and are completely accessible to individuals with disabilities.	Adopt new development regulations.	<ul style="list-style-type: none"> Local Governing Bodies Places Task Forces Allegheny County Planning 	Start now, especially for high-priority Places.	Agency staff time and/or consultant fees to prepare regulations.

ECONOMIC DEVELOPMENT

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
H. Promote an efficient transit system to provide access to jobs.	Connect Places and provide multi-modal access within Places.	<ul style="list-style-type: none"> • Port Authority • TMAs • Allegheny County Planning • COGs • Places Task Forces 	Start now, especially for high-priority Places	Agency staff time, for the most part. Developer or corporate entity may pay for internal service in Places.
I. Target Incentives in accordance with Preferred Development Scenarios.	Direct tax incentives and other business supports to revitalize and expand existing Places.	<ul style="list-style-type: none"> • Federal, State, Regional, County, & Local Governments • Foundations • Other Planning Partners 	Thru planning period	Mixture of public & private funding.
J. Attract investment and tourism by enhancing our cultural, environmental, educational and historic resources.	Target heritage tourism.	<ul style="list-style-type: none"> • State Tourism Agencies • Greater Pittsburgh Convention and Visitors Bureau 	Thru planning period	Agency staff time, for the most part.

HOUSING				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Support existing fair housing policies that ensure a right to housing regardless of race, disability, and other federally and locally protected classes.	Expand the geographic distribution of affordable housing units across municipalities within the county through housing development and redevelopment.	<ul style="list-style-type: none"> Local Governing Bodies Places Task Forces Allegheny County 	Thru planning period	Agency staff time, for the most part.
B. Provide a variety of mixed-income and affordable housing in Places identified on the Future Land Use Plan.	Target funding to communities that adopt housing development regulations consistent with the recommendations of <i>Allegheny Places'</i> Plan for Housing.	<ul style="list-style-type: none"> Local Governing Bodies Places Task Forces Allegheny County 	Thru planning period	Agency staff time, for the most part.
C. Target infill housing where needed.	Complete a countywide study of vacant and abandoned properties.	<ul style="list-style-type: none"> Allegheny County 	Now	Agency staff time and/or consultant fees to conduct study.
D. Promote accessible and visitable housing in communities with desirable amenities.	Increase the number of new and redeveloped housing units that include affordable, accessible and visitable units in a variety of housing structures and tenure types.	<ul style="list-style-type: none"> Local Governing Bodies Places Task Forces Allegheny County 	Thru planning period	Agency staff time, for the most part.

HOUSING

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
E. Promote the use of green building techniques and energy efficient housing design.	Provide information on website to encourage developers to use LEED.	<ul style="list-style-type: none"> Allegheny County 	Thru planning period	Agency staff time, for the most part.
F. Support measures to reduce foreclosures.	Provide information on County website to educate residents on the dangers of predatory lending, and contact information for banks that can help provide support.	<ul style="list-style-type: none"> Allegheny County Local Banks 	Thru planning period	Agency staff time.

PARKS, RECREATION, OPEN SPACE, AND GREENWAYS

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Implement a strategy to establish greenways that provide connections between people, recreational facilities, cultural facilities and other significant public areas.	1. Establish a Greenways Committee	<ul style="list-style-type: none"> Alleghey County 	Immediately	Agency staff time.
	2. Hire a Greenways Coordinator to serve as program manager for the Greenways committee	<ul style="list-style-type: none"> Greenways Committee DCNR 	Immediately	Salary
	3. Develop a comprehensive list of conservation priorities	<ul style="list-style-type: none"> Greenways Committee & Coordinator 	w/in 6 mos. of hiring coordinator	N.A.
	4. Develop education and outreach programs and marketing strategies to promote the Greenways Network	<ul style="list-style-type: none"> Greenways Committee & Coordinator 	Short Term and on-going	TBD
	5. Work with adjacent counties and SPC to develop a regional greenways network	<ul style="list-style-type: none"> Greenways Committee & Coordinator 	Short Term and on-going	TBD
	6. Complete the Great Allegheny Passage a. determine an alternative route for the property that cannot be acquired b. Construct 2 new bridges at Whitaker & Port Perry	<ul style="list-style-type: none"> Alleghey County Alleghey Trail Alliance 	a. 2009 – 2010 b. late 2009	a. TBD b. \$5 million
	7. Connect Montour Trail to: a. South Park b. Pittsburgh International Airport	<ul style="list-style-type: none"> Alleghey County Parks Foundation Montour Trail Council Alleghey County Airport Authority 	a. 2009 b. 2008	a. \$1,000,000 b. \$60,000
	8. Develop detailed cost estimates and scopes to: a. Complete the Pittsburgh to Erie Greenway, & specifically the Community Trails Initiative segment in Allegheny County (32 miles) b. Complete the Pittsburgh to Harrisburg Mainline Canal Greenway	<ul style="list-style-type: none"> Greenways Committee Alleghey County PEC Friends of the Riverfront Alleghey Ridge Corp. 	a. Feasibility Study funded; Mid to long term for implementation	TBD

PARKS, RECREATION, OPEN SPACE, AND GREENWAYS

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
	9. Connect Panhandle Trail to Settler's Cabin Park	<ul style="list-style-type: none"> Allegheny County Parks Foundation 	Short-term	TBD
	10. Connect Youghiogheny Trail to Round Hill Park	<ul style="list-style-type: none"> Allegheny County Parks Foundation Regional Trail Corp. 	Mid to Long Term	TBD
	11. Connect Panhandle Trail to the Three Rivers Heritage Trail	<ul style="list-style-type: none"> Allegheny County Parks Foundation 	Long-term	TBD
	12. Acquire property and/or easements for the Plum Creek Trail to connect to Boyce Park	<ul style="list-style-type: none"> Allegheny County Parks Foundation 	Mid-term	TBD
	13. Acquire property to connect the Baker Trail, Freeport-Butler Trail and Rachel Carson Trail to Harrison Hills Park	<ul style="list-style-type: none"> Greenways Committee Allegheny County Parks Foundation Other Partners 	Long-term	TBD
	14. Acquire easements for the Rachel Carson Trail and connect to the North Hills/Harmony Trail (west) and the Pittsburgh to Erie Greenway (east)	<ul style="list-style-type: none"> Allegheny County Parks Dept. Allegheny County Parks Foundation 	Long-term	TBD
	15. Coordinate reconstruction of Route 28 to ensure trail connections along the Allegheny River are maintained	<ul style="list-style-type: none"> Allegheny County Friends of the Riverfront 	Short-term	TBD
	16. Participate in the development of a County Active Transportation Plan (see Transportation) to integrate trails and greenways that serve as connections between destinations.	<ul style="list-style-type: none"> Allegheny County Greenways Committee PennDOT SPC 	Short term for plan; Mid to Long Term for implementation	TBD
	17. Lobby state and federal governments to: <ol style="list-style-type: none"> a. Expand game lands and regional parks b. Fund open space and greenway planning efforts 	<ul style="list-style-type: none"> Allegheny County Local Governing Bodies Land trusts and conservancies Developers 	Thru planning period	Mixture of public & private funding for land and/or easement acquisitions.

PARKS, RECREATION, OPEN SPACE, AND GREENWAYS

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
B. Implement a strategy to establish greenways that encourage protection of bio-diverse areas, floodplains, steep slopes, forested areas, landslide-prone areas, riparian corridors and wildlife corridors.	1. Support the implementation of the GREENPRINT developed by Allegheny Land Trust.	<ul style="list-style-type: none"> • Allegheny County • Greenways Committee • Land Trusts & conservancies • Local Governing Bodies 	Thru planning period	TBD
	2. Develop a tool kit to assist municipalities and others with the conservation of identified open space.	<ul style="list-style-type: none"> • Allegheny County • Greenways Committee & Coordinator 	w/in 3 yrs	N.A.
C. Expand the parks and trails system to serve future populations.	1. Complete the park improvement and system-wide recommendations of the 2002 Allegheny County Parks Comprehensive Master Plan (see Supporting Documents).	<ul style="list-style-type: none"> • Allegheny County • Allegheny County Parks Foundation 	Thru planning period	\$10 million from County + private funds raised
	2. Implement the recommendations of the 2007 Allegheny County Parks Action Plan (see Supporting Documents).			
	3. Continue to use CDBG funds to assist low/mod income areas to rehab existing facilities, replace substandard equipment, provide adaptive reuse of obsolete facilities.	<ul style="list-style-type: none"> • Allegheny County • COGs • Local Governing Bodies 	Thru planning period	Dependent on annual allocation of CDBG funds
	4. Update the municipal survey of parks to include an assessment of the condition of park facilities, and to identify unmet needs on a multi-municipal basis.	<ul style="list-style-type: none"> • Allegheny County • COGs • Local Governing Bodies 	w/in 3 years	TBD
	5. Conduct workshops and other outreach activities to promote the use of Park Prototypes	<ul style="list-style-type: none"> • Allegheny County • COGs • Local Governing Bodies 	December 2008 & on-going	\$5,000 for December workshop
	6. Use the DCNR Peer to Peer and Circuit Rider Programs to assist with the creation of multi-municipal open space, trail, park and recreation organizations	<ul style="list-style-type: none"> • Allegheny County • COGs • Local Governing Bodies 	Immediately & on-going	TBD

PARKS, RECREATION, OPEN SPACE, AND GREENWAYS

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
D. Facilitate Public Access to Riverfronts	1. Develop a toolkit for the Riverfront Community Linear Greenway Prototype	<ul style="list-style-type: none"> • Allegheny County • State Agencies • Foundations 	w/in 2 years	TBD
	2. Work with PEC and Friends of the Riverfront to design and implement the Community Trails Initiative as a multi-municipal demonstration project.	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • PEC • Friends of the Riverfront 	Mid-term	TBD
	3. Work with the Allegheny County Riverfronts Project and its partners to create a linear park along the 4 rivers	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • PEC • Friends of the Riverfront • Allegheny County Riverfront Commission • Other Planning Partners 	Thru planning period	TBD
E. Ensure that regionally significant parks and trails are in ADA compliance and transit accessible.	Publish ADA guidelines on website and work with transit providers to provide upgraded service.	<ul style="list-style-type: none"> • Allegheny County Planning • Port Authority • TMAs 	Now and thru planning period	New and expanded facilities and transit services.
F. Raise public awareness of the benefits of greenways and open space.	Conduct County, DCNR, and DCED marketing programs.	<ul style="list-style-type: none"> • Allegheny County • State Agencies • Foundations • Other Planning Partners 	Now and thru planning period	Agency staff time, for the most part.

RESOURCE EXTRACTION

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Mitigate the negative effects of resource extraction.	Set priorities for remediation, particularly those related to acid mine drainage, in areas that have been mined (surface and deep) or quarried.	<ul style="list-style-type: none"> • PADEP • USDI-OSM • USEPA • Appalachian Clean Steams Initiative (ACSI) • Local Governing Bodies • Allegheny County 	Now	Agency staff time, for the most part.
B. Identify areas of potential mine subsidence.	Require mine subsidence information to be provided as part of the development approval process.	<ul style="list-style-type: none"> • Local Governing Bodies 	Thru planning period	N.A.

AGRICULTURE

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Support agriculture as a viable industry.	Establish Agriculture Security Areas and enact effective agricultural zoning.	<ul style="list-style-type: none"> • Local Governing Bodies 	Now and thru planning period	Agency staff time, for the most part.
B. Locate new infrastructure outside of identified agriculture areas.	Identify agriculturally-significant areas in each municipality.	<ul style="list-style-type: none"> • Local Governing Bodies 	Now and thru planning period	Agency staff time, for the most part.
C. Promote the use of Allegheny County Agricultural Land Preservation Program.	Acquire conservation easements.	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • Land trusts & conservancies 	Now and thru planning period	Mixture of public & private funding.
D. Promote sustainable agricultural practices.	Provide links on County website to organizations/agencies active in these efforts.	<ul style="list-style-type: none"> • Allegheny County 	Now	Agency staff time.

COMMUNITY FACILITIES				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Encourage multi-municipal cooperation in the provision of municipal services.	Provide workshops for local municipalities on regional servicing.	<ul style="list-style-type: none"> • PA Local Government Academy • Allegheny County 	Now	Agency staff time, for the most part. Possible consultant fees.
B. Provide efficient emergency response services.	Upgrade centralized communications system.	<ul style="list-style-type: none"> • Allegheny County 	Now	Agency staff time, consultant fees, new equipment.
C. Support and promote high quality educational opportunities for all of the county's citizens.	Construct new and upgraded facilities in concert with Places development.	<ul style="list-style-type: none"> • School Districts • Community College of Allegheny County • Other Educational Institutions • Places Task Forces • Local Governing Bodies • Allegheny County • Developers 	Start now, especially for high-priority Places	Agency staff time. Consultant fees. Developer may pay for facilities as part of Plan approvals.
D. Support and provide equal access to the public library system throughout the county.	Expand Knowledge Connections, Bookmobile, and eiNetwork programs.	<ul style="list-style-type: none"> • Allegheny County • Allegheny County Library Association • Carnegie Library of Pittsburgh 	Now and thru planning period.	Agency staff time. Consultant fees. Technical upgrades.

COMMUNITY FACILITIES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
E. Promote coordination among hospitals to ensure the quality of health care.	Expand data sharing among health care organizations.	<ul style="list-style-type: none"> • Allegheny County Human Services Department • Health care Organizations 	Now and thru planning period.	Agency staff time, for the most part.
F. Encourage the development of public & private adult day care centers, senior centers, licensed personal care facilities and any other age-related facilities to care for the County's aging population.	Construct new and upgraded facilities, especially in concert with Places development.	<ul style="list-style-type: none"> • Allegheny County Human Services Department • Public and private providers 	Start now, especially for high-priority Places	Agency staff time. Developer may pay for facilities as part of Plan approvals.
G. Promote equal access to public facilities.	Develop sliding-scale user-fee program for selected services.	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • Other Providers 	Thru planning period.	Agency staff time, for the most part.

UTILITIES				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Protect and enhance the quality and quantity of water resources.	1. Continue to utilize the 3 Rivers Wet Weather Demonstration Program to promote and facilitate regional/cooperative approaches to achieving compliance with the Clean Water Act.	<ul style="list-style-type: none"> • Allegheny County • PADEP • Local Governing Bodies • Local Water Suppliers 	Thru planning period.	Agency staff time, for the most part.
	2. Facilitate the development and implementation of Source Water Assessment and Protection programs throughout Allegheny County.	<ul style="list-style-type: none"> • Allegheny County • PADEP • Local Water Suppliers 	Thru planning period.	Agency staff time, for the most part.
	3. Assume a lead role in implementing a water supply pollutant incident early warning system on the county's three rivers.	<ul style="list-style-type: none"> • Allegheny County • PADEP • USEPA • Local Water Suppliers 	Now and thru planning period.	Agency staff time, for the most part.
	4. Utilize best management practices (BMPs) for new development.	<ul style="list-style-type: none"> • Local Governing Bodies • Allegheny County Planning • Developers 	Start now, especially for high-priority Places	Agency staff time. Developer construction/installation expenses.

UTILITIES				
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
B. Support planning and funding for utility extensions and improvements that are consistent with the Future Land Use Plan.	1. Direct new development and redevelopment to areas with adequate public infrastructure.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Places Task Forces • Local Governing Bodies • Local Authorities • DCED • Other State Agencies 	<p>High-priority Places – Now.</p> <p>Other Places – as set by schedule for Places development.</p>	Agency staff time, for the most part.
	2. Use Pennsylvania Sewage Facilities Planning Act (Act 537) planning process to anticipate and prepare for future development and to identify and address on-lot sewage disposal problems.	<ul style="list-style-type: none"> • Local Governing Bodies • Local Authorities • PADEP • Allegheny County Health Department 	Now and thru planning period.	Agency staff time, for the most part.
C. Support regionalization and shared use of utility assets.	1. Facilitate and coordinate the actions of agencies and governments regarding storm water management, stream maintenance and flood mitigation.	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • PADEP 	Now and thru planning period.	Agency staff time, for the most part.
	2. Complete a regional storm water management plan under the Pennsylvania Storm Water Management Act (Act 167) management agency.	<ul style="list-style-type: none"> • Allegheny County • Local Governing Bodies • PADEP 	Now	Agency staff time. Consultant fees.

ENVIRONMENTAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
A. Meet federal, state, and local air quality standards.	1. Develop educational and/or incentive programs to promote pollution prevention and encourage the use of lower polluting products/services.	<ul style="list-style-type: none"> • PADEP • USEPA • Allegheny County 	Now and thru planning period.	Agency staff time, for the most part.
	2. Work with local industries to reduce air emissions, especially toxic emissions, in order to meet federal air quality standards.	<ul style="list-style-type: none"> • PADEP • USEPA • Allegheny County • Local Industries 	Now and thru planning period.	Agency staff time. Industry expenses for emissions reduction installations.
	3. Develop programs and/or incentives to promote and attract green renewable power.	<ul style="list-style-type: none"> • PADEP • USEPA • Allegheny County • Local Businesses 	Now and thru planning period.	Agency staff time, for the most part.
	4. Develop plans to reduce motor-vehicle congestion on area roadways.	<ul style="list-style-type: none"> • PennDOT • PADEP • USEPA • Allegheny County 	Now and thru planning period.	Agency staff time, for the most part.
	5. Direct development and redevelopment to Places as identified on the Future Land Use Plan.	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Places Task Forces • Local Governing Bodies • DCED • Other State Agencies 	Now and thru planning period.	Agency staff time, for the most part.

ENVIRONMENTAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
<p>B. Improve quality of surface water and groundwater resources.</p>	<p>Protect and restore critical stream valleys, floodplains and wetlands to preserve their functions for flood water storage, water supply and ground water recharge.</p>	<ul style="list-style-type: none"> • Local Governing Bodies • Watershed Organizations • Allegheny County • PADEP • USEPA • Developers 	<p>Now and thru planning period.</p>	<p>Mixture of public & private funding.</p>
<p>C. Identify and protect ecologically sensitive areas such as wooded steep slopes, stream headwaters, woodlands, and wildlife corridors.</p>	<p>Set conservation priorities from Conservation Corridors Plan.</p>	<ul style="list-style-type: none"> • Allegheny County • Western Pennsylvania Conservancy • Pennsylvania Environmental Council • PADCNR 	<p>Now</p>	<p>Agency staff time, for the most part.</p>
<p>D. Encourage development in Places to minimize impacts to greenfields.</p>	<p>Direct development and redevelopment to Places as identified on the Future Land Use Plan.</p>	<ul style="list-style-type: none"> • Allegheny County Planning • COGs • Places Task Forces • Local Governing Bodies • DCED • Other State Agencies 	<p>Now and thru planning period.</p>	<p>Agency staff time, for the most part.</p>
<p>E. Protect and restore critical stream valleys, floodplains and wetlands to preserve their functions for floodwater storage, water supply and groundwater recharge.</p>	<p>Enact new and updated local regulations.</p>	<ul style="list-style-type: none"> • Local Governing Bodies • Allegheny County Planning 	<p>Now and thru planning period.</p>	<p>Agency staff time, for the most part.</p>

ENVIRONMENTAL RESOURCES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
F. Eliminate urban, agricultural and industrial pollution runoff to protect streams and watersheds.	Enact riparian buffer ordinances.	<ul style="list-style-type: none"> Local Governing Bodies Allegheny County Planning 	Now	Agency staff time, for the most part.

ENERGY CONSERVATION

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
<p>A. Protect and enhance the environment and public health by promoting energy conservation and continuing to improve the county's air quality.</p>	<p>1. Develop educational and/or incentive programs to promote pollution prevention and encourage the use of lower polluting products/services.</p>	<ul style="list-style-type: none"> • PADEP • USEPA • Allegheny County 	<p>Now and thru planning period.</p>	<p>Agency staff time, for the most part.</p>
	<p>2. Work with local industries to reduce air emissions, especially toxic emissions, in order to meet federal air quality standards.</p>	<ul style="list-style-type: none"> • PADEP • USEPA • Allegheny County • Local Industries 	<p>Now and thru planning period.</p>	<p>Agency staff time. Industry expenses for emissions reduction installations.</p>
<p>B. Establish compact mixed-use centers that provide a dense population of potential transit users, both for trips within and between centers.</p>	<p>1. Lay out new neighborhoods and districts with a grid or modified grid circulation systems and small blocks.</p>	<ul style="list-style-type: none"> • Places Task Forces • Allegheny County Planning • COGs • Local Governing Bodies 	<p>High-priority Places – Now. Other Places – as set by schedule for Places development.</p>	<p>Consultant fees to prepare Places plans and Places regulations.</p>
	<p>2. Encourage municipalities to provide zoning districts that provide the necessary densities and intermingling of uses to achieve compact, mixed-use centers as well as permit live-work structures.</p>	<ul style="list-style-type: none"> • Places Task Forces • Local Governing Bodies • Allegheny County Planning • COGs 	<p>When master/urban design plans are in final draft form.</p>	<p>Consultant fees to prepare Places regulations.</p>

ENERGY CONSERVATION

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES	TIMING	COSTS
<p>C. Make transportation corridors multi-modal, by providing vehicular, transit, pedestrian and cycling options.</p>	<p>Link new development to major educational, cultural, and recreational destinations via transit and trail connectors.</p>	<ul style="list-style-type: none"> • PennDOT • Port Authority • TMAs • Allegheny County Planning • Places Task Forces 	<p>Now and thru planning period</p>	<p>Mixture of federal, state, and local funding.</p>
<p>D. Provide incentives to develop certified 'green' buildings and use alternative fuels and renewable energy.</p>	<p>Encourage municipalities to amend local development regulations.</p>	<ul style="list-style-type: none"> • Local Governing Bodies • Allegheny County Planning • Green Building Alliance • Sustainable Pittsburgh 	<p>Now</p>	<p>Agency staff time, for the most part.</p>

TABLE 5.3 – Implementation Strategy for Allegheny Places Transportation Plan

ROADWAYS AND BRIDGES

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES
<p>A. Support the Future Land Use Plan through strategic prioritization of transportation system maintenance and operations.</p> <p>B. Target transportation investments to support job and housing growth as shown on the Future Land Use map.</p> <p>C. Use demand management strategies to reduce highway congestion. Encourage options of telecommuting, ridesharing, staggered work weeks, flex-time, intelligent transportation systems, etc.</p> <p>D. Coordinate transportation systems, modes and facilities to increase connectivity and mobility for all, including car, truck, barge, pedestrian, transit, rail, air, roads and bridges, bicycle, etc.</p> <p>E. Protect and enhance the environment by promoting energy conservation, emissions reduction and use of alternative fuels.</p> <p>F. Review County road and bridge ownership to identify ways to improve operation and maintenance efficiencies.</p> <p>G. Use efficient and creative funding strategies such as public/private partnerships, privatization, and leveraging current and future assets.</p>	<ul style="list-style-type: none"> • Program road and bridge maintenance and construction on the TIP (Transportation Improvement Program). • Explore creative financing methods including P3 (Public/Private Partnerships) to fund road and bridge projects. • Allegheny County and the Public Works Department should rationalize a system for road and bridge ownership. • SPC should develop specific transportation demand management strategies. • Pursue/support P3 enabling legislation at the state level. • Manage sprawl and encourage urban redevelopment at the municipal level through the Allegheny Places strategies, local zoning, and land development ordinances. 	<ul style="list-style-type: none"> • Allegheny County • City of Pittsburgh • Local Governing Bodies • Southwestern Pennsylvania Commission

PUBLIC TRANSIT		
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES
<p>A. Target transportation investments to support job and housing growth as shown on the Future Land Use map.</p> <p>B. Prioritize the maintenance of existing transportation infrastructure within and across all modes.</p> <p>C. Provide integrated transportation alternatives and coordinated transportation systems to increase connectivity and mobility.</p> <p>D. Promote transit-oriented development sites at key transit stations and along major transit corridors.</p> <p>E. Connect Pittsburgh International Airport to Downtown, Oakland and major population centers via a rapid transit system.</p> <p>F. Improve transit into and around Oakland.</p> <p>G. Use efficient and creative funding strategies such as public/private partnerships, privatization, and leveraging current and future assets.</p>	<ul style="list-style-type: none"> • Establish dedicated funding source for operating existing transit service. • Explore commercial use of busway to create revenue stream. • Integrate 'Complete Streets' concepts into transportation improvement projects. • Explore using existing inactive rail corridors for commuter rail service (e.g., Allegheny Valley Transit – Strip District to New Kensington). • Establish a Transportation Action Partnership (TAP) to spearhead development of Transit projects: <ul style="list-style-type: none"> – Oakland Circulator – Rapid Transit from Downtown to Oakland – Light Rail or Bus Rapid Transit upgrade to current available transit from Oakland to the Mon Valley – Rapid Transit from Downtown to Airport – North Shore Connector – West Busway Extension to Robinson Town Center Hub – East Busway Extension to Rankin/East Pittsburgh – Carnegie Intercept Garage – Bates Street Intercept Garage – West Busway/High Occupancy Toll (HOT) Facility Conceptual Study – Port Authority Transit Development Plan – Regional Transit/Regional Pass Study 	<ul style="list-style-type: none"> • Allegheny County • City of Pittsburgh • Local Developers • Port Authority of Allegheny County • Southwestern Pennsylvania Commission

BICYCLE AND PEDESTRIAN

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES
<p>A. Provide integrated transportation alternatives including bikeways, sidewalks and transit.</p> <p>B. Coordinate transportation systems and modes to increase mobility.</p>	<ul style="list-style-type: none"> • Conduct an inventory of bicycle and pedestrian facilities and amenities at transit stops and stations. • Prioritize and implement bicycle and pedestrian improvement projects at selected transit stops and stations. • Continue to install “rack and roll” equipment on Port Authority buses as funding becomes available, and ensure dependable and predictable return trips. • Install secure bike racks in all public parking areas. • Develop a program to encourage the provision of low-cost bicycle parking facilities to private parking facility owners. • Publish a county map and install wayfinding signage that identifies roadways suitable for on-road commuting. • Identify roadways on the TIP that are scheduled for resurfacing and other improvements and work with PennDOT to ensure that the shoulders are paved. • Work with PennDOT to add bicycle and pedestrian facilities as part of all types of PennDOT projects. • Design and construct ‘Complete Streets’ whenever appropriate to provide safe, comfortable and convenient travel via auto, foot, bicycle and transit. 	<ul style="list-style-type: none"> • Allegheny County • City of Pittsburgh • Local Bicycle and Trail Organizations • PennDOT • Port Authority of Allegheny County • Southwestern Pennsylvania Commission

AIRPORTS

OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES
<p>A. Support Pittsburgh International Airport (PIT) efforts to retain and increase passenger and air cargo connectivity to national and international destinations.</p> <p>B. Support freight movements through safe and efficient air shipping practices.</p> <p>C. Increase connectivity to and from PIT to Downtown Pittsburgh, Oakland and major population centers via a rapid transit system, and other modes and system improvements.</p>	<ul style="list-style-type: none"> • Support PIT efforts and strategies to increase passengers, air carriers, cargo carriers and national and international flight destinations, as well as competitive fares. • Retain, improve and increase service on the PAAC 28X Route serving PIT. • Develop a direct high-speed Light Rail Transit (LRT) connection from PIT, via the North Shore, to Downtown Pittsburgh and on to Oakland. • Create a midway multi-modal intermodal hub between Downtown and PIT in the vicinity of Robinson Town Center as a first step to the LRT connection from PIT to Downtown Pittsburgh and Oakland. • Utilize the West Busway and a “virtual busway extension on the Parkway” to a Robinson Town Center Hub. • Continue development of congestion mitigation measures such as improvements PennDOT has planned for the 22/30/60 Interchange area. • Appropriate entities should promote airport operations and facilities in marketing materials. • Increase the number of parking spaces at the airport. • Market the availability of land for air cargo facilities and other development potential. • Support development of PIT in accordance with the Pittsburgh International Airport Layout Plan - 2006, and the Pittsburgh International Airport Site Prioritization Analysis - 2004. • Support development of more than 2,000 acres of non-aviation land on the airport property, especially the 400+ acres ready for users. • Support development of the Allegheny County Airport, located in West Mifflin, in accordance with the Allegheny County Airport Master Plan Update - 2006. 	<ul style="list-style-type: none"> • Airport Area Chamber of Commerce • Allegheny County • Allegheny County Airport • Greater Pittsburgh Chamber of Commerce • Greater Pittsburgh International Airport • Port Authority of Allegheny County • Southwestern Pennsylvania Commission

RAIL FREIGHT		
OBJECTIVES	ACTIONS	RESPONSIBLE PARTIES
<p>A. Support freight movements through safe and efficient truck and rail intermodal connectivity and systems as well as with multi-modal facilities.</p> <p>B. Increase rail safety at interfaces with people and with other transportation modes.</p> <p>C. Support increased movement of goods by rail to free road capacity, and increase road capacity by supporting rail freight initiatives.</p>	<ul style="list-style-type: none"> • Eliminate the pinch point at Port Perry by widening the rail corridor to two tracks. • Identify potential double-stack rail freight corridors that could be developed to accommodate double-stack heights in the future. • Invest in projects which would increase capacity of the freight rail network and in projects that would allow for operation of commuter rail. The latter should be done in coordination with PAAC and the Transportation Action Partnership. • Address rail crossing safety for pedestrians and other modes. • Coordinate road improvements to achieve increased efficiency and better intermodal connectivity. 	<ul style="list-style-type: none"> • Allegheny County • City of Pittsburgh • Greater Pittsburgh International Airport • PennDOT • Railroad Companies • Southwestern Pennsylvania Commission

WATERWAYS				
OBJECTIVES		ACTIONS	RESPONSIBLE PARTIES	
<p>A. Support freight movements through safe and efficient water systems.</p> <p>B. Provide access to the rivers for commercial and recreation uses.</p>		<ul style="list-style-type: none"> • Create a coalition of local leaders and industry representatives to urge Congress to appropriate sufficient funding for the maintenance and rehabilitation of the region's locks and dams facilities. • Expand the water taxi system to include more special events and/or daily commuting. • Implement "Last Mile" improvements to accommodate the type and volume of vehicles accessing the ports. • Promote and reclaim the economic potential of the rivers as a regional transportation resource with trails to connect population and activity centers, thereby providing alternative modes of travel. • Continue coordination among regional transportation agencies and partners to complete maintenance projects listed below: 	<ul style="list-style-type: none"> • Allegheny County • Port of Pittsburgh • Southwestern Pennsylvania Commission 	
RIVER	LOCK AND DAM (MAINTENANCE NEEDED)	YEAR TO BE COMPLETED	COST (MILLIONS)	
Ohio	Emsworth <i>(dam gates, gate hoisting machinery, electrical power and distribution system, emergency bulkheads and a permanent scour protection system)</i>	2011	\$78	
Ohio	Dashiels <i>(Annual Maintenance)</i>	2012	\$3.7/year	
Mon	Elizabeth <i>(repairs to the dam foundation at Locks and Dam 3; for dredging, and for in leasing for railroad right-of-way maintenance, plus Annual Maintenance)</i>	2014	\$1.0 \$2.5/year	
Mon	Braddock <i>(Annual Maintenance)</i>	2012	\$4.0M/year	
Allegheny	Pittsburgh <i>(Annual Maintenance)</i>	2012	\$3.8/year	
Allegheny	CW Bill Young <i>(Annual Maintenance)</i>	2012	\$2.8/year	
Allegheny	Natrona <i>(Annual Maintenance)</i>	2012	\$1.9/year	