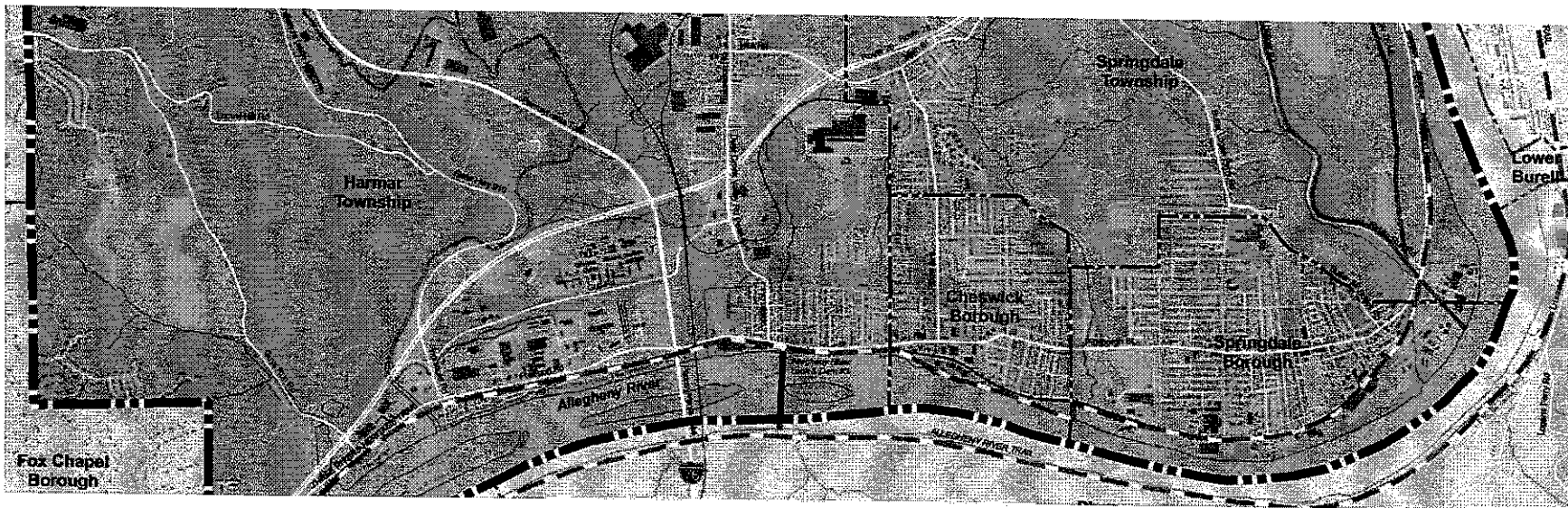


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Destination: Allegheny Valley

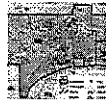
Multi-Municipal Comprehensive Plan



Springdale Township, Springdale Borough, Harmar Township, and Cheswick Borough

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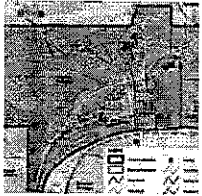


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Executive Summary

Comprehensive planning is a term used to describe a process that determines community goals and aspirations in terms of community development. The outcome of comprehensive planning is the Comprehensive Plan which guides public policy in terms of transportation, utilities, land use, recreation, and housing.

The Pennsylvania Municipalities Planning Code (MPC) Act of 1968, P.L. 805, No. 247, as reenacted and amended, provides for the preparation of a comprehensive plan in Article III, Section 301.

Planning is a continuous process. As conditions change and new information becomes available, objectives may change and goals and policies may be modified. This plan must be responsive to change, forward-looking and publicly supported. It should be regularly reviewed and revised, if necessary, to reflect the community's changing attitudes and desires.

Comprehensive Planning for a 10-year horizon is an involved process, which reflects the needs and desires of the community it is to benefit. A plan should give the public, business and government agencies a clear understanding of the municipality's intentions and desires regarding its future development, which will lead to greater cooperation and minimization of potential conflicts. At its most basic, the planning process includes steps to organize, review, prepare and communicate.

Goals

- Describe an idea or sought after end
- Are non-specific/general statements
- Are the foundation to which policies should refer

Objectives

- Advance a goal's specific purpose, aim, ambition or element
- Describe actions necessary to achieve goals
- Are generally non-quantifiable
- Suggest a course of action or "should, whereas, will"
- May indicate general criteria to be followed in developing policy

Actions

- Describe how an objective will be carried out
- Describe method or provide guidelines
- Are usually measurable and/or time sensitive
- May have a cost associated with it
- Identify responsible parties

The broad scope of a Comprehensive Plan is reflected in the wide variety of elements combined in one planning document. This Comprehensive Plan includes the elements required by the Pennsylvania Municipalities Planning Code. However, the plan is not limited to these items. Overall, it is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens.

As it is adopted by resolution, a comprehensive plan is not legally binding. A community's ordinances must be amended in order to legally implement the provisions required to execute the comprehensive plan.

Vision Statement: The Allegheny Valley communities seek to foster communication, cooperation and joint action on regional issues and problems. By working together as a group, the partners can build stronger relationships and pursue strategies that improve the efficiency and effectiveness of municipal services as well as quality of life in the region.

Land Use and Housing Goal:

Foster livability and success of neighborhoods, commercial districts and industrial areas.

Resources Goal:

Facilitate the protection, promotion and enhancement of natural, civic and recreation resources.

Economic Development Goal:

Promote economic opportunities and development while maintaining and valuing community character.

Transportation and Infrastructure and Facilities Goal:

Use a balanced approach in the management of transportation, infrastructure, energy systems and access to public transportation.

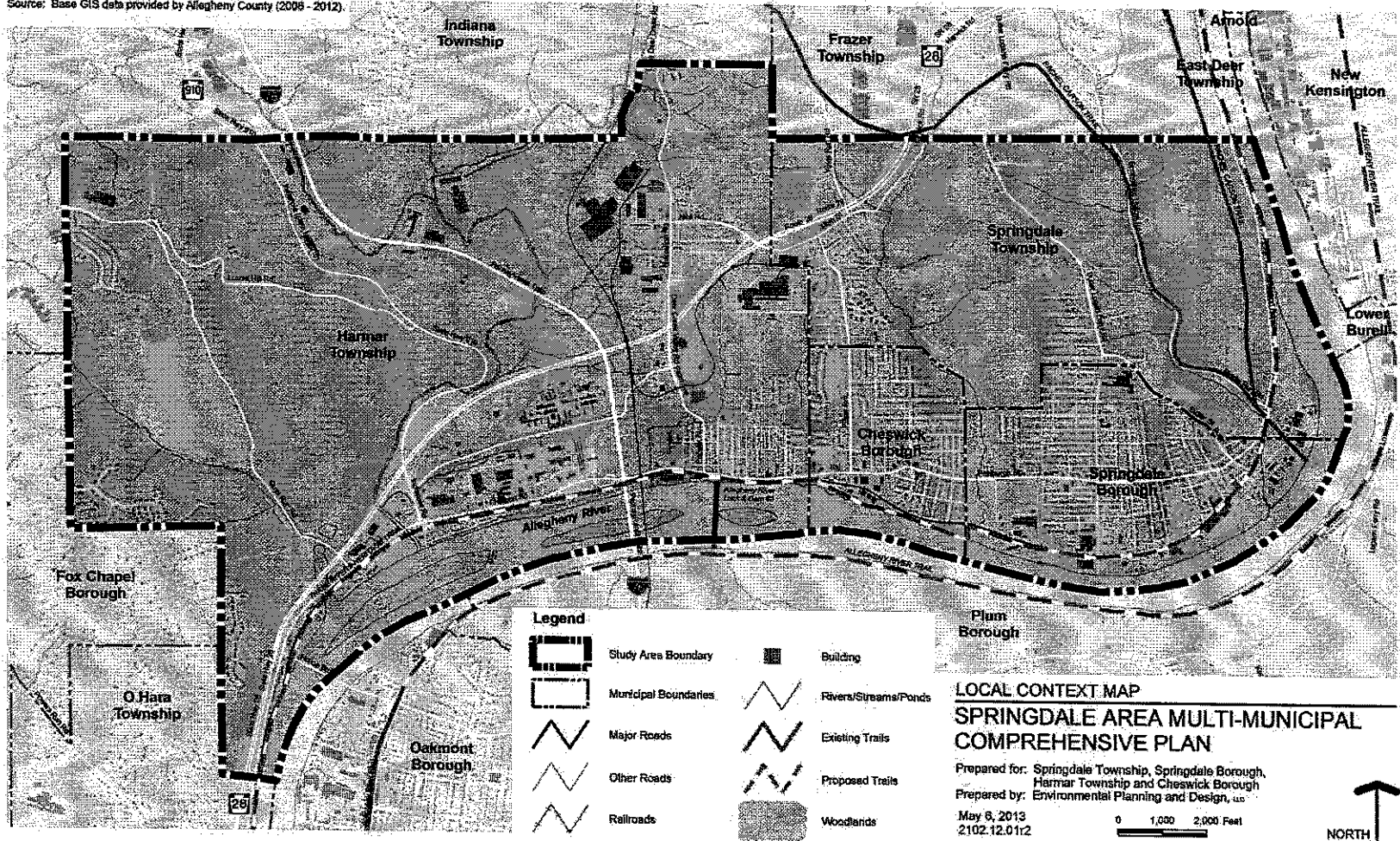
Outreach and Cooperation Goal:

Engage in outreach, education, communication and cooperation within the community.

Implementation Goal:

Reach out to the community, local organizations and regional stakeholders to support the partner communities and their partners in the implementation of plan strategies.

Source: Base GIS data provided by Allegheny County (2008 - 2012).



The Allegheny Valley communities of Springdale Township, Springdale Borough, Cheswick Borough and Harmar Township have the unique opportunity to embrace their communities, collectively, as a River Town/Trail Town destination and to attract investment and tourism by enhancing cultural, environmental, recreational, educational and historic resources.

The Allegheny Places' Future Land Use Plan forecasts that Allegheny County can expect to grow modestly through the year 2025, with a net gain of 32,000 housing units and 190,000 new jobs. The Allegheny Valley communities' partnership can strategize for this growth comprehensively to bring future residents and employers specifically to this region of the county.

Economic Development Opportunities

The Allegheny Valley communities have many key assets already in place, including their close proximity to the Allegheny River, Pennsylvania Turnpike, PA Route 28 and Freeport Road. The proximity and ease of access to these well-traveled transportation corridors is highly attractive for potential residents and new business opportunities alike. The promotion of this area as a River Town/Trail Town sets the stage for encouraging economic development of existing businesses and creating new opportunities for recreation-based and tourism-based business activity.

River Town Heritage

The communities' frontage along the Allegheny River is one their greatest resources and has opportunity to be celebrated as part of the Allegheny Valley region's identity. Every opportunity should be explored to provide public access to the river as a way to foster the River Town character of the communities. Public river access should include both physical access points as well as visual connections. Interpretive signage and amenities will provide educational opportunities for residents and visitors to better understand the background and significance of the local river heritage.

Historical Connections

The Allegheny Valley communities are rich in history and boast two (2) sites on the National Register of Historic Places, including the Rachel Carson Homestead and the Allegheny River Lock and Dam #3 (also known as

C.W. Bill Young Lock and Dam). The Rachel Carson Homestead, located in the Borough of Springdale, is the birthplace and childhood home of Rachel Carson, who as many know was a writer and ecologist whose 1962 book, *Silent Spring*, helped propel the environmental movement. There is strong sense of community pride for this historical figure, and her legacy can carry on through educational programming and community celebrations, as well as through the use of sustainable development measures for future improvements.

The Allegheny Lock and Dam #3 was built in 1932 and is located in Harmar Township and Plum Township. It was listed on the National Register of Historic Places on April 21, 2000

Recreation

Recreational opportunities for Allegheny Valley communities abound through existing amenities and planned trail alignments ultimately leading to the area as a potential Trail Town destination. The Rachel Carson Trail exists as an unimproved hiking trail located north and west of Pittsburgh, spanning approximately 35.7 miles from Harrison Hills County Park to North Park, with a spur leading down to the Rachel Carson Homestead in Springdale. Rachel Carson Riverfront Park is located in Cheswick Borough and has public parking as well as amenities including a pavilion, gazebo, walking track and fishing pier.

The communities are located along the proposed alignment of the Erie to Pittsburgh Greenway, which incorporates both planned and existing trail systems along the Allegheny River such as the Three Rivers Heritage Trail. The Pittsburgh to Harrisburg Main Line Canal Greenway is a 320 mile corridor that follows the historic path of the Main Line Canal System and includes an interconnected system of paths, trails, scenic roadways and corridors. The intersection of the Erie to Pittsburgh Greenway and the Pittsburgh to Harrisburg Main Line Canal Greenway is located adjacent to the Allegheny Valley communities, which creates an exciting opportunity to draw trail users and resources to local businesses.

Currently, the Three Rivers Heritage Trail is built and open from downtown Pittsburgh to Millvale. The future alignment of this trail through the communities of Harmar, Cheswick, Springdale Borough and Springdale Township can complement a series of local trails. Rachel Carson Riverfront Park could serve as a Three Rivers Heritage Trail trailhead.

Allegheny Islands State Park is in Allegheny County in Harmar Township, just southwest of the borough of Cheswick. Established in 1980, the park is composed of three alluvial islands in the middle of the Allegheny River northeast of Pittsburgh.

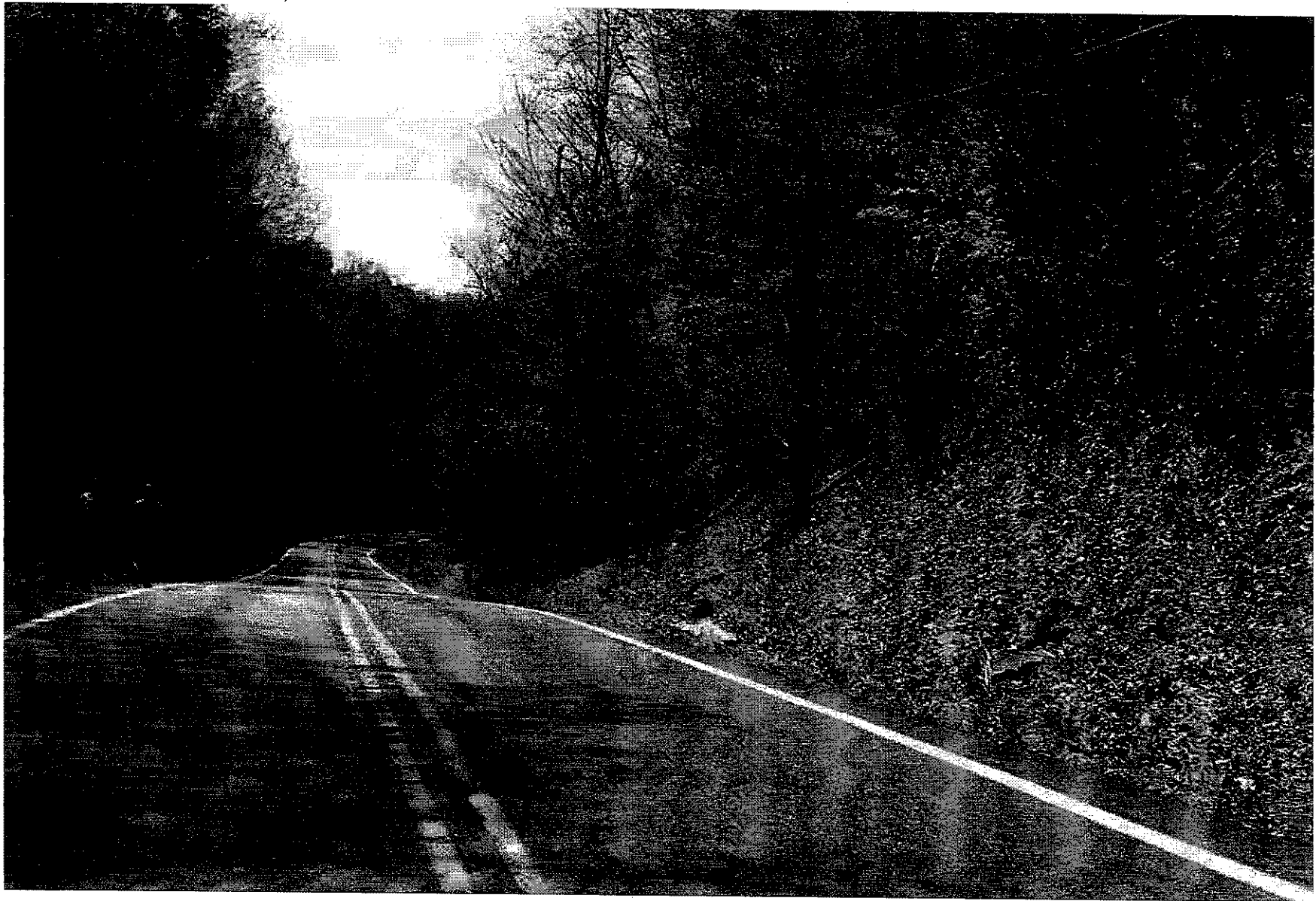
The islands have a total area of 43 acres (0.17 km²), with one island upstream of Lock and Dam No. 3, and the other two downstream. The park is undeveloped so there are no facilities available for the public. At this time there are no plans for future development.

Allegheny Islands is accessible by boat only. Group camping (such as with Scout Groups or church groups) is permitted on the islands with written permission from the Department of Conservation and Natural Resources. Allegheny Islands State Park is administered from the Park Region 2 Office in Prospect, Pennsylvania

Water recreation - Private marina access points are located along the Allegheny riverfront, including the Cheswick and Springdale marinas.

Sustainability

As Rachel Carson's *Silent Spring* drove the modern environmental movement, the Allegheny Valley communities have an opportunity to use ecologically sustainable building and development practices to set the tone and inspire other local communities. Municipalities should promote the use of green building techniques and upgrades to existing building stock. The development of infill sites near existing business districts over brown fields should be encouraged and incentivized wherever possible. These green building practices will also produce long-term cost savings for residents and municipalities alike. By collaborating as a region, the Allegheny Valley communities can pool resources and pursue strategies that improve the efficiency and effectiveness of municipal services and improve the overall quality of life.



1

The First Step

Creating a Comprehensive Plan is an important milestone in the process of working towards future success and cooperation in the Allegheny Valley communities. In order to implement many of the recommendations in this plan, the communities will have to work together in new and innovative ways. This Plan seeks to maintain consistency with Allegheny County's Allegheny Places. While cooperation between governments is of the utmost importance, a unifying organization should be established to undertake the implementation of the plan on a day-to-day and week-to-week basis. A Community Development Corporation (CDC) encompassing the Allegheny Valley Communities can serve to fill this organizational need.

A CDC is a non-profit community-based development organization engaged in the promotion, development and revitalization of its member communities. The CDC has representatives of its community on its Board of Directors and undertakes projects related to recreation, housing, economic and commercial development in coordination with the community and other organizations.

CDCs have the power to blend public and private resources to find unique, comprehensive solutions for their communities.

A CDC is legally the same as any other non-profit entity organized under section 501 (c) (3) of the Internal Revenue Code. Local residents that are interested in forming a CDC should get together and develop a set of by-laws, file for incorporation with their state government and once that is completed apply to the federal Internal Revenue Service for designation as a tax exempt non-profit organization. The IRS designation is necessary in order for your organization to obtain grants and gifts from any government, corporate, foundation sources or from individuals. There is no national entity that certifies an organization as a CDC.

Getting Started

A CDC starts with a vision. In the case of the Allegheny Valley communities, this vision is laid out in the following pages of this Comprehensive Plan. Although a CDC is separate from local governments, the Allegheny Valley communities will be able to identify a group of 5 to 15 concerned, interested community members who can serve as the steering committee for the new CDC.

The steering committee may need assistance in creating articles of incorporation, filing with the state or forming a board of directors. The committee may be able to reach out to a local attorney or utilize the resources of local institutions like the Robert Morris University Beyer Center for Nonprofit Management.

- Once organized, this steering committee can utilize the Comprehensive Plan to undertake the process of forming the CDC itself. They will need to define goals and purposes of the organization, decide on a name and develop a mission statement.
- The steering committee should fill out Incorporation forms and file with the State of Pennsylvania Department of State. By-laws and an organizational constitution should be created next.
- The steering committee will next guide the formation of a board of directors (usually an odd number of people with at least half made up of community residents). From the board of directors, officers will be selected: chairperson, vice-chairperson, secretary and treasurer.
- Because the CDC will want to seek funding from foundations, corporations and government institutions, it should file for tax-exempt status with the Internal Revenue Service. This is commonly referred to as 501(c)(3).

Moving Forward

The board of directors should set regular meeting times and places. In the early months and years, it may be useful to house the CDC in a local government office or set up a way to share resources with a local government (e.g. phone number, office space, paper, photocopying and faxing).

In the early months and years, it will be helpful to understand how successful CDCs in the region have overcome challenges and harnessed opportunities. Creating an inventory of successful CDCs as well as other organizations who could offer advice and expertise will help the new CDC to guide itself towards early success.

Fundraising

Financial resources can be scarce in the early stages of development of a CDC. Although it is, at its heart, a charitable activity, fundraising is a competitive process due to the lack of resources. Success builds on success. Early projects that are completed largely with sweat equity through the support of local business and government can help create a track record of success that will make grant applications stronger.

Staff

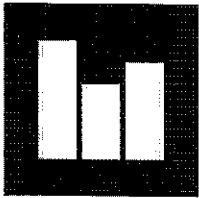
Initially full or part-time staff may be a possibility for the new CDC or support from member communities could make hiring a staff member possible at the outset. If it is not possible to have paid staff, it will be up to the board of directors and volunteers to implement projects. Building organizational capacity and funds to hire staff should be a priority.

The Pittsburgh region has an active nonprofit and foundation community in addition to strong local governments and a rich offering of higher education. The new CDC will be able to harness each of these sectors to help build organizational capacity and understand the challenges that lie ahead.

- Interns or entry-level staff can be found at a number of local schools
 - University of Pittsburgh Graduate School of Public and International Affairs
 - Robert Morris University Bower Center for Nonprofit Management
- Local CDCs can offer advice and possibly mentorship
 - South Side Local Development Corporation
 - Bloomfield Garfield Corporation
- Nonprofit organizations operating locally can help guide and implement specific programs or projects
 - Pennsylvania Environmental Council
 - CONNECT
- Foundations can provide a source of funding for target projects
 - The Pittsburgh Foundation
 - The Heinz Endowments
- Assistance and grants from government organizations can provide funds in needed areas
 - Allegheny County Department of Economic and Community Development

Initial Project

Some of the Actions laid out in this Comprehensive Plan will be undertaken by the local governments of member communities or other partners. The remaining Actions will be priorities for the CDC. The board of directors should hold a retreat with potential partners, stakeholders and residents to establish priorities and identify a project that can be successfully completed with little or no support from outside of the community. This project may be an Action in itself or a step towards completing an Action. The benefit of involving potential partners and stakeholders is that they can contribute time, money and volunteer effort to make the project a success. Other activities can be undertaken concurrently if they will not overwhelm the existing organizational capacity of the CDC. As successes are realized, more projects can be undertaken and the Plan's Actions can be reevaluated and reprioritized.



Economic Development

Market Trends

Tourism

Tourism is the second largest industry in Pennsylvania and has continued to increase annually despite the economic recession. For example, in 2009 an estimated 2.6 million visitors stayed overnight in the Laurel Highlands and another 4.7 million visited for the day.

Research has determined that across the board outdoor recreational activities, both passive and active, are growing in large measure due to the baby boomer generation. Nearing retirement in better health and more active than previous generations, the 45-65 age group have made heritage and eco-tourism significant economic engines for many regions across the country; regions that had heretofore not focused on natural resources as economic assets. Outdoor Industry Foundation recently reported that outdoor recreation contributes \$730 billion each year to the US economy, supporting 6.5 million jobs.

Economic Development Goal:

Promote economic opportunities and development while maintaining and valuing community character.

Economic Development Objectives:

- Prioritize development and redevelopment in accordance with Allegheny County development policies and existing development patterns.
- Support and recruit employers.
- Attract investment and tourism by enhancing cultural, environmental, educational and historic resources.
- Promote an efficient transit system to provide access to jobs.

River Recreation

Kayaking is one of the top ten adventure activities for baby boomers, following fresh or saltwater fishing, biking, hiking and motorcycling. According to the Outdoor Industry Association 17.8 million Americans participated in kayaking, canoeing and rafting in 2008, with 7.8 million paddling kayaks alone. These paddlers made 174 million outings, averaging 10 days per participant. Approximately 47 percent of kayakers make it out on the water one to three times per year.

The Outdoor Industry Association names the number one reason for people not going kayaking more often is simply the lack of time, though the top reason for going is for relaxation. Outdoor and adventure retail is estimated to be a \$20 billion a year industry, with 149 million outdoor enthusiasts checking out all the best new gear and outdoor adventure technology progressive growth in the future will be outstanding. The Travel Industry Association of America claims 55.1 million Americans are "Geotourists", interested in sustainable and eco-tourism, including adventure tourism activities like kayaking and canoeing. This trend is growing by approximately 10 per cent every year.

The number of Americans who participate in outdoor recreation activities:

Wildlife Viewing	66 million
Bicycling	60 million
Trails	56 million
Camping	45 million
Fishing	33 million
Paddling	24 million
Snowsports	16 million
Hunting	13 million

The economic impact of trail and river users is well researched and has repeatedly been objectively quantified. A chart from the national Rails-to Trails organization outlines some of the studies available on the economic impact of trails throughout the country, rural as well as urban areas, long distance and shorter distance trails.

Trail User Comparison Chart

Trail, state and date of survey report	Total respondents	Survey distribution method	Local/non-local	Majority reason for using the Trail	Age of majority of respondents	Average \$ amount spent on soft goods by trail user	% purchasing soft goods	Annual # of total user visits	Annual soft goods total	Resources
Pine Creek Rail Trail, Pa., 2006	1049	self-selecting, return mail	31% local 69% non-local	recreation	56-65	\$30.30	86%	138,227	\$3,601,919	Pine Creek Rail Trail 2006 User Survey and Economic Analysis; Rails-to-Trails Conservancy.
Schuylkill River Trail, Pa., 2009	1223	self-selecting, return mail	80% local 20% non-local	health	46-55	\$9.07	50%	800,000	\$3,628,000	Schuylkill River Trail 2009 User Survey and Economic Analysis; Rails to Trails Conservancy
OH Heritage Region Trail System, Pa., 2006	261	self-selecting	73% local 27% non-local	health	46-55	\$3.71 local / \$32.93 non-local (includes lodging/camping)	NA	160,792	\$4,308,229	Trail Utilization Study: Analysis of the Trail Systems Within the OH Heritage Region; Allegheny Valley Trails Association, 2006.
Great Allegheny Passage, Pa./Md., 2009	1272	intercepts	69% local 31% non-local	health	45-54	\$13.00	67%	NA	NA	2008 Trail Town Economic Impact Study (Phase II: Trail User Survey), Progress Fund and Laurel Highlands Visitor Bureau, 2009.
Virginia Creeper Trail, Va., 2004	1036	intercept	47% local 53% non-local	health		\$19.00 (based on total amount); \$2.00 (based only on local users)	NA	130,172	\$2,500,000	The Virginia Creeper Trail: An Assessment of User Demographics, Preferences, and Economics; Virginia Dept. of Conservation, 2004.
Genesee Valley Trail, N.Y., 2009	233	self-selecting, return mail	92% local 8% non-local	health	46-55	\$10.83	31%	NA	NA	Preliminary Results for the 2008 Trail User Survey, New York State Office of Parks, Recreation and Historic Preservation, February 2009.
East Bay Bicycle Path, R.I., 2002	244	intercept & mail	NA			NA	80%	NA	NA	2002 Bicycle Transportation User Survey; Developing Inter-modal Connections for The 21st Century, U. of R.I. and R.I. DOT for U. of R.I. Transportation Center, 2004.

According to a 2006 Outdoor Industry Foundation Study:

- More Americans camp than play basketball.
- The number of Americans who bicycle is double the population of Canada.
- More Americans paddle (kayak, canoe, raft) than play soccer.
- Active outdoor recreation employs five times more Americans than Wal-Mart.

Many of the communities along the GAP have realized new investment from the trail but this is not the only asset available. The Youghiogheny River and newly improved Yough Park offer additional attractions for visitors.

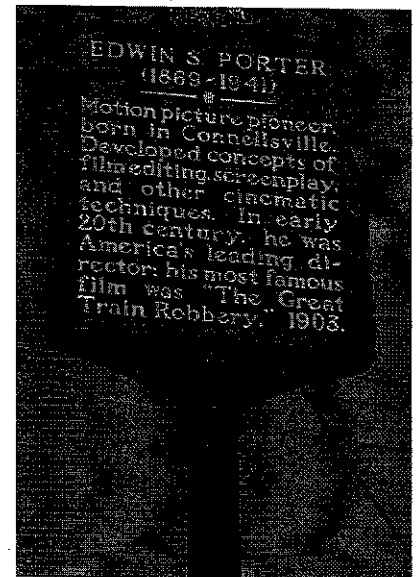
Economic Effects of River Recreation

The Northern Forest Canoe Trail Association has worked with communities along a water trail traversing New York, Vermont, Quebec, New Hampshire and Maine to develop amenities and to



recognize the trail as an economic driver. Results of a survey indicate that approximately 90,000 visitors paddled the waterways in the six study regions. Their spending in local communities created \$12 million in total economic impacts, supporting about 280 jobs. The median paddler group spent about \$215 per trip, primarily at lodging establishments, restaurants, grocery stores, and service stations. Non-locals spent an average of \$414-498 per trip, or \$46 per person per day.

Communities with developed tourism infrastructure situated close to well-traveled waterways appear most successful at capturing visitor dollars. Although land and water trails are most used in warmer weather months, the opportunities for tourism attraction to the Allegheny Valley Communities are year-round.



Prospective Market Opportunities

Specific business opportunities have been identified appealing to the outdoor recreational market in particular but clearly of interest to other markets as well through previous planning efforts and community assessments and dialogue indicate these gaps in existing services:

Lodging

The potential demand for a boutique style hotel or bed and breakfast should be investigated. This hotel style is generally considered to be fewer than 100 rooms and not associated with a national chain. These types of hotels, along with bed and breakfasts have a proven appeal for the market demographic associated with trail and river recreational users.

Attractive, well-run bed and breakfasts in the area should be strongly encouraged and an aggressive campaign to attract a boutique hotel operator could be a high priority for the community.

Food and Drink

There are several bars and restaurants in Allegheny Valley, Fine dining, white-table dining establishments, deli shop, specialty coffee shop, wineries and micro-brewery establishments have been shown to have great appeal for trail users. Trail users also have shown preference for local and organically grown foods.

Local foods have been shown to make up five out of the 20 top food trends in a National Restaurant Association survey of chefs. More people than from any other time in recent history are now thinking about where their food comes from. Successful, growing restaurants understand this phenomenon and are reacting accordingly. Opportunities are here for producers- local farmers; farm to table marketing.

Trail User Services

Lodging and food and drink are the most frequently needed trail services but research has also demonstrated that significant amounts of visitor spending occurs in local arts and crafts shops, gift shops and galleries and

antique stores. This data fits quite nicely with retail studies that show similar demographics for those services and shops with that of outdoor recreational users. Those retailers though must be prepared for this market and recognize that shipping services is a necessity should they wish to capitalize on the potential.

Recreational Tourism

With the recognition of the growing recreational market, and given its location and vehicular access, the Allegheny Valley communities can easily focus on growing this market and build on the increase in visitation to local attractions. Keep in mind that visitors represent potential investors and Cumberland Maryland and Confluence Pennsylvania can quantifiably demonstrate that point.

Consider packaging with other trail town businesses and other nearby attractions. Convene a meeting of marketing expertise representing these potential partners and specifically inquire how the communities and their assets can contribute to itineraries, existing visitor packages, cooperative advertising, marketing initiatives related to outdoor events and bike and river activities. Aggressively solicit input from outfitters and tour operators. Encourage bed and breakfast and camping development (factor in Marcellus Shale driller needs as well). Examine zoning and other restrictions that might make this type of development difficult and address alternatives. The creation of a Bike Loop developed and marketed through the CDC could be a great connecting piece to encourage trail users to travel through town; encourage its wide distribution.

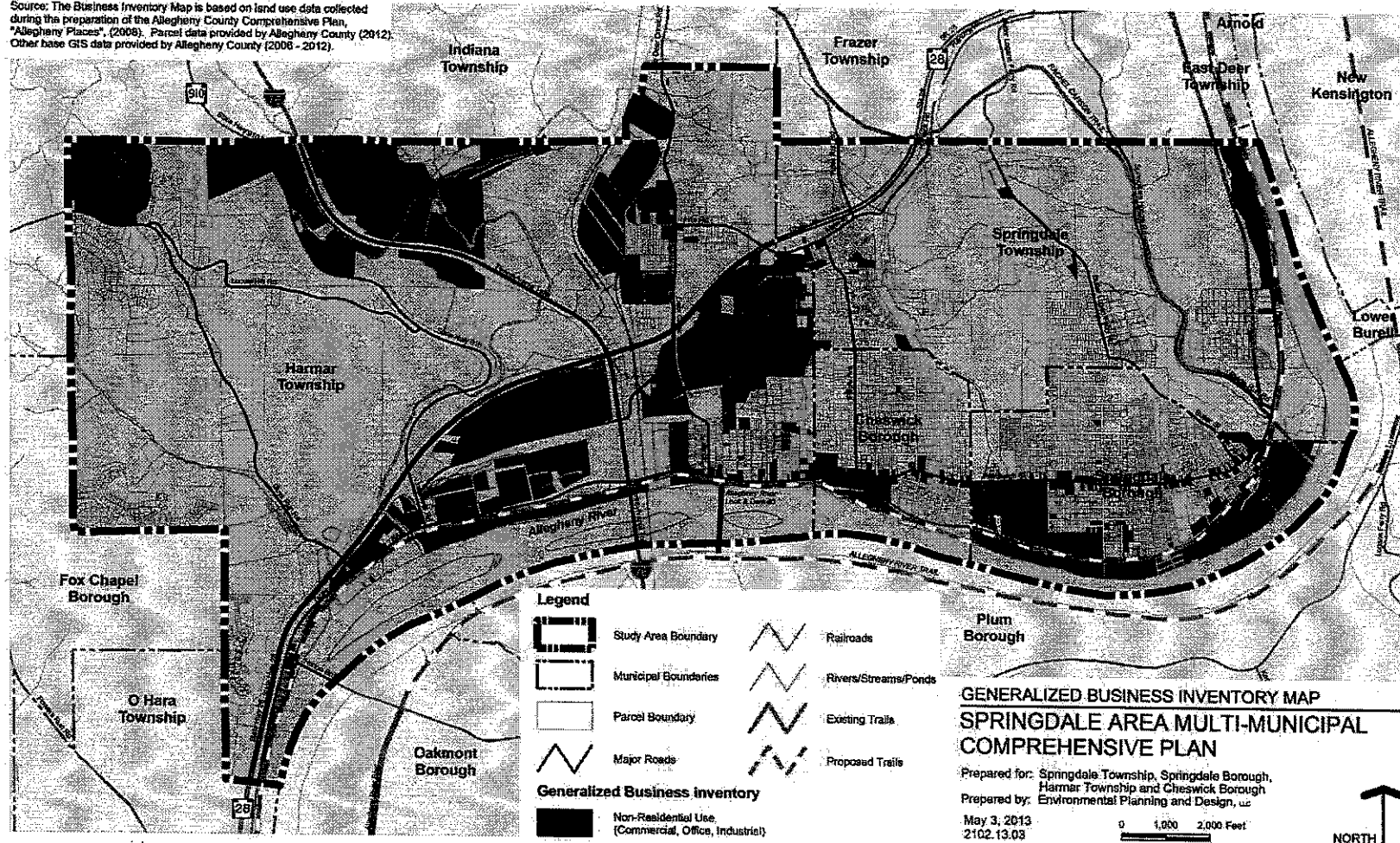
Heritage Tourism/Arts and Culture

Heritage tourists appreciate culture, art and historic buildings. A community with a story to tell and one that can tell it with art and culture is much sought after. Heritage signs and self-guided walking tour could be developed by the CDC and would be excellent attractions. Murals, public art on and near the local trails add to the "story." Capitalize on the burgeoning cultural and arts initiatives. Explore the motorcoach market. Consider possible retail sites for antique shops. Coffee shops, micro-breweries in historic buildings, wineries and restaurants and taverns with outdoor dining, will appeal to both eco-tourists as well as those visitors interested in arts, culture and heritage and the demographics are often the same.

Buy Local

Travel across the country to smaller rural communities is expected to reach record levels in the next few years. Visitors to small towns want to do more than watch an event; they want to be part of it and they want their spending to be part of something larger. The Buy Local; Shop Local credo is becoming a way of life for people and shows every sign of growing. The communities should participate in Buy Local initiatives and should market those initiatives aggressively. Encourage restaurants to feature locally grown produce and meats and retail to feature local products.

Source: The Business Inventory Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2008). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).





Resources

Natural resources include sensitive environmental features, natural recreational resources, and cultural resources. The Future Land Use Plan targets development to take advantage of these places, with the intent of limiting development in designated areas. Future development in many sensitive areas must be consistent with the goal of conserving environmentally sensitive features. Except for agricultural, recreational and resource-based enterprises, there should be no new commercial or industrial uses in these areas.

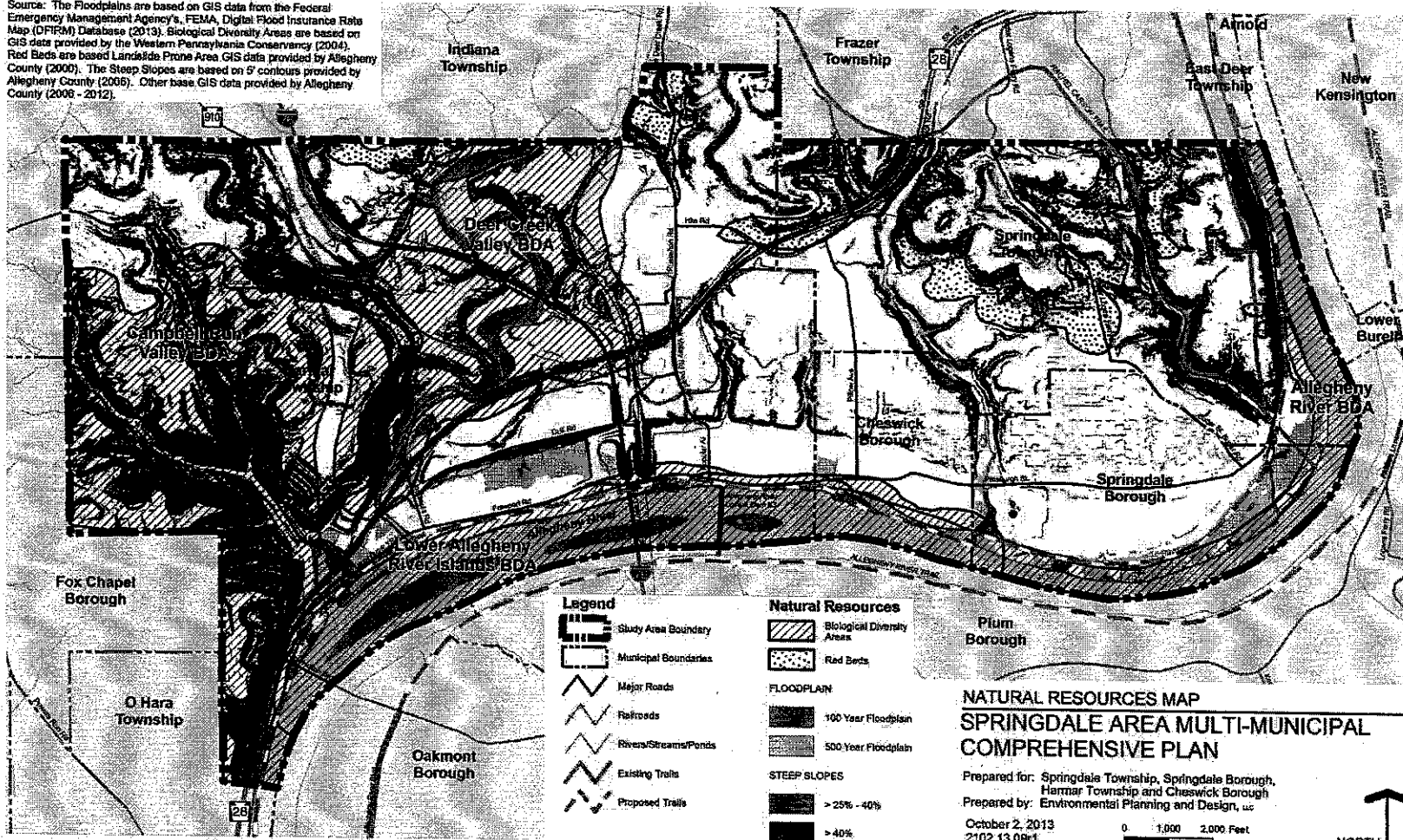
Resources Goal:

Facilitate the protection, promotion and enhancement of natural, civic and recreation resources.

Resources Objectives:

- Promote and protect the County's historic and cultural resources.
- Utilize cultural resources as a tool to stimulate economic development.
- Implement a strategy to establish greenways to provide connections and encourage protection of natural resources.
- Expand and protect the parks and trails system to serve current and future populations.
- Protect ecologically sensitive areas, such as wooded steep slopes, stream headwaters, woodlands and wildlife corridors.
- Encourage development that is compatible with existing development patterns to minimize impacts to green fields.

Source: The Floodplains are based on GIS data from the Federal Emergency Management Agency's, FEMA, Digital Flood Insurance Rate Map (DFIRM) Database (2013). Biological Diversity Areas are based on GIS data provided by the Western Pennsylvania Conservancy (2004). Red Beds are based on Landslide Prone Area GIS data provided by Allegheny County (2009). The Steep Slopes are based on 5' contours provided by Allegheny County (2006). Other base GIS data provided by Allegheny County (2008 - 2012).



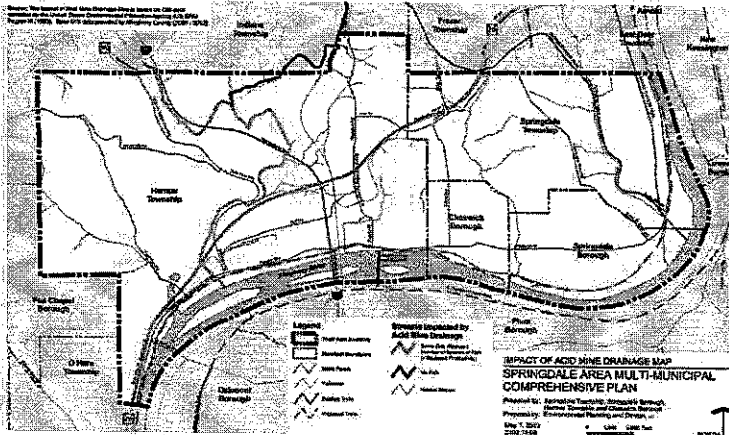
Biological Diversity Areas

The Allegheny County Natural Heritage Inventory identifies and maps important biotic and ecological resources that make up the natural heritage of Allegheny County. These areas, which include Biological Diversity Areas (BDA), provide habitat for a great diversity of plants and animals, including rare, threatened and endangered species. Natural heritage areas also provide scenic and recreational opportunities for residents and visitors. In addition to this classification system, each area has been assigned one of three County significance ranks of either 'Exceptional', 'High' or 'Notable'. The significance rankings have been used to set priorities for protection.

BDAs are:

- Natural or human influenced habitat that harbor one or more occurrences of plants or animals recognized as state or national species of special concern,
- Areas that possess a high diversity of native species of plants and animals, or
- Areas that support a rare or exemplary natural community, including the highest quality and least disturbed examples of relatively common community types.

#	SITE NAME	Description	Significance
1	Deer Creek Valley BDA	High community and species diversity with Robust Emergent Marsh, Mesic Central Forest, Floodplain Forest, and a Dry-Mesic Acidic Central Forest community	exceptional
2	Lower Allegheny River Islands BDA	Section of Allegheny R. that represents pre-lock and dam conditions of the river, islands represent most natural of such features in county and contain a recovering Floodplain Forest community	high
3	Campbell Run Valley BDA	Relatively large, forested stream valley exhibiting a recovering Mesic Central Forest Community	high
4	Allegheny River BDA	Recovering river system that provides habitat for a number of animal species of special concern. River continues to be altered by effluent discharges, point source discharges, navigational locks and dams, and dredging of river bed	high



Abandoned Mines and Affected Streams

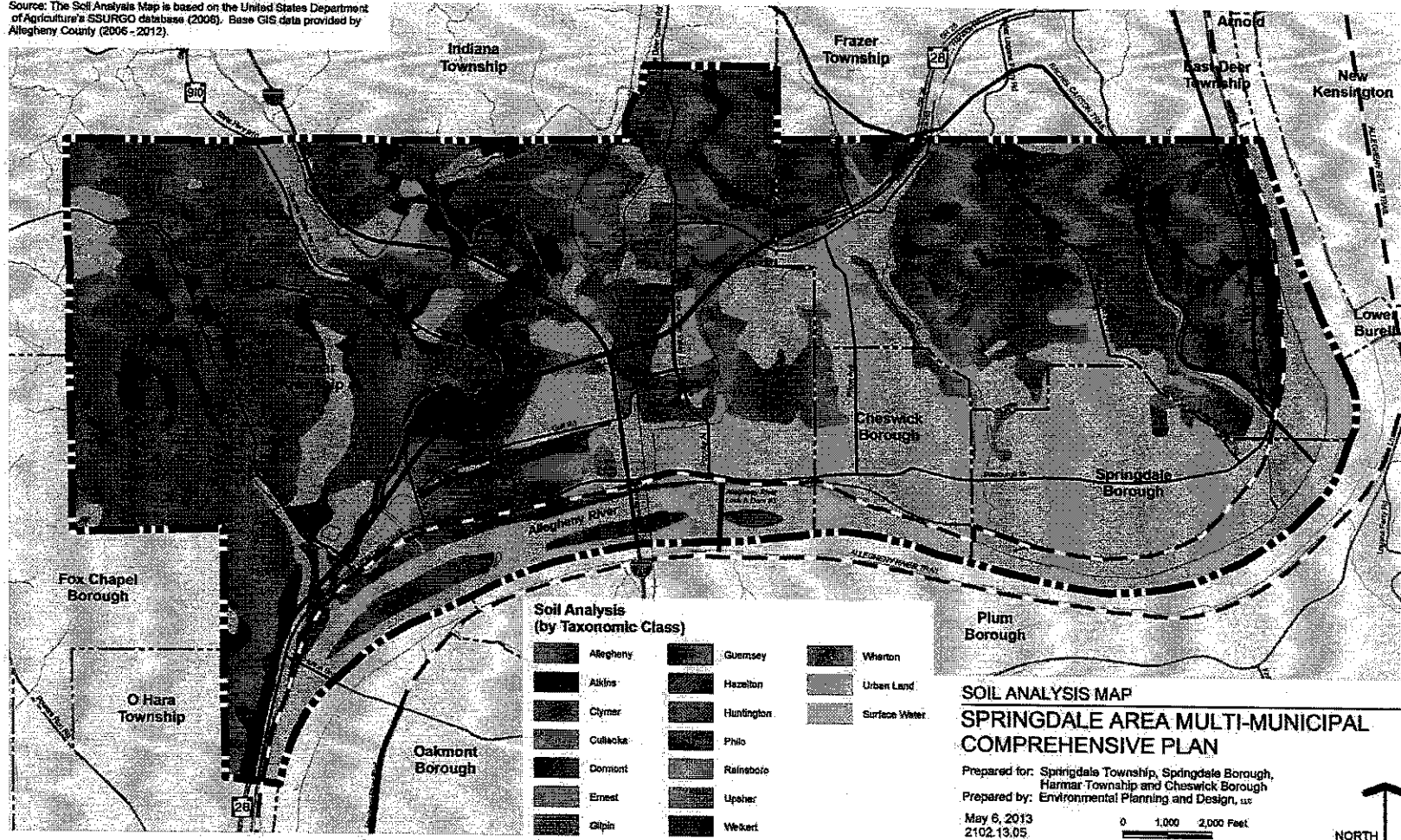
The majority of the surface operations and all deep mine operations in Allegheny County have been abandoned. Abandoned mines in the County have contributed to the pollution of area streams.

Abandoned mine drainage (AMD) is a serious problem, as evidenced by the large number of orange-colored streams. AMD occurs when water from abandoned coal mines seeps into streams, disrupting the ecology and water quality of the stream. AMD poisons aquatic life and renders the stream lifeless.

AMD results from the oxidation of metal sulfides (often pyrite) within rock and overburden after it is exposed to air and water. It is most often due to mining operations, both deep and surface. However, AMD can also occur where sulfide-bearing rock outcrops are naturally exposed or where sulfide-bearing rock is exposed in roadway cuts and excavations

Mine drainage from past mining operations is a serious and persistent problem, degrading both water quality and stream ecology. Properties on abandoned AMD streams have reduced potential for economic development and reduced property values.

Source: The Soil Analysis Map is based on the United States Department of Agriculture's SSURGO database (2006). Base GIS data provided by Allegheny County (2006 - 2012).



Much of the steeply sloped land is highly susceptible to landslides and rock falls. The red bed (claystones) is especially prone to slope failure. Very steep slopes in particular can be difficult and dangerous to develop. There are a number of potentially significant environmental impacts associated with disturbance of steep slopes, including:

- Difficulty of re-establishing vegetation
- Decreased stormwater run-off absorption rates
- Increased volume and velocity of stormwater runoff
- Increased potential for accelerated erosion
- Potential for landslides and rock falls
- Ugly scarification and other visual impacts

Special Use Parks

Special Use Parks are considered to be destination parks because they have a unique feature or attraction. Special Use Parks can be owned by municipalities, the County, or the State. Allegheny Islands State Park is in the Allegheny River, offshore of Harmar Township in northeastern Pittsburgh. It consists of three islands totaling 43 acres. The park is undeveloped and there are no public facilities. Group camping is permitted.

Trails

The Erie to Pittsburgh Greenway incorporates trail systems both built and planned along the Allegheny River, and overlaps the Pittsburgh to Harrisburg Mainline Canal Greenway™ within Allegheny County's borders. Trail organizations from Pittsburgh to Erie are working to connect a number of land trails to it. The concept for the Erie to Pittsburgh Greenway emerged from local communities and trail organizations. The success of other community and regional trails built in the western part of the Commonwealth over the years provided good models for the Erie to Pittsburgh Greenway. The Erie to Pittsburgh Greenway can unify the Western Pennsylvania Trail Network. This potential mega greenway will enhance the existing trail system, give it a regional identity, make additional connections, raise the visibility of individual trail projects in the region and elevate the value of recreational resources in local communities. Once the Erie to Pittsburgh regional trail system is completed, it can then connect to The Great Allegheny Passage, linking Erie to Washington, DC. DCNR's second priority for greenways funding in western Pennsylvania is the Erie to Pittsburgh Greenway, a recently designated greenway in the PA Greenways Program.

Other County Trails

Other notable recreation trails in Allegheny County in various stages of development include the Rachel Carson Trail – a 35.7-mile long hiking trail that extends from Harrison Hills County Park to North Park. Although the physical trail exists, it is not protected by public easements or rights-of-way.

Water Trails

Water trails are another mode of travel and recreation in our region. Water trails are designed to provide safe non-motorized boat launches and easy shore access, maintain and respect the environment's natural character, and promote responsible use of our rivers. Water trails also:

- Improve docking facilities for both motorized and non-motorized boaters
- Provide opportunities for short-term access to communities and neighborhoods
- Connect communities
- Allow boaters a brief or long respite
- Water trails encourage low-impact use of the region's waterways and foster a strong sense of stewardship of the riverine environment.

The Three Rivers Water Trail is being coordinated by Friends of the Riverfront in conjunction with the Pennsylvania Fish and Boat Commission, which has the authority to designate Official Pennsylvania Water Trails. The Allegheny River has an official water trail designation. A challenge to small watercraft travel on these two rivers is the amount of barge traffic.

Riverfront Access

Allegheny County has an abundance of river frontage. Because of the region's steel industry heritage, over 45% of all river frontage is currently zoned for industrial use. In addition, Allegheny County has the second largest inland port in the country and relies heavily on river barge transportation. Planning for the redevelopment and development of the riverfront for greenways, trails, parks and other recreation and conservation uses must take into consideration other active uses of the rivers.

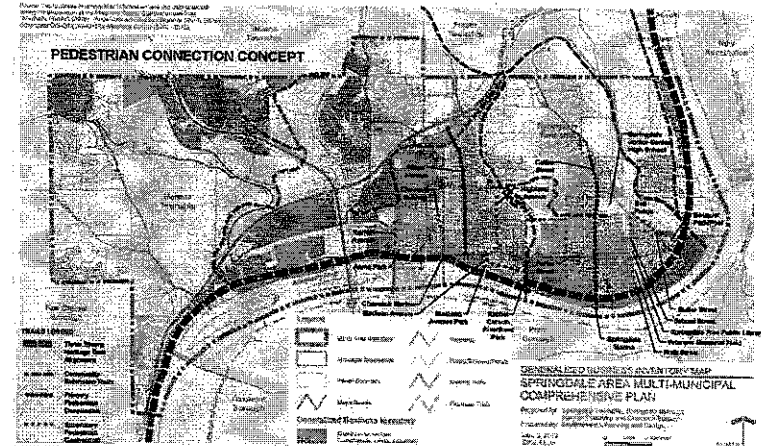
Outdoor Recreation

Recent studies across the country have shown that connecting communities to natural resources can provide opportunities for economic growth, increase the quality of life for local residents, raise property values and attract new business investment.

- Outdoor recreation contributes \$821 billion each year to the US economy, supporting 6.5 million jobs
- The yearly sale of gear and trips for outdoor recreation is greater than annual returns for other industries, like pharmaceutical and medicine manufacturing, legal services and power generation and supply
- In 2008, nearly 33% of US adults went boating at least once

By working together, the communities can implement collaborative solutions to work towards:

- Economic growth based on outdoor recreational services and businesses
- Community engagement that connects residents with healthy leisure activities through outdoor recreation
- Increased connectivity to the Allegheny River and local trails



River Recreation

Outdoor recreation is a booming segment of the US economy, particularly in waterfront destinations. The Allegheny River is an asset around which potential community and economic development can occur, and a resource worthy of protection and enhancement.

Trail Recreation

The majority of trail users are 35 and older, with a significant percentage age 45-54 and older. The household income levels of overnight trail users are significantly higher than average with nearly 35% earning over \$100,000 per year. The average daily expenditure of an overnight trail user is \$98; day trippers spend an average of \$13 per day.

Potential Actions

In conjunction with the newly formed CDC, the Allegheny Valley communities should facilitate collective action to support, enhance and expand outdoor recreation opportunities

- Create an atmosphere that supports river and outdoor recreation
 - Improve gateway signage and wayfinding
 - Create and install a series of banners highlighting the communities and their branding efforts, outdoor events and points of interest
 - Improve streetscapes in business districts that serve the riverfront
 - Produce and use window clings or other items to improve street level appearance of vacant or underutilized buildings
- Provide pedestrian and bike linkages to riverfront trails
 - Identify connectivity areas that can be created with volunteer labor. Leverage these efforts to support the implementation of additional linkages with grant, foundation and government funds
- Build a niche economic development strategy related to the Allegheny River
 - Hold educational workshops on topics such as effective marketing for leasing or selling a building,

- websites and social media for small businesses, and financing opportunities for new or expanding businesses
- Work with local organizations like the Duquesne University Small Business Development Center to promote and support small businesses—especially those associated with outdoor recreation
- Brand and promote the recreation experience
 - Design and implement the use of a logo
 - Create, maintain and promote a website dedicated to outdoor recreation opportunities
 - Consider the benefits of hiring and intern or part time employee to be shared by the communities who can organize events, update the website and social media sites and implement other marketing and branding strategies
- Encourage community involvement
 - Expand public events and offerings like a summer concert series or public art events
 - Encourage volunteerism in the communities' outdoor recreation spaces via civic organizations, school events and other programs

Historic Resources

Historic resources connect us, physically and emotionally, to the past and attract and educate residents and visitors alike. Historic and cultural resources give us our identity and give our communities their authenticity. Due to a rich history, this region has many historic and cultural resources that are recognized nationally.

Heritage Tourism

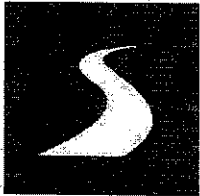
Pennsylvania has a Heritage Areas Program, administered by the Department of Conservation and Natural Resources (DCNR), to keep the Commonwealth's historical legacy alive and thriving. The program is guided by five interrelated goals: Economic development, Recreation and open space, Partnerships, Education and interpretation, Cultural conservation.

The Allegheny River Lock and Dam No. 3 (also known as C.W. Bill Young Lock and Dam) in Harmar Township is a lock that was built in 1932. The lock and dam were built by the U.S. Army Corps of Engineers as a part of an extensive system of locks and dams to improve navigation along the Allegheny River. It was listed on the National Register of Historic Places on April 21, 2000.

Rachel Carson Homestead, also known as Rachel Carson House, is a National Register of Historic Places site in Springdale. It is a five-room farmhouse which was the birthplace and childhood home of Rachel Carson, whose 1962 book *Silent Spring* launched the modern environmentalism movement. She wrote her influential book *Silent Spring* at her later life home in Maryland.

The homestead is managed by the Rachel Carson Homestead Association, a nonprofit organization established in 1975. The organization has established an ongoing Rachel Carson Legacy Challenge: challenging individuals, government, industry and institutions to lessen their ecological footprint through the Rachel Carson Legacy Challenge which uses Carson's environmental ethic as the benchmark for permanent and measurable change: - to live in harmony with nature - to preserve and learn from natural places - to minimize the impact of man-made chemicals on natural systems of the world - to consider the implications of human actions on the global web of life.

Other activities include annual events - Rachel's Sustainable Feast - a street fair with regional chefs showcasing local, sustainable foods, farmer's markets, environmental and conservation groups and eco-friendly vendors, and the Rachel Carson Legacy Conference which tackles today's issues of environment and health. The Rachel Carson Challenge, a 35 mile wilderness hike on the Saturday closest to the summer solstice, is in honor of Rachel Carson's contribution to the environment and passes through the Homestead. The Rachel Carson Trail is managed by the Rachel Carson Trails Conservancy.



Connectivity, Infrastructure and Facilities

The purpose of the Connectivity Plan is to maximize utilization of the existing transportation network, target new investment in the system for maximum return and provide all people equal access to growth opportunities

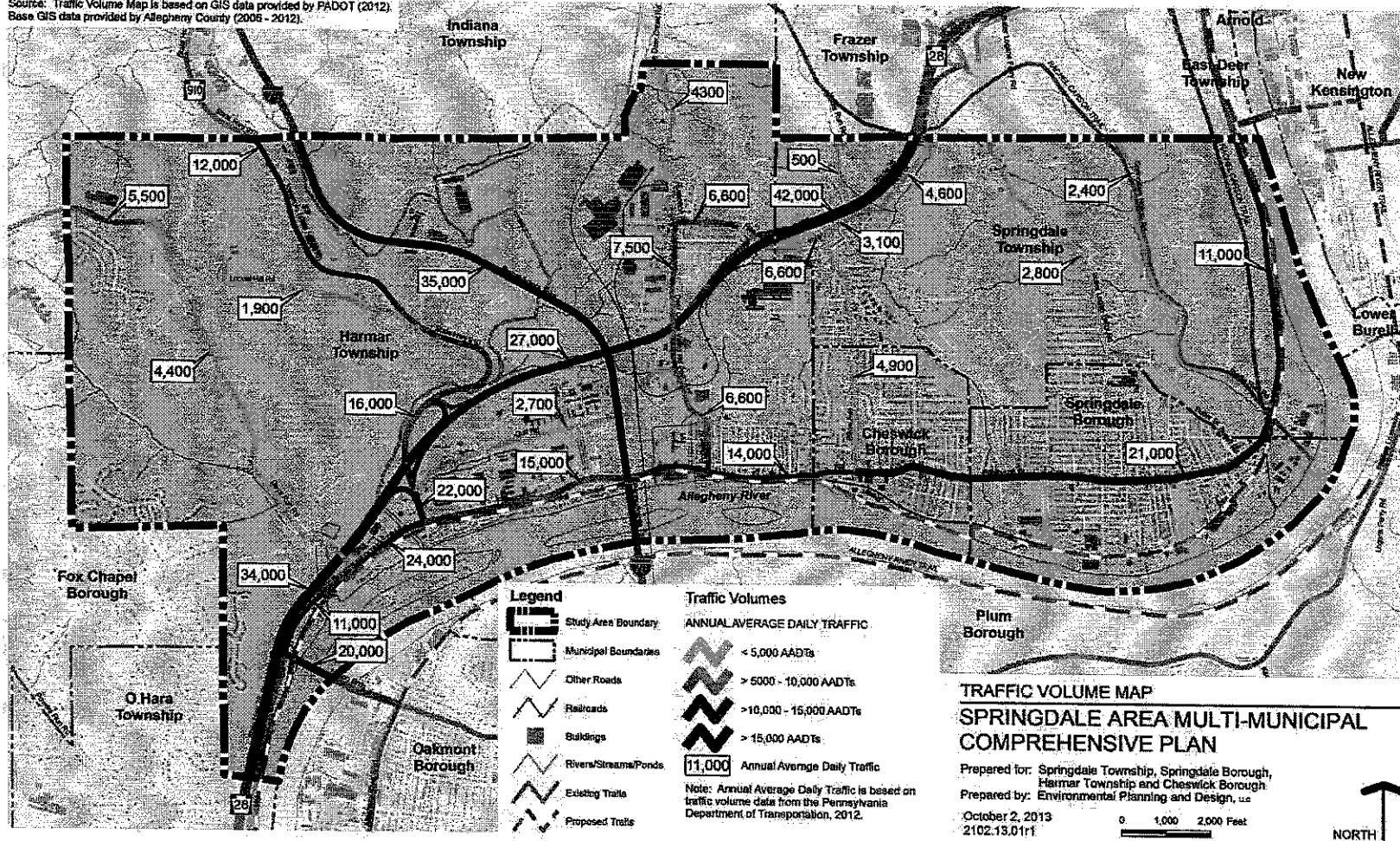
Connectivity, Infrastructure and Facilities Goal

Use a balanced approach in the management of transportation, infrastructure, energy systems and access to public transportation

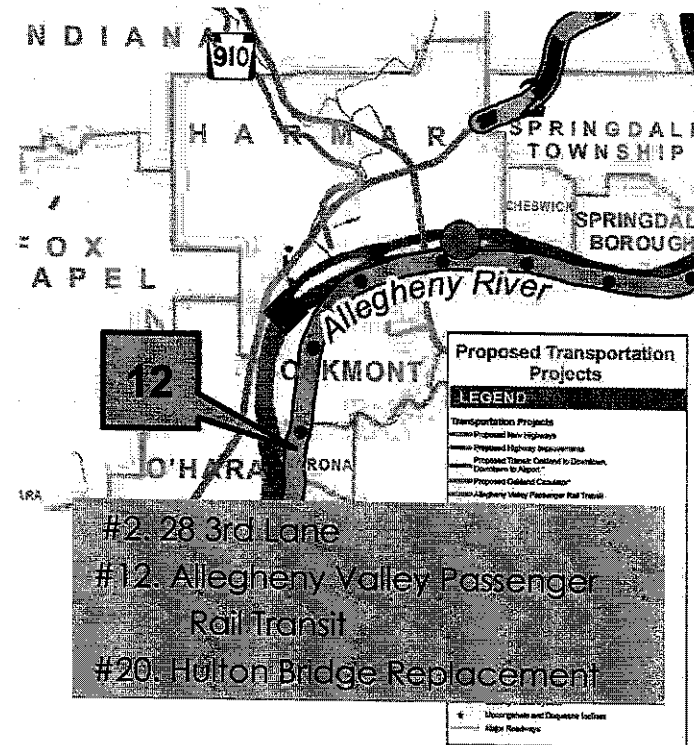
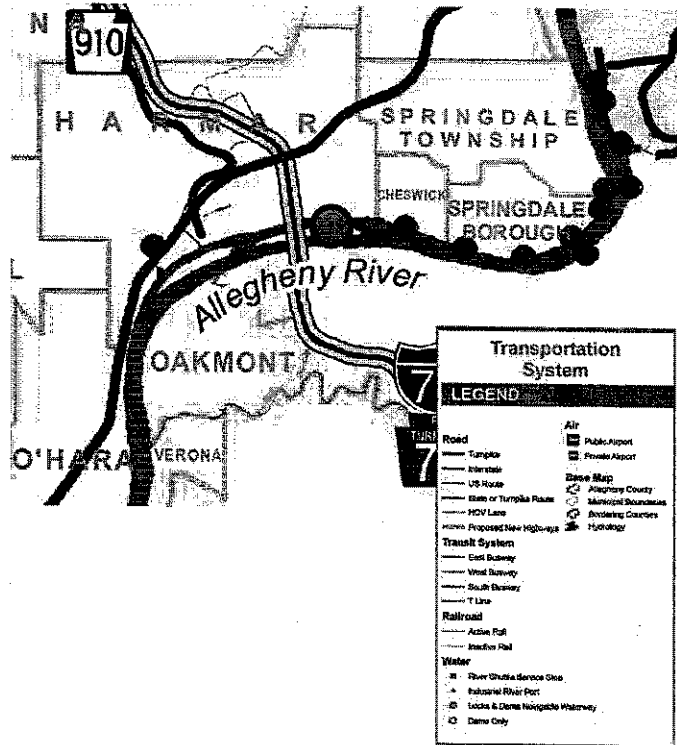
Connectivity, Infrastructure and Facilities Objectives:

- Evaluate the possibilities for multi-municipal cooperation in the provision of municipal services
- Provide efficient emergency response services
- Support community access to public libraries
- Target transportation investments to support job and housing growth
- Use efficient and creating funding strategies such as public/private partnerships, privatization and leveraging current and future assets to complete strategic transportation upgrades
- Promote the use of public transit and facilitate the coordination of various transportation systems
- Prioritize the maintenance of existing transportation infrastructure within and across all modes of transportation
- Target transportation investments to support job and housing growth
- Provide access to the rivers for commercial and recreation uses
- Protect and enhance the quality and quantity of water resources
- Support planning and funding for utility extensions and improvements that are consistent with development patterns
- Assess the benefits of regionalization and shared utility assets
- Provide access to jobs

Source: Traffic Volume Map is based on GIS data provided by PADOT (2012).
 Base GIS data provided by Allegheny County (2006 - 2012).



Vehicular and River Transportation



The Allegheny Valley communities are strategically located in the region. It is critical to promote a safe and dependable transportation infrastructure with maximized inter-connectivity for people as well as all types of freight movements. We want the best functioning system we can achieve, which requires careful, thoughtful planning and investment. Planned transportation improvements include Route 28 third land widening north of Harmarville- widening PennDOT; Harmarville to East Deer.

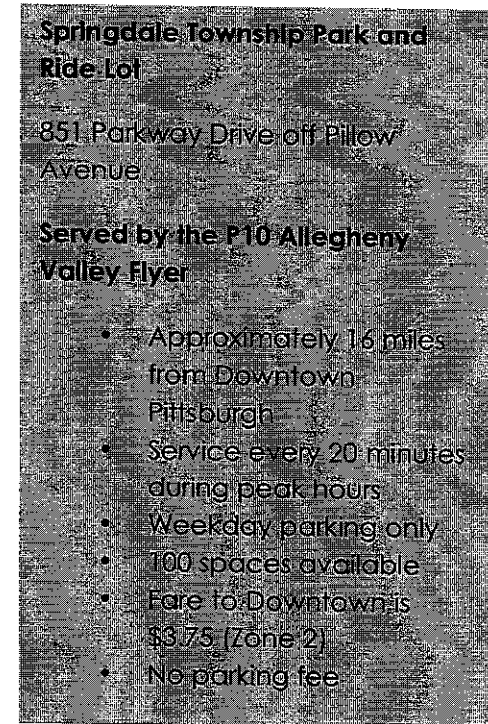
Transit-oriented development (TOD) is an important national land development trend that promotes:

- Compact, relatively dense development within walking distance of a transit station
- A '24/7' mix of uses – transit origins (housing) and destinations (jobs, retail, schools, medical, civic)
- A safe, interconnected and inviting pedestrian environment – sidewalks, plazas, lighting, signage, and building transparency at the street level
- A new approach to parking – less of it, shared wherever possible, and (except for curbside spaces) out of view
- TODs can reduce traffic congestion by providing expanded transportation options, and significantly increase ridership for the Port Authority.

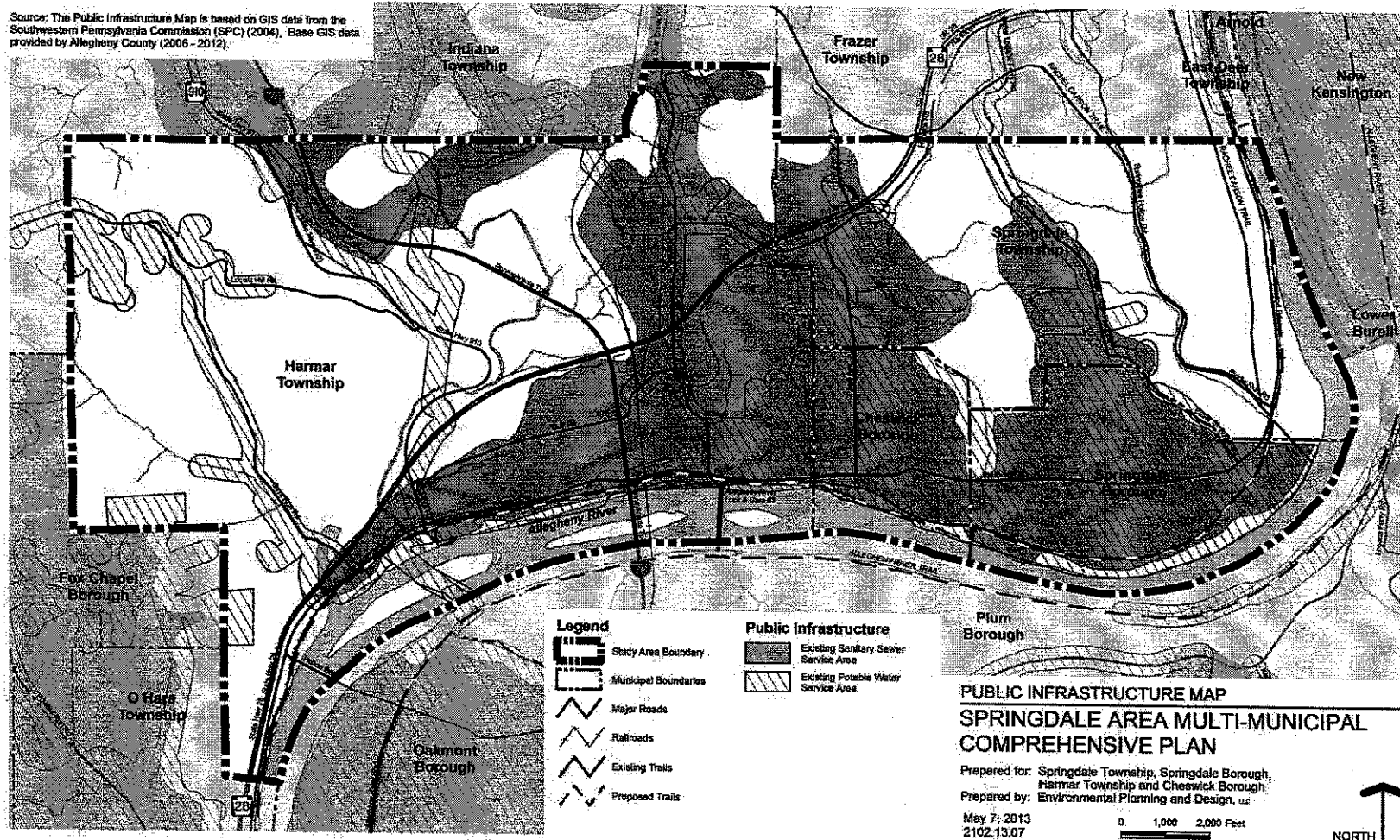
A new state program, Transit Revitalization Investment District (TRID), has been established to help implement TODs. TRID is designed to:

- Integrate transit planning with other infrastructure, public facilities and private development
- Encourage intergovernmental collaboration
- Add legal powers and flexibility to create the best development on public land near the stations
- Provide opportunities for Tax Increment Financing and state funding and financial assistance

Allegheny County is one of the first areas in Pennsylvania to take advantage of the program. The County has developed recommendations for three TRID strategic areas: leave-alone territory, infill and investment zones, and strategic opportunity sites. The TRID program will be pursued for future TOD opportunities as well. The County will continue to work closely with the Port Authority to develop TOD Places, and target funding where it will have the greatest benefit.



Source: The Public Infrastructure Map is based on GIS data from the Southwestern Pennsylvania Commission (SPC) (2004). Base GIS data provided by Allegheny County (2006 - 2012).



- | | |
|----------------------|--------------------------------------|
| Legend | Public Infrastructure |
| Study Area Boundary | Existing Sanitary Sewer Service Area |
| Municipal Boundaries | Existing Potable Water Service Area |
| Major Roads | |
| Railroads | |
| Existing Trails | |
| Proposed Trails | |

PUBLIC INFRASTRUCTURE MAP
SPRINGDALE AREA MULTI-MUNICIPAL
COMPREHENSIVE PLAN

Prepared for: Springdale Township, Springdale Borough,
 Harmar Township and Cheswick Borough
 Prepared by: Environmental Planning and Design, LLC

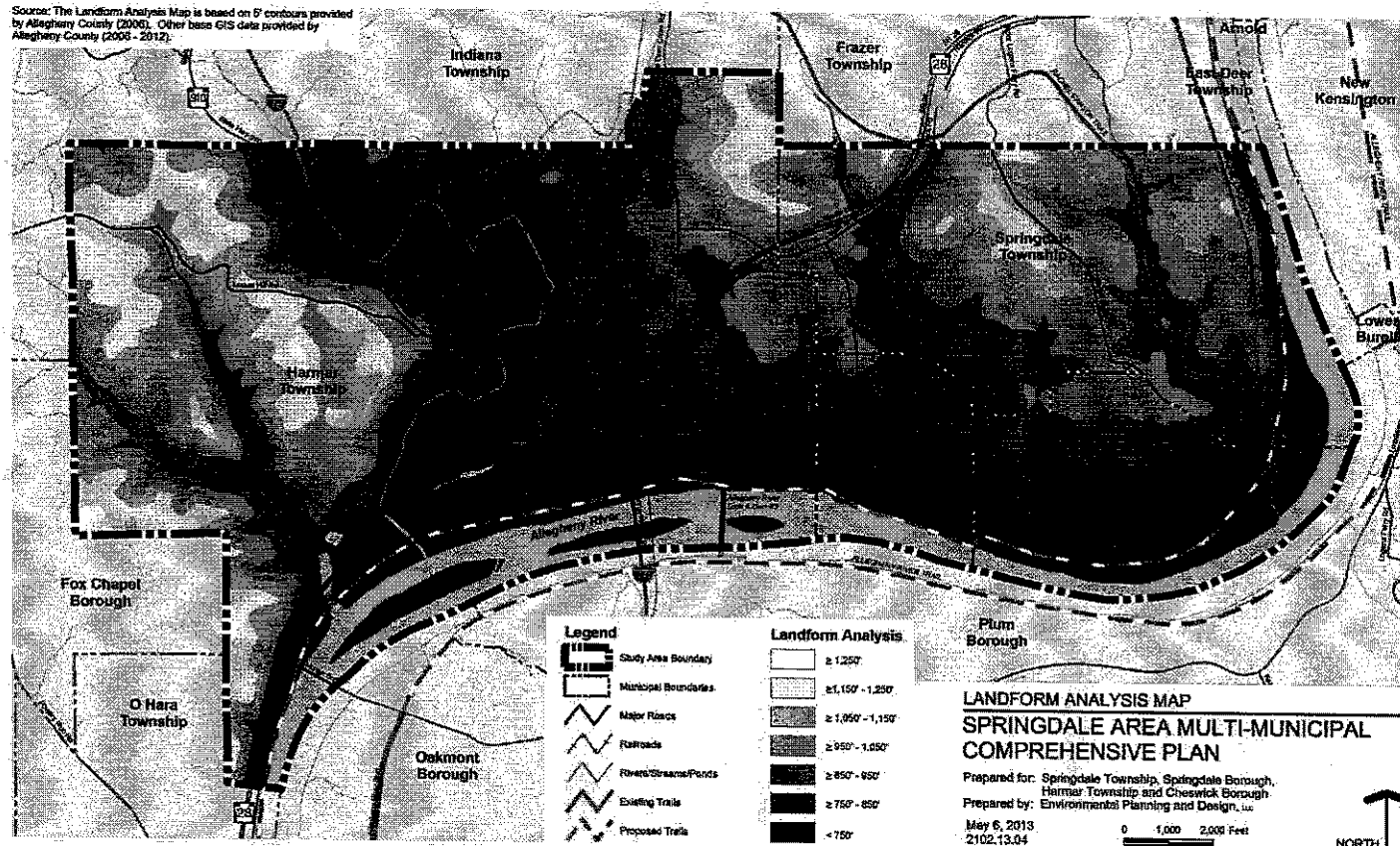
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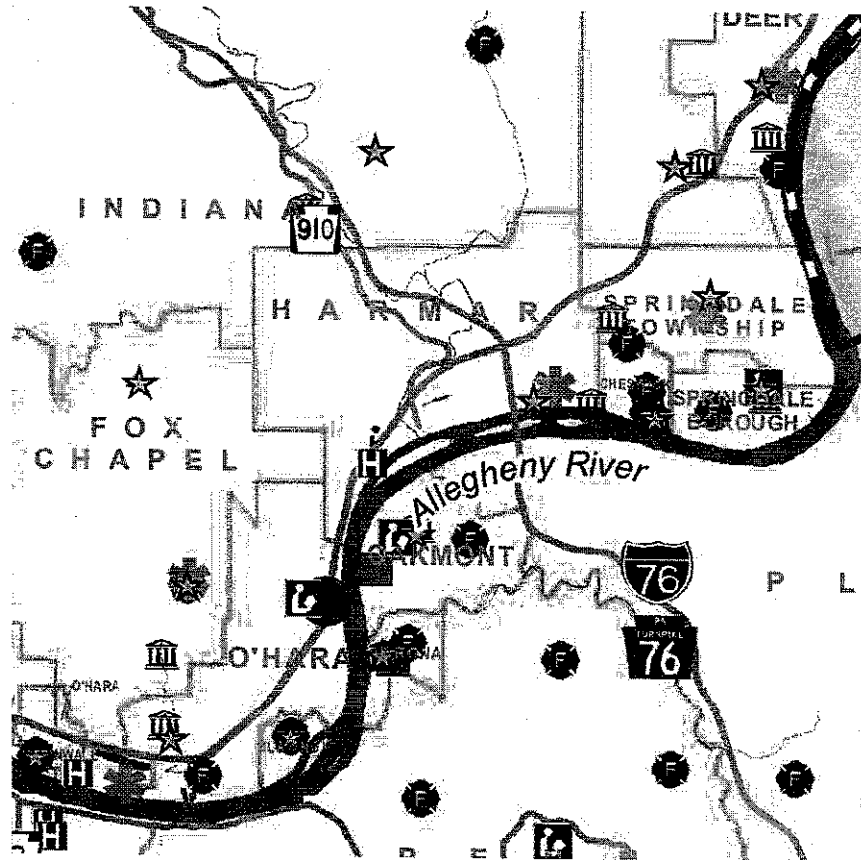
Public Infrastructure

Areas not currently served by public water and sewer service are closely associated with steep slopes and more extreme landforms. Future development should be carefully considered and aligned with the expansion of public water and sewer service.



Community Facilities

Community Facilities	
LEGEND	
Emergency Services	
★	Police Stations
★	Fire Stations
★	Hospitals
★	Neonatal/Telen Centers
★	EMS Sites
Public Services	
■	Libraries
■	Municipal Buildings
■	Senior Centers
Base Map	
⬡	Allegheny County
⬡	Municipal Boundaries
⬡	Warding Courses
⬡	Hydrology
⬡	Major Roadways
⬡	Proposed Roads



Community Facilities

The Allegheny Valley communities are well-served by community facilities. The desires for fluid infrastructure systems and balanced energy demands should be maintained.

Pedestrian and Trail Connectivity

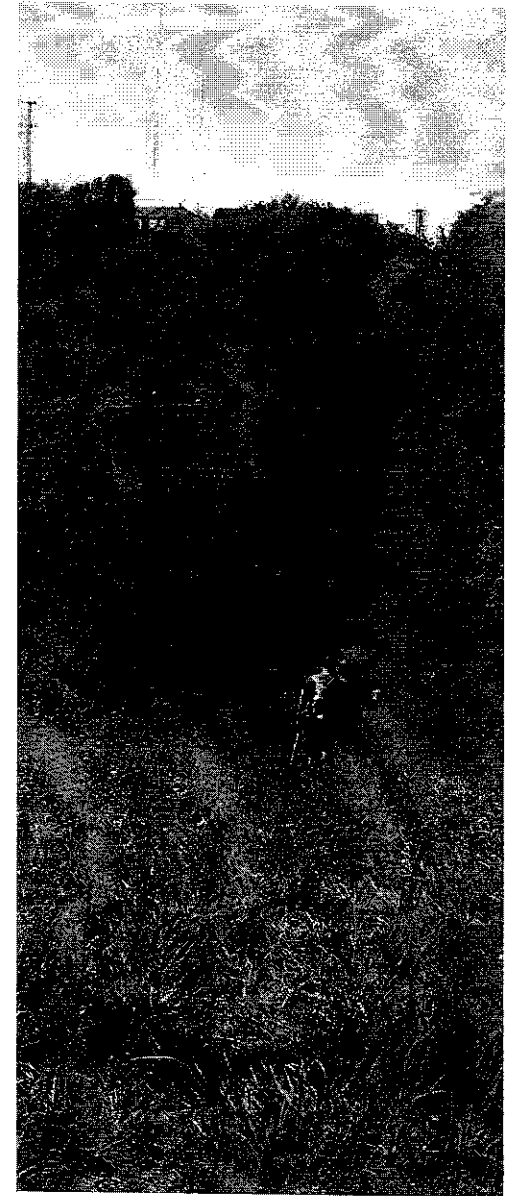
The Allegheny Valley communities have an abundance of natural and recreational resources. Pedestrian trail connections will be the key to realizing economic benefit from the trails. It is also the key to utilizing the trails for the benefit of residents.

Trail Users

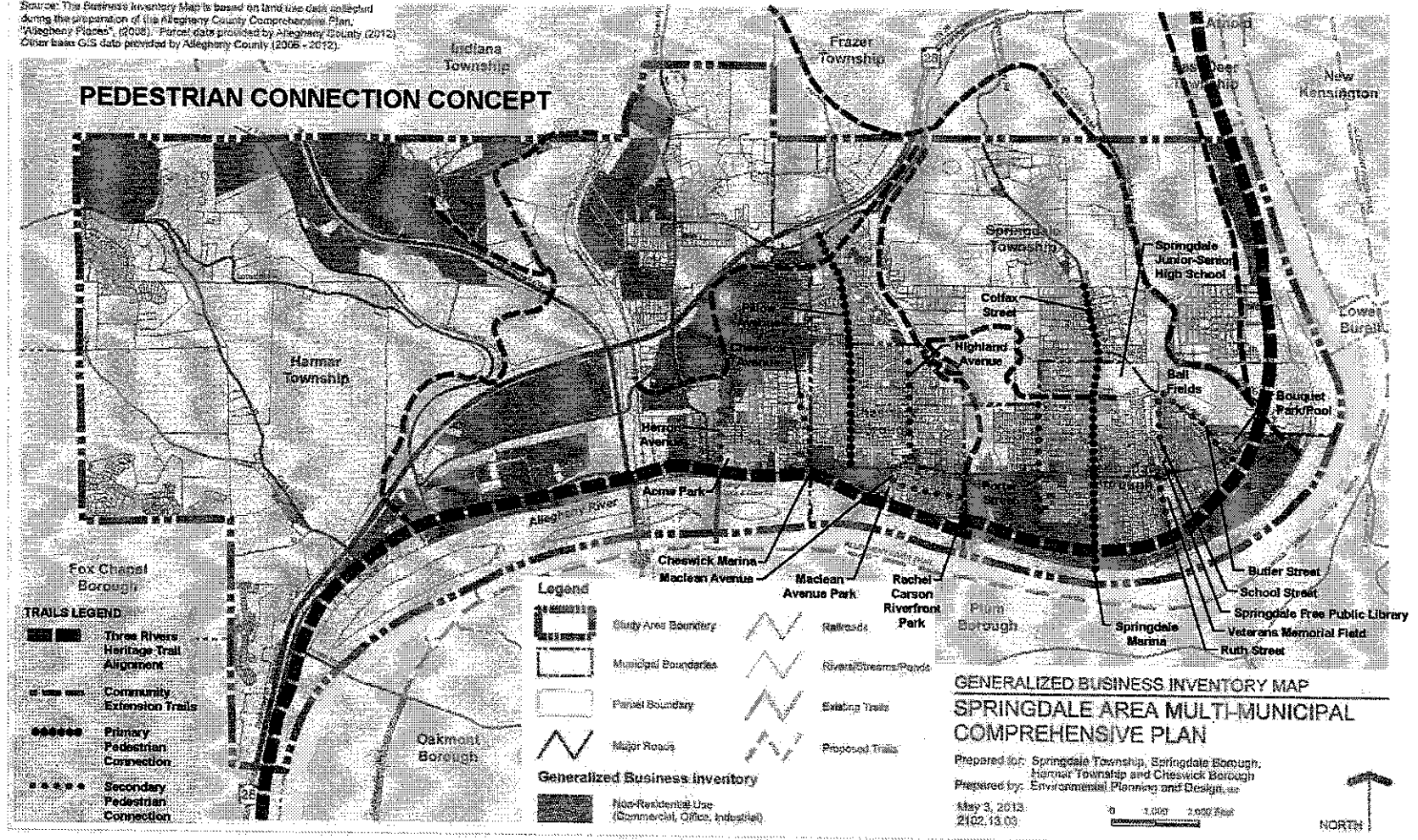
Trail users are more likely to leave the trail to discover local communities if there is a clear path into "town." Clear signage, streetscape enhancements and desirable destinations will bring trail users to a community to eat at restaurants, shop in local stores and discover amenities that will bring them back again and again.

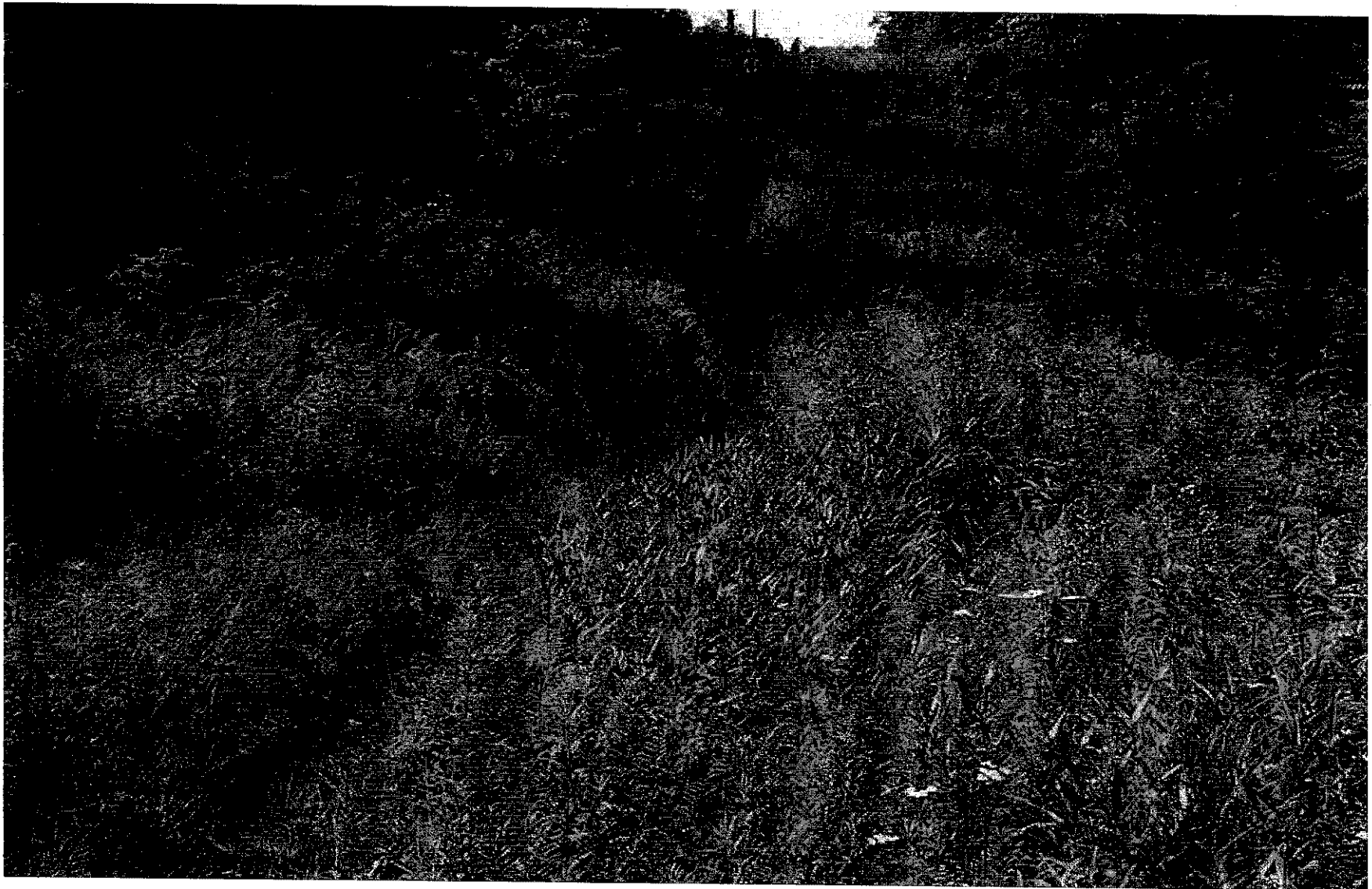
Residents

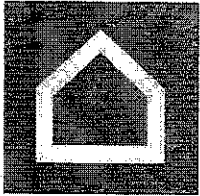
Pedestrian linkages will encourage local residents to utilize the trail resources at their doorsteps. From promoting health and wellbeing to recruiting employers and new residents, trails can be an important component for a community that is competing regionally for grant money, residents and businesses.



Source: The Business Inventory Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2008). Parcel data provided by Allegheny County (2012). Older base GIS data provided by Allegheny County (2006 - 2012).







Future Land Use and Housing

The future land use scenario is an informed assumption as to what a community could be like in the future assuming a continuation of recent land development trends. Where suitable, the municipalities could update zoning designations associated with desired future land uses consistent with this Plan.

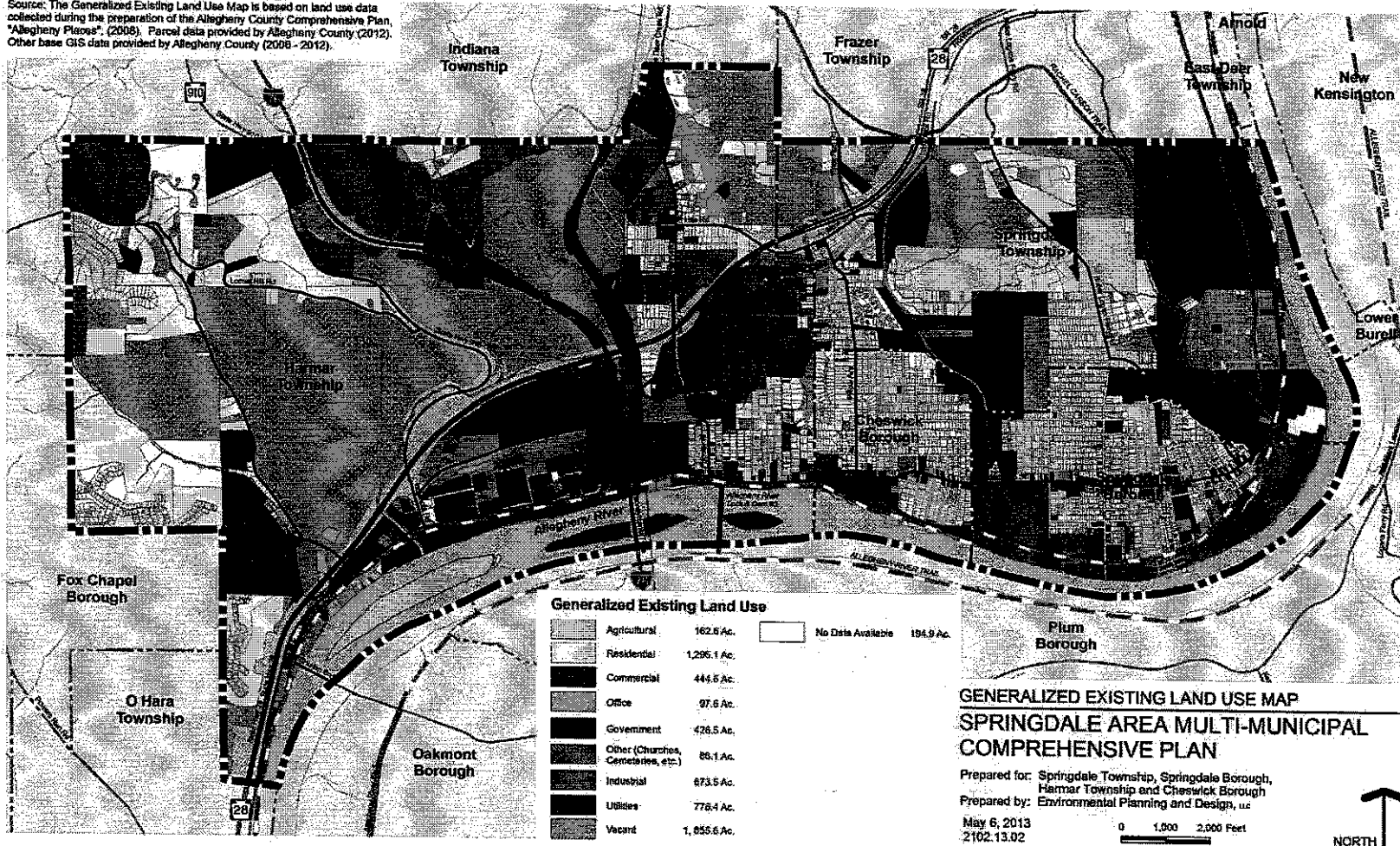
Land Use and Housing Goal:

Foster livability and success of neighborhoods, commercial districts and industrial areas.

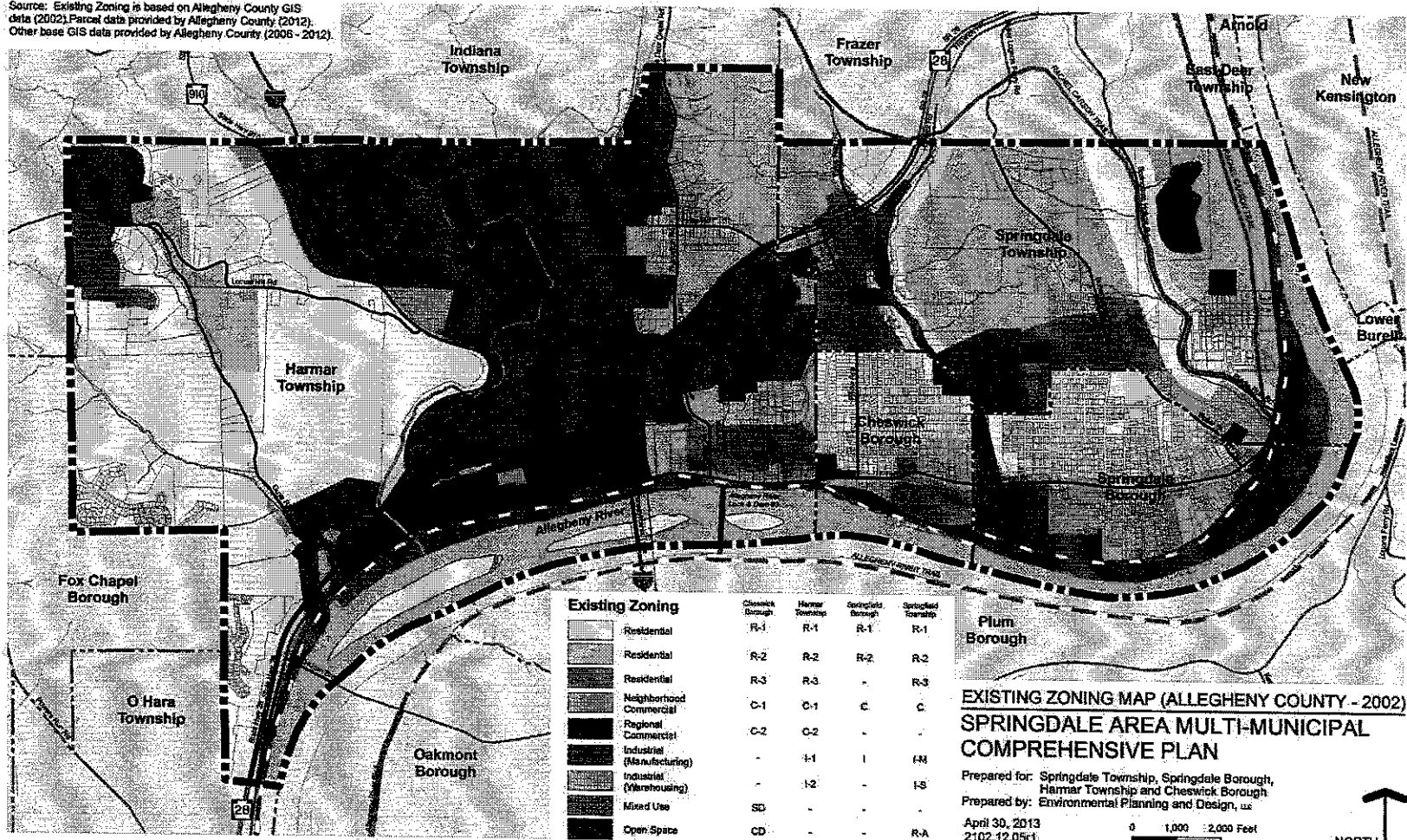
Land Use and Housing Objectives:

- Create places that emphasize community
- Ensure that new development occurring outside of established areas is beneficial and necessary
- Encourage transit-oriented development
- Provide a variety of housing
- Target infill housing where needed
- Promote the use of green building techniques and upgrades

Source: The Generalized Existing Land Use Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2008). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2008 - 2012).



Source: Existing Zoning is based on Allegheny County GIS data (2002). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).



Large portions of the Allegheny Valley communities are developed with commercial, industrial and residential uses. Many of the areas that are currently undeveloped have difficult terrain, soils or other natural features that make them difficult to develop. Consequently, much of the development that will occur in the communities will be infill development. Infill areas provide opportunities for new development and redevelopment on properties that are vacant, abandoned, or under-used. Infill can occur on a single lot or on groups of lots.

The legal grounds for the Comprehensive Plan are based on the Pennsylvania Municipalities Planning Code.

- Section 603. (a), states that **zoning ordinances should reflect** a municipalities community development objectives and give consideration to the **character of the community**, the needs of the citizens, and the suitability and **special nature of particular parts of the municipality**;
- Section 604. (1) also requires that zoning ordinances protect the public health, safety and general welfare vis-à-vis population density; transportation; land use as well as **preservation of scenic and historic values**
- Section 605. **permits zoning ordinances to classify** and to define specific provisions for different situations, uses and structures including [Section 605. (2)(vi)] **places having unique historical, architectural or patriotic interest or value**; as well as [Section 605. (2)(vii)] other **places having a special character or use affecting and affected by their surroundings.**

There are many values and benefits to considering infill replacement and redevelopment.

- Promote economic development opportunities within communities
- Improve the municipal tax base by developing vacant or under-utilized parcels
- Expand development potential and optimize available resources to revitalize the business community
- Develop needed housing in close proximity to employment and rehabilitate older housing units
- Preserve and/or enhance community and neighborhood character
- Create transportation choices and improve connectivity
- Establish walkable neighborhoods and, where appropriate, transit-supportive development
- Decrease commuter traffic congestion
- Maximize existing investments in urban services and civic amenities (as an alternative to extending or constructing new facilities)
- Reduce public infrastructure costs (efficiency over sprawl development)
- Conserve energy through reduced automobile dependence
- Create community centers and strengthen downtowns
- Supports green building or sustainable development objectives

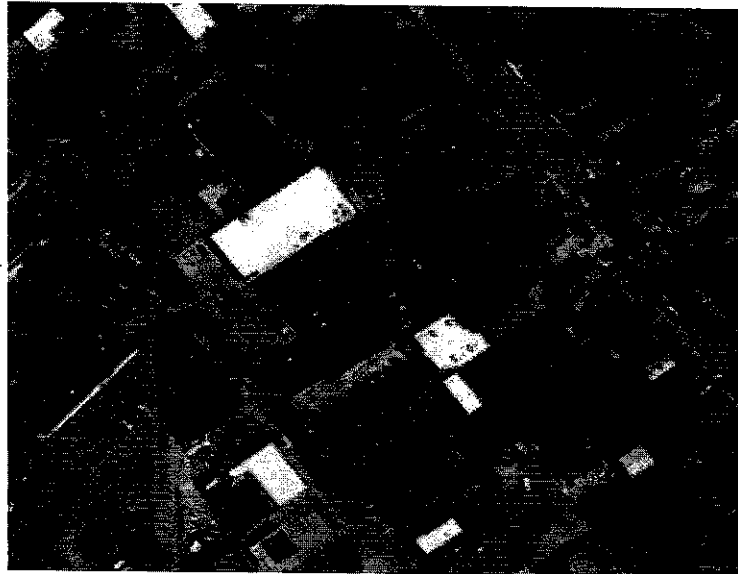
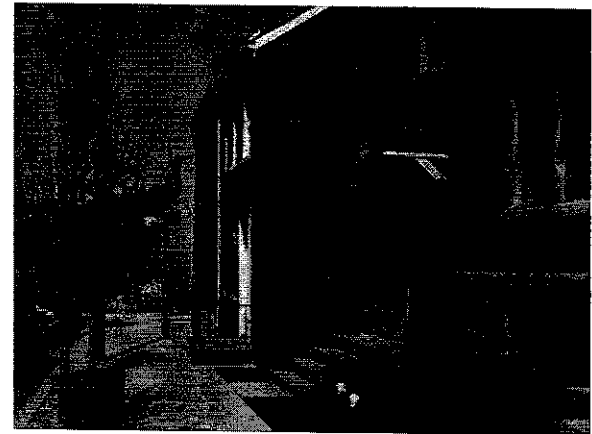
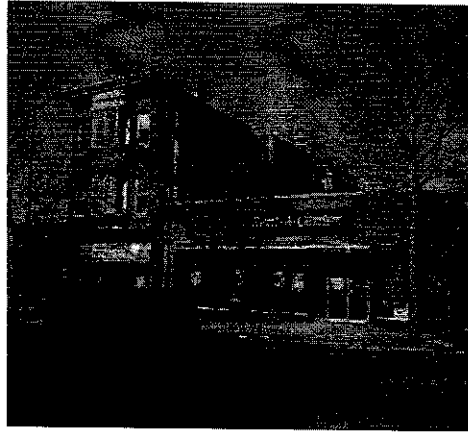
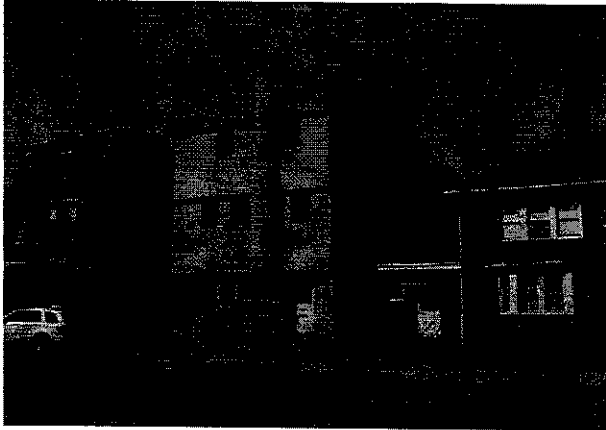
Common Infill Issues

- Typically infill, replacement and redevelopment is **not permitted "by right"**.
- **Strict separation of land uses** hampers the feasibility of many opportunities.
- Overly large-setbacks and low building coverage standards create **urban neighborhoods with a suburban character**.
- The administrative/**review process is often slow, lengthy and costly** for developers.
- **Shared parking is prohibited**; total requirements for mixed-use projects are commonly based on a cumulative calculation.
- Generous and **misdirected open space standards** decrease the availability of usable land.
- **Excessively low densities** and a focus on dwelling units per acre rather than floor area ratios (FAR) limit development potential.
- **Limits on overall building heights** or restrictions on the total number of stories can inhibit creative solutions.
- Flexibility for **non-conforming lots, uses and structures** is generally not permitted.
- Most zoning ordinances typically **acknowledge only off-street parking** – on-street spaces are not included in parking calculations.

Common Infill Challenges

- Infill, replacement and redevelopment projects ("greyfields") typically cost more to build than "greenfields"
- Many infill or redevelopment projects require an assemblage of parcels
- Policymakers tend to overlook the public cost-savings of infill, replacement and redevelopment
- Largely due to past experience with poor examples, many residents actively oppose infill, replacement and redevelopment projects
- Developers often avoid infill, replacement and redevelopment projects in urban areas due to fear of reduced marketability
- Infill developers often see finance and capital markets as barriers to infill, replacement and redevelopment
- Most municipal zoning ordinances require the strict separation of land uses and discourage mixed-use opportunities
- There is a perception that the approval process is lengthy and difficult to navigate

in•fill \ 'in-fil \ n: development of vacant or remnant urban land passed over by previous development



re•pla•ce•ment \ri-pleys-muhnt\ *n*: the act of remodeling or reusing a previously developed or improved lot, building or structure



re•de•vel•op•ment \ri-d-i-'vel-epment\ *n*: the act or process of rehabilitating or rejuvenating a blighted area or accommodating new development within the context of existing streets and buildings



Infill provisions can address:

- #1 Blocks and Lots
- #2 Corner Lots
- #3 Side Yards
- #4 Front Yards
- #5 Lot Coverage
- #6 Lot Frontage Size
- #7 Building Height
- #8 Building Massing
- #9 Building Orientation
- #10 Accessory Buildings
- #11 Accessory Uses
- #12 Service and Loading
- #13 Parking Design
- #14 Parking Requirements
- #15 Landscaping and Screening
- #16 Adjacent Land Uses
- #17 Building Re-Use
- #18 Drive-Through
- #19 Historic Context
- #20 Pedestrian Connectivity

For Infill, Replacement and Redevelopment, Lot and block parameters should aim to:

1. Maintain an existing street grid pattern where available.
2. Use an interconnected street pattern that respects the "lay of the land" and natural features where no street grid currently exists.
3. Recognize contemporary land use and "footprint" needs.
4. Provide multiple intersections to enhance traffic flow and reduce congestion; permit alleys and lanes.
5. Utilize cul-de-sacs and dead-ends only when no other means of access are possible.

Corner lot parameters should aim to:

1. Create anchors and/or landmark buildings for a block.
2. Reinforce the street wall of both the primary and secondary streets by requiring build-to lines.
3. Capitalize on the opportunity to create wider lots that can be used to create additional architectural massing and building area.
4. Expand housing diversity within moderate to higher density residential districts by allowing duplexes/triplexes units on corner lots.

Side yard parameters should aim to:

1. Maintain a consistent rhythm of development along a street wall.
2. Evaluate the feasibility of allowing:
 - a. An average side yard setback calculation; and
 - b. An aggregate (a combined total dimension for a lot) side yard setback with established maximums and minimums.
3. Expand building area by considering a requirement of one (1) front yard and one (1) side yard on corner lots.

Front yard parameters should aim to:

1. Reinforce the street wall by maintaining consistent front yard setbacks; e.g. require both minimum and maximum front yard setbacks.
2. When front yard dimensions vary between neighboring lots, consider utilizing average setbacks or defining an acceptable "similar" setback standard.
3. Minimize impacts of parking within front yards by restricting the number of parking bays between the building's front facade and the front lot line.

Lot coverage parameters should aim to:

1. Set realistic lot coverage standards for more urbanized areas; a 40% to 60% maximum lot coverage standard precludes townhomes, duplexes, etc...
2. Consider utilizing impervious surface standards rather than lot coverage standards. Creative improvements such as green roofs, rooftop decks and terraces become more feasible.
3. Determine flexible lot coverage standards based on building type rather than zoning district and allow exemptions for porches, stoops, terraces, etc...

Lot frontage and size parameters should aim to:

1. Develop provisions which optimize the relationship between lot size, building size and lot frontage.
2. Provide flexibility in lot size requirements by permitting lot averaging when multiple lots are being created from irregularly shaped tracts of land.
3. Consider allowing the use of flag lots in order to maximize deep tracts of land with narrow frontage.
4. Establish maximum widths for street facing garages.

Building height parameters should aim to:

1. A maximum building height of 25' does not permit the construction of townhomes when situated on a narrow lot.
2. Establish height standards that address exterior grade variations and embrace distinct architectural elements (such as gables, eaves, etc.) of neighboring buildings.
3. Enable building height bonuses (for penthouses or dormers) by permitting a "stepped" height setback.
4. Adopt provisions for creating architectural transitions between multiple story and single-story buildings.

Building massing parameters should aim to:

1. Create incentives such as density bonuses in return for special architectural details or contextual building fenestration.
2. Establish minimum and maximum floor area ratios (FAR) to achieve higher densities.
3. Consider providing incentives for mixed-use development and structured parking by exempting those uses from floor area ratio calculations in commercial or downtown districts.

Building orientation parameters should aim to:

1. Respect the street by orienting the main building entries toward the front lot line or primary street.
2. Protect the existing street wall by avoiding building placements or juxtapositions that are non-contextual.
3. Require clear and legible building entries to maintain pedestrian-oriented development.
4. Permit creative building orientation solutions or treatments for corner lots situated within higher density residential districts and commercial core.

Accessory building parameters should aim to:

1. Permit accessory dwellings such as granny flats and alley houses as a use "by right" within low and moderate density residential districts.
2. Define minimum and maximum setbacks for accessory buildings based upon desired district characteristics and compatibility with adjoining properties.
3. Control the scale/transparency of accessory buildings in relationship to a lot's principal buildings.
4. Define a maximum building area requirement to control size and scale.

Accessory use parameters should aim to:

1. Treat outdoor cafes as an accessory use.
2. Define design and development criteria for outdoor cafes (for instance, minimum clear/passage space in the sidewalk, etc.).
3. Consider relaxing zoning provisions to permit creative solutions.
4. Address improvements such as barriers as well as "permanency".

Service and loading parameters should aim to:

1. Require that service and loading areas be located outside of the required setback areas.
2. Permit architectural design treatments for screening loading and service areas in lieu of landscape treatments.
3. Establish general vehicular access standards to control service and loading facilities.
4. Consider providing incentives such as lot coverage or impervious allowances for interior service and loading facilities.

Parking design parameters should aim to:

1. Define a minimum ratio of shade trees to parking spaces; require that the majority of shade trees be placed within the parking lot itself – not just within a perimeter landscape buffer.
2. Reinforce the street edge of parking lots situated on corner lots through the use of hedges, fencing or masonry walls.
3. Require interior landscape medians for parking lots with a lot frontage greater than 130'.

Parking requirements parameters should aim to:

1. Treat shared parking strategies as a use “by right” in order to optimize existing parking resources.
2. Consider, at a minimum, using a flat parking requirement reduction when in mixed use neighborhoods or downtowns.
3. Provide off-street parking credits when a publicly-accessible lot or transit facility is within a reasonable walking distance to the proposed building or lot.
4. Draft off-street parking requirements based on “use” rather than “zoning classification.”

Landscaping and screening parameters should aim to:

1. Require tree strips or landscape strips between a sidewalk and the adjacent curblin in all zoning districts except a downtown district.
2. Establish landscape buffer standards based on land use relationships rather than zoning designation.
3. Set practical width dimensions for landscape buffer standards.
4. Define a minimum plant size for new plantings within a landscape buffer – size does matter.

Adjacent land use parameters should aim to:

1. Loosen up the strict "single use" philosophy and allow "similar" uses within traditionally heterogeneous districts such low density single family.
2. Treat "similar" land uses as permitted uses; use a conditional use designation for "similar" uses that are contextual and generally compatible but possess some unique issues related to traffic, parking, etc...
3. Adopt general design standards that are triggered by the proximity of certain land use relationships.

Building re-use parameters should aim to:

1. Provide development incentives such as density bonuses, height credits or off-street parking reductions in return for building retention/rehabilitation.
2. Consider relaxing the non-conforming use provisions to allow a "similar use" as a use "by right."
3. Develop a streamlined approval process that a community's Planning Commission and Municipal Staff can provide an "over the counter" approval for general or basic design aspects.

Drive-thru parameters should aim to:

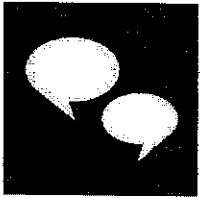
1. Treat drive-thru facilities as an accessory use and define specific standards for such uses.
2. Consider limiting the number of drive-thru facilities per lot as one of the specific standards.
3. Relate vehicular circulation and ingress/egress to the adjoining street grid and nearby intersections.
4. Create a requirement within downtown districts for drive-throughs to be architecturally integrated with the principal building; define a relief process for property owners who are unable to meet requirements.

Historic context parameters should aim to:

1. Utilize building height, setbacks, building massing and building fenestration standards to maintain consistency with neighboring architectural character.
2. Create specialized standards for loading and service, parking areas, etc... that are triggered by proximity to historic buildings, structures or neighborhoods.
3. Provide development incentives such as density bonuses or increased building height in return for incorporating contextual architectural features such as building materials, towers, turrets, gables and porches.

Pedestrian connectivity parameters should aim to:

1. Require sidewalks along all public streets; encourage sidewalks on both sides of the street where practical.
2. Develop small-scale development incentives such as relaxed landscape buffers and off-street parking reductions in order to encourage mid-block pedestrian connections between adjoining neighborhoods.
3. Tie the zoning ordinance's pedestrian connection requirements to the community's Official Map (Plan).
4. Grant impervious surface or lot coverage credits for publicly accessible courts or plazas.



Outreach and Cooperation

Throughout the planning process, Committee meetings were held as well as community meetings within each municipality. In moving forward, the communities have the opportunity to further collaborate in:

1. Priorities for Investing in the Public Realm

- Invest in improvements to public realm amenities to promote neighborhood and business connectivity and to encourage "complete streets" and "green streets."
- Develop an integrated system of recreational opportunities such as river access points, trail connections and trail heads to foster recreation-based economy for the Allegheny Valley communities.
- Promote the Allegheny Valley River Town/Trail Town communities by highlighting the available and planned recreation infrastructure.

2. Cooperation Among Communities

- Evolve existing community organizations into a series of action teams that focus on economy, public realm and recreation.
- Establish measureable targets and avenues of accountability for Plan implementation.

3. Sustain/ Growth

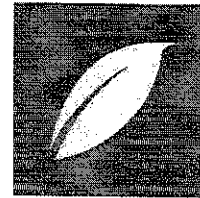
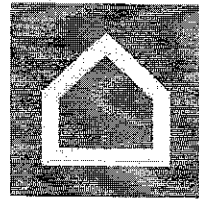
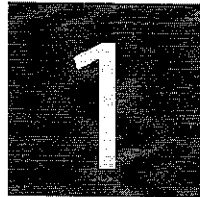
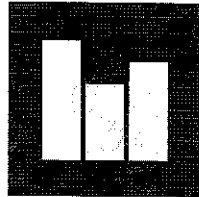
- Encourage techniques of sustainability for new built environment, energy, water, air quality and transportation.
- Promote the communities' existing historical connections.
- Develop a growth area plan for Springdale Township's developable land and potential road and infrastructure expansion.

Outreach and Cooperation Goal:

Engage in outreach, education, communication and cooperation within the community.

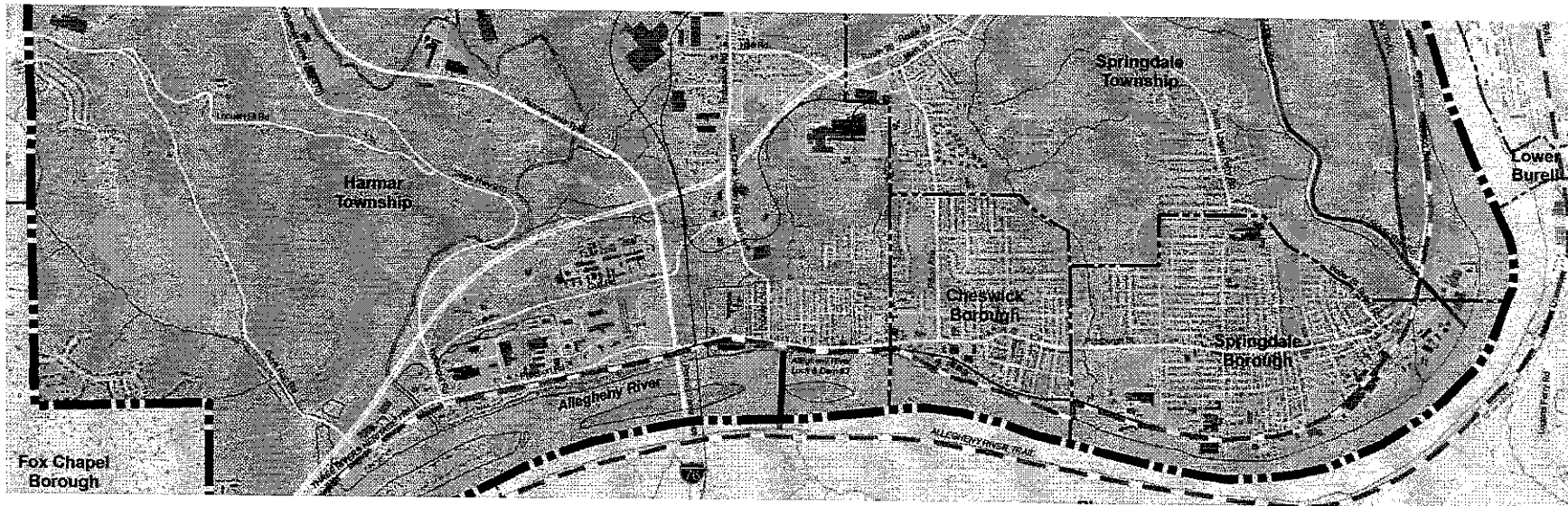
Outreach and Cooperation Objectives:

- Strengthen the roles and outreach of STAR as a means of improving municipal coordination and reaction to issues that transcend political boundaries.
- Create a multi-municipal group composed of elected officials, planning commission members and other representatives to oversee the implementation of this comprehensive plan.
- Continue with public outreach efforts initiated during the comprehensive planning process to encourage citizen and business participation in plan implementation.



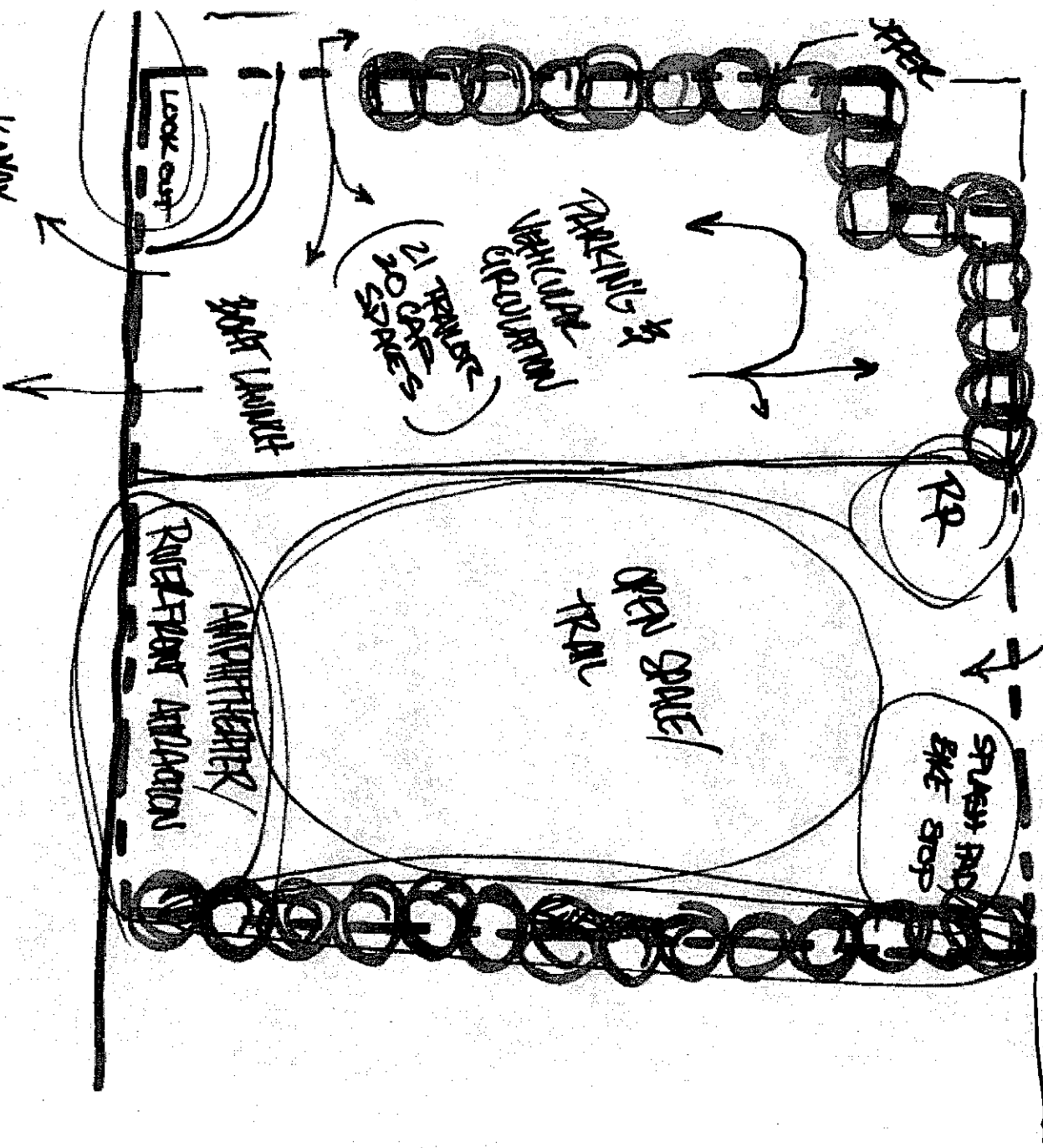
Destination: Allegheny Valley

Multi-Municipal Comprehensive Plan

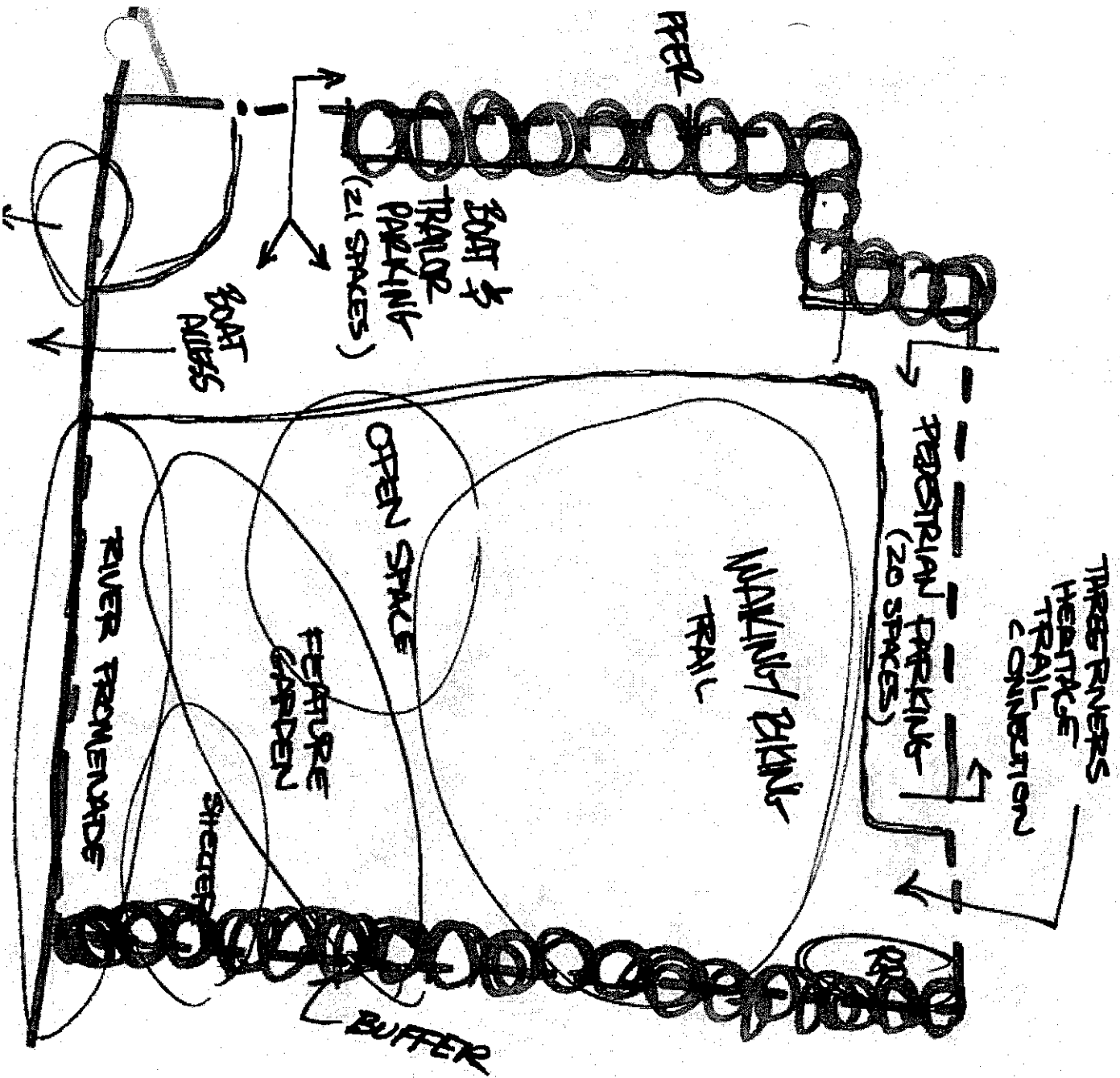


Springdale Township, Springdale Borough, Hammar Township, and Cheswick Borough

KANAK
LAUNCH!
OFFSHORE
WAVE

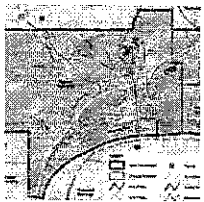


THREE POWER'S
HEATING TRAIL
CONNECTING



Acknowledgements

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Introduction

Comprehensive planning is a term used to describe a process that determines community goals and aspirations in terms of community development. The outcome of comprehensive planning is the Comprehensive Plan which guides public policy in terms of transportation, utilities, land use, recreation, and housing.

The Pennsylvania Municipalities Planning Code (MPC), Act of 1968, P.L. 805, No. 247 as reenacted and amended, provides for the preparation of a comprehensive plan in Article III, Section 301.

Planning is a continuous process. As conditions change and new information becomes available, objectives may change and goals and policies may be modified. This plan must be responsive to change, forward-looking and publicly supported. It should be regularly reviewed and revised, if necessary, to reflect the community's changing attitudes and desires.

Comprehensive Planning for a 10-year horizon is an involved process, which reflects the needs and desires of the community it is to benefit. A plan should give the public, business and government agencies a clear understanding of the municipality's intentions and desires regarding its future development, which will lead to greater cooperation and minimization of potential conflicts. At its most basic, the planning process includes steps to organize, review, prepare and communicate.

Goals

- Describe an idea or sought after end
- Are non-specific/general statements
- Are the foundation to which policies should refer

Objectives

- Advance a goal's specific purpose, aim, ambition or element
- Describe actions necessary to achieve goals
- Are generally non-quantifiable
- Suggest a course of action or "should, whereas, will"
- May indicate general criteria to be followed in developing policy

Actions

- Describe how an objective will be carried out
- Describe method or provide guidelines
- Are usually measurable and/or time sensitive
- May have a cost associated with it
- Identify responsible parties

The broad scope of a Comprehensive Plan is reflected in the wide variety of elements combined in one planning document. This Comprehensive Plan includes the elements required by the Pennsylvania Municipalities Planning Code. However, the plan is not limited to these items. Overall, it is intended to facilitate the land use decision making process by covering the major categories of physical development in relation to the needs of the citizens.

As it is adopted by resolution, a comprehensive plan is not legally binding. A community's ordinances must be amended in order to legally implement the provisions required to execute the comprehensive plan.

Vision Statement: The Allegheny Valley communities seek to foster communication, cooperation and joint action on regional issues and problems. By working together as a group, the partners can build stronger relationships and pursue strategies that improve the efficiency and effectiveness of municipal services as well as quality of life in the region.

Land Use and Housing Goal:

Foster livability and success of neighborhoods, commercial districts and industrial areas.

Resources Goal:

Facilitate the protection, promotion and enhancement of natural, civic and recreation resources.

Economic Development Goal:

Promote economic opportunities and development while maintaining and valuing community character.

Transportation and Infrastructure and Facilities Goal:

Use a balanced approach in the management of transportation, infrastructure, energy systems and access to public transportation.

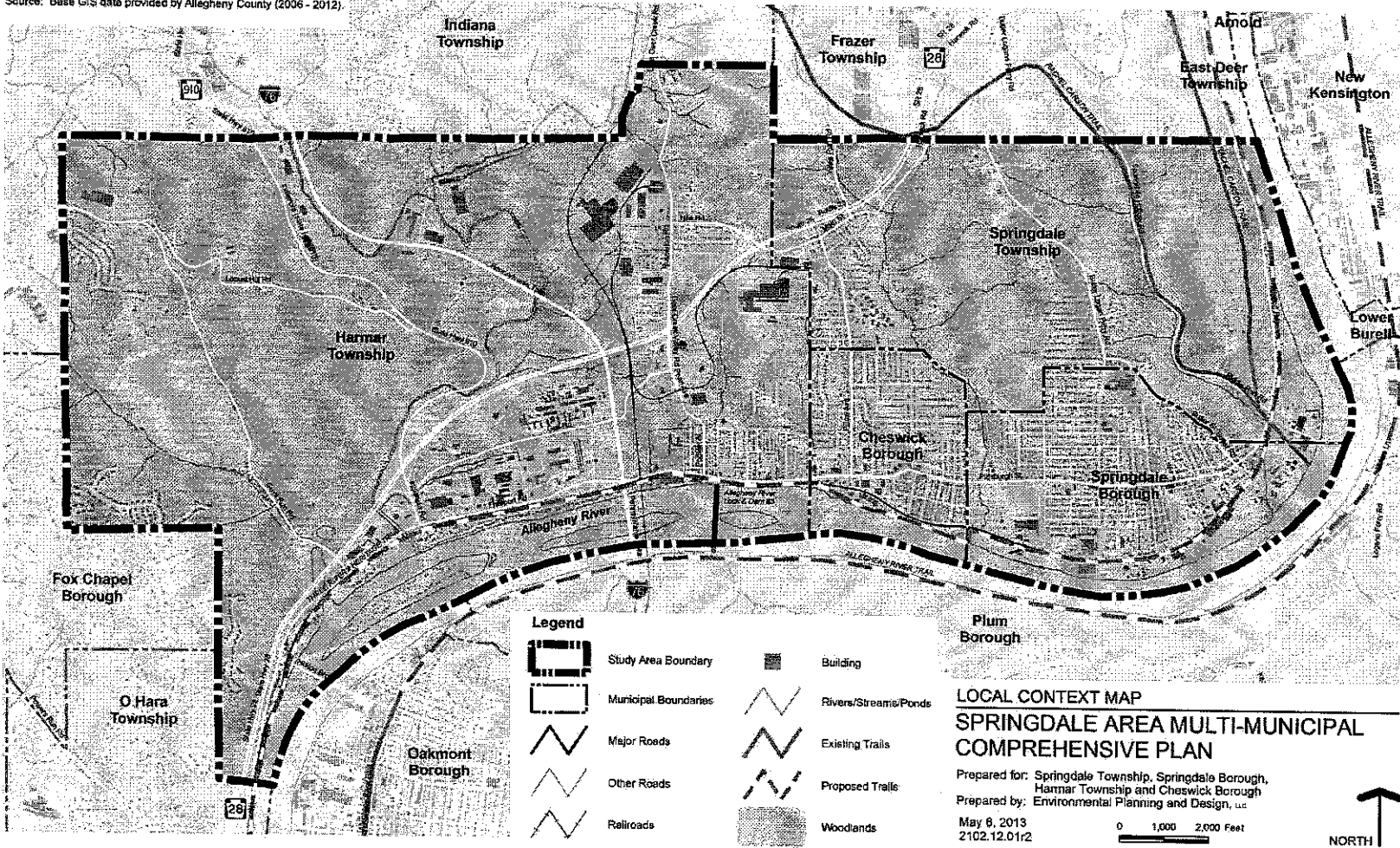
Outreach and Cooperation Goal:

Engage in outreach, education, communication and cooperation within the community.

Implementation Goal:

Reach out to the community, local organizations and regional stakeholders to support the partner communities and their partners in the implementation of plan strategies.

Source: Base GIS data provided by Allegheny County (2006 - 2012).



The Allegheny Valley communities of Springdale Township, Springdale Borough, Cheswick Borough and Harmar Township have the unique opportunity to embrace their communities, collectively, as a River Town/Trail Town destination and to attract investment and tourism by enhancing cultural, environmental, recreational, educational and historic resources.

The Allegheny Places' Future Land Use Plan forecasts that Allegheny County can expect to grow modestly through the year 2025, with a net gain of 32,000 housing units and 190,000 new jobs. The Allegheny Valley communities' partnership can strategize for this growth comprehensively to bring future residents and employers specifically to this region of the county.

Economic Development Opportunities

The Allegheny Valley communities have many key assets already in place, including their close proximity to the Allegheny River, Pennsylvania Turnpike, PA Route 28 and Freeport Road. The proximity and ease of access to these well-traveled transportation corridors is highly attractive for potential residents and new business opportunities alike. The promotion of this area as a River Town/Trail Town sets the stage for encouraging economic development of existing businesses and creating new opportunities for recreation-based and tourism-based business activity.

River Town Heritage

The communities' frontage along the Allegheny River is one their greatest resources and has opportunity to be celebrated as part of the Allegheny Valley region's identity. Every opportunity should be explored to provide public access to the river as a way to foster the River Town character of the communities. Public river access should include both physical access points as well as visual connections. Interpretive signage and amenities will provide educational opportunities for residents and visitors to better understand the background and significance of the local river heritage.

Historical Connections

The Allegheny Valley communities are rich in history and boast two (2) sites on the National Register of Historic Places, including the Rachel Carson Homestead and the Allegheny River Lock and Dam #3 (also known as

C.W. Bill Young Lock and Dam). The Rachel Carson Homestead, located in the Borough of Springdale, is the birthplace and childhood home of Rachel Carson, who as many know was a writer and ecologist whose 1962 book, *Silent Spring*, helped propel the environmental movement. There is strong sense of community pride for this historical figure, and her legacy can carry on through educational programming and community celebrations, as well as through the use of sustainable development measures for future improvements.

The Allegheny Lock and Dam #3 was built in 1932 and is located in Harmar Township and Plum Township. It was listed on the National Register of Historic Places on April 21, 2000

Recreation

Recreational opportunities for Allegheny Valley communities abound through existing amenities and planned trail alignments ultimately leading to the area as a potential Trail Town destination. The Rachel Carson Trail exists as an unimproved hiking trail located north and west of Pittsburgh, spanning approximately 35.7 miles from Harrison Hills County Park to North Park, with a spur leading down to the Rachel Carson Homestead in Springdale. Rachel Carson Riverfront Park is located in Cheswick Borough and has public parking as well as amenities including a pavilion, gazebo, walking track and fishing pier.

The communities are located along the proposed alignment of the Erie to Pittsburgh Greenway, which incorporates both planned and existing trail systems along the Allegheny River such as the Three Rivers Heritage Trail. The Pittsburgh to Harrisburg Main Line Canal Greenway is a 320 mile corridor that follows the historic path of the Main Line Canal System and includes an interconnected system of paths, trails, scenic roadways and corridors. The intersection of the Erie to Pittsburgh Greenway and the Pittsburgh to Harrisburg Main Line Canal Greenway is located adjacent to the Allegheny Valley communities, which creates an exciting opportunity to draw trail users and resources to local businesses.

Currently, the Three Rivers Heritage Trail is built and open from downtown Pittsburgh to Millvale. The future alignment of this trail through the communities of Harmar, Cheswick, Springdale Borough and Springdale Township can complement a series of local trails. Rachel Carson Riverfront Park could serve as a Three Rivers Heritage Trail trailhead.

Allegheny Islands State Park is in Allegheny County in Harmar Township, just southwest of the borough of Cheswick. Established in 1980, the park is composed of three alluvial islands in the middle of the Allegheny River northeast of Pittsburgh.

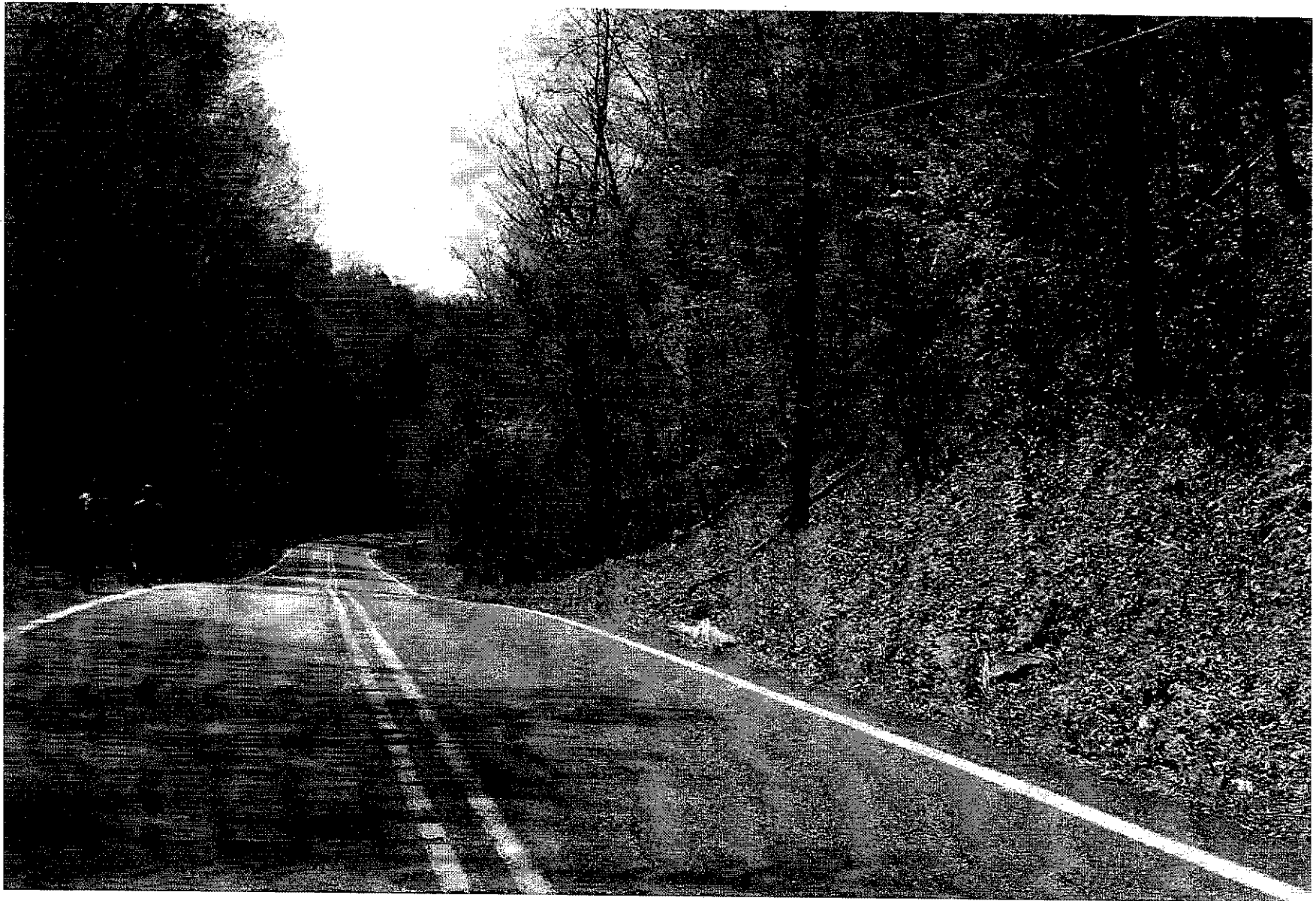
The islands have a total area of 43 acres (0.17 km²), with one island upstream of Lock and Dam No. 3, and the other two downstream. The park is undeveloped so there are no facilities available for the public. At this time there are no plans for future development.

Allegheny Islands is accessible by boat only. Group camping (such as with Scout Groups or church groups) is permitted on the islands with written permission from the Department. Allegheny Islands State Park is administered from the Park Region 2 Office in Prospect, Pennsylvania

Water recreation - Private marina access points are located along the Allegheny riverfront, including the Cheswick and Springdale marinas.

Sustainability

As Rachel Carson's Silent Spring drove the modern environmental movement, the Allegheny Valley communities have an opportunity to use ecologically sustainable building and development practices to set the tone and inspire other local communities. Municipalities should promote the use of green building techniques and upgrades to existing building stock. The development of infill sites near existing business districts over green fields should be encouraged and incentivized wherever possible. These green building practices will also produce long-term cost savings for residents and municipalities alike. By collaborating as a region, the Allegheny Valley communities can pool resources and pursue strategies that improve the efficiency and effectiveness of municipal services and improve the overall quality of life.



1

The First Step

Creating a Comprehensive Plan is an important milestone in the process of working towards future success and cooperation in the Allegheny Valley communities. In order to implement many of the recommendations in this plan, the communities will have to work together in new and innovative ways. While cooperation between governments is of the utmost importance, a unifying organization should be established to undertake the implementation of the plan on a day-to-day and week-to-week basis. A Community Development Corporation (CDC) encompassing the Allegheny Valley Communities can serve to fill this organizational need.

A CDC is a non-profit community-based development organization engaged in the promotion, development and revitalization of its member communities. The CDC has representatives of its community on its Board of Directors and undertakes projects related to recreation, housing, economic and commercial development in coordination with the community and other organizations.

CDCs have the power to blend public and private resources to find unique, comprehensive solutions for their communities.

A CDC is legally the same as any other non-profit entity organized under section 501 (c) (3) of the Internal Revenue Code. Local residents that are interested in forming a CDC should get together and develop a set of by-laws, file for incorporation with their state government and once that is completed apply to the federal Internal Revenue Service for designation as a tax exempt non-profit organization. The IRS designation is necessary in order for your organization to obtain grants and gifts from any government, corporate, foundation sources or from individuals. There is no national entity that certifies an organization as a CDC.

Getting Started

A CDC starts with a vision. In the case of the Allegheny Valley communities, this vision is laid out in the following pages of this Comprehensive Plan. Although a CDC is separate from local governments, the Allegheny Valley communities will be able to identify a group of 5 to 15 concerned, interested community members who can serve as the steering committee for the new CDC.

The steering committee may need assistance in creating articles of incorporation, filing with the state or forming a board of directors. The committee may be able to reach out to a local attorney or utilize the resources of local institutions like the Robert Morris University Bayer Center for Nonprofit Management.

- Once organized, this steering committee can utilize the Comprehensive Plan to undertake the process of forming the CDC itself. They will need to define goals and purposes of the organization, decide on a name and develop a mission statement.
- The steering committee should fill out Incorporation forms and file with the State of Pennsylvania Department of State. By-laws and an organizational constitution should be created next.
- The steering committee will next guide the formation of a board of directors (usually an odd number of people with at least half made up of community residents). From the board of directors, officers will be selected: chairperson, vice-chairperson, secretary and treasurer.
- Because the CDC will want to seek funding from foundations, corporations and government institutions, it should file for tax-exempt status with the Internal Revenue Service. This is commonly referred to as 501(c) (3).

Moving Forward

The board of directors should set regular meeting times and places. In the early months and years, it may be useful to house the CDC in a local government office or set up a way to share resources with a local

government (e.g. phone number, office space, paper, photocopying and faxing).

In the early months and years, it will be helpful to understand how successful CDCs in the region have overcome challenges and harnessed opportunities. Creating an inventory of successful CDCs as well as other organizations who could offer advice and expertise will help the new CDC to guide itself towards early success.

Fundraising

Financial resources can be scarce in the early stages of development of a CDC. Although it is, at its heart, a charitable activity, fundraising is a competitive process due to the lack of resources. Success builds on success. Early projects that are completed largely with sweat equity through the support of local business and government can help create a track record of success that will make grant applications stronger.

Staff

Initially full or part-time staff may be a possibility for the new CDC or support from member communities could make hiring a staff member possible at the outset. If it is not possible to have paid staff, it will be up to the board of directors and

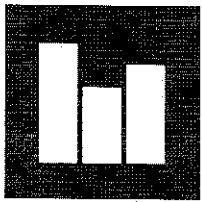
The Pittsburgh region has an active nonprofit and foundation community in addition to strong local governments and a rich offering of higher education. The new CDC will be able to harness each of these sectors to help build organizational capacity and understand the challenges that lie ahead.

- Interns or entry-level staff can be found at a number of local schools:
 - University of Pittsburgh Graduate School of Public and International Affairs
 - Robert Morris University Bayer Center for Nonprofit Management
- Local CDCs can offer advice and possibly mentorship:
 - South Side Local Development Corporation
 - Bloomfield Garfield Corporation
- Nonprofit organizations operating locally can help guide and implement specific programs or projects:
 - Pennsylvania Environmental Council
 - CONNECT
- Foundations can provide a source of funding for target projects:
 - The Pittsburgh Foundation
 - The Heinz Endowments
- Assistance and grants from government organizations can provide funds in needed areas:
 - Allegheny County Department of Economic and Community Development
 - PA Department of Community and Economic Development
 - PA Department of Conservation and Natural Resources
 - Federal programs

volunteers to implement projects. Building organizational capacity and funds to hire staff should be a priority.

Initial Project

Some of the Actions laid out in this Comprehensive Plan will be undertaken by the local governments of member communities or other partners. The remaining Actions will be priorities for the CDC. The board of directors should hold a retreat with potential partners, stakeholders and residents to establish priorities and identify a project that can be successfully completed with little or no support from outside of the community. This project may be an Action in itself or a step towards completing an Action. The benefit of involving potential partners and stakeholders is that they can contribute time, money and volunteer effort to make the project a success. Other activities can be undertaken concurrently if they will not overwhelm the existing organizational capacity of the CDC. As successes are realized, more projects can be undertaken and the Plan's Actions can be reevaluated and reprioritized.



Economic Development

Market Trends

Tourism

Tourism is the second largest industry in Pennsylvania and has continued to increase annually despite the economic recession. For example, in 2009 an estimated 2.6 million visitors stayed overnight in the Laurel Highlands and another 4.7 million visited for the day.

Research has determined that across the board outdoor recreational activities, both passive and active, are growing in large measure due to the baby boomer generation. Nearing retirement in better health and more active than previous generations, the 45-65 age group have made heritage and eco-tourism significant economic engines for many regions across the country; regions that had heretofore not focused on natural resources as economic assets. Outdoor Industry Foundation recently reported that outdoor recreation contributes \$730 billion each year to the US economy, supporting 6.5 million jobs.

Economic Development Goal:

Promote economic opportunities and development while maintaining and valuing community character.

Economic Development Objectives:

- Prioritize development and redevelopment in accordance with Allegheny County development policies and existing development patterns
- Support and recruit employers
- Attract investment and tourism by enhancing cultural, environmental, educational and historic resources
- Promote an efficient transit system to provide access to jobs

River Recreation

Kayaking is one of the top ten adventure activities for baby boomers, following fresh or saltwater fishing, biking, hiking and motorcycling. According to the Outdoor Industry Association 17.8 million Americans participated in kayaking, canoeing and rafting in 2008, with 7.8 million paddling kayaks alone. These paddlers made 174 million outings, averaging 10 days per participant. Approximately 47 percent of kayakers make it out on the water one to three times per year.

The Outdoor Industry Association names the number one reason for people not going kayaking more often is simply the lack of time, though the top reason for going is for relaxation. Outdoor and adventure retail is estimated to be a \$20 billion a year industry, with 149 million outdoor enthusiasts checking out all the best new gear and outdoor adventure technology progressive growth in the future will be outstanding. The Travel Industry Association of America claims 55.1 million Americans are "Geotourists", interested in sustainable and eco-tourism, including adventure tourism activities like kayaking and canoeing. This trend is growing by approximately 10 per cent every year.

The number of Americans who participate in outdoor recreation activities:

Wildlife Viewing	66 million
Bicycling	60 million
Trails	56 million
Camping	45 million
Fishing	33 million
Paddling	24 million
Snow sports	16 million
Hunting	13 million

The economic impact of trail and river users is well researched and has repeatedly been objectively quantified. A chart from the national Rails-to-Trails organization outlines some of the studies available on the economic impact of trails throughout the country, rural as well as urban areas, long distance and shorter distance trails.

Trail User Comparison Chart

Trail, state and date of survey report	Total respondents	Survey distribution method	Local/non-local	Majority reason for using the Trail	Age of majority of respondents	Average \$ amount spent on soft goods by trail user	% purchasing soft goods	Annual # of total user visits	Annual soft goods total	Resources
Pine Creek Rail Trail, Pa., 2006	1049	self-selecting, return mail	31% local 69% non-local	recreation	56-65	\$30.30	95%	138,227	\$3,601,919	Pine Creek Rail Trail 2006 User Survey and Economic Analysis; Rails-to-Trails Conservancy.
Schuylkill River Trail, Pa., 2009	1223	self-selecting, return mail	80% local 20% non-local	health	46-55	\$9.07	50%	800,000	\$3,628,000	Schuylkill River Trail 2009 User Survey and Economic Analysis; Rails to Trails Conservancy
Oil Heritage Region Trail System, Pa., 2006	261	self-selecting	73% local 27% non-local	health	46-55	\$3.71 local / \$32.93 non-local (includes lodging/camping)	NA	160,792	\$4,308,229	Trail Utilization Study; Analysis of the Trail Systems Within the Oil Heritage Region; Allegheny Valley Trails Association, 2006.
Great Allegheny Passage, Pa./Md., 2009	1272	intercepts	69% local 31% non-local	health	45-54	\$13.00	67%	NA	NA	2008 Trail Town Economic Impact Study (Phase II: Trail User Survey); Progress Fund and Laurel Highlands Visitor Bureau; 2009.
Virginia Creeper Trail, Va., 2004	1036	intercept	47% local 53% non-local	health	46-55	\$19.20 (based on total amount); \$10.00 (based only on local users)	NA	130,172	\$2,500,000	The Virginia Creeper Trail: An Assessment of User Demographics, Preferences, and Economics; Virginia Dept. of Conservation, 2004.
Genesee Valley Trail, N.Y., 2009	233	self-selecting, return mail	92% local 8% non-local	health	46-55	\$10.83	31%	NA	NA	Preliminary Results for the 2008 Trail User Survey; New York State Office of Parks, Recreation and Historic Preservation, February 2009.
East Bay Bicycle Path, R.I., 2002	244	intercept & mail	NA			NA	80%	NA	NA	2002 Bicycle Transportation User Survey; Developing Inter-modal Connections for The 21st Century; U. of R.I. and R.I. DOT for U. of R.I. Transportation Center, 2004.

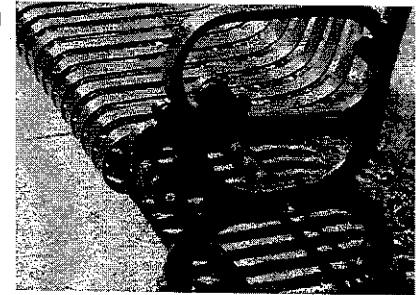
According to a 2006 Outdoor Industry Foundation Study:

- More Americans camp than play basketball.
- The number of Americans who bicycle is double the population of Canada.
- More Americans paddle (kayak, canoe, raft) than play soccer.
- Active outdoor recreation employs five times more Americans than Wal-Mart.

Many of the communities along the GAP have realized new investment from the trail but this is not the only asset available. The Youghiogheny River and newly improved Yough Park offer additional attractions for visitors.

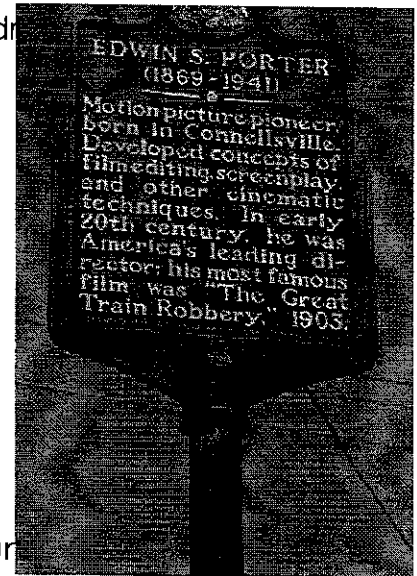
Economic Effects of River Recreation

The Northern Forest Canoe Trail Association has worked with communities along a water trail traversing New York, Vermont, Quebec, New Hampshire and Maine to develop amenities and to recognize the trail as an economic driver.



indicate that approximately 90,000 visitors paddled the waterways in the six study regions. Their spending in local communities created \$12 million in total economic impacts, supporting about 280 jobs. The median paddler group spent about \$215 per trip, primarily at lodging establishments, restaurants, grocery stores, and service stations. Non-locals spent an average of \$414-498 per trip, or \$46 per person per day.

Communities with developed tourism infrastructure situated close to well-traveled waterways appear most successful at capturing visitor dollars. Although land and water trails are most used in warmer weather months, the opportunity for recreation and tourism in the Allegheny Valley Communities are year-round.



Prospective Market Opportunities

Specific business opportunities have been identified appealing to the outdoor recreational market in particular but clearly of interest to other markets as well through previous planning efforts and community assessments and dialogue indicate these gaps in existing services:

Lodging

The potential demand for a boutique style hotel or bed and breakfast should be investigated. This hotel style is generally considered to be fewer than 100 rooms and not associated with a national chain. These types of hotels, along with bed and breakfasts have a proven appeal for the market demographic associated with trail and river recreational users.

Attractive, well-run bed and breakfasts in the area should be strongly encouraged and an aggressive campaign to attract a boutique hotel operator could be a high priority for the community.

Food and Drink

There are several bars and restaurants in Allegheny Valley, Fine dining, white-table dining establishments, deli shop, specialty coffee shop, wineries and micro-brewery establishments have been shown to have great appeal for trail users. Trail users also have shown preference for local and organically grown foods.

Local foods have been shown to make up five out of the 20 top food trends in a National Restaurant Association survey of chefs. More people than from any other time in recent history are now thinking about where their food comes from. Successful, growing restaurants understand this phenomenon and are reacting accordingly. Opportunities are here for producers- local farmers; farm to table marketing.

Trail User Services

Lodging and food and drink are the most frequently needed trail services but research has also demonstrated that significant amounts of visitor spending occurs in local arts and crafts shops, gift shops and galleries and antique stores. This data fits quite nicely with retail studies that show similar demographics for those services and shops with that of outdoor recreational users. Those retailers though must be prepared for this market and recognize that shipping services is a necessity should they wish to capitalize on the potential.

Recreational Tourism

With the recognition of the growing recreational market, and given its location and vehicular access, the Allegheny Valley communities can easily focus on growing this market and build on the increase in visitation to local attractions. Keep in mind that visitors represent potential investors and Cumberland Maryland and Confluence Pennsylvania can quantifiably demonstrate that point.

Consider packaging with other trail town businesses and other nearby attractions. Convene a meeting of marketing expertise representing these potential partners and specifically inquire how the communities and their assets can contribute to itineraries, existing visitor packages, cooperative advertising, marketing initiatives related to outdoor events and bike and river activities. Aggressively solicit input from outfitters and tour operators. Encourage bed and breakfast and camping development (factor in Marcellus Shale driller needs as well). Examine zoning and other restrictions that might make this type of development difficult and address alternatives. The creation of a Bike Loop developed and marketed through the CDC could be a great connecting piece to encourage trail users to travel through town; encourage its wide distribution.

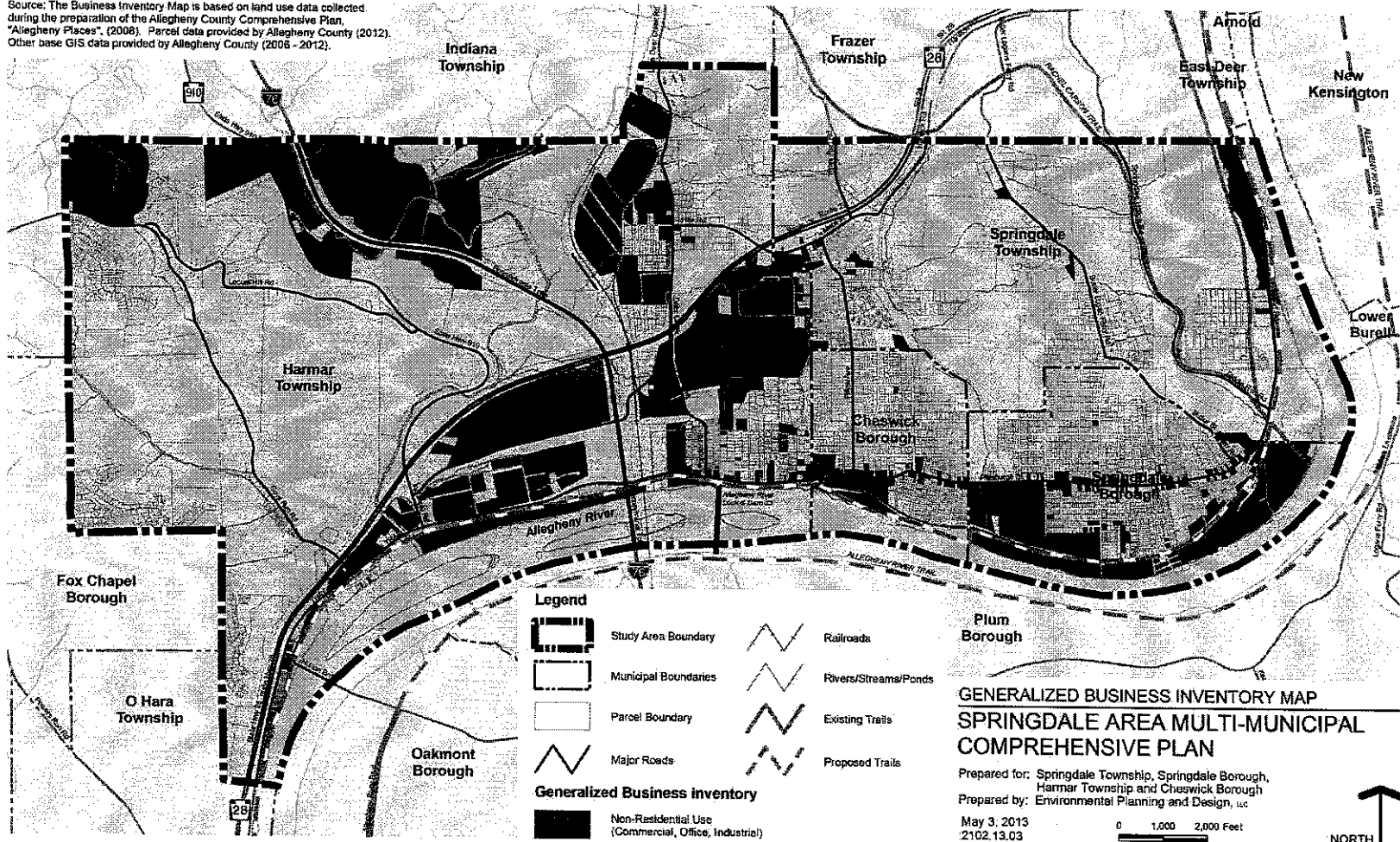
Heritage Tourism/Arts and Culture

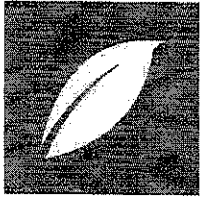
Heritage tourists appreciate culture, art and historic buildings. A community with a story to tell and one that can tell it with art and culture is much sought after. Heritage signs and self-guided walking tour could be developed by the CDC and would be excellent attractions. Murals, public art on and near the local trails add to the "story." Capitalize on the burgeoning cultural and arts initiatives. Explore the motorcoach market. Consider possible retail sites for antique shops. Coffee shops, micro-breweries in historic buildings, wineries and restaurants and taverns with outdoor dining, will appeal to both eco-tourists as well as those visitors interested in arts, culture and heritage and the demographics are often the same.

Buy Local

Travel across the country to smaller rural communities is expected to reach record levels in the next few years. Visitors to small towns want to do more than watch an event; they want to be part of it and they want their spending to be part of something larger. The Buy Local; Shop Local credo is becoming a way of life for people and shows every sign of growing. The communities should participate in Buy Local initiatives and should market those initiatives aggressively. Encourage restaurants to feature locally grown produce and meats and retail to feature local products.

Source: The Business Inventory Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2008). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).





Resources

Natural resources include sensitive environmental features, natural recreational resources, and cultural resources. The Future Land Use Plan targets development to take advantage of these places, with the intent of limiting development in designated areas. Future development in many sensitive areas must be consistent with the goal of conserving environmentally sensitive features. Except for agricultural, recreational and resource-based enterprises, there should be no new commercial or industrial uses in these areas.

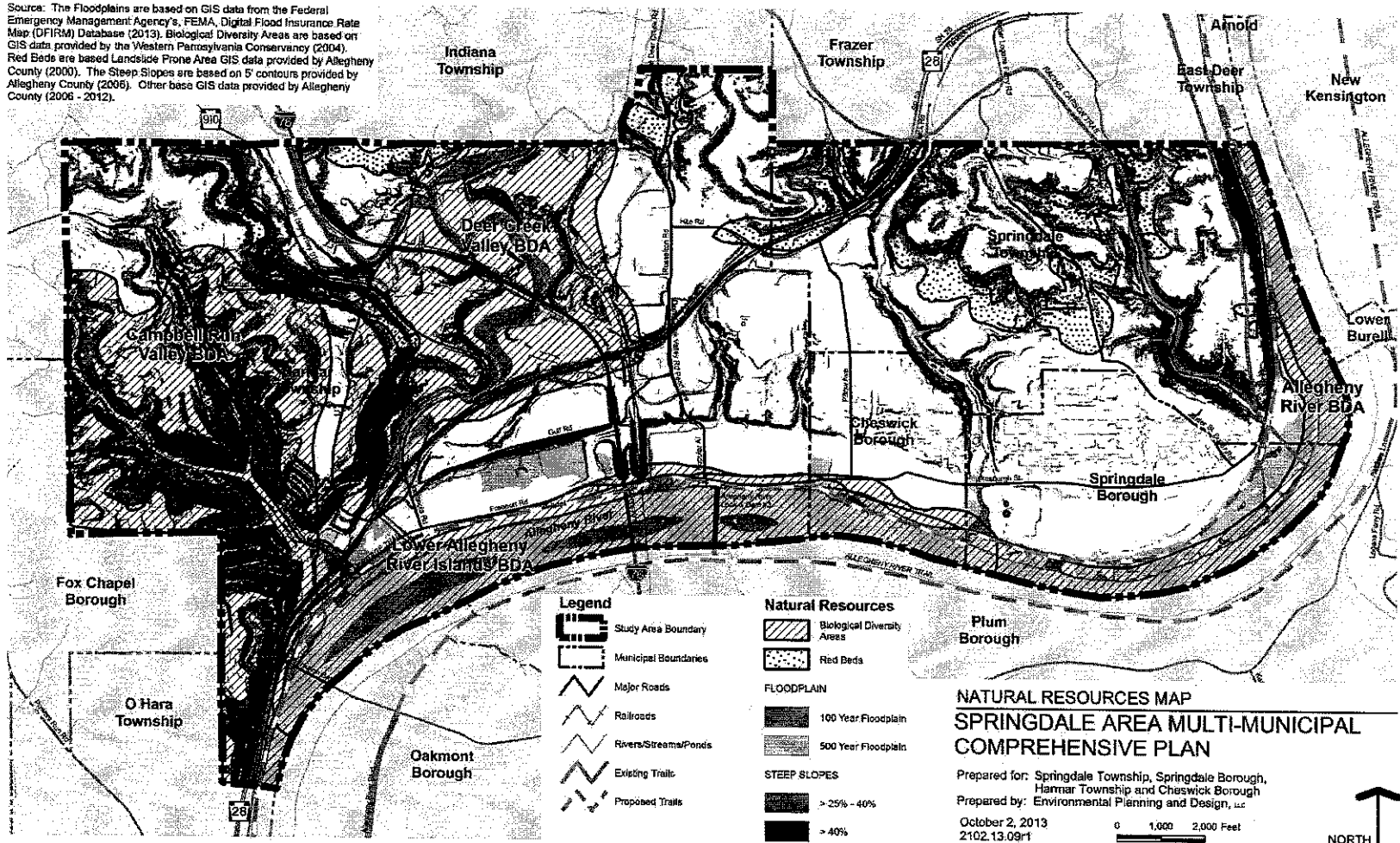
Resources Goal:

Facilitate the protection, promotion and enhancement of natural, civic and recreation resources.

Resources Objectives:

- Promote and protect the County's historic and cultural resources
- Utilize cultural resources as a tool to stimulate economic development
- Implement a strategy to establish greenways to provide connections and encourage protection of natural resources
- Expand and protect the parks and trails system to serve current and future populations
- Protect ecologically sensitive areas such as wooded steep slopes, stream headwaters, woodlands and wildlife corridors
- Encourage development that is compatible with existing development patterns to minimize impacts to green fields.

Source: The Floodplains are based on GIS data from the Federal Emergency Management Agency's, FEMA, Digital Flood Insurance Rate Map (DFIRM) Database (2013). Biological Diversity Areas are based on GIS data provided by the Western Pennsylvania Conservancy (2004). Red Beds are based on Landslide Prone Area GIS data provided by Allegheny County (2000). The Steep Slopes are based on 5' contours provided by Allegheny County (2006). Other base GIS data provided by Allegheny County (2006 - 2012).



Biological Diversity Areas

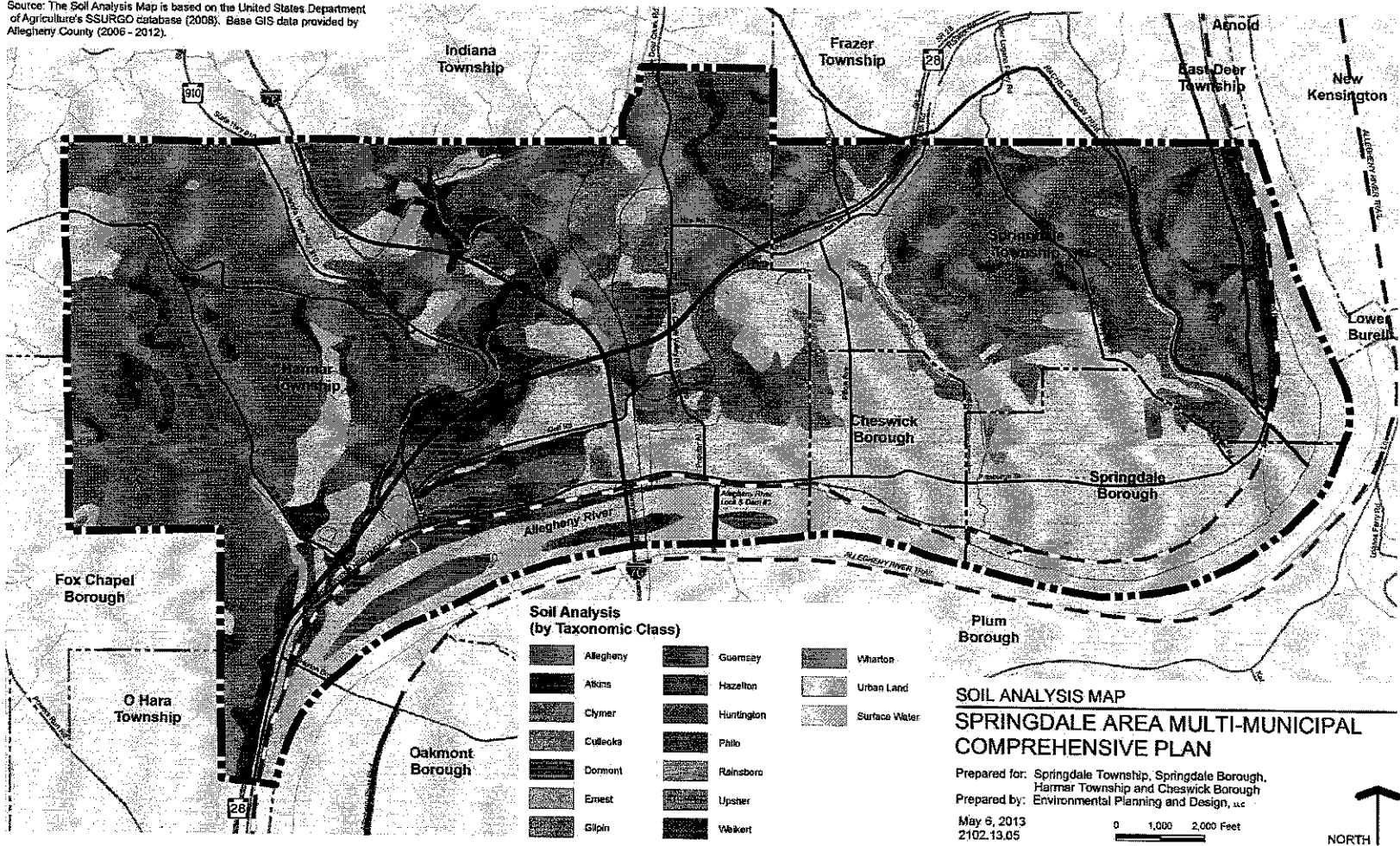
The Allegheny County Natural Heritage Inventory identifies and maps important biotic and ecological resources that make up the natural heritage of Allegheny County. These areas, which include Biological Diversity Areas (BDA), provide habitat for a great diversity of plants and animals, including rare, threatened and endangered species. Natural heritage areas also provide scenic and recreational opportunities for residents and visitors. In addition to this classification system, each area has been assigned one of three County significance ranks of either 'Exceptional', 'High' or 'Notable'. The significance rankings have been used to set priorities for protection.

BDAs are:

- Natural or human influenced habitat that harbor one or more occurrences of plants or animals recognized as state or national species of special concern,
- Areas that possess a high diversity of native species of plants and animals, or
- Areas that support a rare or exemplary natural community, including the highest quality and least disturbed examples of relatively common community types.

#	SITE NAME	Description	Significance
1	Deer Creek Valley BDA	High community and species diversity with Robust Emergent Marsh, Mesic Central Forest, Floodplain Forest, and a Dry-Mesic Acidic Central Forest community	exceptional
2	Lower Allegheny River Islands BDA	Section of Allegheny R. that represents pre-lock and dam conditions of the river, islands represent most natural of such features in county and contain a recovering Floodplain Forest community	high
3	Campbell Run Valley BDA	Relatively large, forested stream valley exhibiting a recovering Mesic Central Forest Community	high
4	Allegheny River BDA	Recovering river system that provides habitat for a number of animal species of special concern. River continues to be altered by effluent discharges, point source discharges, navigational locks and dams, and dredging of river bed	high

Source: The Soil Analysis Map is based on the United States Department of Agriculture's SSURGO database (2008). Base GIS data provided by Allegheny County (2006 - 2012).



Much of the steeply sloped land is highly susceptible to landslides and rockfalls. The red bed (claystones) is especially prone to slope failure. Very steep slopes in particular can be difficult and dangerous to develop. There are a number of potentially significant environmental impacts associated with disturbance of steep slopes, including:

- Difficulty of re-establishing vegetation
- Decreased stormwater run-off absorption rates
- Increased volume and velocity of stormwater runoff
- Increased potential for accelerated erosion
- Potential for landslides and rockfalls
- Ugly scarification and other visual impacts

Special Use Parks

Special Use Parks are considered to be destination parks because they have a unique feature or attraction. Special

Use Parks can be owned by municipalities, the County, or the State. Allegheny Islands State Park is in the Allegheny River, offshore of Harmar Township in northeastern Pittsburgh. It consists of three islands totaling 43 acres. The park is undeveloped and there are no public facilities. Group camping is permitted.

Trails

The Erie to Pittsburgh Greenway incorporates trail systems both built and planned along the Allegheny River, and overlaps the Pittsburgh to Harrisburg Mainline Canal Greenway™ within Allegheny County's borders. Trail organizations from Pittsburgh to Erie are working to connect a number of land trails to it. The concept for the Erie to Pittsburgh Greenway emerged from local communities and trail organizations. The success of other community and regional trails built in the western part of the Commonwealth over the years provided good models for the Erie to Pittsburgh Greenway. The Erie to Pittsburgh Greenway can unify the Western Pennsylvania Trail Network. This potential mega greenway will enhance the existing trail system, give it a regional identity, make additional connections, raise the visibility of individual trail projects in the region and elevate the value of recreational resources in local communities. Once the Erie to Pittsburgh regional trail system is completed, it can then connect to The Great Allegheny Passage, linking Erie to Washington, DC. DCNR's second priority for greenways funding in western Pennsylvania is the Erie to Pittsburgh Greenway, a recently designated greenway in the PA Greenways Program.

Other County Trails

Other notable recreation trails in Allegheny County in various stages of development include the Rachel Carson Trail – a 35.7-mile long hiking trail that extends from Harrison Hills County Park to North Park. Although the physical trail exists, it is not protected by public easements or rights-of-way.

Water Trails

Water trails are another mode of travel and recreation in our region. Water trails are designed to provide safe nonmotorized boat launches and easy shore access, maintain and respect the environment's natural character, and promote responsible use of our rivers. Water trails also:

Improve docking facilities for both motorized and non-motorized boaters

Provide opportunities for short-term access to communities and neighborhoods

Connect communities

Allow boaters a brief or long respite

Water trails encourage low-impact use of the region's waterways and foster a strong sense of stewardship of the riverine environment.

The Three Rivers Water Trail is being coordinated by Friends of the Riverfront in conjunction with the Pennsylvania Fish and Boat Commission, which has the authority to designate Official Pennsylvania Water Trails. The Allegheny River has an official water trail designation. A challenge to small watercraft travel on these two rivers is the amount of barge traffic.

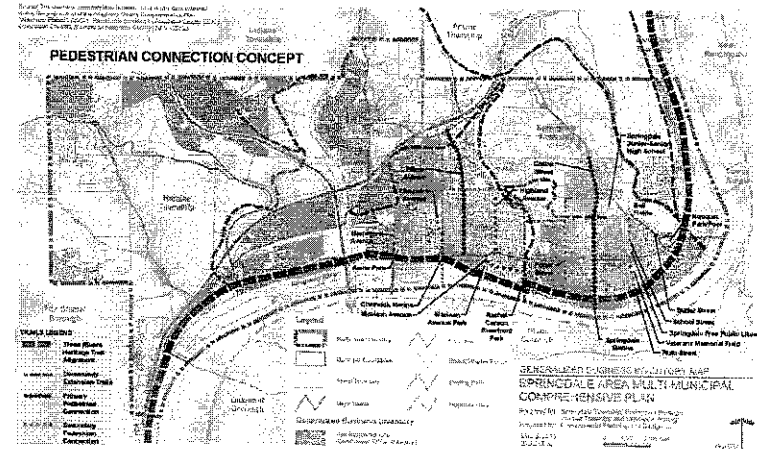
Riverfront Access

Allegheny County has an abundance of river frontage. Because of the region's steel industry heritage, over 45% of all river frontage is currently zoned for industrial use. In addition, Allegheny County has the second largest inland port in the country and relies heavily on river barge transportation. Planning for the redevelopment and development of the riverfront for greenways, trails, parks and other recreation and conservation uses must take into consideration other active uses of the rivers.

Outdoor Recreation

Recent studies across the country have shown that connecting communities to natural resources can provide opportunities for economic growth, increase the quality of life for local residents, raise property values and attract new business investment.

- Outdoor recreation contributes \$821 billion each year to the US economy, supporting 6.5 million jobs
- The yearly sale of gear and trips for outdoor recreation is greater than annual returns for other industries, like pharmaceutical and medicine manufacturing, legal services and power generation and supply
- In 2008, nearly 33% of US adults went boating at least once



By working together, the communities can implement collaborative solutions to work towards:

- Economic growth based on outdoor recreational services and businesses
- Community engagement that connects residents with healthy leisure activities through outdoor recreation
- Increased connectivity to the Allegheny River and local trails

River Recreation

Outdoor recreation is a booming segment of the US economy, particularly in waterfront destinations. The Allegheny River is an asset around which potential community and economic development can occur, and a resource worthy of protection and enhancement.

Trail Recreation

The majority of trail users are 35 and older, with a significant percentage age 45-54 and older. The household income levels of overnight trail users are significantly higher than average with nearly 35% earning over \$100,000 per year. The average daily expenditure of an overnight trail user is \$98; day trippers spend an average of \$13 per day.

Potential Actions

In conjunction with the newly formed CDC, the Allegheny Valley communities should facilitate collective action to support, enhance and expand outdoor recreation opportunities

- Create an atmosphere that supports river and outdoor recreation
 - Improve gateway signage and wayfinding
 - Create and install a series of banners highlighting the communities and their branding efforts, outdoor events and points of interest
 - Improve streetscapes in business districts that serve the riverfront
 - Produce and use window clings or other items to improve street level appearance of vacant or underutilized buildings
- Provide pedestrian and bike linkages to riverfront trails
 - Identify connectivity areas that can be created with volunteer labor. Leverage these efforts to

- support the implementation of additional linkages with grant, foundation and government funds
- Build a niche economic development strategy related to the Allegheny River
 - Hold educational workshops on topics such as effective marketing for leasing or selling a building, websites and social media for small businesses, and financing opportunities for new or expanding businesses
 - Work with local organizations like the Duquesne University Small Business Development Center to promote and support small businesses—especially those associated with outdoor recreation
 - Brand and promote the recreation experience
 - Design and implement the use of a logo
 - Create, maintain and promote a website dedicated to outdoor recreation opportunities
 - Consider the benefits of hiring and intern or part time employee to be shared by the communities who can organize events, update the website and social media sites and implement other marketing and branding strategies
 - Encourage community involvement
 - Expand public events and offerings like a summer concert series or public art events
 - Encourage volunteerism in the communities' outdoor recreation spaces via civic organizations, school events and other programs

Historic Resources

Historic resources connect us, physically and emotionally, to the past and attract and educate residents and visitors alike. Historic and cultural resources give us our identity and give our communities their authenticity. Due to a rich history, this region has many historic and cultural resources that are recognized nationally.

Heritage Tourism

Pennsylvania has a Heritage Areas Program, administered by the Department of Conservation and Natural Resources (DCNR), to keep the Commonwealth's historical legacy alive and thriving. The program is guided by five interrelated goals: Economic development, Recreation and open space, Partnerships, Education and interpretation, Cultural conservation.

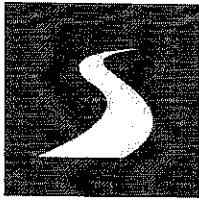
The Allegheny River Lock and Dam No. 3 (also known as C.W. Bill Young Lock and Dam) in Harmar Township is a lock that was built in 1932. The lock and dam were built by the U.S. Army Corps of Engineers as a part of an extensive system of locks and dams to improve navigation along the Allegheny River. It was listed on the National Register of Historic Places on April 21, 2000.

Rachel Carson Homestead, also known as Rachel Carson House, is a National Register of Historic Places site in Springdale. It is a five-room farmhouse which was the birthplace and childhood home of Rachel Carson, whose 1962 book *Silent Spring* launched the modern environmentalism movement. She wrote her influential book *Silent Spring* at her later life home in Maryland.

The homestead is managed by the Rachel Carson Homestead Association, a nonprofit organization established in 1975. The organization has established an ongoing Rachel Carson Legacy Challenge: challenging individuals, government, industry and institutions to lessen their ecological footprint through the Rachel Carson Legacy Challenge which uses Carson's environmental ethic as the benchmark for permanent and measurable change: - to live in harmony with nature - to preserve and learn from natural places - to

minimize the impact of man-made chemicals on natural systems of the world - to consider the implications of human actions on the global web of life.

Other activities include annual events - Rachel's Sustainable Feast - a street fair with regional chefs showcasing local, sustainable foods, farmers markets, environmental and conservation groups and eco-friendly vendors, and the Rachel Carson Legacy Conference which tackles today's issues of environment and health. The Rachel Carson Challenge, a 35 mile wilderness hike on the Saturday closest to the summer solstice, is in honor of Rachel Carson's contribution to the environment and passes through the Homestead. The Rachel Carson Trail is managed by the Rachel Carson Trails Conservancy.



Connectivity, Infrastructure and Facilities

The purpose of the Connectivity Plan is to maximize utilization of the existing transportation network, target new investment in the system for maximum return and provide all people equal access to growth opportunities

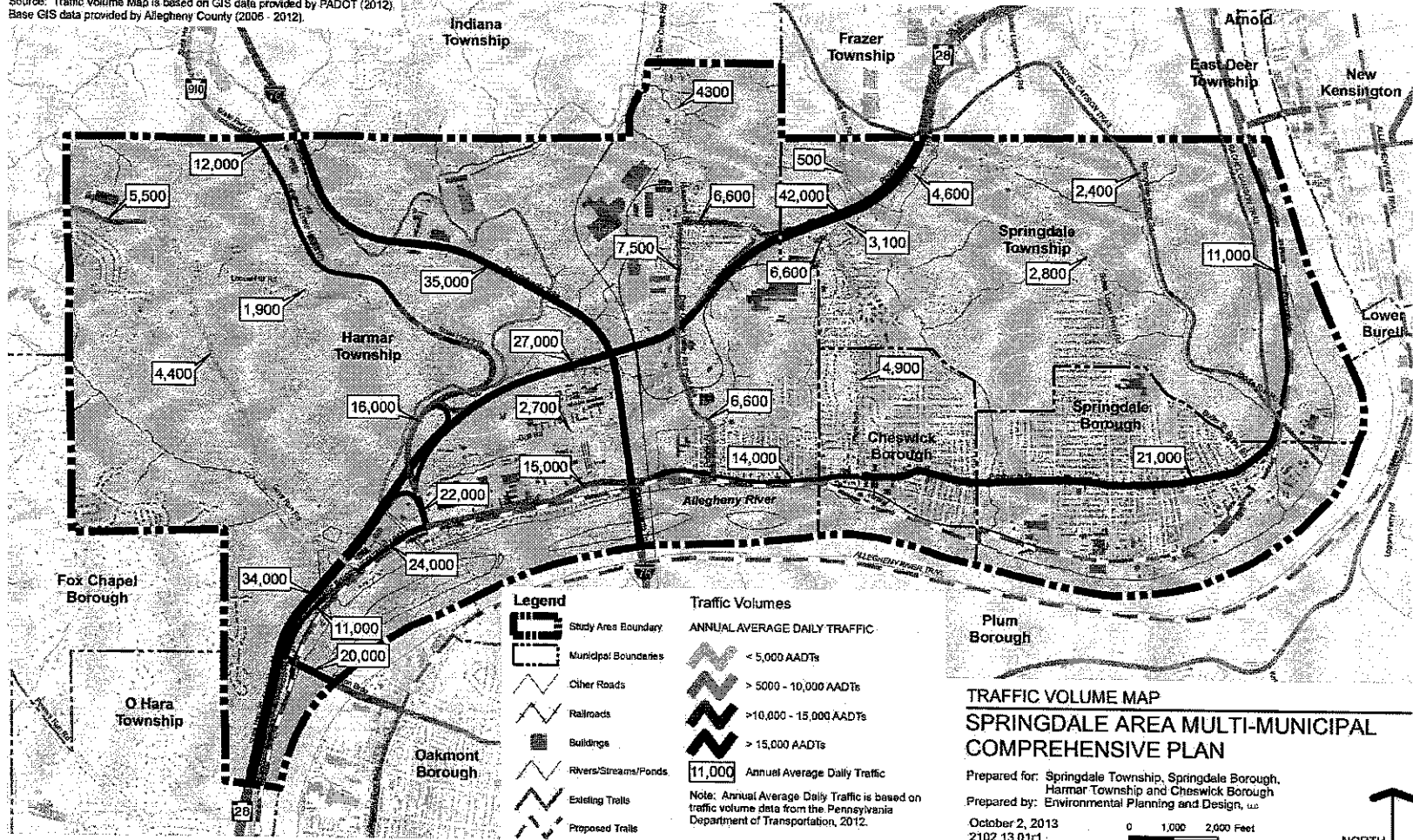
Connectivity, Infrastructure and Facilities Goal:

Use a balanced approach in the management of transportation, infrastructure, energy systems and access to public transportation.

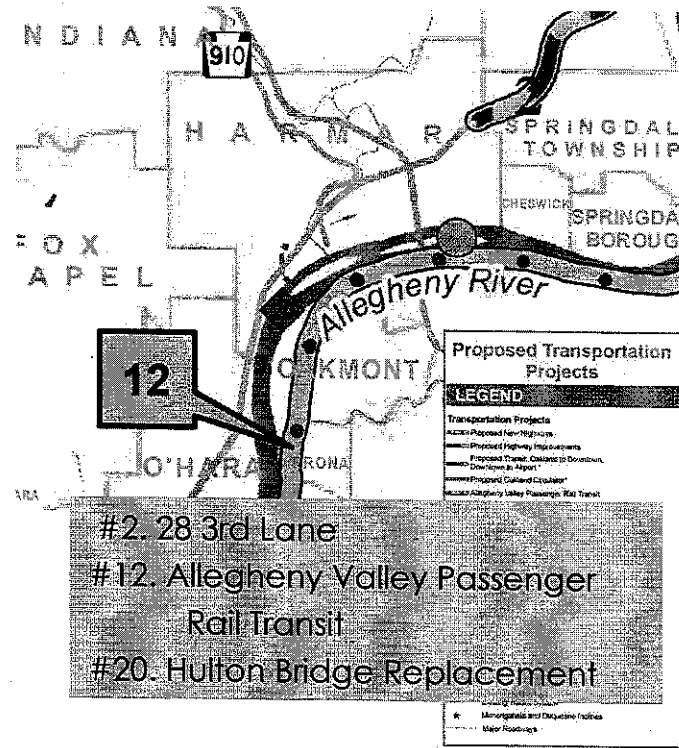
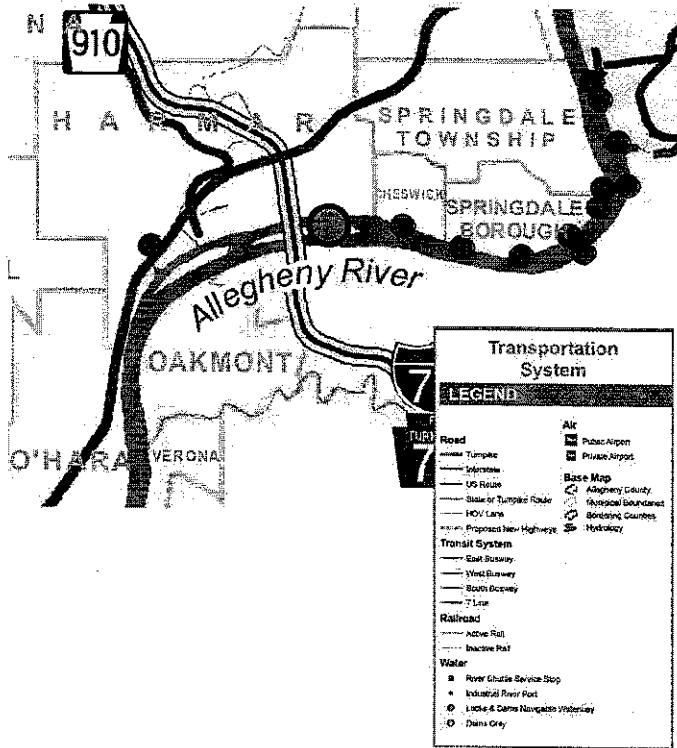
Connectivity, Infrastructure and Facilities Objectives:

- Evaluate the possibilities for multi-municipal cooperation in the provision of municipal services
- Provide efficient emergency response services
- Support community access to public libraries
- Target transportation investments to support job and housing growth
- Use efficient and creating funding strategies such as public/private partnerships, privatization and leveraging current and future assets to complete strategic transportation upgrades
- Promote the use of public transit and facilitate the coordination of various transportation systems
- Prioritize the maintenance of existing transportation infrastructure within and across all modes of transportation
- Target transportation investments to support job and housing growth
- Provide access to the rivers for commercial and recreation uses
- Protect and enhance the quality and quantity of water resources
- Support planning and funding for utility extensions and improvements that are consistent with development patterns
- Assess the benefits of regionalization and shared utility assets
- Provide access to jobs

Source: Traffic Volume Map is based on GIS data provided by PADOT (2012).
 Base GIS data provided by Allegheny County (2006 - 2012).



Vehicular and River Transportation



The Allegheny Valley communities are strategically located in the region. It is critical to promote a safe and dependable transportation infrastructure with maximized inter-connectivity for people as well as all types of

freight movements. We want the best functioning system we can achieve, which requires careful, thoughtful planning and investment. Planned transportation improvements include Route 28 third land widening north of Harmarville- widening PennDOT; Hamarville to East Deer.

Transit-oriented development (TOD) is an important national land development trend that promotes:

- Compact, relatively dense development within walking distance of a transit station
- A '24/7' mix of uses – transit origins (housing) and destinations (jobs, retail, schools, medical, civic)
- A safe, interconnected and inviting pedestrian environment – sidewalks, plazas, lighting, signage, and building transparency at the street level
- A new approach to parking – less of it, shared wherever possible, and (except for curbside spaces) out of view
- TODs can reduce traffic congestion by providing expanded transportation options, and significantly increase ridership for the Port Authority.

A new state program, Transit Revitalization Investment District (TRID), has been established to help implement TODs. TRID is designed to:

- Integrate transit planning with other infrastructure, public facilities and private development
- Encourage intergovernmental collaboration
- Add legal powers and flexibility to create the best development on public land near the stations
- Provide opportunities for Tax Increment Financing and state funding and financial assistance

Allegheny County is one of the first areas in Pennsylvania to take advantage of the program. The County has developed recommendations for three TRID strategic areas: leave-alone territory, infill and investment zones, and strategic opportunity sites. The TRID program will be pursued for future TOD opportunities as well. The County will continue to work closely with the Port Authority to develop TOD Places, and target funding where it will have the greatest benefit.

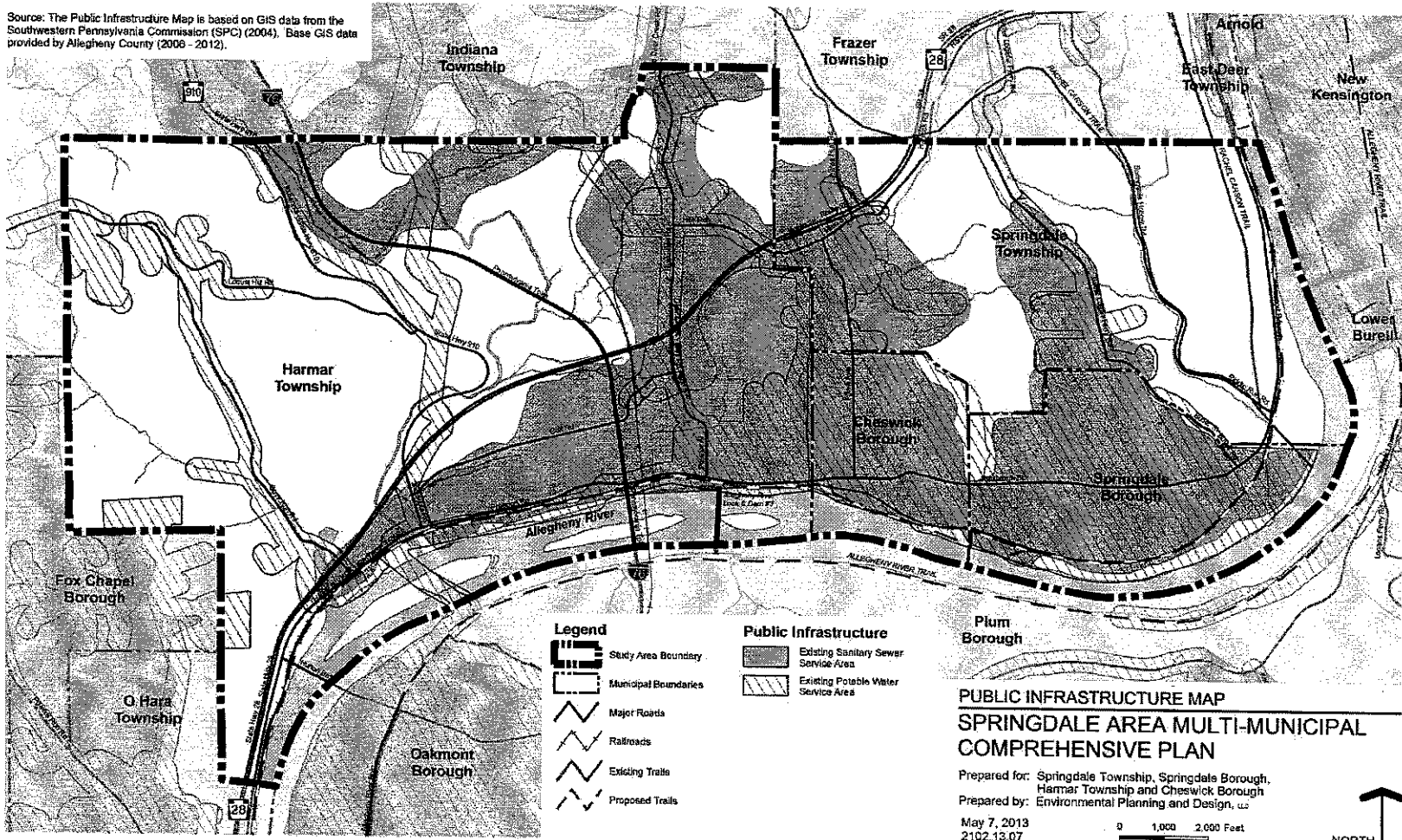
Springdale Township Park and Ride Lot

851 Parkway Drive off Pillow Avenue

Served by the P10 Allegheny Valley Flyer

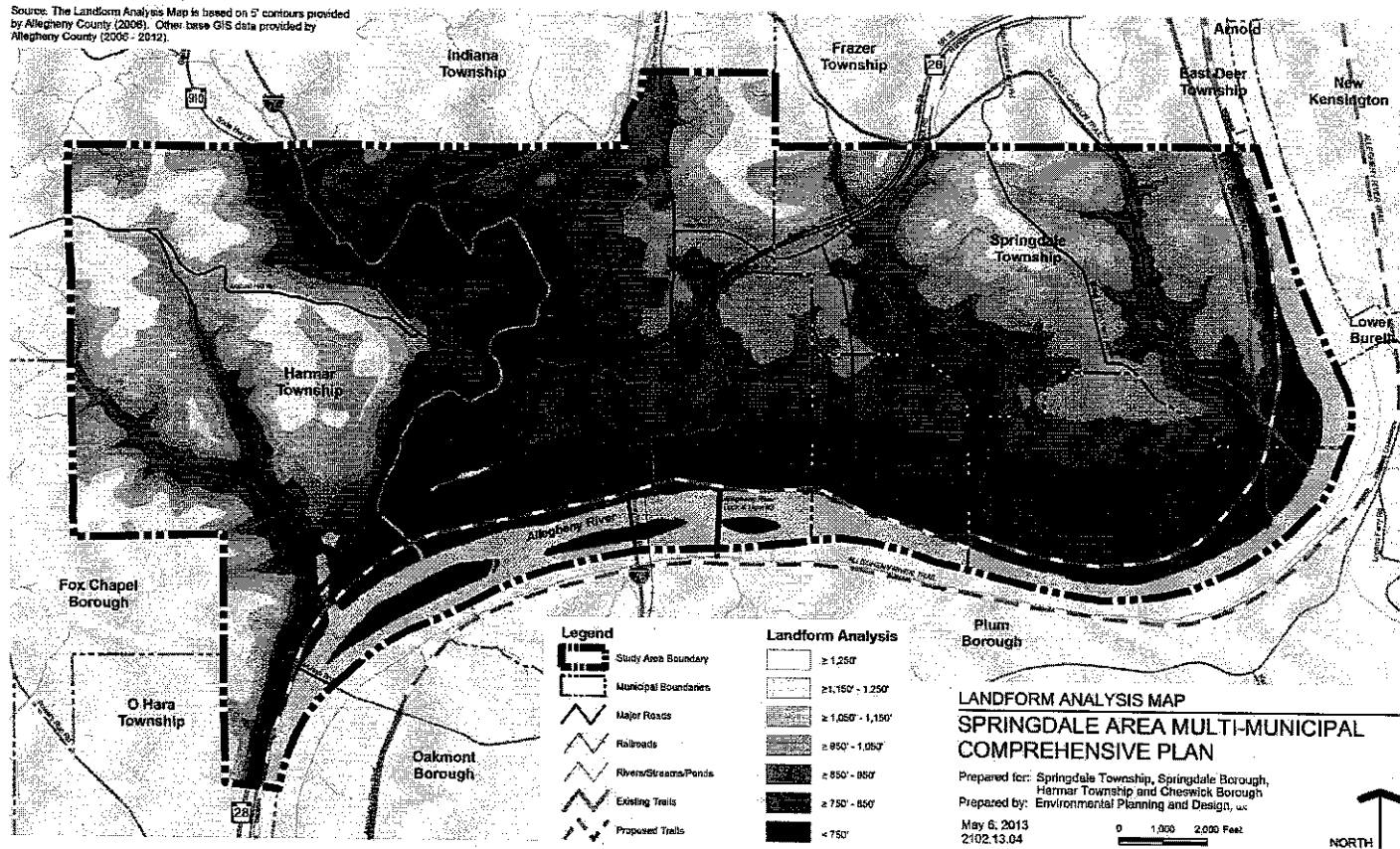
- Approximately 16 miles from Downtown Pittsburgh
- Service every 20 minutes during peak hours
- Weekday parking only
- 100 spaces available
- Fare to Downtown is \$3.75 (Zone 2)
- No parking fee

Source: The Public Infrastructure Map is based on GIS data from the Southwestern Pennsylvania Commission (SPC) (2004). Base GIS data provided by Allegheny County (2008 - 2012).



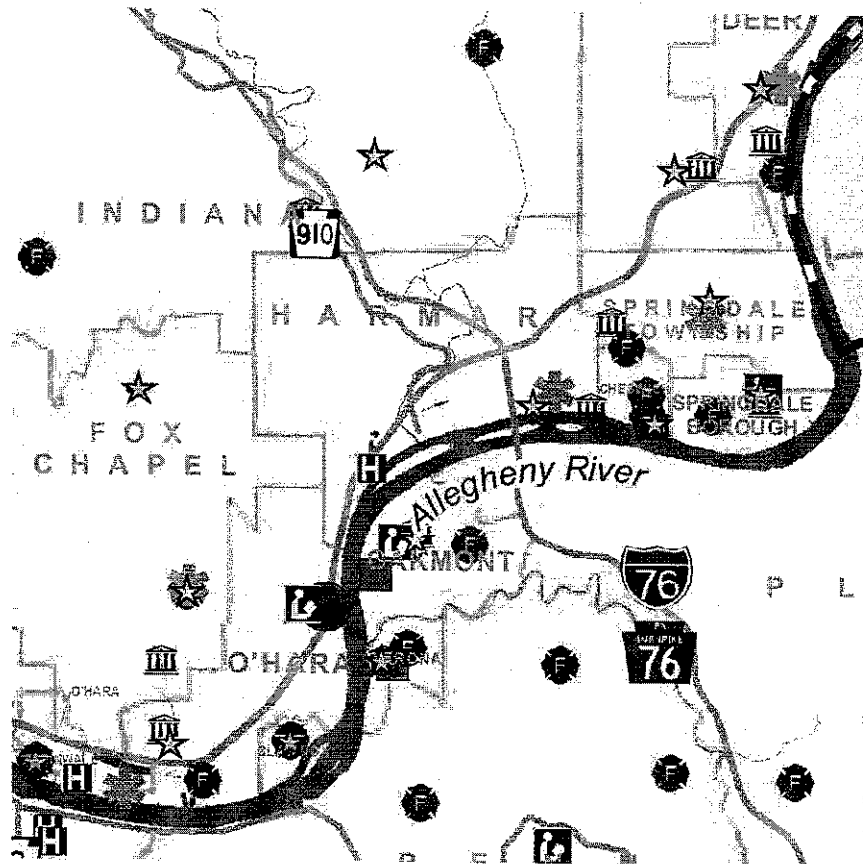
Public Infrastructure

Areas not currently served by public water and sewer service are closely associated with steep slopes and more extreme landforms. Future development should be carefully considered and aligned with the expansion of public water and sewer service.



Community Facilities

Community Facilities	
LEGEND	
Emergency Services	
•	Police Stations
•	Fire Stations
•	Hospitals
•	Hospital/Trauma Centers
•	EMS Sites
Public Services	
■	Utilities
■	Municipal Buildings
■	Senior Centers
Base Map	
⊞	Allegheny County
⊞	Municipal Boundaries
⊞	Bordering Counties
⊞	Hydrology
—	Major Roadways
- - -	Proposed Roads



Community Facilities

The Allegheny Valley communities are well-served by community facilities.

Pedestrian and Trail Connectivity

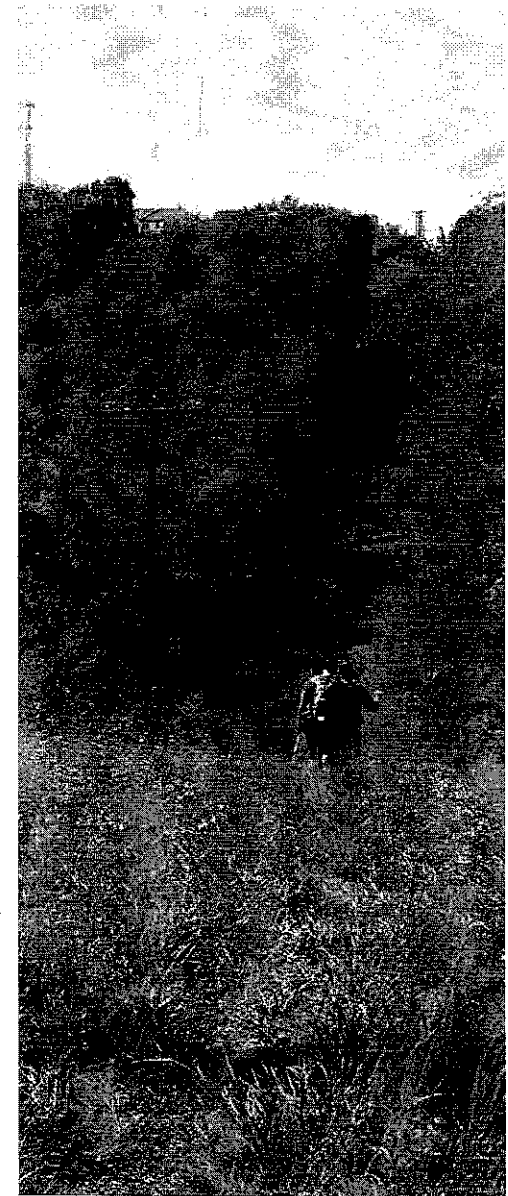
The Allegheny Valley communities have an abundance of natural and recreational resources. Pedestrian trail connections will be the key to realizing economic benefit from the trails. It is also the key to utilizing the trails for the benefit of residents.

Trail Users

Trail users are more likely to leave the trail to discover local communities if there is a clear path into "town." Clear signage, streetscape enhancements and desirable destinations will bring trail users to a community to eat at restaurants, shop in local stores and discover amenities that will bring them back again and again.

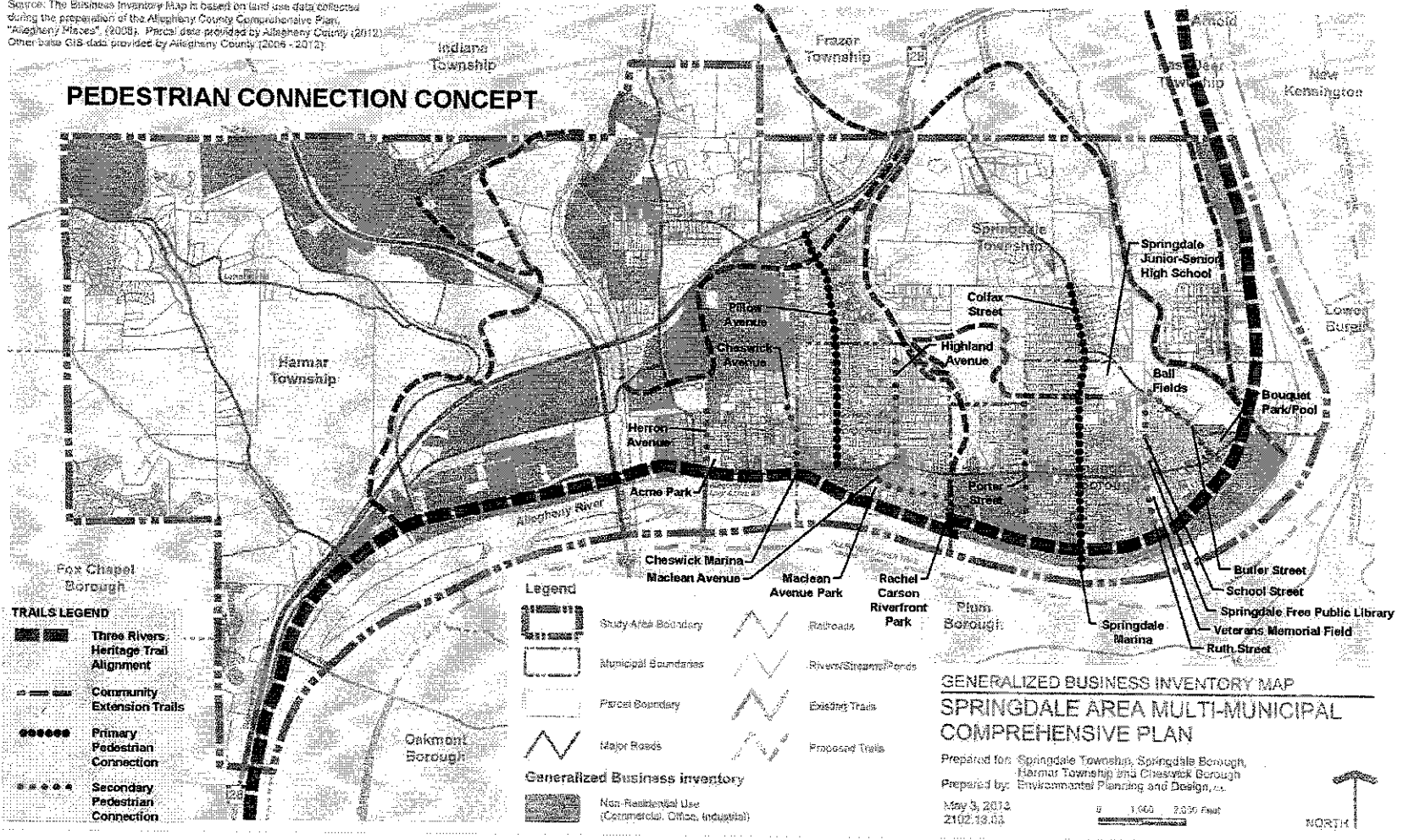
Residents

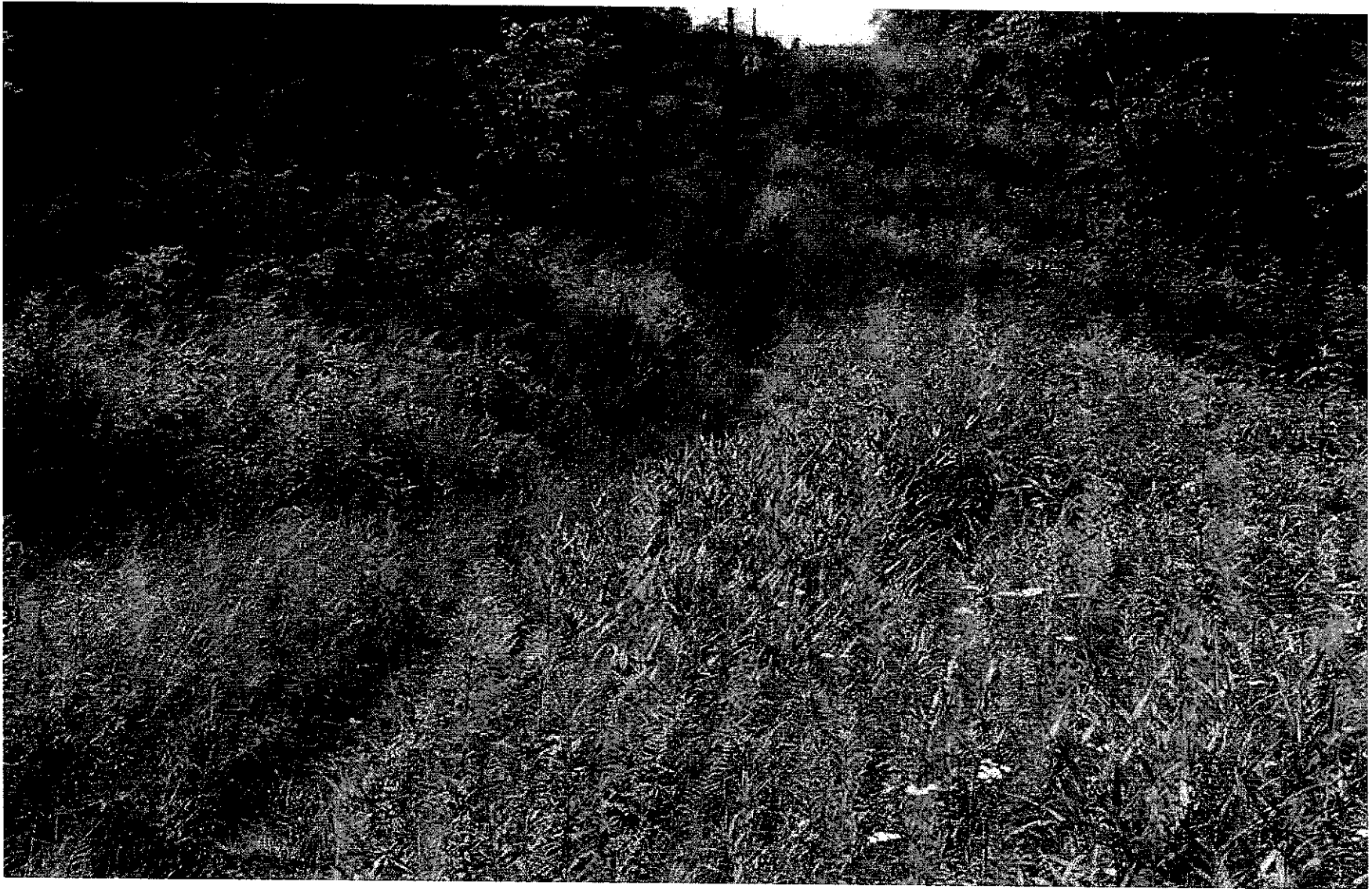
Pedestrian linkages will encourage local residents to utilize the trail resources at their doorsteps. From promoting health and wellbeing to recruiting employers and new residents, trails can be an important component for a community that is competing regionally for grant money, residents and businesses.

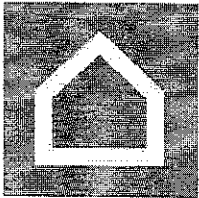


Source: The Business Inventory Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2008). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).

PEDESTRIAN CONNECTION CONCEPT







Future Land Use and Housing

The future land use scenario is an informed assumption as to what a community could be like in the future assuming a continuation of recent land development trends.

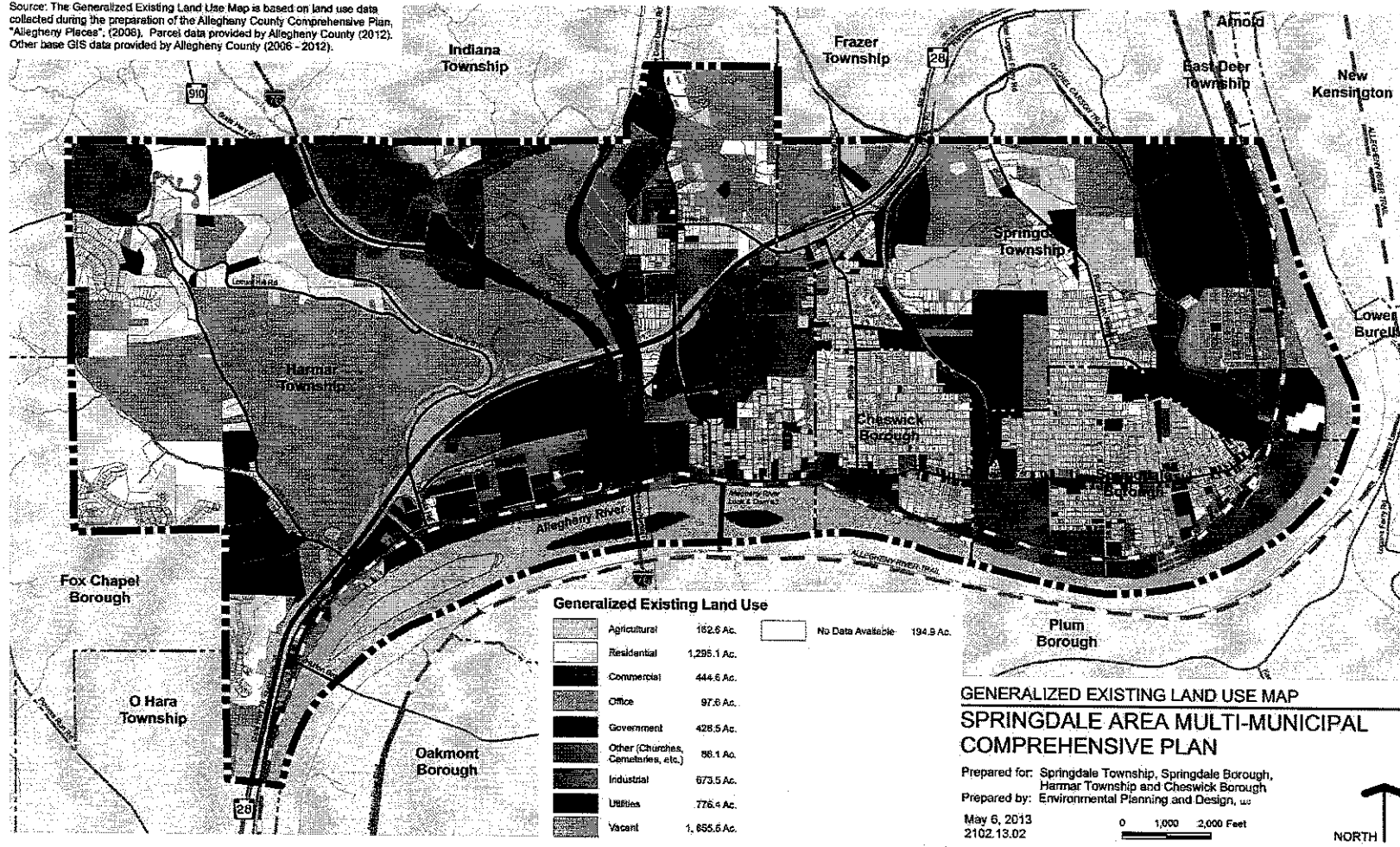
Land Use and Housing Goal:

Foster livability and success of neighborhoods, commercial districts and industrial areas.

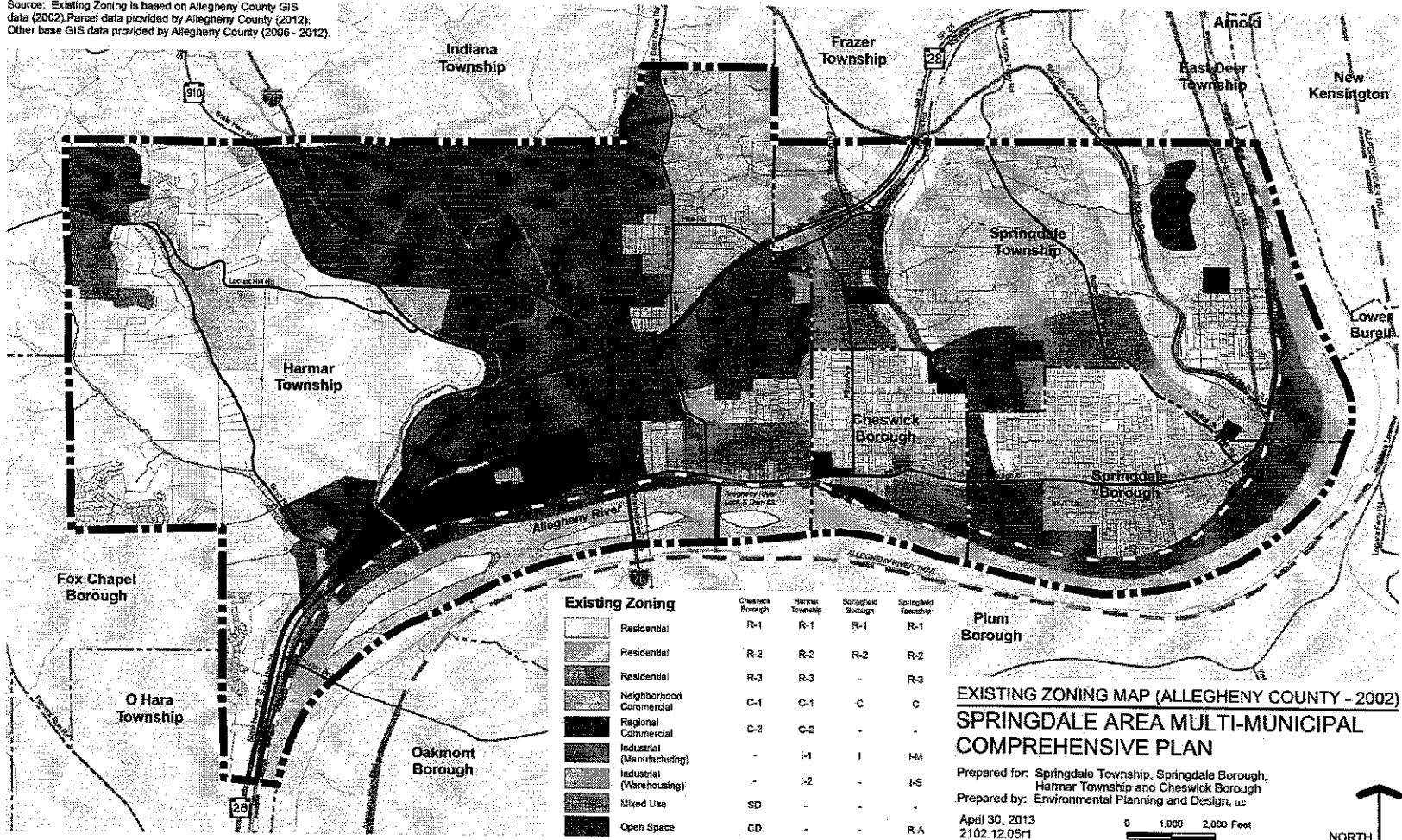
Land Use and Housing Objectives:

- Create places that emphasize community
- Ensure that new development occurring outside of established areas is beneficial and necessary
- Encourage transit-oriented development
- Provide a variety of housing
- Target infill housing where needed
- Promote the use of green building techniques and upgrades

Source: The Generalized Existing Land Use Map is based on land use data collected during the preparation of the Allegheny County Comprehensive Plan, "Allegheny Places", (2006). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).



Source: Existing Zoning is based on Allegheny County GIS data (2002). Parcel data provided by Allegheny County (2012). Other base GIS data provided by Allegheny County (2006 - 2012).



Large portions of the Allegheny Valley communities are developed with commercial, industrial and residential uses. Many of the areas that are currently undeveloped have difficult terrain, soils or other natural features that make them difficult to develop. Consequently, much of the development that will occur in the communities will be infill development. Infill areas provide opportunities for new development and redevelopment on properties that are vacant, abandoned, or under-used. Infill can occur on a single lot or on groups of lots.

The legal grounds for the Comprehensive Plan are based on the Pennsylvania Municipalities Planning Code.

- Section 603.(a), states that **zoning ordinances should reflect** a municipalities community development objectives and give consideration to the **character of the community**, the needs of the citizens, and the suitability and **special nature of particular parts of the municipality**;
- Section 604.(1) also requires that zoning ordinances protect the public health, safety and general welfare vis-à-vis population density; transportation; land use as well as **preservation of scenic and historic values**
- Section 605. **permits zoning ordinances to classify** and to define specific provisions for different situations, uses and structures including [Section 605.(2)(vi)] **places having unique historical, architectural or patriotic interest or value**; as well as [Section 605.(2)(vii)] other **places having a special character or use affecting and affected by their surroundings**.

There are many values and benefits to considering infill replacement and redevelopment.

- Promote economic development opportunities within communities
- Improve the municipal tax base by developing vacant or under-utilized parcels
- Expand development potential and optimize available resources to revitalize the business community
- Develop needed housing in close proximity to employment and rehabilitate older housing units
- Preserve and/or enhance community and neighborhood character
- Create transportation choices and improve connectivity
- Establish walkable neighborhoods and, where appropriate, transit-supportive development
- Decrease commuter traffic congestion
- Maximize existing investments in urban services and civic amenities (as an alternative to extending or constructing new facilities)
- Reduce public infrastructure costs (efficiency over sprawl development)
- Conserve energy through reduced automobile dependence
- Create community centers and strengthen downtowns
- Supports green building or sustainable development objectives

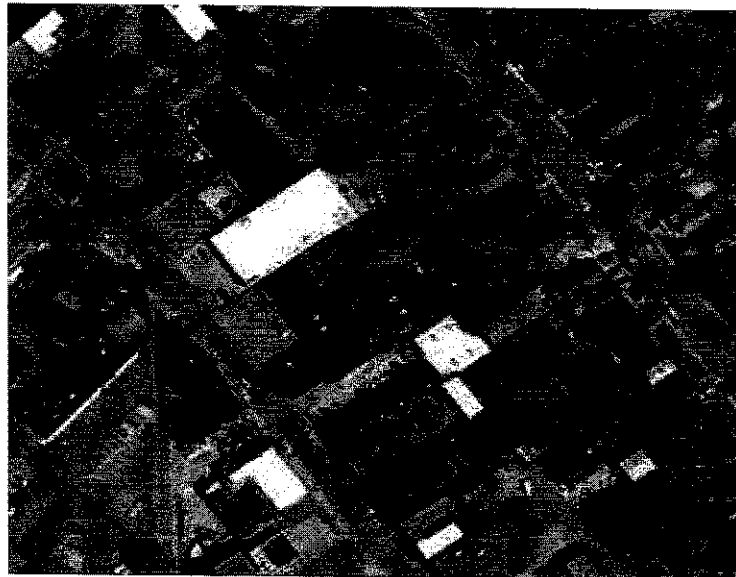
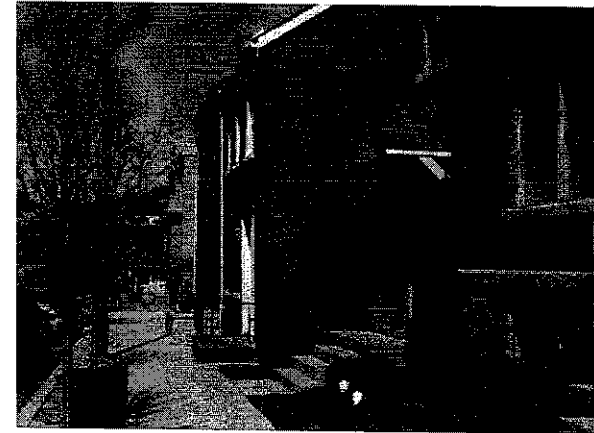
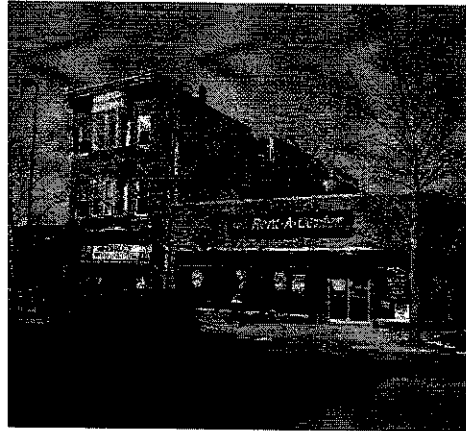
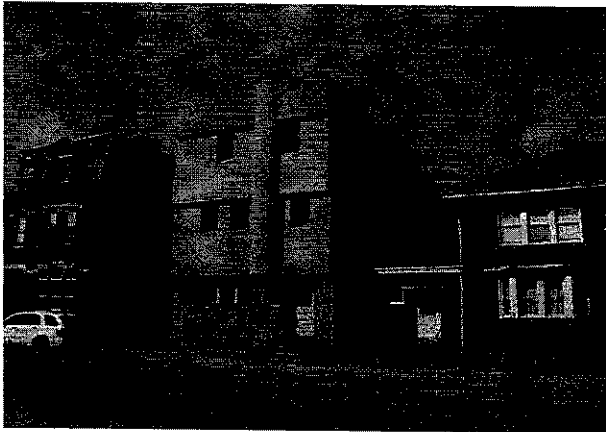
Common Infill Issues

- Typically infill, replacement and redevelopment is **not permitted “by right”**.
- **Strict separation of land uses** hampers the feasibility of many opportunities.
- Overly large-setbacks and low building coverage standards create **urban neighborhoods with a suburban character**.
- The administrative/**review process is often slow, lengthy and costly** for developers.
- **Shared parking is prohibited**; total requirements for mixed-use projects are commonly based on a cumulative calculation.
- Generous and **misdirected open space standards** decrease the availability of usable land.
- **Excessively low densities** and a focus on dwelling units per acre rather than floor area ratios (FAR) limit development potential.
- **Limits on overall building heights** or restrictions on the total number of stories can inhibit creative solutions.
- Flexibility for **non-conforming lots, uses and structures** is generally not permitted.
- Most zoning ordinances typically **acknowledge only off-street parking** – on-street spaces are not included in parking calculations.

Common Infill Challenges

- Infill, replacement and redevelopment projects ("greyfields") typically cost more to build than "greenfields"
- Many infill or redevelopment projects require an assemblage of parcels
- Policymakers tend to overlook the public cost-savings of infill, replacement and redevelopment
- Largely due to past experience with poor examples, many residents actively oppose infill, replacement and redevelopment projects
- Developers often avoid infill, replacement and redevelopment projects in urban areas due to fear of reduced marketability
- Infill developers often see finance and capital markets as barriers to infill, replacement and redevelopment
- Most municipal zoning ordinances require the strict separation of land uses and discourage mixed-use opportunities
- There is a perception that the approval process is lengthy and difficult to navigate

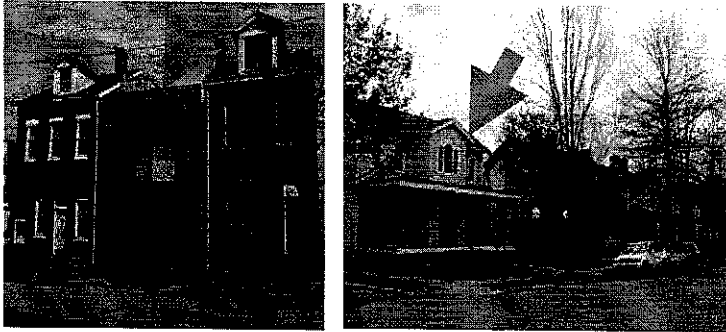
in•fill \ 'in-fil \ n: development of vacant or remnant urban land passed over by previous development



re•pla•ce•ment \ri-pleys-muhnt\ *n*: the act of remodeling or reusing a previously developed or improved lot, building or structure



re•de•vel•op•ment \ri-d-i-'vel-ep-ment\ *n*: the act or process of rehabilitating or rejuvenating a blighted area or accommodating new development within the context of existing streets and buildings



Infill provisions can address:

- #1 Blocks and Lots
- #2 Corner Lots
- #3 Side Yards
- #4 Front Yards
- #5 Lot Coverage
- #6 Lot Frontage Size
- #7 Building Height
- #8 Building Massing
- #9 Building Orientation
- #10 Accessory Buildings
- #11 Accessory Uses
- #12 Service and Loading
- #13 Parking Design
- #14 Parking Requirements
- #15 Landscaping and Screening
- #16 Adjacent Land Uses
- #17 Building Re-Use
- #18 Drive-Through
- #19 Historic Context
- #20 Pedestrian Connectivity

For Infill, Replacement and Redevelopment.

Lot and block parameters should aim to:

1. Maintain an existing street grid pattern where available.
2. Use an interconnected street pattern that respects the "lay of the land" and natural features where no street grid currently exists.
3. Recognize contemporary land use and "footprint" needs.
4. Provide multiple intersections to enhance traffic flow and reduce congestion; permit alleys and lanes.
5. Utilize cul-de-sacs and dead-ends only when no other means of access are possible.

Corner lot parameters should aim to:

1. Create anchors and/or landmark buildings for a block.
2. Reinforce the street wall of both the primary and secondary streets by requiring build-to lines.
3. Capitalize on the opportunity to create wider lots that can be used to create additional architectural massing and building area.
4. Expand housing diversity within moderate to higher density residential districts by allowing duplexes/triplexes units on corner lots.

Side yard parameters should aim to:

1. Maintain a consistent rhythm of development along a street wall.
2. Evaluate the feasibility of allowing:
 - a. An average side yard setback calculation; and
 - b. An aggregate (a combined total dimension for a lot) side yard setback with established maximums and minimums.
3. Expand building area by considering a requirement of one (1) front yard and one (1) side yard on corner lots.

Front yard parameters should aim to:

1. Reinforce the street wall by maintaining consistent front yard setbacks; e.g. require both minimum and maximum front yard setbacks.
2. When front yard dimensions vary between neighboring lots, consider utilizing average setbacks or defining an acceptable "similar" setback standard.
3. Minimize impacts of parking within front yards by restricting the number of parking bays between the building's front facade and the front lot line.

Lot coverage parameters should aim to:

1. Set realistic lot coverage standards for more urbanized areas; a 40% to 60% maximum lot coverage standard precludes townhomes, duplexes, etc...
2. Consider utilizing impervious surface standards rather than lot coverage standards. Creative improvements such as green roofs, rooftop decks and terraces become more feasible.
3. Determine flexible lot coverage standards based on building type rather than zoning district and allow exemptions for porches, stoops, terraces, etc...

Lot frontage and size parameters should aim to:

1. Develop provisions which optimize the relationship between lot size, building size and lot frontage.
2. Provide flexibility in lot size requirements by permitting lot averaging when multiple lots are being created from irregularly shaped tracts of land.
3. Consider allowing the use of flag lots in order to maximize deep tracts of land with narrow frontage.
4. Establish maximum widths for street facing garages.

Building height parameters should aim to:

1. A maximum building height of 25' does not permit the construction of townhomes when situated on a narrow lot.
2. Establish height standards that address exterior grade variations and embrace distinct architectural elements (such as gables, eaves, etc.) of neighboring buildings.
3. Enable building height bonuses (for penthouses or dormers) by permitting a "stepped" height setback.
4. Adopt provisions for creating architectural transitions between multiple story and single-story buildings.

Building massing parameters should aim to:

1. Create incentives such as density bonuses in return for special architectural details or contextual building fenestration.
2. Establish minimum and maximum floor area ratios (FAR) to achieve higher densities.
3. Consider providing incentives for mixed-use development and structured parking by exempting those uses from floor area ratio calculations in commercial or downtown districts.

Building orientation parameters should aim to:

1. Respect the street by orienting the main building entries toward the front lot line or primary street.
2. Protect the existing street wall by avoiding building placements or juxtapositions that are non-contextual.
3. Require clear and legible building entries to maintain pedestrian-oriented development.
4. Permit creative building orientation solutions or treatments for corner lots situated within higher density residential districts and commercial core.

Accessory building parameters should aim to:

1. Permit accessory dwellings such as granny flats and alley houses as a use "by right" within low and moderate density residential districts.
2. Define minimum and maximum setbacks for accessory buildings based upon desired district characteristics and compatibility with adjoining properties.
3. Control the scale/transparency of accessory buildings in relationship to a lot's principal buildings.
4. Define a maximum building area requirement to control size and scale.

Accessory use parameters should aim to:

1. Treat outdoor cafes as an accessory use.
2. Define design and development criteria for outdoor cafes (for instance, minimum clear/passage space in the sidewalk, etc.).
3. Consider relaxing zoning provisions to permit creative solutions.
4. Address improvements such as barriers as well as "permanency".

Service and loading parameters should aim to:

1. Require that service and loading areas be located outside of the required setback areas.
2. Permit architectural design treatments for screening loading and service areas in lieu of landscape treatments.
3. Establish general vehicular access standards to control service and loading facilities.
4. Consider providing incentives such as lot coverage or impervious allowances for interior service and loading facilities.

Parking design parameters should aim to:

1. Define a minimum ratio of shade trees to parking spaces; require that the majority of shade trees be placed within the parking lot itself – not just within a perimeter landscape buffer.
2. Reinforce the street edge of parking lots situated on corner lots through the use of hedges, fencing or masonry walls.
3. Require interior landscape medians for parking lots with a lot frontage greater than 130'.

Parking requirements parameters should aim to:

1. Treat shared parking strategies as a use “by right” in order to optimize existing parking resources.
2. Consider, at a minimum, using a flat parking requirement reduction when in mixed use neighborhoods or downtowns.
3. Provide off-street parking credits when a publicly-accessible lot or transit facility is within a reasonable walking distance to the proposed building or lot.
4. Draft off-street parking requirements based on “use” rather than “zoning classification.”

Landscaping and screening parameters should aim to:

1. Require tree strips or landscape strips between a sidewalk and the adjacent curblin in all zoning districts except a downtown district.
2. Establish landscape buffer standards based on land use relationships rather than zoning designation.
3. Set practical width dimensions for landscape buffer standards.
4. Define a minimum plant size for new plantings within a landscape buffer – size does matter.

Adjacent land use parameters should aim to:

1. Loosen up the strict "single use" philosophy and allow "similar" uses within traditionally heterogeneous districts such low density single family.
2. Treat "similar" land uses as permitted uses; use a conditional use designation for "similar" uses that are contextual and generally compatible but possess some unique issues related to traffic, parking, etc...
3. Adopt general design standards that are triggered by the proximity of certain land use relationships.

Building re-use parameters should aim to:

1. Provide development incentives such as density bonuses, height credits or off-street parking reductions in return for building retention/rehabilitation.
2. Consider relaxing the non-conforming use provisions to allow a "similar use" as a use "by right."
3. Develop a streamlined approval process that a community's Planning Commission and Municipal Staff can provide an "over the counter" approval for general or basic design aspects.

Drive-thru parameters should aim to:

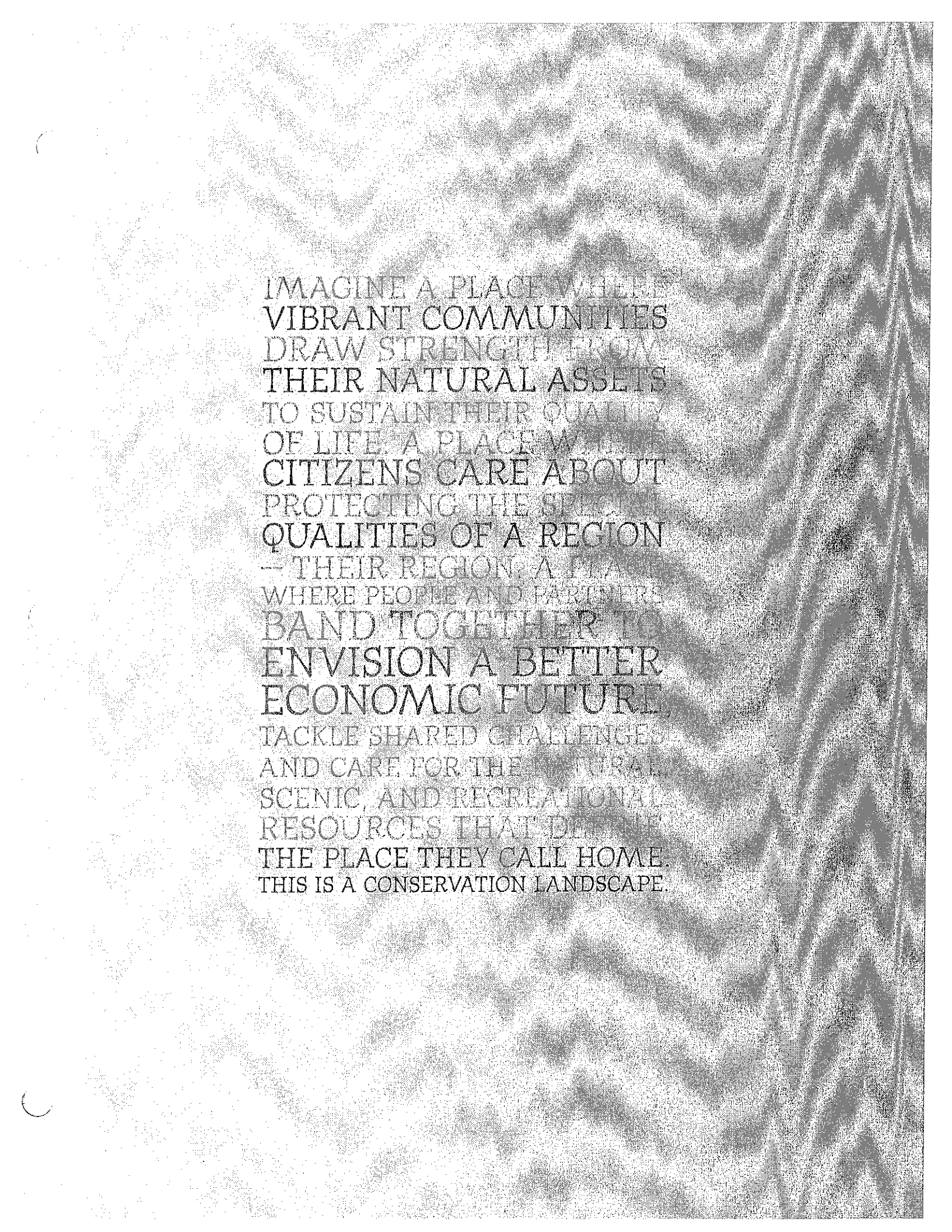
1. Treat drive-thru facilities as an accessory use and define specific standards for such uses.
2. Consider limiting the number of drive-thru facilities per lot as one of the specific standards.
3. Relate vehicular circulation and ingress/egress to the adjoining street grid and nearby intersections.
4. Create a requirement within downtown districts for drive-throughs to be architecturally integrated with the principal building; define a relief process for property owners who are unable to meet requirements.

Pennsylvania Conservation Landscape Initiatives Report



The places we call home.

June 2010



IMAGINE A PLACE WHERE
VIBRANT COMMUNITIES
DRAW STRENGTH FROM
THEIR NATURAL ASSETS
TO SUSTAIN THEIR QUALITY
OF LIFE. A PLACE WHERE
CITIZENS CARE ABOUT
PROTECTING THE SPECIAL
QUALITIES OF A REGION
— THEIR REGION. A PLACE
WHERE PEOPLE AND PARTNERS
BAND TOGETHER TO
ENVISION A BETTER
ECONOMIC FUTURE,
TACKLE SHARED CHALLENGES,
AND CARE FOR THE NATURAL,
SCENIC, AND RECREATIONAL
RESOURCES THAT DEFINE
THE PLACE THEY CALL HOME.
THIS IS A CONSERVATION LANDSCAPE.

New Challenges Call for New Thinking



Just as they did in the past, our natural resources, landscapes and communities stand perilously close to permanent alteration. Pressure to use our forests to extract natural gas is growing. Rural regions and small towns still face declining industry, high unemployment and an exodus of young people who are leaving to look for work in more prosperous places.

Urban areas struggle with increasing development pressure at the cost of green spaces. Many lack comprehensive land use plans, which take a coordinated and thoughtful approach to managing growth. Local governments, strapped with their own budget concerns, lack the resources to work across political boundaries to address these pressing issues.

As the state's natural resource agency and primary conservation and recreation funding source for communities, the Department of

Conservation and Natural Resources (DCNR) saw the need to refocus its expertise in order to help address these new challenges. Instead of working exclusively within its park and forest boundaries or within a specific community, the agency broadened its approach to defined regions, or conservation landscapes.

DCNR believed that strategic investment around conservation, community revitalization and recreational projects within a landscape could profoundly affect local communities and help protect important natural assets. Simply put: working to save special regions of the state can save the lifestyles they offer to their citizens and benefits they offer to their visitors.

These Conservation Landscape Initiatives are driven by a partnership approach to getting work done at the regional level. By getting community leaders, other state agencies, local governments, philanthropies and nonprofits all engaged around a common goal – motivated by a sense of place – it was much easier to tackle effective

The Recipe for Conservation Landscape Initiatives



photo by Paul g Weigman

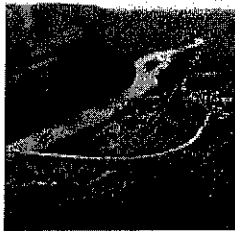
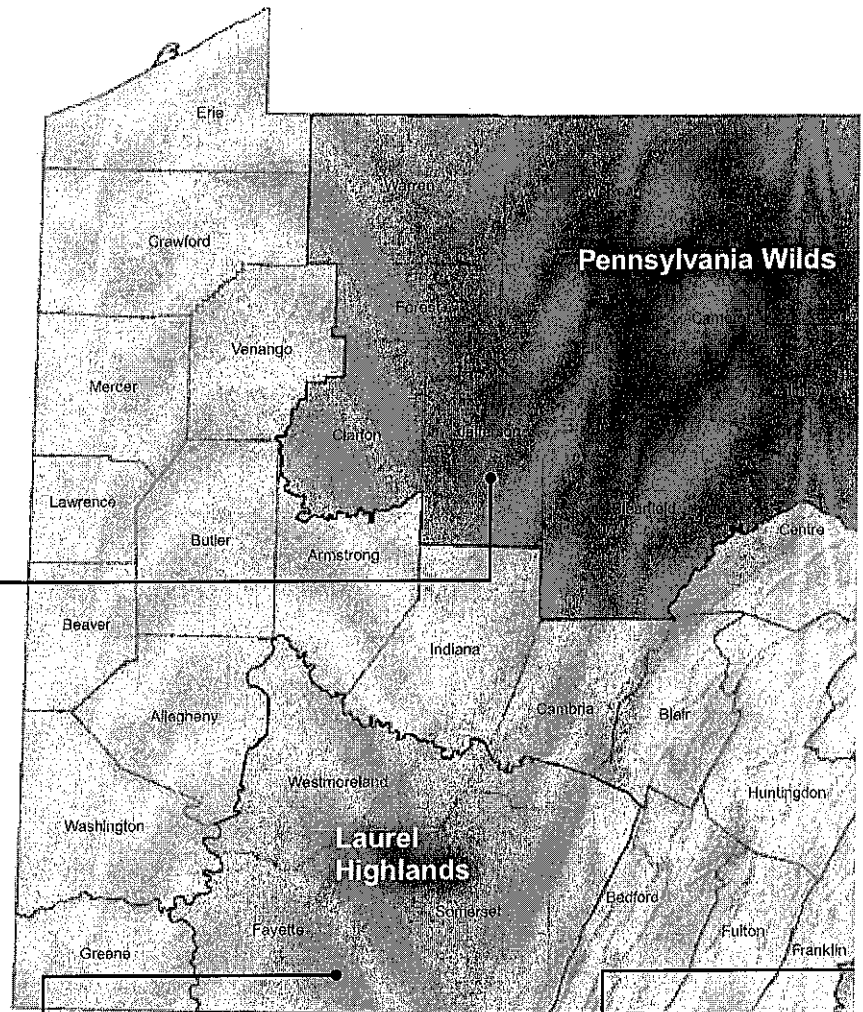
Key ingredients that have helped define the conservation landscapes for the Department of Conservation and Natural Resources include:

- **Sense of Place.** These regions are based on a shared landscape and are not defined by political boundaries.
- **Readiness.** Communities are ready to participate in a region-wide effort often because of threats or opportunities such as changes in the economic base, declining population or urban sprawl.
- **Engagement.** DCNR convenes like-minded partners through a civic engagement process that brings people of the region together to identify common values and concerns.
- **Strategic Investments.** State agencies with regional and statewide partners provide high-level leadership, financial support and technical assistance.
- **DCNR interests and lands.** The presence of state parks, state forests or significant recreational investments in the region provides the foundation for the landscape as well as staff who can help guide the initiative.

The first two conservation landscapes established were dramatically different in size, scope and goals. The Pennsylvania Wilds, located in one of the most rural sections of Pennsylvania, is vast in geographic size, but contains only 4 percent of the state's population. It focuses on nature-based tourism, built on the strong presence of state and federal lands and recreational amenities. In contrast, the Lehigh Valley Greenways encompasses only two counties, but is located in one of the most urban settings of the state. Its goal is to protect critical open spaces and make urban and suburban connections via a vast network of trails and greenways.

Those two areas, which are profiled as part of this report, provide a snapshot of the diverse issues Pennsylvania citizens and officials face and how Conservation Landscape Initiatives are helping local areas develop a regional response that makes sense to them.

SEVEN CONSERVATION LANDSCAPE INITIATIVES



Pennsylvania Wilds is 12-county region that offers tremendous outdoor experiences, on the more than 2 million acres of public land, equivalent to that of Yellowstone!

The region is home to the largest elk herd in the northeast and some of the darkest skies in the country. It is one of the most rural and sparsely

populated regions of Pennsylvania, containing only 4.1 percent of the state's population. Accomplishments include \$126 million in park and forest infrastructure improvements; \$5 million in regional marketing; \$5 million in grants and loans for small business development; \$13 million in local park and regional partnership grants; a regional design guide to assist communities with community character preservation and enhancement, and an artisan initiative to help improve the visibility and profitability of artisans and arts-related businesses.



The Laurel Highlands is located an hour east of Pittsburgh in southwestern Pennsylvania and is defined by three Allegheny Plateau ridges: the Chestnut, Laurel and Allegheny. With more than 100,000 acres of public lands, scenic vistas and gorges, diverse wildlife and outdoor

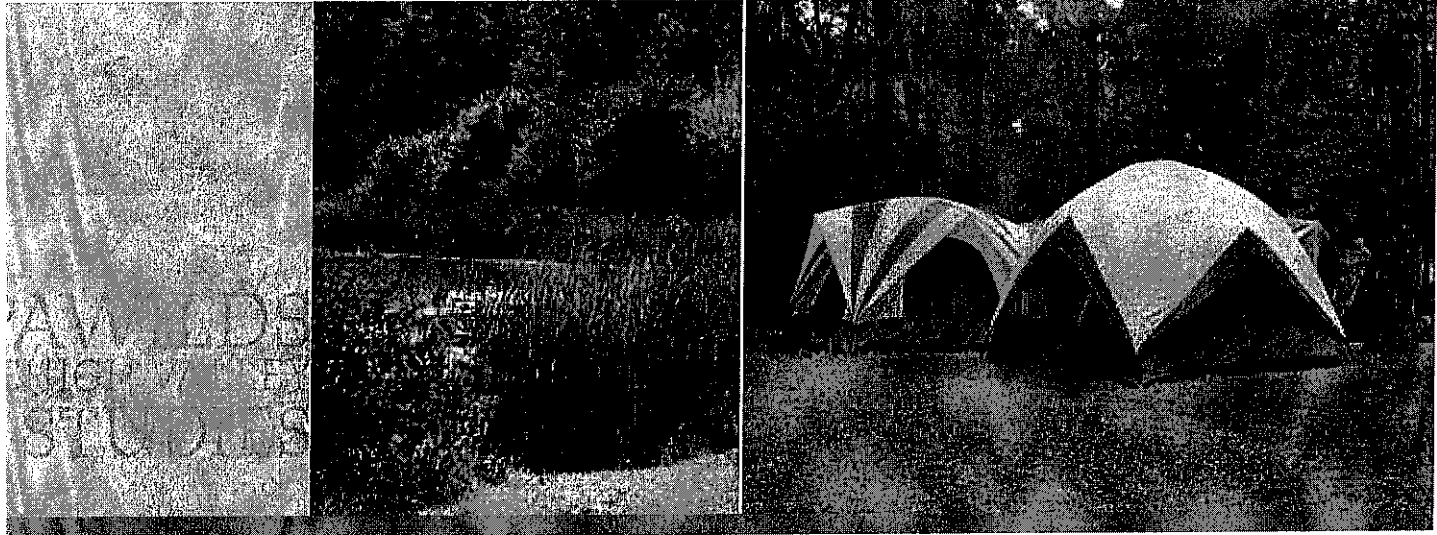
recreation opportunities ranging from whitewater to the Great Allegheny Passage rail-trail, the region is a destination for visitors from Pittsburgh, Ohio and the Mid-Atlantic. The region's economy is migrating from resource extraction to natural assets based on the quality experience for residents and visitors. Accomplishments include a unique joint master plan between Ohio State Park and Ohio State Park; support of the Trail Town Program, which helps communities maximize the economic benefit of the Great Allegheny Passage; and a comprehensive interpretive plan for Laurel Ridge.



The South Mountain Partnership focuses on 1,100-square miles in the South mountains and surrounding lands that constitute the northern prong of the Blue Ridge. Key assets include Michaux State Forest, six state parks, and 60 miles of the Appalachian National Scenic Trail. The region has thrived with

its fertile limestone agricultural lands, timber resources that fed iron furnaces, diverse wildlife, and pure spring water captured by the mountains' permeable soils and released into the valleys. The communities including Gettysburg, Chambersburg and Carlisle have a rich cultural heritage. Accomplishments include permanent protection of nearly 4,000 acres; establishment of a unique partnership between agricultural interests, conservationists, and local small communities; and a region-wide conservation focused speakers' series.

Pennsylvania Wilds, Lehigh Valley - Case Studies



The following case studies and findings draw from the two evaluations as well as additional interviews.

Pennsylvania Wilds Initiative Encourages Young Couple to Return to Start a Business

Piper Lindell and her husband Josh yearned to return to the place where they had grown up—a beautiful section of Pennsylvania with sparkling rivers, vast herds of elk, and stunning vistas.

But the young couple was wary. They knew their hometown in Warren County struggled with a bleak economy and high unemployment.

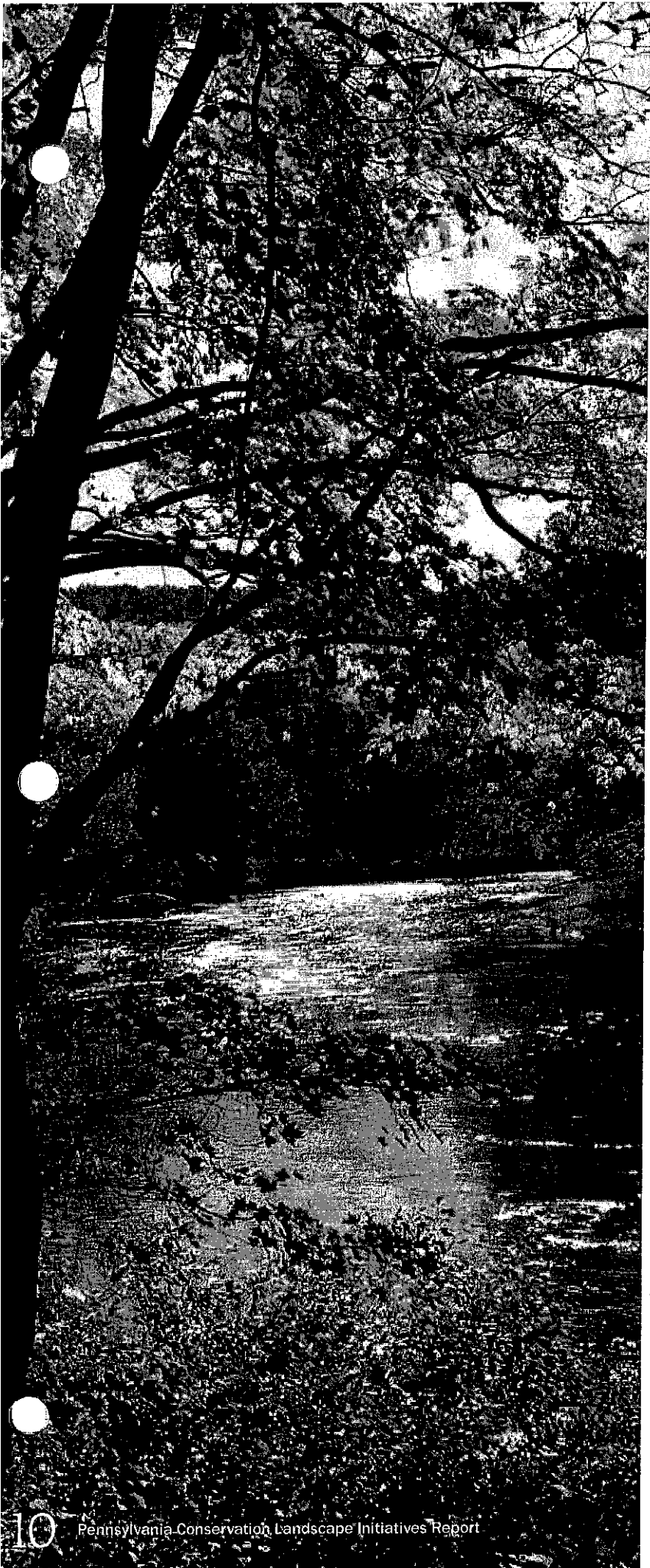
Lindell and her husband grew up in an area that is now one of the Conservation Landscape Initiatives called the Pennsylvania Wilds. It encompasses a rural 12-county area in the northern tier of the state that has a declining population and has been feeling the impacts of an economic slowdown, particularly with a decline in manufacturing activity.

It also has beautiful natural resources like the Pennsylvania “Grand Canyon,” the Allegheny, Clarion and West Branch Susquehanna rivers, abundant wildlife, and unparalleled night skies. In all, the area encompasses more than 2 million acres of public lands including 29 state parks, 8 state forests, 50 state game lands and the Allegheny National Forest.

While faced with an economic downturn, many residents appreciate the rural, undeveloped nature of where they live and do not want a sudden influx of tourists.

Yet Lindell and her husband saw an opportunity. They could purchase a business that would provide them with a livelihood *and* stay true to the rural character of the area.

That’s where the Pennsylvania Wilds initiative stepped in.



Patton, seeing the commitment and willingness of DCNR and other state agencies to let communities take the lead in planning their future, soon became a local advocate in communicating the potential benefit of the Pennsylvania Wilds to the communities.

This spirit of cooperation led to the creation of the Clarion River Municipal Partnership under Patton's leadership. The Partnership is an intergovernmental cooperation agreement among 10 municipalities of the Clarion River Corridor. It marked the first time that groups from various jurisdictions formally came together to work on common issues.

Through their work, the group began collaborating on projects of mutual interest including archaeological field schools for local students that provide a hands-on experience in history and stewardship. DCNR and its federal partners at the Allegheny National Forest invested significantly in the Clarion River Corridor funding new visitor amenities like restrooms near river access points, better signs and maps, additional fishing access and improvements to boat launches.

"The Pennsylvania Wilds has provided a common focus that has brought a wide range of federal, state and local agencies together to work on mutual issues that we all face," Patton said. "It has helped us think about the area from a regional standpoint."

"The Pennsylvania Wilds has... brought a wide range of federal, state and local agencies together to work on mutual issues..."

As founder of the Martins-Jacoby Watershed Association, Mauser hoped to carry out two projects to restore stream banks for homeowners. If successful, those projects could provide a model for stopping the sedimentation runoff. But Mauser was disheartened by the fees that consultants quoted for the work: \$50,000 per project. Those prices made it prohibitive for most homeowners to undertake.

"I was pretty discouraged," he said. "The project had to come in at a reasonable cost so that homeowners could replicate them."

But through Lehigh Valley Greenways, Mauser learned that the Pennsylvania Fish and Boat Commission could provide low-cost design and construction services. The work by the commission brought the cost for stream bank repair down to around \$12,000 per project, making it much more viable as a model for future stream bank restoration projects, Mauser said.

"We're a small group and we cover 100 square miles," Mauser said. "It's a little tough. Being part of the Lehigh Valley Greenways gave us credibility with funders because they saw that we were part of a regional effort. It also gives me quick and easy access to people who can provide us expert advice. Because of their help, we're setting the right example, we're stabilizing stream banks, and we are starting to change attitudes."

"The Conservation Landscape Initiative has made a big, big difference here..."

Nature Preserve Created through Funding and Assistance

For Jan Creedon, director of general services for Lehigh County, Lehigh Valley Greenways has helped her region create a now treasured nature preserve.

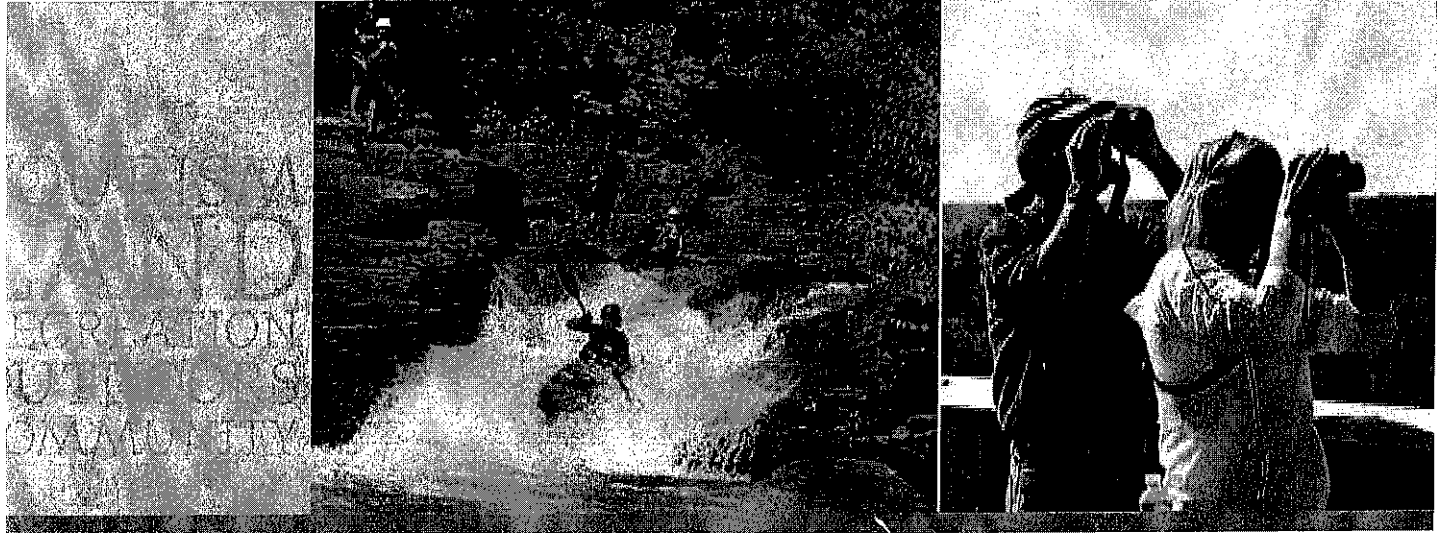
Located about 10 miles northwest of Allentown, the Trexler Nature Preserve, was originally a private zoo donated to Lehigh County in the 1930s. In 2004 the county decided to open the entire underused property to the public and operate it as a park and environmental center.

Lehigh Valley Greenways adopted the redevelopment of Trexler Nature Preserve as one of its signature projects. Lehigh County lacks a state park; the preserve helps fill that gap. The redevelopment efforts include the construction of an environmental education center with a sustainable "green" design. The preserve now features more than 20 miles of hiking trails, a 2.5-mile single-track mountain bike trail, picnic facilities and places to fish, stargaze, and bird watch.

According to Creedon, Lehigh Valley Greenways provided much-needed funding and technical expertise to build and staff the environmental education building. The initiative also funded public awareness materials and campaigns so that Lehigh Valley residents and others can learn about and enjoy the nature preserve.

"The Conservation Landscape Initiative has made a big, big difference here," she said. "It has brought funding and focus to a region that has a lot of potential and enabled us to develop that potential in a far shorter time period than we would be able to do otherwise."

Key Outcomes of the Conservation Landscape Initiatives



The 2009 evaluations of the Conservation Landscape Initiatives work concluded that “in short, this approach works” – that strong partnerships, strategic grant making, and more meaningful engagement with citizens pay off with more vibrant communities and increased opportunities for people to connect with the outdoors.

The studies noted the following results:

- Increases in tourism have created economic benefits. In the Pennsylvania Wilds, tourism and economic development have increased in the region. Specifically, tourism-related employment earnings and tax revenues in the region increased over state averages: the economy grew 3.7 percent each year, there was a 5.3 percent increase in overnight leisure travel per year and a 2.7 percent increase in state sales tax revenue from tourism per year. In addition, attendance at state parks within the Pennsylvania Wilds Initiative was up 3.3 percent a year from 2004 to 2008.
- Land acquisition has protected natural resources and parks. DCNR acquired more than 66,000 acres in the Conservation Landscape Initiatives between 2003 and 2008. Each parcel acquired contributed important value. For example, in Ohiopyle State Park in the Laurel Highlands, land acquisitions created connections to other land and increased the recreational capacity of the park.
- Visitors have enhanced experiences through updated and expanded recreational opportunities. DCNR invested more than \$126 million in the Pennsylvania Wilds alone. Other investment examples include:
 - In the Lower Susquehanna, more than \$1.7 million in public funds were invested in the development of a park that connects the riverfront with the community.
 - In the Laurel Highlands, DCNR invested \$1 million in recreational infrastructure – a special dam release valve and whitewater park features – on the Stonycreek River to create a 22-mile whitewater recreational asset that will

Recommendations for the Future of Conservation Landscapes



Conservation Landscape Initiatives deliver beneficial results to local communities, visitors and the next generation

The results of the recent evaluations show the Conservation Landscape Initiatives deliver beneficial results to local communities, visitors and the next generation. Regions have become more prosperous, government is working better at every level and local leaders see a brighter future.

The evaluations found that state and local leaders can learn valuable lessons from what has worked on the ground and use those lessons to implement best practices across the state. While this kind of work is entrepreneurial and evolving, the research leads to recommendations and specific actions:

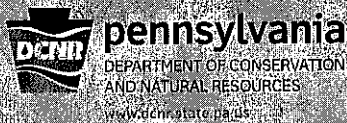
- **Place Matters**

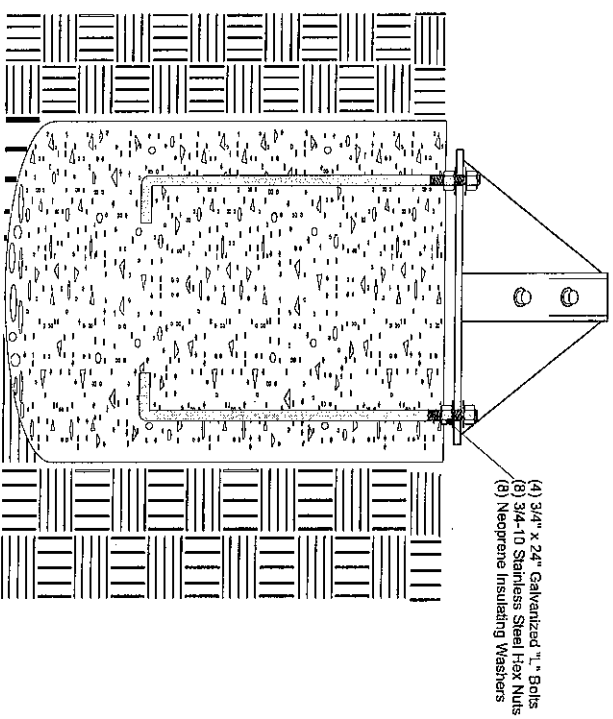
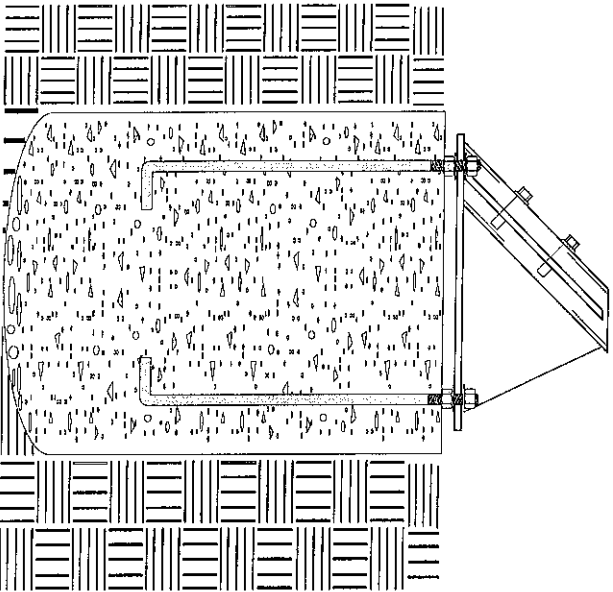
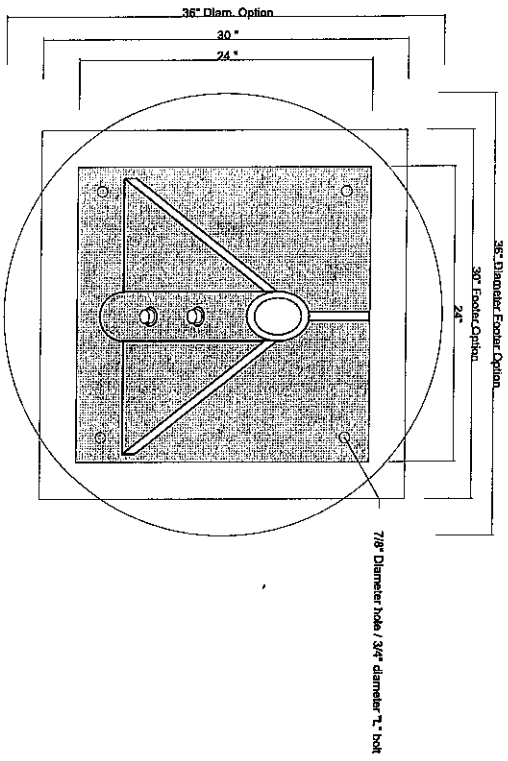
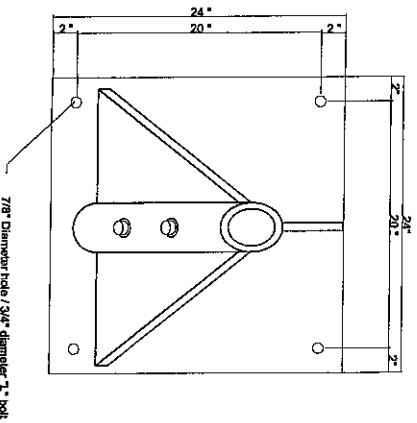
- Recognize that the special natural and heritage values of Pennsylvania's landscapes offer a new way to engage citizens and communities in regional planning around what is important to them.
- Expand the Conservation Landscape Initiative from the current seven regions to a strategy that is available across the commonwealth.

- Ensure the Conservation Landscape Initiative approach is coordinated with the other regional and landscape efforts of greenway and trail organizations, heritage areas, county greenway and open space planning, and other key landscape partners.

- **Public Investment Matters**

- Target state funding for strategic land preservation, trails and greenways, watershed restoration and community greening and revitalization projects.
- Invest in parks and forest infrastructure that will improve recreational opportunities for local residents and out-of-town visitors.
- Continue to strengthen the collaboration among state agencies such as Community and Economic Development, Environmental Protection and Transportation, and the Fish and Boat Commission on funding regional and community-focused initiatives.
- Offer small grants to assist local governments and community groups for community, recreation, and conservation-related projects.





(4) 3/4" x 24" Galvanized "L" Bolts
 (8) 3/4-10 Stainless Steel Hex Nuts
 (8) Neoprene Insulating Washers

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Friends of the Riverfront

Mounting & Footer Detail

Sign Type: X1
 Specifications:
 Qty: 1
 Size: 24" x 24" Mounting Plate
 Specs: See notes at the left

Installation:
 Sign is installed using 3/4" x 24" long "L" bolts.
 SignPro can provide a template for the bolt locations if desired.

Suggested footer should be a 36" diameter or a 30" x 30" square. Footer needs to be large enough to contain "L" bolts.

Footer size and depth is also contingent on soil condition and location of footer.
 Footer depth- minimum 35" deep

Production Notes:

- Approved
- Approved as Noted
- Revise & Resubmit

Signature: _____
 Date: _____
 Drawn By: CLK (cluck.klm@signproinc.com)
 Date: 03.13.13
 Project No: 000-0813
 File Name: 3fr-friends of the Riverfront / Paddle
 Revised:

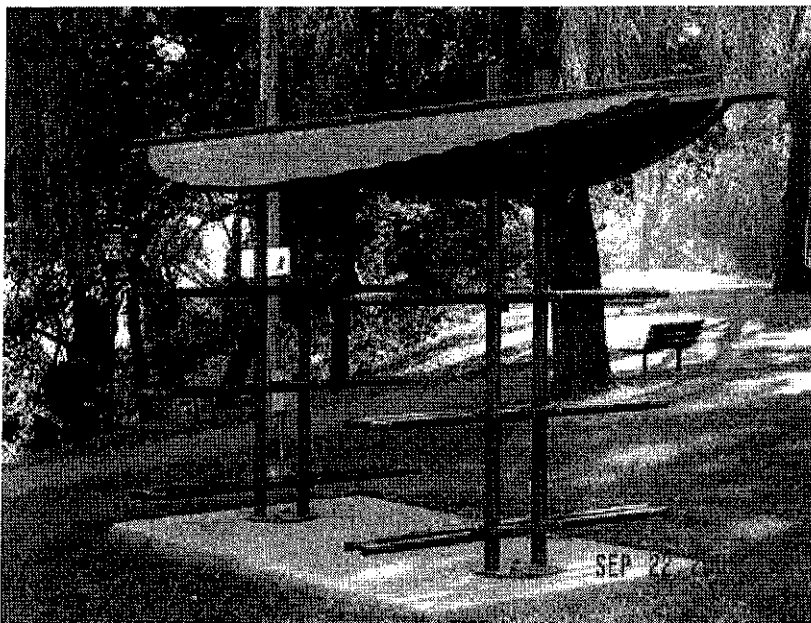
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 Sheet No: 2



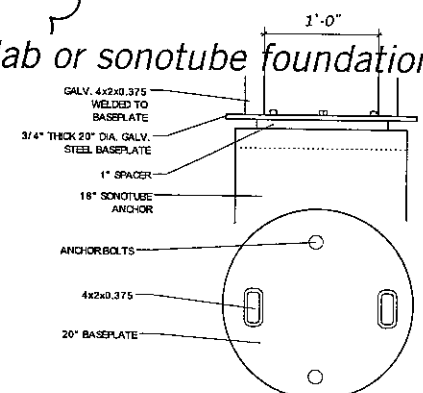
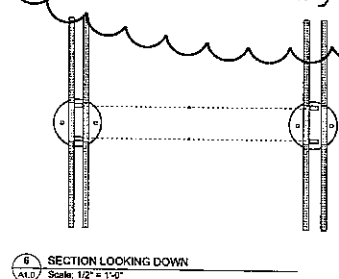
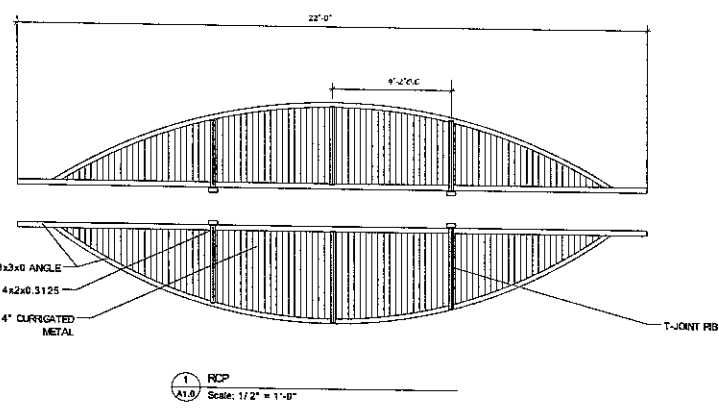
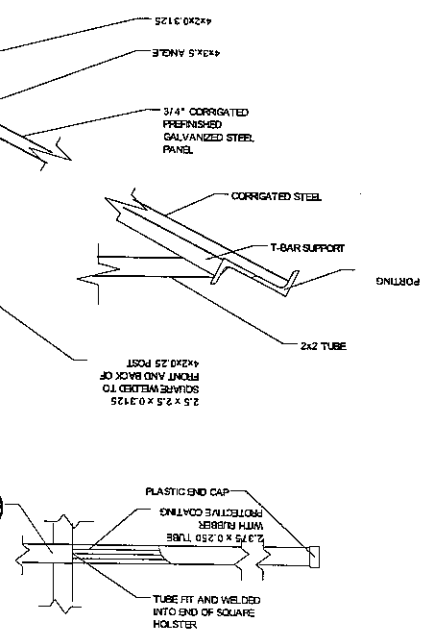
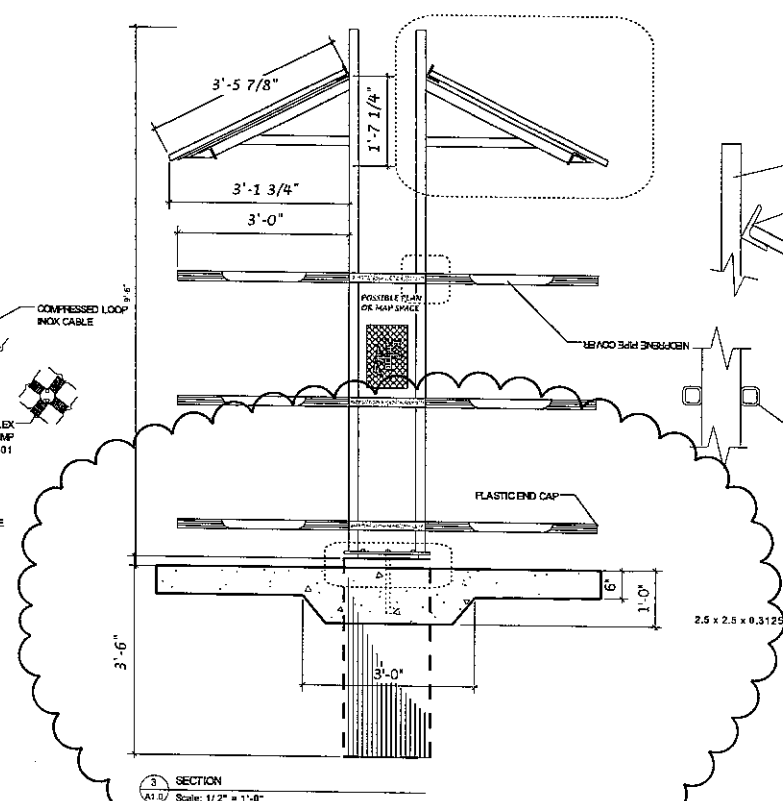
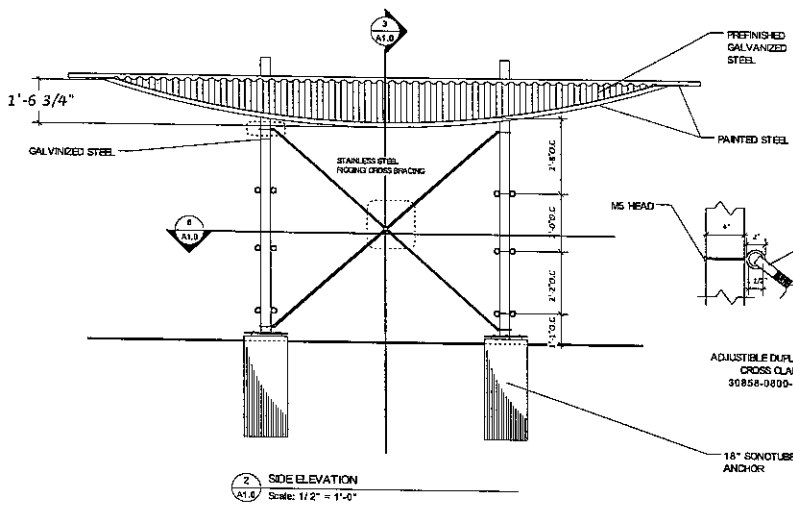
Three Rivers Water Trail



Way finding signage is an essential part of the Three River Water Trail. Each location has clearly visible signage directing users from land and water within the Three Rivers System.



Racks offer users of the Three Rivers Water Trail System a convenient place to temporarily store their canoe/kayak and enjoy amenities adjacent to the water trail landing such as the Three Rivers Heritage Trail, picnic areas, and in the downtown Pittsburgh area access to restaurants and entertainment.



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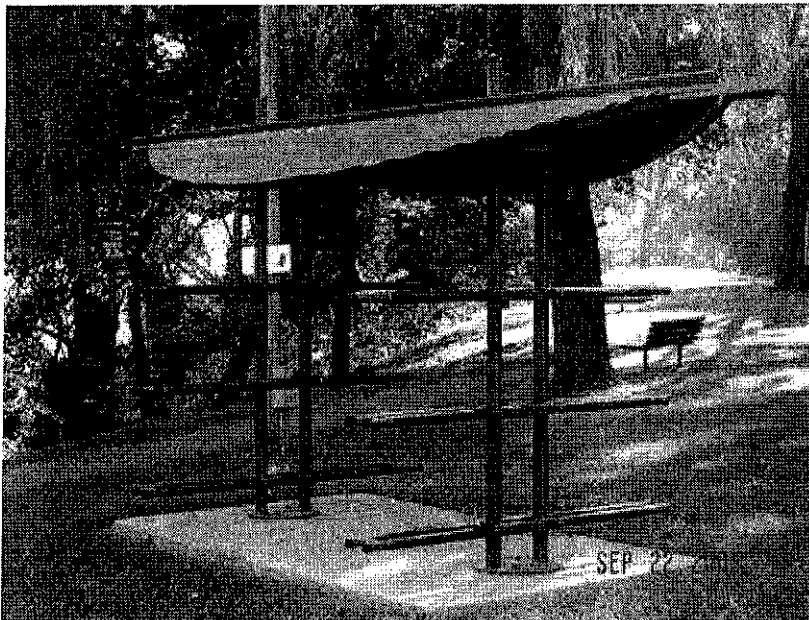
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Three Rivers Water Trail



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PROJECT NO. **104-0510**
rev#1 6.21.2010

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Please review each drawing and check the appropriate box.

Please make all corrections and notes on the corresponding drawing.

If there are no changes, check the first box. Changes not requiring a new drawing, check the second box.

Changes requiring a new drawing, check the third box.

Finally sign and date at the bottom.

PROJECT NO. 104-0510

rev#1 6.24.2010

Dwg's & Pg #'s

Approved As Is
No Changes

Approved As
Noted

Requesting
New Drawing w/
Corrections

FILENAME: 104-0510 Prod Dwg.cdr

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| • Type 'P1' Production1 / sheet#2 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Type 'R1' Typical / sheet#3 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Type 'R1' Production / sheet#4 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| • Type 'R1' Production / sheet#5 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

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• DRAWINGS MARKED **'PRODUCTION'** ARE USED TO REVIEW AND APPROVE ALL OF THE ACTUAL COPY AND GRAPHICS ON EACH INDIVIDUAL SIGN. FLOOR NUMBERS, SYMBOLS AND NAMES ARE PLACED AND LAID OUT AS THEY WILL APPEAR ON THE FINISHED SIGN. APPROVING A DRAWING MARKED 'PRODUCTION' MEANS YOU HAVE CHECKED AND APPROVE ALL INFORMATION ON EACH INDIVIDUAL SIGN.

IMPORTANT - PLEASE READ!

These drawings are submitted for your approval and were drawn with information provided by the client. Please review the drawings carefully and note any changes or corrections that may be required. Please double check all measurements, spelling, colors and sizes accurately. Also compare against your original SignPRO quote to verify items, quantities and materials. A signed and dated set of drawings is required for production to begin. If you require changes or corrections, please note on the drawing the revision(s) necessary and if production can proceed with change(s) noted, or if you require a new drawing reflecting the change(s).

Once a drawing has been signed and placed into production, any requested changes or omissions will be the responsibility of the client.

Please be thorough and contact your SignPRO representative or the Project Manager listed above if you have any questions regarding these drawings. Your signature means that you have reviewed each drawing and have approved all of the information. Drawings marked approved will be used for production and will supercede any other drawing.

Your timely response is critical in keeping an efficient production schedule and any deadlines regarding your installation. SignPRO is not responsible for delays in production or installation due to customer's inability to provide a timely approval of these drawings.

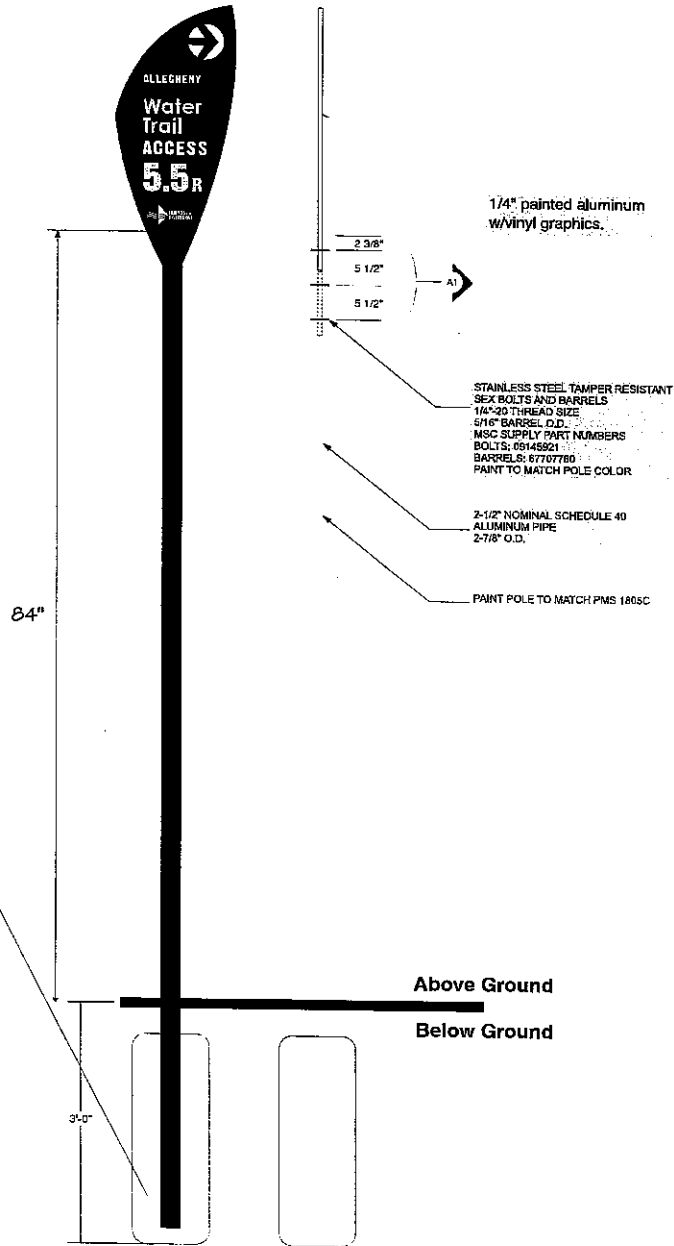
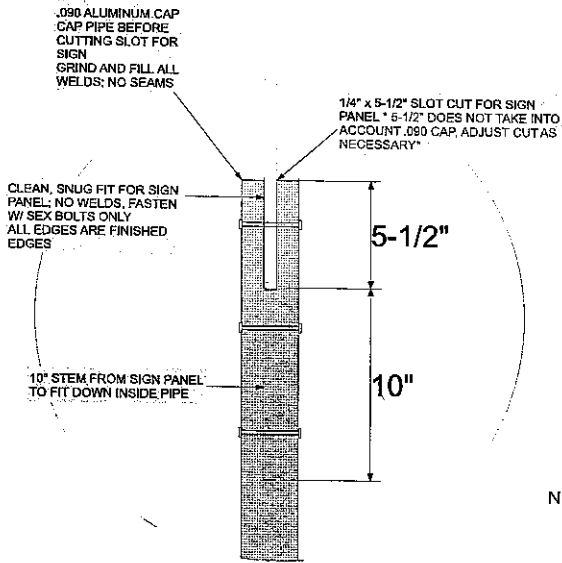
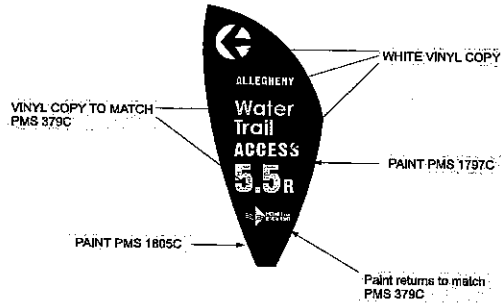
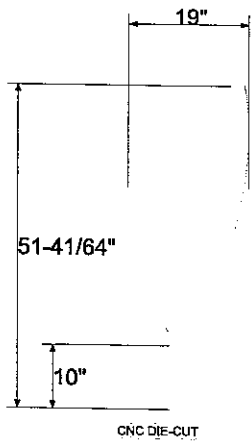
Thank you.

Signature	Date

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TYPICAL

ON SINGLE SIDED SIGNS - REVERSE (BLANK) SIDE IS PAINTED SOLID RED PMS.1805C
 DOUBLE SIDED SIGNS CARRY SAME TWO COLOR PATTERN OVER TO THE REVERSE SIDE



Concrete footer
 NOTE: Foundation to be buried at least 3' deep

Above Ground
 Below Ground



483 BROWNSDALE RD. RENFREW, PA 16052
 ph 724.586.5600 fax 724.586.5099
 www.signproinc.com

FRIENDS TO THE RIVERFRONT
 33 TERMINAL WAY
 PITTSBURGH, PA 15212

SIGN REPAIR/REPLACEMENT

PROJECT NO. 104-0510

TYPE: P1

Qty: 2
 Size: noted
 Face Mat: aluminum
 Face Color: see details
 Backer Mat: na
 Backer Color(s): na
 Graphics: vinyl
 Graphic Color(s): see details
 Font(s): Gothic 13
 Mounting: direct burial/footer

Notes:

CONSTRUCTION DETAIL:

A. SEE DRAWING FOR DETAILS

Notes: Notes:

Drawn by: TMC Checked by: TMC
 Date: 6.23.2010

Filename: 104-0510 Prod Dwg.cdr

Revision(s): 1
 Version: 1

SIGN TYPE: P1

SHEET NO. 1

PRODUCTIC.



CHAPEL HARBOR,
O'HARA TWP., ALLEGHENY RIVER

ITEM# 3 ON PRODUCTION ORDER



SEWICKLEY
RIVERFRONT PARK, OHIO RIVER, WALNUT ST.

ITEM# 5 ON PRODUCTION ORDER



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ph 724.586.5600 fax 724.586.5699
www.signproinc.com

FRIENDS FO THE RIVERFRONT
33 TERMINAL WAY
PITTSBURGH, PA 15212

SIGN REPAIR/REPLACEMENT

PROJECT NO. 104-0510

TYPE: P1

Qty: 2

Size: noted

Face Mat: aluminum

Face Color: see details

Backer Mat: na

Backer Color(s): na

Graphics: vinyl

Graphic Color(s): see details

Font(s): Gothic 13

Mounting: direct burial/footer

Notes:

CONSTRUCTION DETAIL:

A. SEE DRAWING FOR DETAILS

Notes: Notes:

Drawn by: TMC Checked by: TMC
Date: 6.23.2010

Filename: 104-0510 Prod Dwg.cdr

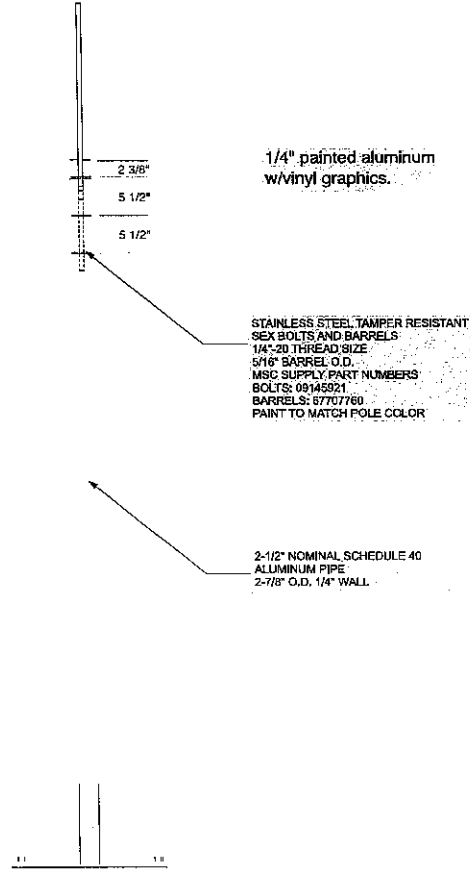
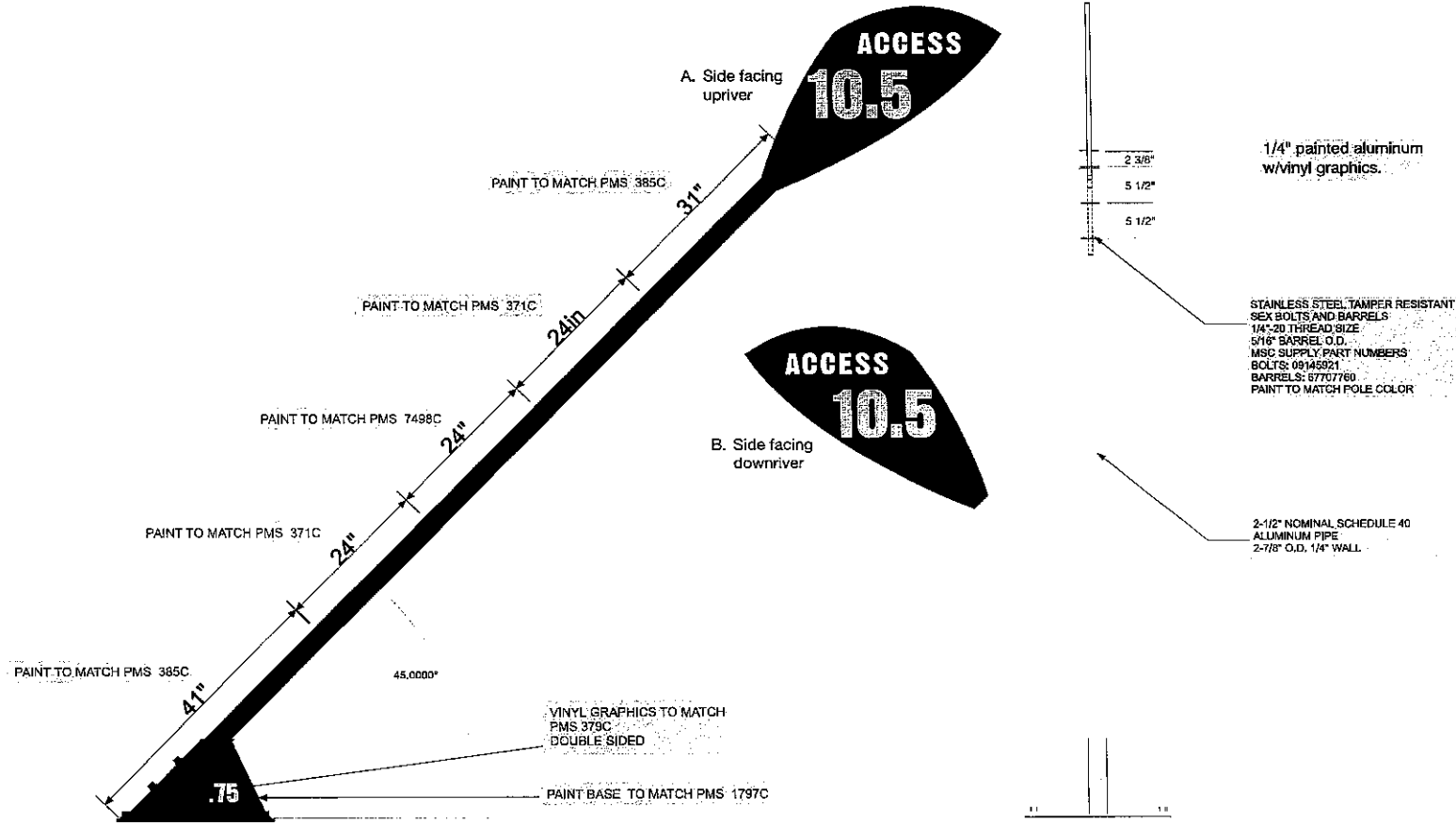
Revision(s): 1
Version: 1

SIGN TYPE: P1

SHEET NO. 2

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TYPICAL



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FRIENDS FO THE RIVERFRONT
 33 TERMINAL WAY
 PITTSBURGH, PA 15212

SIGN REPAIR/REPLACEMENT

PROJECT NO. 104-0510

TYPE: R1
Qty: 2
Size: noted
Face Mat: aluminum
Face Color: see details
Backer Mat: na
Backer Color(s): na
Graphics: vinyl
Graphic Color(s): see details
Font(s): Gothic 13
Mounting: concrete anchor
Notes:

CONSTRUCTION DETAIL:
A. SEE DRAWING FOR DETAILS

Notes: Notes:

Drawn by: TMC Checked by: TMC
 Date: 6.23.2010

Filename: 104-0510 Prod Dwg.cdr

Revision(s): 1
 Version: 1

SIGN TYPE: R1
SHEET NO. 3

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PRODUCTIO.



WESTHALL ST., CITY OF PITTSBURGH
WALNUT ST.

ITEM# 4 ON PRODUCTION ORDER



SEWICKLEY
RIVERFRONT PARK, OHIO RIVER, WALNUT ST.

ITEM# 5 ON PRODUCTION ORDER



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FRIENDS FO THE RIVERFRONT
 33 TERMINAL WAY
 PITTSBURGH, PA 15212

SIGN REPAIR/REPLACEMENT

PROJECT NO. 104-0510

TYPE: R1

Qty: 2
 Size: noted
 Face Mat: aluminum
 Face Color: see details
 Backer Mat: na
 Backer Color(s): na
 Graphics: vinyl
 Graphic Color(s): see details
 Font(s): Gothic 13
 Mounting: direct burial/footer

Notes:

CONSTRUCTION DETAIL:

A. SEE DRAWING FOR DETAILS

Notes: Notes:

Drawn by: TMC Checked by: TMC
 Date: 6.23.2010

Filename: 104-0510 Prod Dwg.cdr

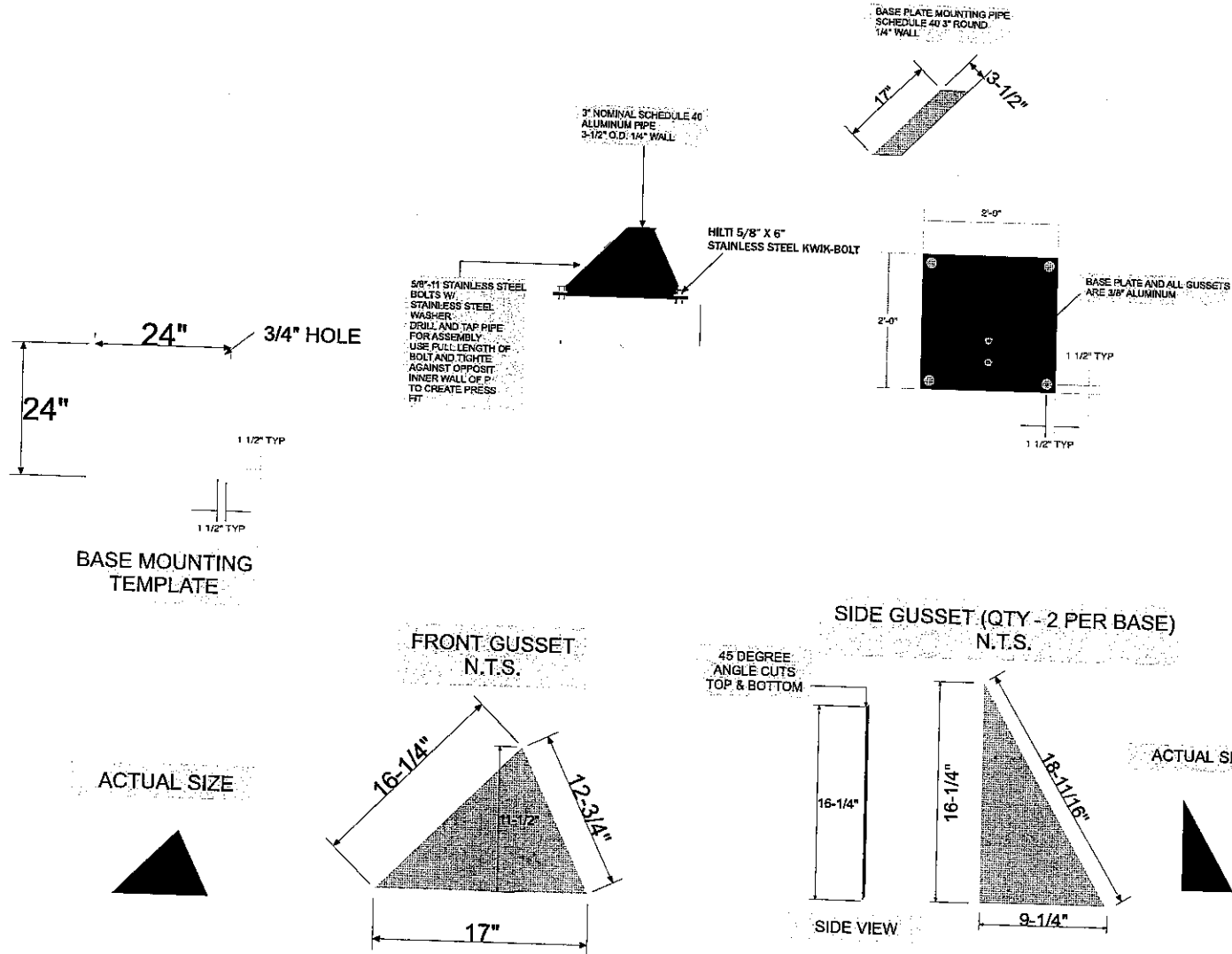
Revision(s): 1
 Version: 1

SIGN TYPE: R1

SHEET NO. 4

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TYPICAL



SIGNPRO
Architectural Sign Systems

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33 TERMINAL WAY
PITTSBURGH, PA 15212

SIGN REPAIR/REPLACEMENT

PROJECT NO. 104-0510

TYPE: R1
Qty: 2
Size: noted
Face Mat: aluminum
Face Color: see details
Backer Mat: na
Backer Color(s): na
Graphics: vinyl
Graphic Color(s): see details
Font(s): Gothic 13
Mounting: direct burial/footer

CONSTRUCTION DETAIL:
A. SEE DRAWING FOR DETAILS

Notes: Notes:

Drawn by: TMC Checked by: TMC
Date: 6.23.2010
Filename: 104-0510 Prod Dwg.cdr
Revision(s): 1
Version: 1

SIGN TYPE: R1
SHEET NO. 5