



# Heidelberg Carnegie, & Scott Township Multi-Municipal Plan

February 2012

Prepared by: Pashek Associates, 4ward Planning, and Trans Associates

The preparation of this Plan was financed in part through a Land Use Planning and Technical Assistance Program (LUPTAP) Grant from the Department of Community and Economic Development, as administered by the Governor's Center for Local Government Services, Pennsylvania Department of Community and Economic Development. Additional Support for the project was granted by the Local Government Academy.



**RESOLUTION NO: 3-2012**

**BOROUGH OF HEIDELBERG**

**ALLEGHENY COUNTY, PENNSYLVANIA**

**A RESOLUTION OF THE BOROUGH OF HEIDELBERG ADOPTING A JOINT COMPREHENSIVE PLAN AMONG THE BOROUGH OF HEIDELBERG, BOROUGH OF CARNEGIE, AND SCOTT TOWNSHIP, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA.**

**Whereas**, the Pennsylvania Municipalities Planning Code, hereafter referred MPC, (Act of 1968, P.L. 805, No.247 as amended) empowers municipalities, individually or jointly, to plan for their development and govern the same by zoning, subdivision and land development ordinances, and

**Whereas**, the municipalities of Heidelberg Borough, Carnegie Borough, and Scott Township, Allegheny County, each being characterized by similar demographics, identities, common issues, and sharing common boundaries, and

**Whereas**, the three municipalities have joined together for the purpose of mutual cooperation through multi-municipal planning, and

**Whereas**, a joint steering committee comprised of representatives of each of the three municipalities was formed to oversee the development of a joint comprehensive plan, and

**Whereas**, the steering committee undertook a public involvement process by conducting public meetings for the purpose of public input, and

**Whereas**, the joint comprehensive plan identified key priorities for: land use, economic development and revitalization, historic preservation, recreation, community services and infrastructure, transportation, and housing per the MPC, and

**Whereas**, Allegheny County, contiguous municipalities, the Chartiers Valley School District and the Carlynton School District have reviewed or been given the opportunity to review the joint comprehensive plan per the MPC, and

**Whereas**, said plan has been subject of a public hearing per the MPC.

NOW THEREFORE BE IT RESOLVED AND ENACTED BY THE HEIDELBERG BOROUGH COUNCIL THAT:

**SECTION 1:**

The statements contained above are hereby incorporated into this Resolution of the Borough of Heidelberg.

**SECTION 2:**

That the undersigned do hereby adopt the Heidelberg, Carnegie, and Scott Multi-Municipal Comprehensive Plan as the official Comprehensive Plan of Record for the Borough of Heidelberg. The Plan is hereby adopted in its entirety including all maps, charts and textual matter.

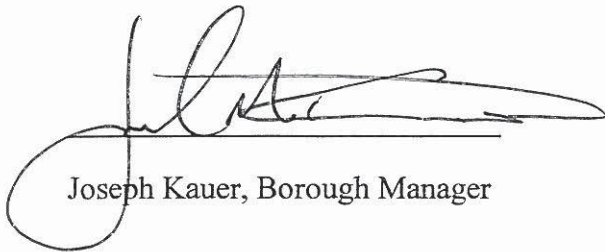
**SECTION 3:**

Any Resolution or part thereof in conflict herewith, is hereby repealed to the extent of said conflict.

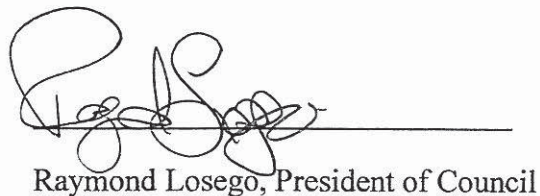
**RESOLVED AND ENACTED BY THE BOROUGH COUNCIL OF THE BOROUGH OF HEIDELBERG THIS 21<sup>st</sup> DAY OF FEBRUARY, 2012.**

**ATTEST:**

**BOROUGH OF HEIDELBERG:**

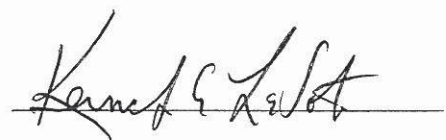


Joseph Kauer, Borough Manager



Raymond Losego, President of Council

**EXAMINED AND APPROVED BY ME THIS 21<sup>st</sup> DAY OF FEBRUARY, 2012.**



Kenneth A. LaSota, Ph.D., Mayor

**BOROUGH OF CARNEGIE  
ALLEGHENY COUNTY, PENNSYLVANIA**

**RESOLUTION NO: 2012-02**

**A RESOLUTION OF THE BOROUGH OF CARNEGIE ADOPTING A JOINT COMPREHENSIVE PLAN BETWEEN THE BOROUGH OF CARNEGIE, BOROUGH OF HEIDELBERG, AND SCOTT TOWNSHIP, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA.**

**Whereas**, the Pennsylvania Municipalities Planning Code, hereafter referred MPC, (Act of 1968, P.L. 805, No.247 as amended) empowers boroughs, individually or jointly, to plan for their development and govern the same by zoning, subdivision and land development ordinances, and

**Whereas**, the municipalities of Carnegie Borough, Heidelberg Borough, and Scott Township, Allegheny County, each being characterized by similar demographics, identities, and common issues; sharing common boundaries, and

**Whereas**, the three neighboring municipalities have joined together for the purpose of mutual cooperation through multi-municipal planning, and

**Whereas**, a joint steering committee comprised of leadership of each of the three municipalities was formed to oversee the development of the joint comprehensive plan, and

**Whereas**, the steering committee undertook a public involvement process by conducting public meetings for the purpose of public input, and

**Whereas**, the joint comprehensive plan identifies key priorities for: land use, economic development and revitalization, historic preservation, recreation, community services and infrastructure, transportation, and housing per the MPC, and

**Whereas**, Allegheny County, surrounding municipalities, and the Chartiers Valley School District and Carlynton School District have reviewed or been given the opportunity to review the joint comprehensive plan per the MPC, and

**Whereas**, said plan has been subject of a public hearing on February 13, 2012.

**NOW THEREFORE BE IT RESOLVED AND ENACTED BY THE CARNEGIE BOROUGH COUNCIL THAT:**

**SECTION 1:**

The statements contained above are hereby incorporated into this Resolution of the Borough of Carnegie.


**SECTION 2:**


That the undersigned do hereby adopt the Heidelberg, Carnegie, and Scott Multi-Municipal Comprehensive Plan as the official Comprehensive Plan of Record for the Borough of Carnegie. The Plan is hereby adopted in its entirety including all maps, charts and textual matter.


**SECTION 3:**

Any Resolution or part thereof in conflict herewith, is hereby repealed to the extent of said conflict.


**RESOLVED AND ENACTED BY THE BOROUGH COUNCIL OF THE BOROUGH OF CARNEGIE THIS 13 DAY OF February 2012.**

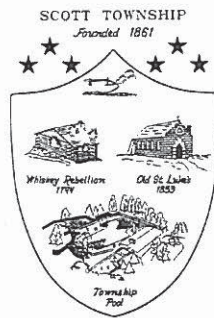
  
Jeffrey C. Harbin  
Carnegie Borough Manager

  
Richard D'Loss  
President  
Carnegie Borough Council

  
Jack Kobistek  
Mayor  
Borough of Carnegie

Approved as to Form:

  
Joseph G. Lucas, Esquire  
Solicitor



**TOWNSHIP OF SCOTT  
ALLEGHENY COUNTY, PENNSYLVANIA**

**RESOLUTION NO. 815-12**

**A RESOLUTION OF THE TOWNSHIP OF SCOTT ADOPTING A JOINT COMPREHENSIVE PLAN BETWEEN THE BOROUGH OF CARNEGIE, BOROUGH OF HEIDELBERG, AND SCOTT TOWNSHIP, COUNTY OF ALLEGHENY, COMMONWEALTH OF PENNSYLVANIA.**

**WHEREAS**, the Pennsylvania Municipalities Planning Code, hereafter referred MPC, (Act of 1968, P.L. 805, No. 247 as amended) empowers boroughs, individually or jointly, to plan for their development and govern the same by zoning, subdivision and land development ordinances, and

**WHEREAS**, the municipalities of Carnegie Borough, Heidelberg Borough and Scott Township, Allegheny County, each being characterized by similar demographics, identities and common issues, sharing common boundaries, and

**WHEREAS**, the three neighboring municipalities have joined together for the purposes of mutual cooperation through multi-municipal planning, and

**WHEREAS**, a joint steering committee comprised of leadership of each of the three municipalities was formed to oversee the development of the joint comprehensive plan, and

**WHEREAS**, the joint comprehensive plan identified key priorities for land use, economic development and revitalization, historic preservation, recreation, community services and infrastructure, transportation, and housing per the MPC, and

**WHEREAS**, Allegheny County, surrounding municipalities, and the Chartiers Valley School District and Carlynton School District have reviewed or been given the opportunity to review the joint comprehensive plan per the MPC, and

**WHEREAS**, said plan has been subject of a public hearing per the MPC.

**NOW, THEREFORE, BE IT RESOLVED** and enacted by the Scott Township Board of Commissioners that:

**SECTION 1:**

The statements contained above are hereby incorporated into this Resolution of the Township of Scott.

**SECTION 2.**

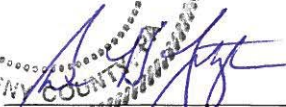
That the undersigned do hereby adopt the Heidelberg, Carnegie and Scott Multi-Municipal Comprehensive Plan as an amendment to the official Comprehensive Plan of Record for the Township of Scott. The Plan is hereby adopted in its entirety including all maps, charts and textual matter.


**SECTION 3.**

Any Resolution or part thereof in conflict herewith, is hereby repealed to the extent of said conflict.

**RESOLVED AND ENACTED BY THE SCOTT TOWNSHIP BOARD OF COMMISSIONERS THIS 28<sup>th</sup> DAY OF FEBRUARY, 2012**



  
Denise H. Fitzgerald  
Township Manager

  
By Thomas M. Castello, President  
Scott Township  
Board of Commissioners

Approved as to Form

  
Solicitor



The preparation of this plan would not have been possible without the guidance and contributions of the Steering Committee, as well as the input given from local residents and officials. We would like to thank and recognize the following people for their efforts to make the plan possible:

***Steering Committee Members:***

Joe Kauer; Kenneth LaSota; Ray Losego; John Mahalchak; Dawn Cindric; Eileen Meyers; Jane Sorcan, Denise Fitzgerald; Richard D’Loss; Melvin Cook; Chief Jeffrey Harbin; and Leigh White

***Heidelberg Borough Council:*** Ray Losego (President); Al Kosol (Vice President); John Duda; Robert DeBar; and Patrick Ferris

***Heidelberg Borough Mayor:*** Kenneth LaSota

***Carnegie Borough Council:*** Patrick Catena (President); Mike Sarsfield (Vice President); Robert Veres; Sue Demko; Richard D’Loss; and Carol Covi

***Carnegie Borough Mayor:*** Jack Kobistek

***Scott Township Commissioners:*** Thomas M. Castello (President); David Jason (Vice President); Eileen L. Meyers; William Wells; Stacey Altman; David G. Calabria; Craig Stephens; Don Giudici; and Patricia Caruso

***Heidelberg Borough Planning Commission:*** John Mahalchak (Chairman); Ken LaSota (Vice Chairman); Bessie Kwasniewski (Secretary); Al Kosol; and Mary Anne Morgan

***Carnegie Borough Planning Commission:*** John Chasky (President); Melvin Cook (Vice President); Keith Conover; Phillip C. Salvato; Tim Volk; David Wallace; Jim Long; and Stephen Beuter (Secretary)

***Scott Township Planning Commission:*** Ralph J. Murovich (Chairman); Mark Mox (Vice Chairman); John D. Remensky (Secretary); Jane Sorcan; Adolph B. Podurgiel; Kenneth Lee; and William Quinn

***Special thanks to the following people that attended focus group meetings and helped the committee work toward implementation projects:***

Denny Puko, DCED  
Jack Nolan, DCED  
Darla Cravotta, Allegheny County  
Ray Reaves  
Jim Segedy, PEC  
Lisa Hollingsworth-Segedy, American Rivers

***Funding for the project provided by:***

The preparation of this Plan was financed in part through a Land Use Planning and Technical Assistance Program (LUPTAP) Grant from the Department of Community and Economic Development, as administered by the Governor’s Center for Local Government Services, Pennsylvania Department of Community and Economic Development. Additional Support for the project was granted by the Local Government Academy.

***Professional Consultants:***

Pashek Associates, Ltd.  
4Ward Planning, LLC  
Trans Associates



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# Introduction





Heidelberg, Carnegie, and Scott have joined together to develop this multi-municipal comprehensive plan, which will help the communities to protect and enhance the quality of life enjoyed by area residents. The plan covers the entire Boroughs of Heidelberg and Carnegie and small portions of Scott Township along Carothers Avenue and Route 50. A multi-municipal comprehensive plan is a strategy developed and adopted by two or more municipalities as authorized by the Pennsylvania Municipalities Planning Code. Through discussion and collaboration, the communities develop a vision, goals, and strategies for implementation. This plan's development is guided by the Municipalities Planning Code.

Early in the process of gathering public and Steering Committee input it became clear that several key issues were facing the community. Consequently, discussions regarding the communities' futures naturally revolved around these themes. While other issues arose during the process, addressing these major issues became the essential thrust of the planning effort. The major issues were then used to dictate the organization and presentation of the plan.

## Plan's Organization

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The plan is organized into five main chapters, each of which covers an important topic or issue within the communities. There is a sixth chapter focused on other more minor topics. These topics were identified through data analysis, interviews, input at public meetings, and work with the Steering Committee. The plan is organized around these central themes because they were determined to be important issues impacting the quality of life in Heidelberg, Carnegie and Scott. The six Chapters are followed by a series of appendices that include background data and analyses as well as other informational resources. Scott Township recently completed a Township-wide comprehensive plan. This multi-municipal comprehensive plan is limited to those areas of the Township situated between Carnegie and Heidelberg such as the areas along Route 50 and the area commonly known as Glendale.

The six chapters of the Heidelberg, Carnegie, and Scott Multi-Municipal Comprehensive Plan are:

- Chapter 1 – Chartiers Creek (Flooding and Recreation)
- Chapter 2 – Walkability
- Chapter 3 – Heidelberg Main Street (Route 50)
- Chapter 4 – Carnegie
- Chapter 5 – Carothers Avenue (Scott Township “Glendale”)
- Chapter 6 – Other important topics

Each of the first five chapters is organized to highlight the issue, justify its emphasis in the plan, and outline a coordinated strategy for implementing the ideas presented. The chapters begin with an introduction of the issue and a section where the concern or condition is validated with statistical or field-collected data. Then, the vision for the future regarding that issue is described. The vision is followed by an overview of the implementation strategy, which is then followed by specific implementation steps.

The specific implementation steps are the emphasis of the plan. We believe that these steps, when implemented, will improve the quality of life in the communities relative to that Chapter's topic. Throughout the planning process many ideas for improving the communities were discussed. Each idea is important and like a puzzle piece, will contribute more when combined with other pieces. The project's Steering Committee was tasked to prioritize these projects in order to provide a logical and practical direction for the implementation of the Comprehensive Plan. The results of this prioritization effort are

reflected in the organization of each Chapter's implementation steps. Each step is placed into one of three Tiers.

- Tier 1 – Immediate Priority Projects. The first tier focuses on the projects that the communities feel are the most important and are reasonably achievable in a short time period following adoption of the Comprehensive Plan. The communities are committed to begin implementation of these projects as soon as possible. In fact, some of the strategies may be initiated and a few completed while the Comprehensive Plan is in the process of adoption. In order to assist in quick implementation, the Comprehensive Plan includes the most detail and guidance for the projects in Tier 1. Implementation of these projects will provide positive change and build momentum for realizing other improvements.

- Tier 2 – Secondary Priority Projects. The second tier includes a discussion of other important ideas that could be undertaken in the future to further improve the communities.
- Tier 3 – Other Important Projects. The third tier includes a series of additional project ideas that would help enhance the communities but are not currently priorities. These priorities might change if a project gains community support or if funding becomes available.

## Public Participation

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Public involvement is the heart of the multi-municipal planning process. It fosters a sense of ownership of the plan in those who contributed to the process. A multi-municipal plan shaped through citizen input is more likely to address the key issues resonating with residents and is more likely to lead to effective implementation. A well-conceived public participation process engages citizens and strengthens communication and coordination between the municipalities.

The Multi-Municipal Comprehensive Plan for Heidelberg, Carnegie and Scott was developed through a highly participatory planning approach. Citizens, business owners, and public officials were given multiple opportunities to voice their opinions and provide feedback throughout the process. They included:

## Steering Committee

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A project Steering Committee was formed to guide the development of the Multi-Municipal Comprehensive Plan. The Steering Committee was comprised of elected and appointed officials, municipal staff, business-owners, and other community leaders. This group met nearly monthly throughout the planning process to discuss the direction and major elements of the plan. Committee members provided essential guidance throughout the planning process to allow the Plan to overcome political obstacles and move toward implementation. Minutes from the Steering Committee Meetings are included in the plan's Appendices.

## Public Meetings

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Two public input meetings were held at strategic times during the planning process to educate residents regarding the importance of multi-municipal planning and to obtain their input. Feedback from citizens at these meetings provided essential insights into many of the important issues facing the communities. All comments at these meetings were recorded and are utilized throughout the plan where appropriate. The first public meeting was held in Carnegie and the second was held in Heidelberg. Minutes from each of the public meetings are provided in the plan's Appendices.

## Focus Groups


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A series of 6 focus group meetings were held between November 2010 and May 2011. These focus groups were formed to coincide with the major topics that the comprehensive plan would address. Consequently, the six meetings form the major chapters of the plan. At each meeting the participants discussed the issues facing the communities in detail and began brainstorming ways that they could address the issues. Stakeholders from the communities with specific experience or knowledge of the topic were invited to participate. Experts from a variety of resource agencies such as the Pennsylvania Department of Community and Economic Development (DCED) and Allegheny County also attended to provide additional input and insight into the issues or information regarding support programs. Minutes from each of the focus group meetings are provided in the plan's Appendices.





# Charltiers Creek

part 

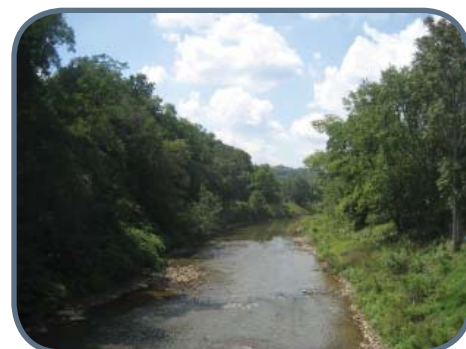


# Chartiers Creek

part

Chartiers Creek winds through all three communities, a broad water way that forms a serpentine greenway. Two historical land use patterns have impacted our ability to enjoy the Creek as a recreational asset in the community. First was the development of industrial uses along the Creek banks. Secondly, after years of development, the bucolic farms of the Creek's headwaters have become suburban housing tracts, shopping centers and other land uses with impervious surfaces. This has led to an increase in the amount and speed that water flows down the Creek, resulting in flooding. The response to this flooding has been to deepen the channel, armor the steeply sloping sides and build up a levee. The combination of these two cultural patterns has walled off the Creek to residents of the municipalities.

Much of how we live in our communities is an interconnected web of dependent actions. In other chapters of this report, we talk about achieving economic development through the acquisition of new businesses. Yet many desirable retail businesses need the customers found in denser populations. Density requires more housing for residents with disposable income to support the businesses. These residents have many choices for housing and have been choosing housing that is certainly convenient to shopping and work. But equally important is the desire by residents in market rate apartments for rent or sale, to have immediate access to open space, trails and parks. So to encourage new investment in businesses and housing, we need to provide trails for walking, jogging and biking and parks that celebrate unique natural features like Chartiers Creek. We need to reverse historic land use patterns and make the Creek accessible to residents while protecting their homes from flooding.



This chapter of the comprehensive plan addresses two main topics related to Chartiers Creek: flooding and recreational opportunities.

## Introduction of the Issue

### *1. FLOODING*

Chartiers Creek begins in Washington County near Washington, PA and winds through Allegheny County before ultimately emptying into the Ohio River. This 52 mile path ends, approximately 3 miles down-river from Point State Park in the City of Pittsburgh.

“Ivan proves too much for flood control projects”

Trib-Review  
Thursday, September 23, 2004

### **Catastrophic floods have impacted the communities in the past and many residents are fearful of another flood.**

An issue of critical importance to residents of the three communities and Carnegie and Heidelberg in particular, is flooding along Chartiers Creek. Flood control projects along the waterway have improved the flooding situation over the years, but recent storms have exceeded flood control levels and caused catastrophic damage in the Boroughs. There are also some places along tributaries to the Creek that experience problems during smaller storms. This chapter explores the

existing conditions along the Creek, the facts surrounding recent flood events, and ways the communities can prepare themselves for a future flooding event. Floods happen, but the communities can be prepared to mitigate their impacts.

During the development of this Comprehensive Plan the issue of flooding was discussed several times. The issue was discussed at public meetings near the beginning of the planning process. Concerns regarding flooding were important parts of the strengths, weaknesses, opportunities, and threats (SWOT) analysis that was conducted prior to the Comprehensive Plan process. The Steering Committee even hosted a focus group meeting to specifically discuss the issue and generate ideas of potential solutions. During this meeting individuals with specific expertise regarding flooding in the communities provided extra insight into the problems.



The consensus among those that attended the focus group meeting was that the flooding experienced as a result of Hurricane Ivan was an extreme exception to the norm. There is not much that the communities could feasibly do to fully protect themselves from another storm event of a magnitude similar to Ivan. However, the current flood management system that is in place can adequately accommodate a “100-year flood”.

## II. RECREATION

At the Carnegie public meeting held for this study, residents prioritized issues that needed to be addressed. Under transportation, the highest ranked issue was the need for better pedestrian connections between the three communities, to create walkable corridors and to address missing sidewalks and curb cuts. Over the past decade, studies have assessed the potential for trails along Chartiers Creek (Lower Chartiers Creek Greenway Study, 2004), recommending trails connecting the three communities. These ideas and efforts all indicate that the communities have been striving for a way to capitalize on the presence of Chartiers Creek to create a somewhat active recreational amenity such as a trail or greenway.

## Validation of the issue

### I. FLOODING

In September of 2004, the remnant storms of Hurricane Ivan drenched the Chartiers Creek watershed with between 5 and 8 inches of rainfall over a 24-hour period (the most rainfall ever recorded for one day at the Pittsburgh International Airport). The Lower Chartiers Creek Watershed Council website ([www.lowerchartierswatershedcouncil.org](http://www.lowerchartierswatershedcouncil.org)) has an extensive summary of the facts surrounding this extremely excessive and unique flood. This rainfall came after the remnant storms of Hurricane Frances had drenched the area just over a week before. The rainfall caused by Hurricane Ivan during the 24-hour period was far beyond the amounts that typically occur in the watershed. An average storm in the watershed results in approximately  $\frac{1}{4}$  of an inch of rainfall.

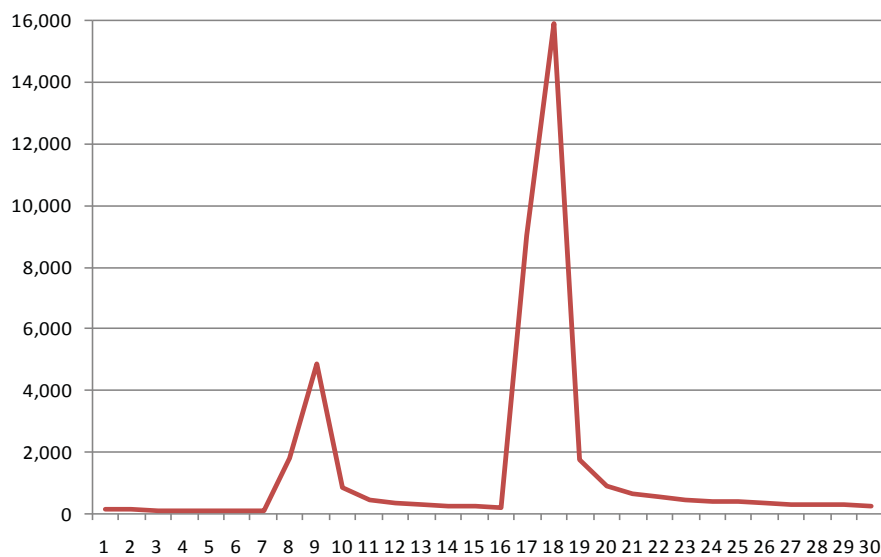




Chartiers Creek typically runs between 6 and 18 inches deep depending on the time-of-year. The flood level of Chartiers Creek is 18 feet. The typical storm mentioned previously, which drops about  $\frac{1}{4}$  of an inch of rain, will cause the Creek to rise about 6". During these storm events the Creek typically rises quickly, but also recedes quickly once the storm has passed. The 5 to 8 inches of rain dropped by Hurricane Ivan caused the Creek to rise to 25 feet, far exceeding the flood level of the Creek. This water level was so unique and excessive that it bested the previous record height of 14 feet, which would have been adequately handled by the existing flood control system.

The chart that follows shows the USGS' water level gauge along the Creek for the time during the Hurricane Ivan flooding. The graph shows how quickly that water rose and why it overflowed the Creek's banks.

**Peak Creek Discharge (cubic feet per second)  
- September 1st through 30th 2004**



In the 1970s and early 1980s a Federal project was implemented to control flooding along the Creek. The Army Corps of Engineers dredged, widened, or realigned portions of the waterway. The project is now owned and operated by the Chartiers Valley District Flood Control Authority. This Authority is comprised of 12 municipalities along the Creek, including Heidelberg, Carnegie, and Scott, as well as Bridgeville, Collier, Crafton, Pittsburgh, Robinson, Rosslyn Farms, South Fayette, Thornburg, and Upper St. Clair.



The Chartiers Valley District Flood Control Authority (CVDFCA) began removing trees and debris from the Creek bed and sides after the flood. It also cleared debris and sediment from the back channel, a long, flowing, and natural retention area into which water is diverted. The Army Corps of Engineers also removed sediment at 26 locations along 11 miles of Chartiers Creek. Additionally, bank armoring was restored to stabilize the Pittsburgh and Ohio Central railroad tracks in Carnegie.

Efforts to ensure the projects effectiveness are ongoing. The Army Corps of Engineers and the Flood Control Authority periodically inspect the project. At its October 2010 meeting, the Flood Control Authority outlined its intent to implement several clean up projects along the Creek including: removing debris from bridge piers, identifying property owners who use the Creek as a dumping ground, conducting regular inspections of the flood control project, removing sediment and downed trees from the banks and Creek, fixing storm water outlets, and spraying herbicide to reduce vegetation along the banks.

### **Keeping the Creek free of debris is an important aspect of maintaining the project's effectiveness.**

Information regarding typical water levels and those during Hurricane Ivan support the idea that the communities should consider the September 2004 floods to be an extreme incident that is not likely to repeat itself soon. The communities and the flood control project cannot feasibly control the volume of water brought by Ivan's storms. However, the communities can and should focus on elements that are within their control such as, maintaining the existing flood control system and ensuring its proper function, focusing on preparedness for another emergency and having a plan in place for response and recovery. The communities can bolster their preparedness through public outreach and education.

The appendices of this plan include additional background information regarding previous planning efforts such as the Lower Chartiers Creek River Conservation Plan.

## ***II. RECREATION***

### **A community's recreational amenities are important factors that families and companies consider when selecting a new home or business location.**

Research (Dwyer, 1993) has shown that having trees and woodlots in a more urban environment increases real estate values, energy savings, improves air quality and stormwater management. When companies choose to set up business or relocate, the availability of recreation, parks and open space is high on the priority list for site selection. Recreation and parks have a significant influence on peoples preferred living locations (Love and Crompton, 1993).

In the most recently published Statewide Comprehensive Outdoor Recreation Plan for Pennsylvania, walking is by far the most popular outdoor activity in a survey of Pennsylvania residents, capturing 84% of the respondents. With the increased interest in obesity, studies are now being published that correlate walking directly with improved health.

### **Trails and other recreational amenities positively impact residents' health and quality of life.**

Living close to natural environments was found to be important to residents and to enhance their quality of life. Having different kinds of outdoor settings close to one's home was

The intent of the program is to "encourage all Heidelbergundians to walk the Trail so that we may meet and talk with fellow residents as we walk, enjoy the fresh air and sunshine, and hopefully make all participants a little healthier as well."  
- Mayor Kenneth LaSota

associated with high residential and life satisfactions. Residents in a complex with outdoor balconies with nature nearby were more satisfied than those without. (Talbot and Kaplan, 1991).

Heidelberg has established a Mayoral Walking Trail Achievement Program which encourages citizens to utilize the Heidelberg Trail.

## Vision for Future

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### *I. FLOODING*

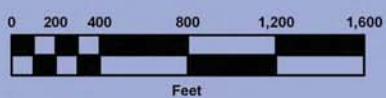
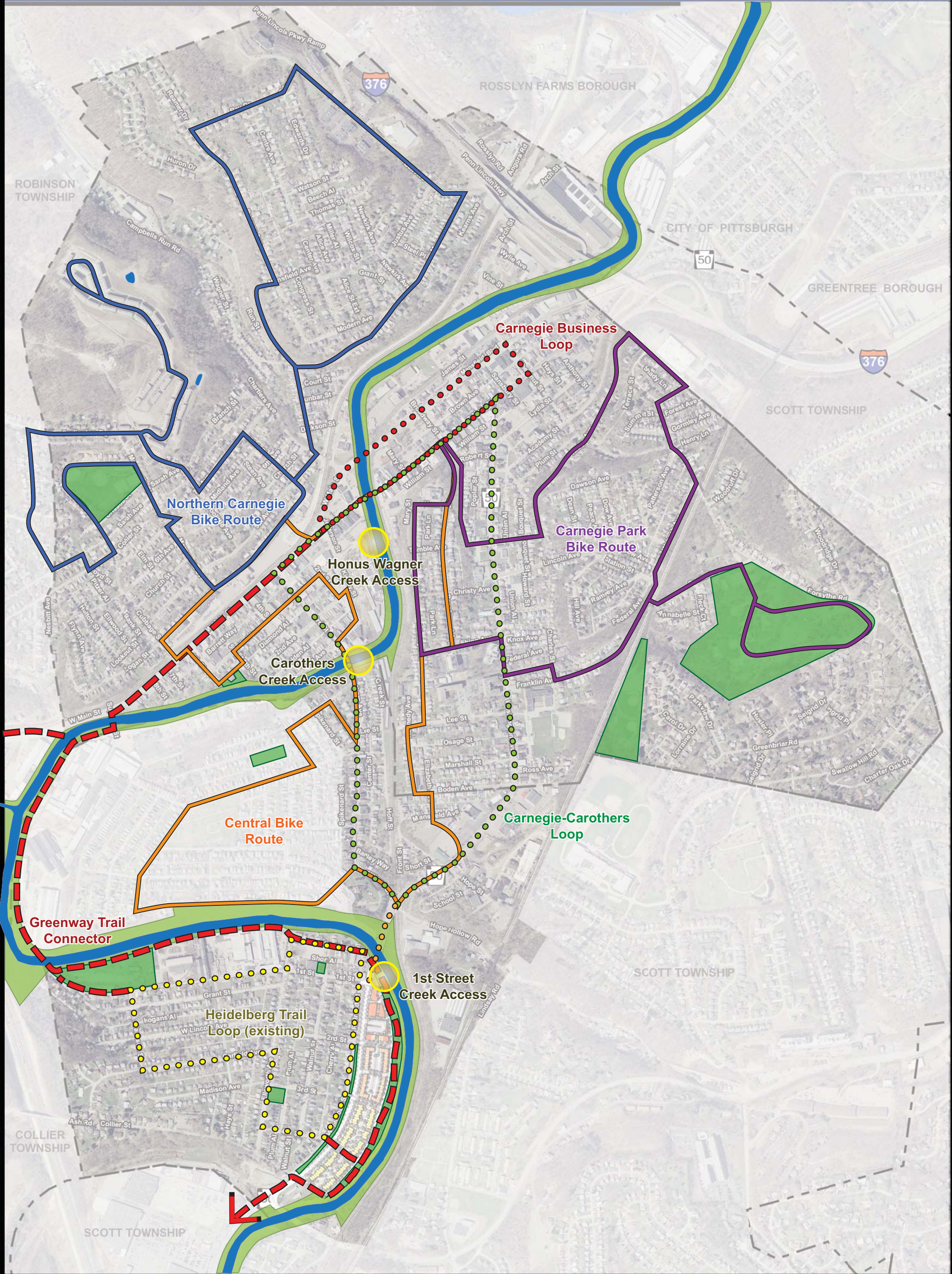
In the future the communities are prepared to respond to another catastrophic flood but not living in fear of one. Residents are confident in the flood control measures that are in place and confident in the response plan should it be necessary.

### *II. RECREATION*

Residents and visitors will be able to visually and physically access the Creek more easily. Amenities along the Creek will increase property values and encourage economic development and promote new housing in the three communities.



# Chartiers Creek Map



Data Source:  
Allegheny County GIS Department  
Pennsylvania Spatial Data Access (PASDA)  
PAMap Aerial Photography





## 1. FLOODING

The implementation plan for addressing the issue of flooding in the three communities is organized into a 3-point approach. This approach will ensure that the flood management system remains effective and that the public feels confident in its effectiveness. The first aspect of the implementation plan is to develop a comprehensive public education program. The second is to create a flood response plan for the day after a flooding event. The third is to maintain the existing flood management system.



### Develop a Comprehensive Public Education Program

The communities need to undertake a community outreach and education program that accomplishes two major goals:

1. It educates citizens and potential investors that the flood in 2004 was an extremely unique event that people need not live in constant fear of; and
2. It prepares citizens to take appropriate action in the unlikely event that another flood of 2004's proportions ever happens again.

While striving to achieve these two overall goals, several other objectives were determined by the committee to be important parts of the educational campaign. These ideas included:

- Fostering confidence among residents in the existing flood management system;
- Providing a clear understanding to residents regarding how they will be alerted to another catastrophic flood;
- Informing residents of the National Flood Insurance Program (NFIP), its benefits, and restrictions;
- Disseminating information regarding flood-proofing techniques;
- Educating residents of the historic context of the 2004 flood and why it was so exceptional;
- Reinforcing the positive actions of the flood control authority and Army Corps of Engineers after the flood to enhance the Creek's performance in future floods;
- Stressing that flood control efforts are ongoing;
- Informing residents of the things that they can do to help during flood events;
- Asserting accurate information to the press after flood events; and
- Involving the Carnegie Community Development Corporation (CCDC) and groups with interest in the Creek.

### Create a flood response plan

The plan for responding to a flash flood includes two parts: an immediate response approach and a more long-term response plan. This section will be detailed with a “quick response” plan that focuses on the municipalities' role of alerting residents but mostly on how residents can prepare themselves to react to a flash flood. It will also include a description of how the communities can form a comprehensive Emergency Response Plan.

## Maintain the Existing Flood Management System

The Creek needs to remain free of debris and siltation in order to ensure that the flood control system is functioning properly. The communities embrace their responsibility for removing debris such as fallen trees from the waterway. However, the maintenance of the flood management system along the Creek is primarily the responsibility of the Chartiers Valley District Flood Control Authority. Consequently, the communities' efforts to maintain the flood management system should also include communication and coordination with the Flood Authority.

## IMPLEMENTATION STEPS

Many efforts will be necessary to fully realize these three concepts discussed in the implementation strategy. The myriad of ideas to address flooding concerns that have been discussed by the communities and developed as part of the planning process are included in the implementation steps that follow. These steps are divided into three tiers to help the communities strategically advance toward their vision of being prepared for another flood and confident in the flood control system.

### *TIER 1*

There are two Tier 1, Immediate Priority Projects related to flooding. These projects have been identified as the most important and are reasonably achievable in a short time period following adoption of the Comprehensive Plan. The two projects are:

- Creating and distributing an informational flier regarding flooding in the communities; and
- Developing an immediate alert system to warn residents of coming floods.

### **Create and distribute an informational flier regarding flooding in the communities.**

The Carnegie Community Development Corporation has already created a “frequently asked questions” informational flier that is targeted to potential investors and businesses. This flier is very efficient in explaining the flood and the prospects of future flooding in relation to the main street Carnegie area. The CCDC’s flier is included in the appendix of this plan. This information and the format in which it is presented would also be appropriate to be distributed to all residents of Carnegie and Heidelberg. Each resident of the two boroughs reading this information would help drive toward achieving the first goal described above.

The other side of the flier could be used to help achieve the second goal: to prepare citizens to take appropriate action in the unlikely event that another flood of 2004’s proportions ever happens again. Much of the appropriate information for this document is included in the next part of this Plan’s flooding discussion, which focuses on the boroughs establishing a “quick response plan” for a flooding emergency. The back of the flier should have an abbreviated version of the 8 questions and answers listed in the “quick response plan” portion of this plan. Combined, this information could empower and educate residents and build confidence in their community’s capacity and personal ability to cope with future flooding. As part of this plan, a mock-draft of this flier has been developed that includes the



ideas and information described above in an attractive and succinct format. The flier can be found in the Appendices .

## Develop/Enhance the immediate alert system to warn residents of coming floods

Residents should know how they will be alerted regarding a future flood. They should be able to rely on the municipalities to alert them through a readily apparent means of the anticipated flood. Residents should also be able to find information regarding potential floods on their own.

- a. The boroughs should develop a standard alert system. Heidelberg has a flood warning and evacuation signal system that uses the Fire Department’s whistle (details of this system are included in the Appendix). Alerts could also utilize emerging technology such as social media (e.g. Twitter® and Facebook®). This alert should be triggered when the Creek reaches an agreed upon height. The communities should work together to define this water level and to create a unique message format to alert residents.



Other communities are beginning to use services such as Twitter® to quickly transmit emergency information to residents. Twitter’s® appropriateness for emergency alerts has been debated. However, when combined with traditional alert system’s such as Heidelberg’s sirens, the service can only enhance the awareness of residents at critical times. Twitter® is a free service. The cost to the municipalities would simply be the personnel time needed to update the Twitter® “feed”, which would be minimal.

The communities should evaluate the applicability of expanding their alert system to include services such as Twitter® (see the Appendix for additional information regarding Twitter® and its usage for emergency alerts).

- b. Residents can utilize several services to be alerted individually of a coming flood.
  - i. The National Weather Service Flood Alerts service is available at: <http://www.noaa.gov/floods.php>. At this site, residents can access information regarding various flood watches, warnings, and severe weather alerts. The site also provides graphed information regarding Chartiers Creek’s water level. Although, water level information can be accessed more easily through the USGS’s webpage.
  - ii. The USGS water level gauge on Chartiers Creek updates information on the USGS website [http://nwis.waterdata.usgs.gov/pa/nwis/uv/?site\\_no=03085500&agency\\_cd=USGS](http://nwis.waterdata.usgs.gov/pa/nwis/uv/?site_no=03085500&agency_cd=USGS). This information is advertised as being updated instantly. However, this is not guaranteed and the publication of data on the website can be delayed. There is also a link to this USGS gauge on the Lower Chartiers Watershed Council’s “Creek Watch” website <http://www.lowerchartierswatershedcouncil.org/>.

## TIER 2

The Tier 2 implementation steps are all parts of creating a quick response plan. This plan is important to prepare the communities but is not as critical as the ideas in Tier 1.

### Develop a Quick Response Plan

Heidelberg has been designated a “StormReady” community by the National Weather Service. To achieve this designation Heidelberg created a severe weather operations plan that includes monitoring water levels, alerting residents in the event of a flood, and training for responding to a flash flood (see Appendix for more information). Carnegie and Scott should seek “StormReady” designation ([www.stormready.noaa.gov](http://www.stormready.noaa.gov)). To be prepared to quickly respond to a flash flood, residents and community leaders need to complete the following tasks. Many of these steps were pioneered by the Nurture Nature Center (<http://nurturenaturecenter.org>) and the Pennsylvania Emergency Management Agency (PEMA). The guides for additional information have been adapted as appropriate to Heidelberg, Carnegie, and Scott.

#### ***Determine the level at which your property will begin to flood.***

- a. This is a step that is solely the responsibility of individuals to determine. Knowing the water level that will flood your home will allow you to be better informed regarding the necessity of evacuating your residence.
- b. The first step is to determine the flood level of the nearest USGS water level gauge. This gauge for the three communities is situated in Carnegie. The National Weather Service’s Advanced Hydrologic Prediction Services website shows the Action Stage as 14 feet, Flood Stage as 20 feet, Moderate Flood Stage as 21 feet, and Major Flood Stage as 23 feet.

#### ***Create an emergency supply kit.***

- a. Nurture Nature has developed an outline of items that should be prepared and ready-to-go in the case of a flash flood. This package should include critical emergency supplies such as medical kit, non-perishable food, and water. The outline in the appendix is the actual checklist developed by Nurture Nature.
- b. [www.Readypa.gov](http://www.Readypa.gov) is a site that provides information and resources for disaster and emergency preparedness including flooding. The site also outlines the items that should be included in an emergency kit (see <http://www.readypa.org/getakit/>).

#### ***Determine how you will learn about evacuation orders.***

- a. This is addressed on multiple levels by previously discussed concepts. For example, the warning system discussed earlier should give an initial indication of a flood. Then, the battery-operated radio in your “go-kit” should be used to listen for evacuation orders and other emergency instructions.

#### ***Identify and mark evacuation routes and educate the community regarding these routes’ locations.***

- a. Determine your community’s evacuation routes. Those routes should be clearly and prominently marked.

**Learn what you can do to prepare your property for a flood.**

- a. Prior to a flood, are there improvements or upgrades that you can install in your home to make it more flood-resistant? Common flood-proofing measures include raising the furnace and electrical and mechanical equipment.

**Determine where your family should meet if they are separated during a flood event.**

- a. Determine if your family's workplaces or schools are in flood-prone areas. Also evaluate if roadways that access these places are prone to flooding. Determine the best way to access these sites in the event of a flood. If your family gets split-up make sure you have designated a safe place for everyone to meet.
- b. The municipalities can inform the public of where emergency shelters are situated and the best routes to access them.

**TIER 3**

The Tier 3 strategies for addressing flooding are to update local floodplain management regulations and create a long-term flood response plan. Floodplain management regulations would help to mitigate property damage and flooding impacts in the future. However, the communities' built-out nature in areas along the Creek and within the floodplain make this idea somewhat less of a priority. Similarly, the development of a long-term response plan is not a high-priority in the communities.

**Update Floodplain Management Regulations**

Localities are responsible for creating and administering floodplain management regulations within their borders. These regulations must meet a minimum standard to allow the community to participate in the National Flood Insurance Program (NFIP). However, municipalities are encouraged to implement regulations that go beyond the minimum standards. The NFIP uses a "community rating system" which can reduce flood insurance premiums from 5 to 45%. This discount is based on several factors including the regulations that the communities have in place. The more local ordinances encourage floodplain management above and beyond the NFIP minimum, the more residents' insurance premiums could be reduced.

In July, 2010, the state released updated floodplain management regulations. Each municipality is required to adopt regulations that at a minimum, comply with the requirements of the NFIP, the PA Floodplain Management Act (commonly known as Act 166), and the Chapter 113 of the PA Code. The communities should review their floodplain management ordinances to ensure that these minimum standards are met and evaluate the appropriateness of including additional regulations or best management practices (BMPs). Some examples of BMPs are provided in the Appendix.

## Develop a long-term flood response plan.

Beyond the immediate response to a flash flood, the communities should have a plan in place to address the long-term needs that follow an emergency. The information included in the Appendices of the plan outlines some guiding principles as well as additional information that will aid the communities in developing the long-term emergency response plan.

## II. RECREATION

The recreational implementation strategy is focused on developing active recreational amenities that capitalize on the presence of Chartiers Creek.

### Establishing the Chartiers Creek Greenway

Ultimately, there will be a continuous trail/greenway along the Creek in Heidelberg and Scott. This trail will be similar to the one envisioned in the Chartiers Creek Greenway Study. The trail will connect to the Panhandle Trail in Collier Township, link to Main Street in Carnegie, and continue on to the City of Pittsburgh.

### Creating water-based recreational opportunities

Another important aspect of the implementation strategy is providing access to Chartiers Creek itself. In order to allow residents the ability to utilize the Creek for water-based recreation such as canoeing, kayaking, and fishing, one or more access point must be established.

Additional Creek access points are envisioned within the Borough of Carnegie at points such as in Irishtown and at the Honus Wagner Apartments. These access points could include a variety of amenities ranging from canoe launches to seating, picnic tables, or fishing amenities. They do not all need to be designed with matching amenities.

## IMPLEMENTATION STEPS

The implementation steps to achieve the communities' recreational vision are divided into three tiers. The tiers will help the communities strategically advance toward realizing the Chartiers Creek Greenway and more water-based recreation.

Developing the Chartiers Creek Greenway will be best implemented in stages. Consequently, this project is divided into several phases that are included in the different tiers of the implementation steps.

Providing access to the Creek for water-based recreation can be achieved through the creation of one access point along the Creek. Additional access points will bolster the positive impact of water trails and fishing opportunities.

### TIER 1

There is only one project included in Tier 1, which is to create an access point and canoe/kayak launch along the banks of the Creek between Heidelberg and Scott. This project

was selected as a Tier 1 project because the potential increase in recreational opportunities if the access is established and the moderate difficulty of implementation. The canoe/kayak launch will also ultimately be a destination along the Chartiers Creek Greenway.

### **Develop a Creek access point and canoe/kayak launch under the bridge in Heidelberg.**

There is an existing path to access Chartiers Creek used by the Army Corps of Engineers at this location. The access would be upgraded to meet the water trail access standards of the Friends of the Riverfront. This would include a kayak rack and wayfinding signage at the water's edge, wayfinding signage near the existing parking area, and a maximum 8% slope from the top of the ramp to the bottom. Friends of the Riverfront recommend using a geogrid at the base of the ramp to prevent erosion and allow for easier boat launching. Other amenities would include a picnic table, trash can, and a rules sign. Friends of the Riverfront can help find funding for the upgrades. A license and maintenance agreement with the Borough would be needed.



See the appendix for more information on the signage and kayak rack standards provided by Friends of the Riverfront.

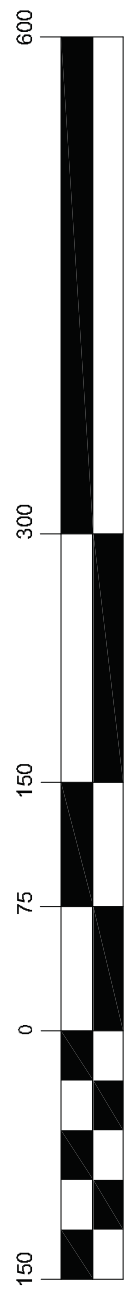
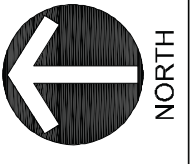
### ***TIER 2***

The Tier 2 project, which will continue to bolster the recreational amenities along Chartiers Creek is to expand Heidelberg Park to the west. This project was designated as a Tier 2 project because of the great benefits that would arise from developing the Park further. However, the project is not immediately viable as the site is currently home to an active business. The business pays rent to the Borough, which is used to fund the recreational amenities at the Park. Ultimately, the expanded Heidelberg Park will be an important destination along the Chartiers Creek Greenway.

### **Expand Heidelberg Park westward along Chartiers Creek.**

The plan on the following page is a proposed design for expansion of Heidelberg Park that was completed by Gateway Engineers.





GRAPHIC SCALE



EXISTING  
CONDITIONS  
PLAN  
Project Number: 18288-003  
Drawing Scale: 1"=150'  
Date Issued: 8/24/06  
Index Number: 101793  
Drawn By: MJL  
Checked By: JDI  
Project Manager: JDI

HEIDELBERG BOROUGH PARK  
INDUSTRY WAY  
HEIDELBERG BOROUGH, ALLEGHENY COUNTY, PA 15105  
PREPARED FOR:  
HEIDELBERG BOROUGH  
1631 EAST RAILROAD ROAD  
HEIDELBERG, PA 15106

No	Date	REVISION RECORD
01	-	-
02	-	-
03	-	-
04	-	-
05	-	-
06	-	-
07	-	-
08	-	-

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• Butler, PA (724) 287-1055  
• Washington, PA (724) 229-3962  
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### **TIER 3**

The remaining projects identified to lead to the development of the Chartiers Creek Greenway and enhanced recreational amenities along the Creek are included as Tier 3 projects. These projects currently have significant obstacles or challenges that need to be overcome prior to implementation. Consequently, these projects are envisioned to be implemented years after adoption of the Comprehensive Plan. These priorities may change if funding sources become available or other significant factors influencing the projects' viability changes.

part

#### **Construct Chartiers Creek Greenway Trail segment in Scott Township**

This segment of the Chartiers Creek Greenway would follow the eastern bank of the Creek in Scott Township. It would begin where the abandoned railroad bridge crosses the Creek from Heidelberg. After following the eastern bank of the Creek the greenway/trail would cross the Creek again at either the railroad bridge crossing to Carnegie/Collier or the Hammond Street bridge to Carnegie. The costs of this portion of the trail are high because of the need to renovate at least one existing railroad bridge.

#### **Construct a bridge over Chartiers Creek to connect the Chartiers Creek Greenway to the Panhandle Trail**

Since the beginning of the planning process many participants have discussed the desire to connect Heidelberg, Carnegie, and Scott to the Panhandle Trail in Collier Township (their westerly neighbor). Connecting to the Panhandle Trail would then allow residents access to an even larger network of trails including the Montour Trail and the Great Allegheny Passage.

The existing portion of the Panhandle Trail is approximately 2 miles west of Chartiers Creek. The success of connecting to the existing trail is essentially dependent upon the completion of two significant projects: building the 2 mile trail segment within Collier Township between the current trail and Chartiers Creek; and rehabilitating the railroad bridge over Chartiers Creek from Collier to Scott. Establishing the Chartiers Creek Greenway Trail could enhance the desirability of connecting to the Chartiers Creek Greenway. With the investment and interest Collier Township, the Montour Trail Council, which manages the Panhandle Trail, and the Collier Friends of the Panhandle Trail as well as the cooperation of Heidelberg, Carnegie, and Scott, the connection projects would likely become much more feasible.

#### **Create a Creekfront trail/linear park along Chartiers Creek in Heidelberg east of Washington St.**

The overall concept of this project is to create a continuous trail along Chartiers Creek for the enjoyment of residents. The trail segment could be an alternative to the one described in the Chartiers Creek Greenway Plan that utilizes Route 50. This would provide the greenway with a more natural setting through this stretch of Heidelberg. The trail is envisioned to begin at Route 50 in the southern portion of Heidelberg where it links with the sidewalk network. It continues along the western bank of Chartiers Creek until reaching the

part

proposed canoe launch/Creek access point under the Route 50 Bridge. At this point it links with the trail/sidewalk network via the existing Heidelberg Trail.

### **Enhance the amenities at the tot lot/park in Irishtown.**

This project endeavors to enhance the park/tot lot in the Irishtown area of Carnegie to capitalize on its place along the Creek and provide passive and active recreation space for residents. The vision for enhancing this park is to create an overlook deck or structure that will form a destination for Carnegie residents to view the Creek. The area could also have a canoe launch/Creek access point. This site is a good opportunity to connect residents to the Creek.

part

2

# Walkability





# Walkability

## Introduction of the Issue

The planning area includes areas of residential, commercial, and industrial uses that are organized in a manner that makes walking a feasible alternative to vehicular travel. However, there are certain areas of the communities that could benefit from enhancements. Because of their interconnectedness, enhancing these areas will have positive impacts throughout the three communities. As we will explore in this chapter, bolstering the walkability of the communities can have a significant impact on important aspects of quality of life including: public health, housing, economic development, and property values. The communities' walkability is a significant asset that should continue to be leveraged to promote the attractiveness of Carnegie, Heidelberg, and Scott.

## Validation of the Issue

At the Carnegie public meeting held for this study, residents prioritized issues that needed to be addressed. Within the category of transportation, the highest ranked issues were the need for better pedestrian connections between the three communities, to create walkable corridors and to address missing sidewalks and curb cuts. This section explores the benefits of making the communities more walkable and the existing conditions of pedestrian amenities in key areas of the communities.



### **Walkable communities and amenities such as trails positively affect the desirableness of housing and property values.**

As trails gain in popularity, communities are attempting to incorporate them into new development or establish them in previously developed areas. Urban trails are regarded by real estate agents as an amenity that helps to attract buyers and to sell property. These projects are often promoted with figures touting their positive impacts on property values and the marketability of properties near the trail.

*In a survey of metro-Denver real estate agents, 73 percent of the agents believed a home near a trail would be easier to sell. A survey of homeowners living adjacent to a trail showed that 29 percent were influenced by the proximity of a trail in buying their home, and 17 percent of renters were influenced by the presence of a trail.<sup>1</sup>*

Other studies have quantified the attractiveness of homes near trails by examining their impact on property values.

*For example, Seattle's Burke-Gilman Trail has increased the value of homes near the trail by 6.5 percent<sup>2</sup>. A survey of property values near greenbelts in Boulder, Colorado, noted that housing prices declined an average of \$4.20 for each foot of distance away from a greenbelt for up to two-thirds of a mile. In one neighborhood, this figure was \$10.20 per foot. The same study concluded that the average value of a home adjacent to the greenbelt would be 32 percent higher than the same property 3,200 feet from the greenbelt.<sup>3</sup>*



## part 2

The website [www.walkscore.com](http://www.walkscore.com), which ranks a location based on its proximity and access to various amenities such as businesses, parks, and transit, boasts that one point of walkscore is worth up to \$3,000 of value for a property.

### Walkable communities promote the health and activeness of citizens.

It is no surprise that increasing the ability of residents to walk for daily chores or to exercise close to home has a positive impact on their health. However, several studies have quantified how access to trails and sidewalks results in increased health and lowered health care costs.

*A National Park Service study compared people who lead sedentary lifestyles to those who exercise regularly. The exercisers filed 14 percent fewer healthcare claims, spent 30 percent fewer days in the hospital, and had 41 percent fewer claims greater than \$5,000. <sup>4</sup>*

The Walkscore website cites a study, published in the Journal of the American Planning Association, that claims, “the average resident of a walkable neighborhood weighs 7 pounds less than someone who lives in a sprawling neighborhood.”

Each additional mile walked or run by a sedentary person would give them an extra 21 minutes of life and save the US society an average of 34 cents in medical and other costs. (Rand Corporation, 1993).



### Sidewalks are well-established and generally in good condition throughout the communities. However, some sidewalks in key areas of the communities are in disrepair or non-existent.

Route 50 is a key transportation link between the three communities. It is easy for vehicles to travel along this route, but becomes a barrier for pedestrians as does Chartiers Creek, the railroad, and steep topography. The portion of Route 50 between Boden Ave. and Carothers Ave./Hope Hollow Road presents the most challenges. Sidewalks, where they exist, are very narrow and situated directly adjacent to the heavily-travelled roadway. Amenities in this area need to be upgraded to allow pedestrians to move freely along Route 50.

The sidewalks on the west side of Route 50 along this stretch are narrow, and in places wide curb cuts have replaced the sidewalk. This is most apparent in front of Carnegie Motors. On the east side of Route 50 there is no sidewalk between Boden Ave. and the CVS building. At CVS, the sidewalk reappears but is very narrow. In some places, the fence for the CVS parking lot has leaned into the sidewalk right-of-way, further narrowing the walkway. The sidewalk is missing along the approximately 250 feet of frontage just south of Boden Ave. on the east side of Route 50. In its place, there is a worn dirt path caused by people walking this stretch of the roadway. This portion of sidewalk needs to be completed. Installing this sidewalk is ultimately the responsibility of the property owner. The Township is working with the owner to try to complete this portion of the sidewalk.



The intersection of Route 50 and Boden Ave. could also benefit from some basic upgrades such as curb cuts and delineated crossings. Signalization or warning signs indicating the crossing should also be established to enhance pedestrian safety at this intersection. The Route 50 Pedestrian Issues Map depicts the areas described above.

**There are several exercise paths within the three communities. The trail in Heidelberg is currently the only formally marked exercise path.**

Heidelberg has already established an exercise loop. The 1.5 mile long trail loops through most of the Borough. The route uses existing street rights-of-way and existing sidewalks. Mileage and turns for the loop are marked by small signs attached to light posts along the trail. At the northeastern most point, near Chartiers Creek, the trail includes a trail map on a slightly larger sign. The signage for the trail is attractive and clearly portrays relevant information. This type of signage is ideal for other proposed segments of the exercise loop system in the communities.



Heidelberg Park also has an exercise loop trail. The length of the trail is clearly marked for tracking distance and progress. The signs in the park and along the park loop trail nicely complement the signs for the Heidelberg Trail.



Many Carnegie residents exercise using an informal path through the Borough and Scott Township. This loop travels through main street Carnegie, Route 50 in Scott, Carothers Ave., and 3<sup>rd</sup> Street.





# Route 50 Pedestrian Issues Map

LOCATION MAP



**Intersection Conditions:**

- Missing curb-cuts
- Crossing not delineated

**Sidewalk Conditions:**

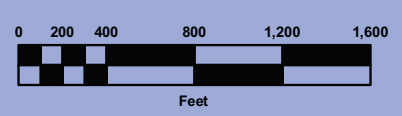
- Sidewalk is missing.
- A worn, dirt path exists in its place.

**Intersection Conditions:**

- Curb-cuts to continue on west side of roadway are incomplete

**Sidewalk Conditions:**

- Sidewalks are narrow with occasional obstruction by bus stop shelters or street furniture



Data Source:  
 Allegheny County GIS Department  
 Pennsylvania Spatial Data Access (PASDA)  
 PAMap Aerial Photography





## Vision for the Future

---



The vision for the future of Heidelberg, Carnegie and Scott in terms of walkability is to capitalize on the quality pedestrian amenities that exist in order to create a more walkable community, enhance the population’s health, and increase the attractiveness of the communities to prospective home buyers and businesses. Ultimately, residents of all three communities will be able to move safely and efficiently between the towns. They will also be able to utilize a system of walking, jogging, and biking loops to exercise, interact with neighbors and enjoy their communities.

## Implementation Strategy

---

The implementation plan is intended to focus on enhancing pedestrian amenities in strategic locations such as along Route 50, the link between the three communities’ commercial areas; the link between the busway park’n’ride and Main Street Carnegie to entice visitors into the business district; and the connection between the library and the Carnegie business district. It is also intended to promote physical activity among residents by determining and delineating exercise loops; organizing walking/exercise groups; and making the communities more bike friendly.

## Implementation Steps

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The many ideas to enhance walkability that have been discussed by the communities and developed as part of the planning process resulted in the implementation steps that follow. These ideas are mostly centered on enhancing pedestrian amenities in strategic locations. The steps are divided into three tiers to help the communities strategically advance toward their vision of creating a more walkable community, healthy population, and desirable housing and business climate.

### *TIER 1*

There are two Tier 1, Immediate Priority Projects related to walkability. These projects have been identified as the most important and are reasonably achievable in a short time period following adoption of the Comprehensive Plan. The two projects are:

- *Improve the pedestrian amenities along Route 50 in Scott Township from the Carnegie border to the bridge to Heidelberg; and*
- *Create a system of walking/jogging loops and biking routes throughout the 3 communities.*

### **Improve the pedestrian amenities along Route 50 in Scott Township from the Carnegie border to the bridge to Heidelberg.**

Ultimately, the vision for the entire Route 50 corridor in the three communities is to have fully functional and safe pedestrian amenities including sidewalks and street crossings. The sidewalks in Carnegie and Heidelberg are currently adequate to serve the needs of the population along the corridor. The segment in Scott needs to emphasize accessible sidewalk construction and widening, and construction of accessible crosswalks.



part 2

The Route 50 Pedestrian Amenities Map shows what an enhanced Route 50 could look like. The sidewalks on both sides of the roadway should be widened to a minimum of five feet wide to allow safe passage for persons with disabilities. Crosswalks should be delineated at intersections. Street lights should be situated along both sides of Route 50 and the lighting along both sidewalks should make it clear and safe for pedestrians using the walkways.



The cost of enhancing the sidewalks along Route 50 will vary based on the width of the final sidewalk and the price. The probable costs have been estimated below using a lower estimate of \$5 per square foot and a high estimate of \$9 per square foot.

	length of sidewalk repair	5 ft. wide	6 ft. wide
West Side	1,500	7,500 sq. ft.	9,000 sq. ft.
East Side	1,600	8,000 sq. ft.	9,600 sq. ft.
Total	3,100	15,500 sq. ft.	18,600 sq. ft.

Price per sq. ft.	\$5.00	\$77,500	\$93,000
	\$9.00	\$139,500	\$167,400

# Route 50 Pedestrian Amenities Plan

LOCATION MAP

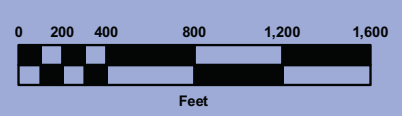


**Intersection Improvements:**  
• Curb-cuts added on all four corners of intersection

**Sidewalks:**  
• Sidewalk added

**Intersection Enhancements:**  
• Curb-cuts added on west side of Route 50

**Sidewalks:**  
• Sidewalks widened



Data Source:  
Allegheny County GIS Department  
Pennsylvania Spatial Data Access (PASDA)  
PAMap Aerial Photography





## Create a system of walking/jogging loops and biking routes throughout the 3 communities.

# part 2

The “Potential Exercise Loops Map” depicts a series of walking/jogging loops within the three communities as well as a group of bike routes. The loops and routes vary in length and difficulty.

**The walking/jogging loops** provide residents designated paths to exercise utilize existing sidewalks. These loops access the hearts of the three communities in the planning area.

**The Heidelberg Trail** is an existing trail that is well marked and is about 1.5 miles in length with moderate elevation changes.

**The Carnegie Business Loop** runs through Carnegie’s Main Street business district. This loop is nearly flat and approximately 1 mile long.

**The Carnegie-Carothers Loop** is the longest at nearly 2.25 miles. This loop travels through Main Street Carnegie as well as Carothers Avenue and Route 50 in Scott and Carnegie. The Carnegie-Carothers Loop has some flat areas and other areas with significant elevation changes.



In order to fully interconnect the three loops and allow for flexibility in residents’ utilization of the system, a spur is included to link the southern point of the Carnegie-Carothers Loop to the Heidelberg Trail.

**The biking routes** provide residents access further into the residential areas of the communities and pass many cultural and historic amenities. These routes were inspired and heavily informed by the routes that were designated in the summer of 2010 by Bike Pittsburgh. The group assisted the Borough in organizing a guided bike tour of the Borough and parts of Scott Township.

**The Central Bike Route**, like the Carnegie-Carothers walking/jogging loop, passes through the heart of Carnegie and business areas in Scott (Route 50 and Carothers Ave.). Along the Central Bike Route riders will pass the Carnegie Borough Building, Port Authority Park and Ride, Irishtown residential neighborhood, St. Luke Church, St. Josephs Cemetery, residential areas in Scott, St. Elizabeth Ann Seton Parish and School, Chartiers Manor House, Carnegie Music Hall and Public Library, and the many landmarks of Main Street Carnegie. The route is somewhat challenging with areas of significant elevation change from Carothers Ave. to Route 50 and along Elizabeth St., Kennedy St. and Beechwood Ave.

**The Northern Carnegie Bike Route** passes through much of the Borough that is situated northwest of Chartiers Creek. Along the Northern Carnegie Bike Route riders will pass the Carnegie Borough Building, Port Authority Park and Ride, traditional single-family homes, modern townhomes, Seventh Ave. Park, and the Carnegie Office Park. This route changes dramatically in elevation and is a very difficult ride.

**The Carnegie Park Bike Route** generally explores the eastern neighborhoods of the Borough. Some of the landmarks along the ride include the Carnegie Music Hall and Public Library, Carnegie Park, and Carnegie Elementary School as well as a variety of residential types and architectures. This

## part 2

route is difficult as it changes substantially in elevation from the lower areas near Route 50 to the higher areas at the Park and along Library Ave.

A bike route could also be designated along the current Heidelberg Trail and linked to the other biking routes in the communities.

The implementation of these routes will require minimal investment by the communities. Ultimately, these loops and routes should be clearly marked with directional signs, mileage markers, and orientation plaques in a manner similar to the Heidelberg Trail. However, these routes are currently being utilized on an informal basis. Creating and distributing a map of these routes could build awareness of their presence and encourage residents to exercise. Essentially, the map's creation is already complete as part of this planning process (see the Proposed Exercise Loop Map). The next level of implementation will be to create sign markers for the routes/loops and place them at strategic areas.



# Proposed Exercise Loops

LOCATION MAP

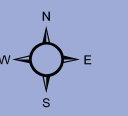
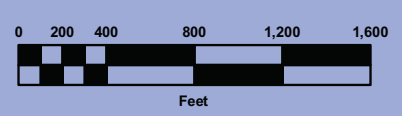


**LEGEND**

**Existing Trails:**  
Heidelberg Trail - 1.5 mi

**Walking/Jogging Loops:**  
Carnegie-Carothers Loop - 2.25mi  
Carnegie Business Loop - 1mi  
Connector segment - 0.2mi

**Biking Routes:**  
Central Bike Route  
Carnegie Park Bike Route  
Northern Carnegie Bike Route



Data Source:  
Allegheny County GIS Department  
Pennsylvania Spatial Data Access (PASDA)  
PAMap Aerial Photography





## TIER 2

# part 2

The projects included in Tier 2 are a series of intersection, sidewalk, or street crossing enhancements. These projects are included in Tier 2 because of their high level of importance to the pedestrian network or to achieving other goals of the communities. The potential costs of each project vary. The costs associated with an individual project would be low enough to make implementation easily achievable because the scope of each is highly specific. The exception to this is the 3<sup>rd</sup> Street pedestrian crossing of the railroad tracks, which could require a large investment to achieve. The pedestrian network enhancement projects are:

### Creating a crossing of the railroad tracks in Carnegie near 3<sup>rd</sup> Street.

This project includes creating a pedestrian access point for the Borough Building and crossing of the railroad tracks near the intersection of 3<sup>rd</sup> Street and West Main Street. Currently, pedestrians accessing the site from the south must cross the railroad tracks at either Jefferson Street or Cubbage Street. The Borough Building is situated nearly equidistant from these two railroad crossings (approximately 900 feet.) The crossing at 3<sup>rd</sup> street would almost directly link to the Borough Building. The potential costs of the 3<sup>rd</sup> Street railroad crossing could be very high, but the importance of project may warrant the expense. A concern over the lack of access somewhere between the two existing access points was a commonly voiced concern during the planning process.

Carnegie currently has plans for this portion of Main Street to undergo a “road diet.” The plans for this “road diet” depict places where enhancements and changes will be made to the physical alignment of vehicular and pedestrian amenities. Although not currently part of the “road diet” plan, the idea of creating a new railroad crossing could be undertaken during construction of the “road diet” project to minimize costs of the railroad crossing project later.



### Other specific and necessary pedestrian network enhancements at particular locations within the three communities.

- There should be new sidewalks along Railroad St in Heidelberg.
- Enhance the sidewalks and pedestrian amenities along Chartiers Ave. near where the Port Authority Busway turn-around can be accessed in Carnegie.
- Widen the sidewalks along Carothers Ave. and improve lighting in along the corridor in Scott.
- Upgrade the intersections along 3<sup>rd</sup> Street at 1<sup>st</sup>, 2<sup>nd</sup>, and 3<sup>rd</sup> Avenues in Carnegie.
- Upgrade the sidewalks leading up to the Library from Broadway Street in Carnegie.

### TIER 3

There are many other pedestrian network enhancement projects that were discussed throughout the planning process. Those that have been included in Tier 3 face significant challenges to their implementation due to expense or their lower importance to the overall pedestrian network. The Tier 3 projects include:

#### **Transport from the library to the former post office in Carnegie.**

The idea of creating a stronger pedestrian linkage between Main Street Carnegie and the Carnegie Library was discussed several times during the planning process. A grand idea for this enhancement was to establish a transit such as an incline from the former post office along East Main Street up to the Library. The expense of such a project would be significant. However, the uniqueness of this amenity could make it another landmark or destination that could attract visitors to the Borough.

#### **Other specific and desirable pedestrian network enhancements at particular locations within the three communities.**

- The link between the Busway and Main St. Carnegie needs to be strengthened in order to attract bus riders into the business district and cultural amenities of the Borough.
- The steps connecting Dawson and Ridge Ave./Charles St. need to be maintained.

#### **Other general and desirable pedestrian network enhancements throughout the communities.**

- More bike racks should be installed in the communities.
- Overall signage and wayfinding should be enhanced.
- Zoning should be revised to require sidewalks as part of new development.



Heidelberg Business District (Route 50)

part 3



# Heidelberg Business District (Route 50)

## Introduction of the Issue

Heidelberg has focused much effort recently on enhancing the portion of the Borough between Route 50 and Chartiers Creek. These efforts have included developing a new park, creating a plan for enhancing the streetscape along Route 50, and developing a vision and proposal for a mixed use development in the southern corner of this portion of the Borough. This area of the Borough has seen many changes recently. There are fewer owner-occupied residences. Businesses, especially auto service businesses, are locating in an area that could be used for denser housing and other mixed-uses which serve the residents of Heidelberg.



## Validation of the Issue

Heidelberg Borough and specifically the land situated west of Route 50, is primarily comprised of strong, high-quality residential neighborhoods. The area of the Borough east of Route 50 and west of Chartiers Creek is home to a more diverse mixture of uses. However, this area of the Borough has been increasingly challenged by business and residential vacancy.

### **Uses are shifting from owner-occupied homes to absentee landlords and non-residential uses that do not directly service or benefit residents in Heidelberg.**

The residential properties east of Route 50 are being converted to commercial uses or abandoned. Several homes sit vacant as they are being held for future sale and anticipated profit. Commercial properties in the area are being abandoned and replaced with lesser uses. This is apparent from the recent closing of Ghelarducci's Garden Center and Wright's Seafood Restaurant. Ghelarducci's is now a satellite storage/parking lot for a local vehicle dealership. Conversion of property to satellite parking is a trend that is seen within other properties in this area of the Borough. Wright's and its large parking lot currently sit vacant.



### **The Borough has invested much time and effort to generate plans for enhancing the appearance of Route 50 through the Borough.**

The Borough's recent planning effort, part of the Tri-Community Streetscape Project championed by Congressman Murphy for Heidelberg, Carnegie, and Scott, has identified a series of improvements along Route 50 that will create an attractive and welcoming

# part 3

streetscape along the community’s main thoroughfare. These plans include enhanced pedestrian connections to the highway-oriented commercial uses situated south of the Borough via new sidewalks, new crosswalks, and sidewalk bulb-outs. Further planning efforts have identified potential park/open space on west side of Route 50 and the creation of gateway signage at the two entrances to the Borough. However, these efforts have stalled after the planning phase.

4ward Planning conducted a residential supply and demand analysis for Heidelberg, Carnegie, and Scott (HCS). The following is a summary of the analysis, which can be found in its entirety in the appendix. The analysis considered the housing in all three communities.

In 2010, there were an estimated 13,183 total housing units within the HCS geographic area, based on U.S. Census Data and ScanUS, a proprietary socio-economic analysis software program utilized by 4ward Planning. Nearly 2/3 of these units are single-family homes. The remaining 1/3 includes multifamily apartments or condos, composed of both low- and mid-rise multifamily buildings.

Approximately 23 percent of the occupied housing stock within the HCS geographic area was built prior to 1940, according to the American Community Survey. Based on the observed physical housing stock obsolescence within the HCS geographic area, 4ward Planning estimated that five-percent of the housing units would not be marketable or attractive to new buyers or renters and, consequently, removed them from the analysis in order to determine net marketable units.

## **Housing developers are likely encountering two barriers to potential projects in Heidelberg, Carnegie, and Scott.**

Site visits, on-line research and inquiries placed with Allegheny County Department of Economic Development did not identify any proposed or planned residential development, of scale, within the HCS geographic area. This finding suggests that either housing developers have been unable to identify sufficiently sized and appropriately located developable acreage within the study area and/or insufficient market data exists for making an informed investment decision. Further, the absence of redevelopment planning areas of scale also limits prospective residential development interest.

## **The demand for new residential units in Heidelberg, Carnegie, and Scott will likely range from 971 to 1,426 units by 2015.**

In projecting future residential demand, 4ward Planning created two possible housing demand scenarios, using varying assumptions for household formation. The residential projections are detailed in the appendix. The first scenario assumed a modest growth rate for household formation of 0.75-percent per annum. The second scenario assumed a flat growth rate for household formation (e.g., zero or near zero change in household formation).

Net new residential housing demand is a function of (1) the annual housing obsolescence rate (0.75-percent), (2) unsatisfied pent-up





housing demand and (3) household formation growth scenarios (moderate or flat). For example, in the first residential supply/demand scenario, annual modest household growth (0.75-percent) shows that by 2015, 1,426 new and/or substantially rehabilitated residential units will be demanded, assuming no new units were delivered and absorbed in the preceding years. In the second scenario, flat or zero annual household formation still results in a demand for up to 971 units in 2015, assuming no new units were delivered or substantial rehabilitation occurred.

### **The combination of these factors makes the portion of Heidelberg from Route 50 to Chartiers Creek the focus of future enhancement efforts.**

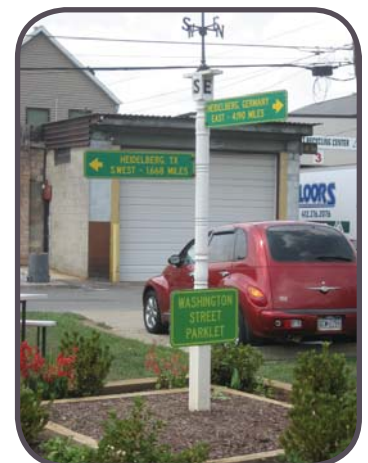
The improvement of this area then, is integral to the Borough's overall development. Consequently, the plan focuses on reversing trends toward lesser land uses and creating opportunities for additional high-quality housing

The Borough has even developed a detailed vision for the type of development that could be implemented in the area.

## **Vision for the Future**

### **The Borough envisions the creation of “Heidelberg Heights” a mixed-use German-themed development that capitalizes on adjacent natural features, transport options, and significant public investments in infrastructure.**

The Borough wishes to transform Heidelberg into a significant economic player within Southwestern Pennsylvania. Heidelberg wishes this because it is desirous to increase the quality of life of all Heidelbergundians and to promote and foster a business climate that is supportive of all businesses that call Heidelberg home. The Borough views Congressman Tim Murphy's direction of 2.4 million dollars of federal money to create a new and vibrant Route 50 Corridor within Heidelberg, Carnegie and Scott, complete with new sidewalks, decorative street lighting, benches, planters, signage and landscaping, connecting the three communities business districts, as a singular opportunity to start the process of revitalizing Heidelberg. The Borough is of the opinion that Heidelberg's geographic location within a hub of numerous transportation modalities along the Route 50 Corridor makes the Borough an ideal site to realize extensive transit oriented development as part of the Congressman Murphy's Route 50 initiative. Further, the Borough views Congressman Murphy's Route 50 initiative as a stimulus to commence marketing Heidelberg to German based or related businesses in western Pennsylvania to capitalize on the cache of the Heidelberg name to this segment of the business community.



## part 3

### A conceptual master plan for Heidelberg Heights

The following is a graphic and narrative description of the Heidelberg Heights development. The overall concept for the Heidelberg Heights redevelopment is to develop a mixture of new housing to attract new residents and incorporate business and office space. The major focus of the development is providing new housing via a mixture of apartments and townhomes. This development would extend from Collier Avenue to 1<sup>st</sup> Street between Chartiers Creek and Route 50.

The development concept builds on the streetscape enhancements planned as part of the Tri-Community Streetscape Project. It also enhances vehicular circulation while making the area more pedestrian friendly and “walkable”. Ample parking along Route 50 and within attractive areas of the development’s interior will allow visitors to easily access the area by vehicle.

New recreational and open space areas along the Creek will promote healthy lifestyles and bolster stormwater management. This will ultimately result in a net benefit to the flood control project. Residents will be able to connect with the Creek via the Creekside Trail, overlooks, and a canoe/boat launch.

#### Streetscapes

The streetscapes throughout the redevelopment area would be enhanced by the addition of formal safe pedestrian crossings at intersections, street trees, sidewalks on each side of the roadway, and connections to the open space/trail system.

#### Route 50

Pedestrian crossings at the intersections along Route 50 will be enhanced by bulb-outs of the curb and formal/signalized crossings. These crossings will be much safer than those that currently exist. The overall streetscape along Route 50 will be enhanced with street trees, decorative lighting, and street furniture.

#### Block 1 - 1<sup>st</sup> Street to 2<sup>nd</sup> Street

This block of the proposed development is home to the non-residential mix of uses as well as some residential units. The block welcomes patrons with pedestrian and vehicular accessibility. The block includes about 24,000 square feet of retail space on the first floors of buildings. The upper floors of these buildings include about 10,000 square feet of office space and approximately 66 apartment-style residences. Parking for all of the block’s uses is primarily provided in a centralized parking garage. The uses are situated to face outward and capitalize on views of Chartiers Creek or their position along the heavily travelled Route 50.

#### Block 2 - 2<sup>nd</sup> Street to 3<sup>rd</sup> Street

The second block of the redevelopment concept contains the largest number of housing units. Approximately 135 apartment units ring the exterior of this block. The apartments are envisioned to be a three-story structure with each unit having a single-floor layout. Surface parking for the housing units is centralized and neatly landscaped. Apartment buildings facing Route 50 are set slightly farther back than those along Washington Street to promote safety for pedestrians.

### **Block 3 - 3<sup>rd</sup> Street to 4<sup>th</sup> Street**

Block 3 is comprised of two rows of townhomes. One row of these three-story homes faces Route 50 while the other row faces Chartiers Creek. An alleyway splits the two rows of townhomes and provides access to each home's garage. The homes fronting on Route 50 are set back slightly farther than those along Washington Street.

### **Block 4 – 4<sup>th</sup> Street to Collier Avenue**

The fourth block is designed similarly to block 3. Washington Street in this area of the Borough is extended further toward the Creek to make the block a more rectangular shape while still accommodating the creek-front trail and open space.

### **Creekfront**

The area between Washington street and the banks of Chartiers Creek will be comprised primarily of common open space and include area of natural vegetation for stormwater management and a recreational trail. A landmark such as a gazebo or overlook is included at the terminus of each east-west street within the development. The Creekside Trail connects to the newly proposed canoe/boat launch under the Route 50 bridge and onto the Heidelberg Trail. To the south, the Creekside Trail connects to the sidewalk network and commercial areas of Scott Township.

*The illustration on the following page is intended to be conceptual and illustrate the type of improvements or development that is desirable in the area. It is not intended to be used as a detailed design/construction document.*



# Planning Area

## STREETSCAPE

- Pedestrian Friendly
  - Pedestrian crosswalks at every intersection
  - Street trees for shade and to reduce vehicular speeds
  - Bump-outs along Route 50
  - Street parking
- New re-alignment of Washington St. from 3rd St. to Collier Ave
- Street trees to reduce heat island, absorb stormwater, and filter air pollution

## MIXED USE

- Three stories
  - Approximately 28,000 sf of retail (first floor)
  - Approximately 10,600 sf of office (first floor)
  - 54 apartment units (second and third floors)
- Buildings face Route 50, Washington St., and 1st St.
- Wide sidewalks for outdoor seating and sidewalk sales
- Plaza facing Greenway Park
- Green roofs
- LEED Certified Buildings

## APARTMENT BUILDINGS

- Three stories
  - 147 apartment units (first, second, and third floors)
  - 20% one bedroom, 70% two bedrooms, and 10% three bedrooms
- Units facing Route 50 have 20-25 foot setbacks
- Units facing 2nd and 3rd St. have 15-20 foot setbacks
- Units facing Washington St. have 5-10 foot setbacks
- Interior parking lot with approximately 145 spaces
- Green roofs
- LEED Certified Buildings
- Shade trees over parking lot reduce urban heat island and absorb stormwater

## TOWNHOUSES

- 61 units
- Two to three bedrooms
- Rear garages and alley
- Units facing Route 50 have 40-50 foot setbacks
- Units facing Washington St. have 20-30 foot setbacks
- LEED Certified Buildings

## 1ST STREET CREEK ACCESS

- Put-in / take-out for canoes and kayaks
- Temporary boat storage racks
- Wayfinding signs
- Picnic table
- Parking

## PUBLIC PARKING GARAGE

- Approximately 40 feet tall with 200 spaces
- Two elevators for access from both ends of the garage
- Approximately 6,000 sf of retail on first floor
  - 3,000 sf facing Route 50
  - 3,000 sf facing Washington St.

## GREEWAY PARK

- Recreation
  - Wide waterfront trail with activity / exercise nodes
  - Overlooks and Gazebo
  - Connections to existing trails and retail
  - Pedestrian connections to new development and existing residents
- Stormwater Management
  - Rain Gardens capture and filter stormwater from new development
  - Riparian Buffer creates habitat, lowers creek temperature for healthier aquatic life, prevents erosion, and filters pollutants



# Implementation Strategy

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Overall, the implementation strategy is to move forward with the redevelopment project between the Creek and Route 50 and to enhance the streetscape and public amenities along Route 50. This is a major undertaking which will reshape the character of the Borough's east side. There are three major initiatives that the Borough should complete in order to move toward realizing this vision.

The first initiative is to follow the recommended next steps for redevelopment that are outlined within this Comprehensive Plan. These steps guide the Borough from pre-planning and planning phases through selecting a developer and property acquisition.

Next, is to explore the potential ways the Borough can support the project from the public side. This includes revising the Borough's zoning ordinance to ensure that local regulations are consistent with the vision and conceptual master plan for the area's redevelopment. This includes revising the types of uses that are permitted and requirements regarding development dimensions, density, parking, and landscaping. This could also include adapting development approval processes to allow flexibility and attract potential developers. This also includes exploring the potential of designating the area or portions thereof in order to deliver favorable tax situations for the development.

Last, is to actively market and brand the Borough in order to creating a unique and desirable place for new residents and businesses. This idea builds off of the German-theme concept expressed in the vision for the area.

## Implementation Steps

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The many ideas to redevelop Heidelberg that have been discussed by the communities and developed as part of the planning process are included in the implementation steps that follow. These ideas are intended to remove as many of the barriers to development as possible while ensuring a desired outcome (the Borough's vision for the area). The implementation steps are divided into three tiers.

### *TIER 1*

Tier 1 includes a detailed process for how the Borough could realize the Heidelberg Heights Development. These six key planning steps, developed by 4Ward Planning, outline the costs likely associated with pursuing the redevelopment activity. Prior to delving into this process however, the Borough expressed a desire to further evaluate the project's feasibility and likelihood. In order to do this the Borough should take these few preliminary steps.

The first step in furthering the Heidelberg Plan is to draft and adopt changes to the zoning ordinance that reflect the vision for the area. After the zoning ordinance is revised, the Borough should release a request for proposals (RFP) for developers of the Heidelberg Plan. This RFP should be directly transmitted to developers. This will allow the Borough to gain a clear understanding of how much interest there is in the development. The RFP could be developed with the aid of a consultant for little cost. The consultant could also provide contact information of developers that should receive the RFP. Releasing the RFP after the zoning has been changed will show developers that there is public support and regulatory support for the project.

After sufficient interest from the development community and public desire for the envisioned development, the Borough should proceed with the six key planning steps mentioned previously, which are:

## part 3

- *Blight Certification and Reporting;*
- *Public Hearing and Adoption of Resolution;*
- *Preparing a Redevelopment Area Plan;*
- *Selecting the Redevelopment Entity;*
- *Selecting the Redeveloper; and*
- *Property Acquisition and Predevelopment Investigations.*

### **Action Step 1 –Blight Certification and Reporting**

The first step in the redevelopment process begins with the certification of a property or area as “blighted”. In order for a property to be certified as blighted, one of seven criteria of blight must be met per Pennsylvania Urban Redevelopment Law. The most commonly used criteria are (1) unsafe, unsanitary and inadequate conditions, (2) economically or socially undesirable land use, and (3) faulty street and lot layout.

Typically, the local municipality will create a report to describe the conditions of blight for the area and provide recommendations for redevelopment need. If Tax Increment Financing (TIF) funding is or may be involved and the proposed property is not located in an existing redevelopment area, a Basic Conditions Report is required (per Allegheny County guidelines) to be prepared for the area containing the proposed development.

**Typical Time Line:** 2 – 4 months from the time the planning board is authorized to undertake a report (20-25 pages)

**Cost Estimate:** \$12,000 - \$20,000

### **Action Step 2 –Public Hearing and Adoption of Resolution**

Once the Basic Conditions Report has been completed, the local municipality should hold a public hearing (required by Pennsylvania’s Tax Increment Financing Act) and consider the report’s recommendations. During the public hearing, testimony is typically provided by the planning professionals who conducted the investigation and prepared the report (usually an outside planning consultant). Evidence presented to the planning board may include photos and maps illustrating conditions within the area, as well as other documentation compiled, in support of the conclusions. The planning board hearing also offers the primary opportunity for interested parties, including property owners within the proposed redevelopment area and the general public, to provide comments regarding the proposed designation. As such, public notice is required for all affected property owners, via certified mail, in addition to conventional news publication.

After completing the public hearing, the planning board may recommend to the governing body that all or a portion of the study area is designated as blight and in need of redevelopment. The governing body completes this part of the redevelopment process by adopting a resolution certifying the area as “blighted”.

**Typical Time Line:** 2 – 3 Months (exclusive of a challenge to the determination)

**Cost Estimate:** Nominal (exclusive of a challenge to the determination) cost such as cost to notify affected property owners via certified mail.



### Action Step 3 –Preparing a Redevelopment Area Plan

Once an area has been certified as “blighted”, the municipality will then prepare and adopt a Redevelopment Area Plan, per Pennsylvania Urban Redevelopment Law. The Redevelopment Area Plan establishes goals for future development along with recommendations pertaining to land use, zoning, and site planning. The municipality may form a Committee composed of the Council and its professional planning staff to draft the Redevelopment Area Plan, or contract out the Plan to a professional planning firm.

Existing local land-use plans serve as the foundation for the goals and objectives of the Redevelopment Area Plan, as the Redevelopment Plan is required, via state statute, to be consistent with a municipality’s comprehensive plan or designed to effectuate the comprehensive plan. However, redevelopment often involves a change in the land-use planning approach for an area. Thus, a Redevelopment Area Plan may be inconsistent with some aspect of a municipality’s comprehensive plan. It should also be understood that this is the stage in the redevelopment process when certain (sometimes, all) private properties within the subject are identified as “blighted” pursuant to statutory requirements. Additionally, and directly related to the preceding, the plan must also spell out how the municipality or prospective redevelopment entity will plan for the temporary and permanent relocation of displaced residents and businesses, including an estimate of available housing within the area for this purpose.

**Typical Time Line:** 3-4 months (inclusive of plan adoption)

**Cost Estimate:** \$15,000 - \$20,000

### Action Step 4 – Selecting the Redevelopment Entity

Once the Redevelopment Area Plan has been adopted, the municipality must determine which public agency or entity will be responsible for implementing the plan and administering redevelopment projects within the designated area. For example, the redevelopment entity might be the governing body itself, a local redevelopment agency (Allegheny County Redevelopment Authority), local housing authority or some such entity authorized by state statute to undertake redevelopment activities on behalf of the borough. It is recommended that, regardless of the mechanism chosen for carrying out redevelopment activities, the municipality ensure that the lead professional overseeing redevelopment activities be experienced and qualified to do so.

**Typical Time Line:** Can be done immediately after adoption of the resolution.

**Cost Estimate:** No extraordinary cost associated with this step.

### Action Step 5 – Selecting the Redeveloper

The local redevelopment entity is typically authorized to designate one or more redevelopers to undertake redevelopment projects within the redevelopment area. The designated redeveloper may be a public agency or authority or a private developer, including nonprofit development corporations.

The redeveloper may be selected through the issuance of a request for proposals. In the alternative, the redevelopment may enter into direct negotiations with a specific developer. This usually occurs if the developer has initiated the redevelopment process through a proposed project or inquiries to the municipality.

# part 3

Once a redeveloper has been selected, the redevelopment entity and redeveloper enter into a redeveloper agreement. The redeveloper agreement describes the responsibilities of the redeveloper and redevelopment entity in completing the redevelopment project.

In order to expedite this redevelopment process, and given that there is a particular project in mind, it is recommended that the redevelopment entity directly engage a specific redeveloper for this project. This process usually entails the redevelopment entity performing general due diligence with respect to the qualifications of the prospective redeveloper.

**Typical Time Line:** Can be done concurrent with the drafting of the redevelopment plan.

**Cost Estimate:** None

## Action Step 6 – Property Acquisition & Predevelopment Investigations

It is at this step in the process where land assemblage can begin in earnest. However, much depends on how much private property must be acquired, whether the property is occupied or not, and how willing the private property owner is to selling said property. Therefore, it is somewhat difficult to place a time estimate on this particular phase. Even if condemnation is necessary, land assemblage should usually be accomplished within six to nine months of contacting the owner. Predevelopment investigative activities such as environmental studies (Phase I, Preliminary Assessment, etc.), geotechnical surveys, title searches and appraisals are also conducted at this phase and prior to acquisition, so as value may be established.

**Typical Time Line:** 6-9 months (assuming cooperative sellers, clean titles and uncontaminated property)

**Cost Estimate:** \$45,000 - \$60,000 for predevelopment investigative activities; property acquisition and relocation costs are unknown.

It is at the end of this action step that all property, not currently controlled by the redeveloper, is conveyed, per the terms of the executed redevelopment agreement. The redeveloper is then expected to commence development activity.

### TOTAL ESTIMATED TIME & COST FOR THE ABOVE REDEVELOPMENT ACTIVITIES:

**Time:** 11 – 16 Months

**Cost:** \$72,000 - \$100,000 (exclusive of land acquisition, relocation and any remediation costs)

### Potential Funding Sources:

There are many redevelopment funding sources available at the municipal, county, state, and federal level. In the case of Heidelberg, the Allegheny County Department of Economic Development is able to assist in determining which potential financing opportunities is most appropriate to aid local redevelopment efforts. The appendices of this document include a list of potential funding sources.

## TIER 2

# part 3

There are two projects included in Tier 2 of the action plan. These actions are not integral to the Heidelberg Heights development's success but their implementation would support and supplement the development steps outlined in Tier 1. The two projects are:

- *Revise the Borough's zoning ordinance to ensure that local regulations are consistent with the vision and develop a specific plan for the area's redevelopment; and*
- *Create a Special Impact Zone to encourage development.*

### **Revise the Borough's zoning ordinance to ensure that local regulations are consistent with the vision and develop a specific plan for the area's redevelopment.**

The two options essentially will achieve the same goal of better expressing the type of development that the Borough would like to see in the area in the future. The zoning ordinance amendments would change local regulations that are already in place. Developing a specific plan would advance the redevelopment an additional step and show potential developers the type of uses and general character that the Borough desires and would approve. This plan would be more specific and detailed than the Route 50 Redevelopment Plan created as part of this comprehensive plan. Many of the elements of the specific plan could be incorporated into the Redevelopment Area Plan described in Tier 1.

However, Heidelberg should revise its zoning code to allow a mixture of uses between Route 50 and Chartiers Creek. Currently, the redevelopment area is covered by two zoning districts, Residence II and Commercial. The Borough could create a new mixed use zoning district and re-zone the entire redevelopment area or draft a zoning overlay that would alter the appropriate requirements of the underlying districts while leaving others unchanged. The zoning overlay is likely the best approach to take.

The overlay's text should exempt development in the overlay from the provision Article 5 section 5.23, which prohibits mixing uses. The mixed use zoning overlay should include the following permitted uses:

- Single-family detached dwellings
- Single-family attached dwellings
- Professional Offices
- General Offices
- Retail
- Restaurants
- Parking Structures
- Etc.

Dimensional requirements will most effectively regulate and determine the form of the development in the overlay. The overlay should allow flexibility but be designed to achieve the Borough's vision for the development. It is most effective to use both minimum and maximum setbacks to dictate the buildings' form. The overall idea is to encourage buildings to be built together in an attached manner. The Boroughs' existing front yard setbacks within the Residential 2 and Commercial districts, which allow context-based building setbacks, are a good start. However, these should be changed to more strongly encourage buildings to be built to a common front line. The minimum and maximum setback should vary based on the use. For example:

## part 3

### Front yard depth:

- Mixed-use or non-residential structure: 0 feet minimum to a maximum of 5 feet.
- Apartments or multi-family residential structures: 5 feet minimum to a maximum of 10 feet
- Townhomes or attached residential structures: 10 feet minimum to a maximum of 15 feet

Side yard setback requirements should be eliminated to permit and encourage attached structures.

### Side yards:

- All uses: 0 feet minimum to 5 feet maximum

Parking should be restricted to the rear yard of lots within the overlay. This will create centralized parking areas that are screened from view by the structures themselves. To do this, the overlay needs to allow parking areas to be placed within rear yards. The overlay should also allow shared parking within the garage recommended for the mixed-use portion of the development.

The current maximum height within the R-2 district is 50 feet for multi-family dwellings and 30 feet for all other uses. Within the C district the maximum height of structures is 30 feet. These requirements will likely not need to be changed drastically to accommodate the development envisioned by the Borough.

The timing of these needed changes is ideal because the Borough will be revising its zoning ordinance as a follow-up project to adoption of this comprehensive plan. The Borough has already secured the necessary funding for completing these revisions and has already entered into a contract with a professional consultant to revise the ordinance. This portion of the comprehensive plan should guide the revision of the zoning ordinance revision as it relates to the Heidelberg mixed-use zoning overlay.

## Form a Special Impact Zone

The Borough could incentivize the area's redevelopment by designating the area a Special Impact Zone. This designation would require coordination with the PA DCED and would allow potential developers to receive income tax credits for redeveloping the area. The Impact Zone could come at little cost to the Borough. Further funding and financing support programs are described in the appendices of this plan.

## *TIER 3*

The vision for redeveloping this portion of Heidelberg asserts a desire to establish a strong German theme throughout the area. This branding effort would allow Heidelberg to stand out as a unique destination in the region. Establishing the German theme should begin with public amenities and infrastructure that reflects this character. Displaying the Heidelberg coat of arms and German-style design elements in benches, lighting, or other public amenities will reinforce the concept.

New private development could then incorporate German architectural design elements to strengthen the theme and character of the area. Requirements for these elements may not need to be written into the Borough's code. Instead, the Borough should work with potential developers to encourage them to build on the desired character of the area.

part 4

Carnegie





## Introduction of the Issue

part 4

Carnegie has invested considerable time and resources into planning for its future. Much of this effort has focused on the historic business district, West Main St. area, and the areas adjacent to the new Borough Building. There were ongoing planning efforts along 3<sup>rd</sup> St. and in the historic business district as this comprehensive plan was being developed. The intent of this portion of the Comprehensive Plan is to build on the results of these investments where appropriate and focus on enhancements in other areas of the Borough.

Simultaneously to the development of this comprehensive plan the Borough of Carnegie was participating in the Allegheny Together Program, which examined the traditional main street area of the Borough. Consequently, this comprehensive plan did not focus on these areas of the Borough such as East Main Street.



## Validation of the Issue

Consequently, the Comprehensive Plan seeks to resolve three issues: addressing traffic at the east end of the traditional main street area; stabilizing and enhancing the housing stock in the Irishtown neighborhood; continuing the “road diet” concept that was explored on West Main Street to Mansfield Boulevard; preserving the businesses areas along the south side of West Main Street and Mansfield Boulevard; and enhancing pedestrian access to the Borough Building across West Main Street and the railroad tracks.

### Traffic in the area of Mansfield Blvd., East Main St., the I-376 on and off-ramps, and Chestnut St. is strained by high traffic volumes, especially during peak hours.

Trans Associates evaluated how the current traffic congestion on Chestnut Street, which is caused by high volumes of through traffic in the peak hours, could be addressed. Much of the traffic that utilizes Chestnut Street exists because of the Carnegie Interchange for I-376. This interchange provides regional access for Carnegie, Heidelberg, Scott Township, Green Tree and other adjacent communities. Because of the access to the interstate and industrial properties in the area high volumes of truck traffic are also in the corridor. At many of the intersections, and in particular Chestnut Street with Lydia Street, insufficient curb radii cause damage to sidewalks and poles.



Manual turning movement counts were collected at the study intersections from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. on Tuesday, October 12, 2010 and Tuesday, October 19, 2010. The overall peak hours determined from these counts are 7:15 A.M. to 8:15 A.M. and 4:45 P.M. to 5:45 P.M. The source of this data was obtained from the *Transportation Impact Assessment for the Proposed CVS Drugstore Development*, prepared by Trans Associates, dated November 18, 2010.

Trans Associates performed preliminary capacity analyses and queue analyses at the following intersections:

- Chestnut Street (S.R. 3056) and Mansfield Avenue (S.R. 3048)/Jane Street (S.R. 3009);

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- Chestnut Street (S.R. 3056) and Main Street (S.R. 0050);
- Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058); and
- Chestnut Street (S.R. 3056) and Academy Street.

The analyses concluded that the Lydia and Academy Street intersections with Chestnut are failing with a level of service rating of “F” as currently designed. Additionally, the Main, Lydia, and Academy Street intersections have lanes where the current queues are exceeding capacity.

### **Since the flooding in 2004 some of the older housing stock in the Irishtown portion of the Borough has been challenged by accelerated deterioration, disinvestment, and conversion to rental properties.**

Much of the Irishtown neighborhood is situated in the low-lying areas along Chartiers Creek and is part of the 500-year floodplain. The remnant storms of Hurricane Ivan flooded the Borough’s business district in 2004. It also flooded the many residences in the Irishtown neighborhood. While many of the homes are attractive and have been restored, the subconscious threat of another catastrophic flood has hindered investment in the neighborhood. Some individual properties have fallen into disrepair and disinvestment and many of the homes are being converted into rental properties. Several lots in the neighborhood have uncut grass and some abandoned cars and homes stand out. These conditions create safety hazards for neighborhood residents and children. The Borough has exercised its code enforcement and rental inspection program as much as it can, but has not been able to fully address the issues.



### **The area of Mansfield Boulevard between Mary and Chestnut Streets is wide and could be improved using the “road diet” concept previously recommended for the area of West Main Street in the Borough.**

Trans Associates collected manual turning movement counts at the intersection of Mansfield Boulevard with Broadway Street and Mansfield Boulevard with Walnut Street from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. on Wednesday, June 15, 2011. The overall peak hours determined from these counts is 7:45 A.M. to 8:45 A.M. and 5:00 P.M. to 6:00 P.M.

Capacity analysis and queue analysis were performed for the existing roadway configuration for design year 2032 during the A.M. and P.M. peak hours. The year 2032 was selected because it represents a 20 planning horizon from 2012. Currently, each lane’s capacity at these intersections is operating at level of service A, B, or C (highly functional levels). Additionally, each lane is well below its designed queue capacity during peak hours. These figures indicate that it is worthwhile to further investigate the idea of the Mansfield Boulevard road diet. Detailed results of the capacity and queue analysis are summarized in Table 4 and Table 5, respectively (pages 78 & 79).

### **The Land Uses on the south side of West Main and Mansfield.**

The Borough wants to ensure that the land uses along the north side of West Main Street and Mansfield Boulevard remain primarily non-residential (commercial, office, or institutional) and complement the character of the traditional Main street area of the Borough. A mix of uses (commercial, office, and



residential) is envisioned to remain on the south side of these roadways.

## The new Borough Building and Police Station is difficult to access from the south between McDermit St. and Cabbage St.

There are currently two places for pedestrians and vehicles to cross the railroad tracks that run parallel to West Main Street. These crossings are at Jefferson and Cabbage Streets. The Borough has plans for additional development in this area and better connectivity across the railroad tracks and across West Main Street. It is important to connecting this development to established business areas and residential neighborhoods in the Borough. A potential crossing between these two existing crossings would be challenged by a large vertical grade change over a short horizontal distance.

## Vision for Future

The following statement summarizes the future of Carnegie over the next 15 to 20 years. Many of these concepts are based on ideas expressed at public and steering committee meetings. These are all depicted on the Future Land Use Map.

In the future, Carnegie's:

- Pedestrians and vehicles can easily move between the Borough Building, 3<sup>rd</sup> Street, and Main Street;
- Businesses are thriving by leveraging the Borough's unique character and ease of access from the Port Authority Park and Ride;
- Commercial and office uses in the Borough are found primarily along West Main Street, East Main Street, Mansfield Boulevard, and 3<sup>rd</sup> Street;
- Irishtown neighborhood is growing and capitalizing on its views of and access to Chartiers Creek; and
- Participation in the Tri-Community Streetscape Project has inspired new public investment along 3<sup>rd</sup> Street and is a good model for streetscape improvements in other areas of the Borough.

## Implementation Strategy

In order to effectively address Carnegie's key issues, the planning team undertook a series of analyses and developed plans for several specific areas of the Borough. These analyses focused on traffic congestion around the I-376 interchange, traffic on Mansfield Boulevard, and providing pedestrian access to the Borough Building and Police Station across West Main Street at Third Street. Plans were also developed for enhancing the Irishtown Neighborhood and its housing stock.

## Implementation Steps

The many ideas to enhance Carnegie that have been discussed by the communities and developed as part of the planning process are included in the implementation steps that follow. These ideas are intended to make the Borough more attractive to new residents and businesses. The implementation steps are divided into three tiers.

### TIER 1

There are two Tier 1, Immediate Priority Projects. These projects have been identified as the most important and are reasonably achievable in a short time period following adoption of the Comprehensive Plan. The two projects are:



- Chestnut Street cut-through traffic reorganization; and
- A master plan for the Irishtown neighborhood.

### Chestnut Street cut-through traffic reorganization

Trans Associates analyzed how the current traffic congestion on Chestnut Street, which is caused by high volumes of through traffic in the peak hours around the I-376 interchange, could be addressed. Several options were considered to address this problem. One option examined would be the creation of a one-way couple of streets through the area that would discourage through traffic but maintain access for the Borough to I-376. Another option would be to improve the turning radii for trucks in the corridor.

The feasibility of converting Chestnut Street from a two-way roadway to a one-way roadway between Mansfield Boulevard and Lydia Street to reduce existing cut-through traffic on Chestnut Street was considered. It would be important to maintain the two-way traffic pattern on Chestnut between Lydia and Academy Street for access to the I-376 ramps.

Two (2) separate scenarios were evaluated. The first scenario converted Chestnut Street to permit one-way southbound traffic between Mansfield Boulevard and Lydia Street. The second scenario converted Chestnut Street to permit one-way northbound traffic from Lydia Street through Mansfield Boulevard. By conversion of Mansfield to one-way either northbound or southbound a parallel street such as Hays Street or Sansbury Street maybe considered also for conversion to an opposing direction parallel street. This option of creating a one-way couple of streets is typically implemented with a one-way street conversion however consideration much be given to how the traffic volumes may change on these parallel streets and whether the current problem will only be moved to these streets. A more detailed evaluation of this entire alternative will be required. This analysis only concentrated on the feasibility of converting Chestnut Street to one-way.

In order to evaluate if the conversion of Chestnut Street from a two-way roadway to a one-way roadway is feasible, Trans Associates performed preliminary capacity analysis and queue analysis at the following intersections:

- Chestnut Street (S.R. 3056) and Mansfield Avenue (S.R. 3048)/Jane Street (S.R. 3009);
- Chestnut Street (S.R. 3056) and Main Street (S.R. 0050);
- Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058); and
- Chestnut Street (S.R. 3056) and Academy Street.

#### Data Collection

Manual turning movement counts were collected at the study intersections from 7:00 A.M. to 9:00 A.M. and from 4:00 P.M. to 6:00 P.M. on Tuesday, October 12, 2010 and Tuesday, October 19, 2010. The overall peak hours determined from these counts are 7:15 A.M. to 8:15 A.M. and 4:45 P.M. to 5:45 P.M. The source of this data was obtained from the *Transportation Impact Assessment for the Proposed CVS Drugstore Development*, prepared by Trans Associates, dated November 18, 2010.

#### Analysis

Capacity analysis and queue analysis were performed for the existing roadway configuration and the two (2) proposed scenarios for design year 2032 during the A.M. and P.M. peak hours. Results of the capacity and queue analysis are summarized in Table 1 and Table 2, respectively.

**Table 1: Capacity Analysis**

Approach	Movement	Level of Service (Delay) <sup>(1)</sup>					
		A.M. Peak Hour			P.M. Peak Hour		
		2032 Design Existing	2032 Design One-way SB	2032 Design One-way NB	2032 Design Existing	2032 Design One-way SB	2032 Design One-way NB
<b>Chestnut Street (S.R. 3056) and Mansfield Boulevard (S.R. 3048)/Jane Street (S.R. 3009)</b>							
<b>Eastbound</b> <i>Mansfield Blvd</i>	Approach	C (25.9)	C (23.9)	D (54.5)	B (17.0)	C (34.9)	C (24.8)
Westbound <i>Jane St</i>	Approach	C (29.4)	B (18.2)	C (29.7)	C (28.2)	C (23.6)	C (26.5)
<b>Northbound</b> <i>Chestnut St</i>	Approach	A (6.1)	--	A (2.6)	A (9.1)	--	A (7.6)
<b>Southbound</b> <i>Chestnut St</i>	Approach	A (9.7)	B (10.3)	--	B (15.6)	A (9.1)	--
	Approach	A (9.7)	B (10.3)	--	B (15.6)	A (9.1)	--
<b>Overall Intersection</b>		<b>C (21.1)</b>	<b>C (20.4)</b>	<b>C (23.4)</b>	<b>B (19.9)</b>	<b>C (24.3)</b>	<b>C (21.8)</b>
<b>Chestnut Street (S.R. 3056) and Main Street (S.R. 0050)</b>							
<b>Eastbound</b> <i>Main St</i>	Approach	E (56.9)	C (26.6)	B (17.0)	C (23.7)	B (13.2)	D (52.4)
<b>Westbound</b> <i>Main St</i>	Approach	F (92.6)	E (75.6)	A (9.9)	F (92.1)	C (30.7)	B (15.1)
<b>Northbound</b> <i>Chestnut St</i>	Approach	B (10.3)	--	C (21.9)	B (13.2)	--	B (13.8)
<b>Southbound</b> <i>Chestnut St</i>	Approach	E (69.1)	B (10.1)	--	E (57.3)	B (17.0)	--
<b>Overall Intersection</b>		<b>E (55.1)</b>	<b>C (32.7)</b>	<b>B (16.9)</b>	<b>E (55.3)</b>	<b>C (21.1)</b>	<b>C (30.2)</b>
<b>Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058)</b>							
<b>Westbound</b> <i>Lydia St</i>	Approach	F (175.4)	F (175.4)	D (36.5)	F (146.8)	F (146.3)	C (32.3)
<b>Northbound</b> <i>Chestnut St</i>	Approach	A (3.5)	A (6.6)	B (14.5)	A (3.7)	F (101.4)	C (27.6)
<b>Southbound</b> <i>Chestnut St</i>	Approach	B (13.5)	B (13.5)	--	C (28.0)	C (26.9)	--
<b>Overall Intersection</b>		<b>F (107.6)</b>	<b>F (92.0)</b>	<b>C (30.3)</b>	<b>F (92.1)</b>	<b>F (102.9)</b>	<b>C (31.5)</b>
<b>Chestnut Street (S.R. 3056) and Academy Street (S.R. 3097)</b>							
<b>Eastbound</b> <i>Academy St</i>	Approach	E (68.4)	E (66.9)	F (85.0)	E (65.0)	E (62.4)	D (50.5)
<b>Northbound</b> <i>Chestnut St</i>	Approach	F (130.6)	F (132.1)	D (43.1)	C (29.5)	C (29.9)	B (12.4)
<b>Southbound</b> <i>Chestnut St</i>	Approach	E (74.3)	E (75.3)	F (83.3)	F (167.9)	F (173.7)	C (21.7)
<b>Overall Intersection</b>		<b>F (105.7)</b>	<b>F (106.5)</b>	<b>E (61.4)</b>	<b>F (106.1)</b>	<b>F (108.7)</b>	<b>C (31.8)</b>

(1) Level of Service and vehicular delay calculated using methodologies published in Highway Capacity Manual 2000, published by the Transportation Research Board, 2000.

Source: Analysis by Trans Associates.

**Table 2: Queue Analysis**

Approach	Movement	Existing Queue Capacity <sup>(2)</sup>	95th Percentile Synchro Queue Length (Feet) <sup>(1)</sup>					
			A.M. Peak Hour			P.M. Peak Hour		
			2032 Design Existing	2032 Design One-way SB	2032 Design One-way NB	2032 Design Existing	2032 Design One-way SB	2032 Design One-way NB
<b>Chestnut Street (S.R. 3056) and Mansfield Boulevard (S.R. 3048)/Jane Street (S.R. 3009)</b>								
<b>Eastbound</b> <i>Mansfield Blvd</i>	Left	210	79	105	81	43	89	39
	Right	210	0	53	--	30	29	--
<b>Westbound</b> <i>Jane St</i>	Left/Through/Right	>500	94	53	--	193	141	--
	Through/Right	>500	--	--	93	--	--	175
<b>Northbound</b> <i>Chestnut St</i>	Left/Through	280	91	--	18	100	--	51
<b>Southbound</b> <i>Chestnut St</i>	Through/Right	>500	64	35	--	125	36	--
<b>Chestnut Street (S.R. 3056) and Main Street (S.R. 0050)</b>								
<b>Eastbound</b> <i>Main St</i>	Left/Through/Right	210	230	--	--	259	--	--
	<b>Through/Right</b>	<b>210</b>	--	<b>159</b>	--	--	<b>130</b>	--
	Left/Through	210	--	--	204	--	--	290
<b>Westbound</b> <i>Main St</i>	Left/Through/Right	260	#257	--	--	#508	--	--
	<b>Left/Through</b>	<b>260</b>	--	<b>176</b>	--	--	<b>300</b>	--
	Through/Right	260	--	--	83	--	--	203
<b>Northbound</b> <i>Chestnut St</i>	<b>Left/Through/Right</b>	<b>250</b>	<b>92</b>	--	<b>58</b>	<b>108</b>	--	<b>52</b>
<b>Southbound</b> <i>Chestnut St</i>	<b>Left/Through/Right</b>	<b>280</b>	<b>#303</b>	<b>93</b>	--	<b>#463</b>	<b>176</b>	--
<b>Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058)</b>								
<b>Westbound</b> <i>Lydia St</i>	Left	305	#494	#494	320	#805	#805	542
	<b>Through/Right</b>	<b>305</b>	<b>#415</b>	--	<b>270</b>	<b>#442</b>	--	<b>310</b>
	Through	305	--	#439	--	--	#433	--
<b>Northbound</b> <i>Chestnut St</i>	Left/Through	200	24	--	125	23	--	186
	<b>Left</b>	<b>200</b>	--	<b>51</b>	--	--	<b>88</b>	--

**Table 2: Queue Analysis continued**

Southbound Chestnut St	Through/ Right	250	96	--	--	383	--	--
	<b>Through</b>	<b>250</b>	--	<b>95</b>	--	--	<b>362</b>	--
	Right	250	--	1	--	--	4	--
<b>Chestnut Street (S.R. 3056) and Academy Street (S.R. 3097)</b>								
Eastbound Academy St	Left/ Through/ Right	710	210	210	#330	227	227	334
Northbound Chestnut St	Through/ Right	220	#1,198	#1,198	#1,086	467	467	270
Southbound Chestnut St	Left/ Through	200	#141	#141	336	#723	#705	233

- (1) Queues reported as 95th Percentile Queues from Synchro Traffic Signal Coordination Software. Queues reported with a “#” symbol indicates the 95th percentile queue exceeds capacity, and volume-to-capacity ratios are equal to or greater than 1.0, potentially resulting in a longer queue than reported.
- (2) Existing queue capacity was obtained through the use of Google Earth and is reported to the next intersection.
- Note: Queue lengths in BOLD are forecasted to extend beyond it available queue capacity.

The results of the capacity analysis presented in Table 1 indicates that the overall intersection level of service (LOS) at intersection of Chestnut Street (S.R. 3056) and Mansfield Boulevard (S.R. 3048)/Jane Street (S.R. 3009) is forecasted to operate at LOS C or better with the existing roadway configuration and with either proposed one-way roadway options.

At the intersection of Chestnut Street (S.R. 3056) and Main Street (S.R. 0050), the overall intersection level of service is forecasted to operate at LOS E under existing roadway configurations and is forecasted to operate at LOS C or better with either proposed one-way roadway options.

At the intersection of Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058), the overall intersection level of service is forecasted to operate at LOS F under existing roadway configuration and continues to operate at LOS F with the proposed southbound one-way only roadway configuration. The intersection is forecasted to operate at LOS C with the proposed northbound one-way only roadway configuration.

At the intersection of Chestnut Street (S.R. 3056) and Academy Street (S.R. 3097), the overall intersection level of service is forecasted to operate at LOS F under existing roadway configuration and continues to operate at LOS F with the proposed southbound one-way only roadway configuration. The intersection is forecasted to operate at LOS E or better with the proposed northbound one-way only roadway configuration.

A comparison of peak hour traffic volumes was completed to evaluate the potential reduction in traffic along Chestnut Street (S.R. 3056) with both proposed one-way roadway improvements. Traffic volumes were routed through the surrounding roadways and study intersection side streets. Restricted southbound traffic was assumed to converge back to Chestnut Street via Academy Street. The summary of the total combined A.M. and P.M. peak hour traffic volumes at each intersection is presented on Table 3.

**Table 3: Peak Hour Traffic Volumes**

Intersection	Total A.M. and P.M. Peak Hour Traffic Volume		
	2032 Design Existing	2032 Design One-Way SB	2032 Design One-Way NB
Chestnut Street (S.R. 3056) and Mansfield Boulevard (S.R. 3048)/Jane Street (S.R. 3009)	2,470	2,240	1,440
Chestnut Street (S.R. 3056) and Main Street (S.R. 0050)	2,960	2,360	2,470
Chestnut Street (S.R. 3056) and Lydia Street (S.R. 3058)	2,560	2,560	1,950
Chestnut Street (S.R. 3056) and Academy Street (S.R. 3097)	3,860	3,860	3,860

The results of the A.M. and P.M. peak hour traffic volume comparison presented in Table 3 indicates that a slight reduction in peak hour traffic will occur at the intersections of Chestnut Street (S.R. 3056) with Mansfield Boulevard (S.R. 3048)/Jane Street (S.R. 3009) and Chestnut Street (S.R. 3056) with Main Street (S.R. 0050) with one-way southbound traffic only on Chestnut Street, between Mansfield Boulevard and Lydia Street. A greater reduction in peak hour traffic is forecasted to occur with one-way northbound traffic only on Chestnut Street, from Lydia Street through Mansfield Boulevard.

Based on the results of the analysis, either proposed scenarios Chestnut Street are feasible; however, further evaluation should be completed to determine the impacts of surrounding roadways and intersections. Funding for this type of project can come from a variety of sources. Many federally funded programs exist to address a problem such as Chestnut Street. Once the upcoming federal reauthorization for transportation funding is completed, available programs for federal transportation funds should be evaluated at that time for this project. In addition to federal funds other sources of state or local funding should also be explored.

If it is determined that the creation of the oneway street couple is not feasible or it becomes a long range project, consideration should be given to improving the turning radii at the critical intersections in the corridor to better accomodate the truck traffic.

### A master plan for the Irishtown Neighborhood

The following is a graphic and narrative description of enhancements within and bordering the Irishtown Neighborhood. This master plan is intended to depict the types of projects that could help improve housing quality and beautify the neighborhood to make it more attractive for reinvestment. The overall concept included in the neighborhood master plan is to strategically infuse public investment and selectively develop a mixture of new infill housing to attract new residents. The concept also incorporates limited space for businesses and offices.

“Irishtown has the potential to be a quaint little neighborhood”  
  
*Mayor Jack Kobistek in Pittsburgh Post-Gazette July 7<sup>th</sup>, 2011*

#### Public investment:

A series of public improvements are included in the master plan to catalyze private investment. These are intended to build on the already planned investments in rehabilitating the Third Street Bridge and the Tri-Community Streetscape Project along Third Street in the Borough.

#### **Public Spaces**

The most significant improvement is the greenway park along Chartiers Creek. This park and greenspace would serve recreational purposes with overlooks and exercise amenities as well

as environmental purposes with enhanced stormwater management. A waterfront trail would be built along the top of the sloping creek banks. The trail would have activity and exercise nodes and link to many of the other recreational amenities along the Creek. The existing playground along the Creek between 5<sup>th</sup> and 6<sup>th</sup> streets would be expanded. An overlook could be created at the terminus of 4<sup>th</sup> street to provide views of Chartiers Creek.

### **Streetscapes**

3<sup>rd</sup> street is already slated for streetscape improvements as part of the Tri-Community Streetscape Project. However, many of the other streets in the neighborhood could benefit from upgrades or enhancements. These include adding street trees, replacing sidewalks where they have deteriorated, and painting/stripping crosswalks at intersections. These projects are intended to be implemented on an as-needed basis along the following streets: 1<sup>st</sup> Ave., 2<sup>nd</sup> Ave. 3<sup>rd</sup> Ave., 4<sup>th</sup> St., 5<sup>th</sup> St., 6<sup>th</sup> St., 7<sup>th</sup> St., and 8<sup>th</sup> St.



### **Private Investment:**

As mentioned in previous parts of this Plan, 4Ward Planning conducted a residential supply-demand analysis for the planning area. The analysis concluded that there will likely be a demand for between 971 and 1,426 new housing units in the 3 communities by 2015. This will be caused by a combination of factors including: housing obsolescence, commuting patterns, rising gas prices, etc.



### **Housing**

The housing included in the Irishtown master plan varies in type from single-family detached homes to townhomes, duplexes and small-scale apartments. Each of these types of housing is envisioned to be infill and reflect the scale and character of existing homes in the neighborhood.



### **Public/Private cooperation:**

The plan also includes several shared parking areas, typically situated near churches in the neighborhood. Land uses such as churches have very limited periods of time when their demand for parking is very high (typically during worship). The remainder of the week these parking areas remain mostly unused. Allowing these lots to provide parking space for the commercial uses along Third Street and West Main Street will put these spaces to use while the church does not need them. The Borough, however, needs to be flexible in allowing this type of sharing scenario.



The Borough could also consider providing regulatory incentives to redevelopment in the neighborhood. Chapter 6 of this plan discusses, among other things, housing in the communities and strategies that could help improve deteriorating housing. One of these ideas is to relax or eliminate permit or application fees for redevelopment in specific areas like the Irishtown neighborhood. This may not be a large incentive but would remove what some property

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owners see as a potential barrier to reinvesting in the community.

Currently, the residential core of the Irishtown Neighborhood is zoned C-2 Transition Commercial. This district permits a mixture of residential and business uses by right as well as retail and institutional uses by conditional use. These uses seem to be consistent with the desired character of the neighborhood. However, the zoning district also has somewhat restrictive lot area and setback requirements when applied to the residences in Irishtown. For example, the minimum lot size in the district is 5,000 square feet while the average lot size of residential lots in the neighborhood is approximately half of that size. The minimum front and rear yard setbacks of 20 feet are also too large when applied to the neighborhood. The Borough could create a zoning overlay for the neighborhood that could relax the dimensional requirements (lot size, front yard setback, side yard setback, and rear yard setback) of only this area of Irishtown. The overall intent of this overlay would be to eliminate issues of non-conformance for property owners wishing to rehabilitate or redevelop their lot. This zoning implementation project could be completed shortly after the comprehensive plan's adoption as part of the Borough's zoning ordinance revisions.



The neighborhood master plan also includes elements from the Carnegie Transit Oriented Development (TOD) Plan developed by URS, Maynes Associates, and 4Ward Planning. Combined, the TOD Plan and the Irishtown Neighborhood Master Plan clearly express the extent of planning that Carnegie has undertaken to improve this area of the Borough.

*The illustration on the following page is intended to be conceptual and illustrate the type of improvements or development that is desirable in the area. It is not intended to be used as a detailed design/construction document.*



# Irishtown Aerial Photo Map

**ADOPTED WEST BUSWAY TOD PLAN**  
 - By URS, MAYNES ASSOCIATES, AND 4WARD PLANNING

**OFFICE / RESIDENTIAL RENOVATIONS**  
 - Office on first floor  
 - Apartments or condos on second floor

**RESIDENTIAL REDEVELOPMENT AND INFILL (TYPICAL)**  
 - Two duplexes  
 - 38 single family

**STREETScape IMPROVEMENTS**  
 - Street trees (where appropriate)  
 - Sidewalk replacement (where needed)  
 - Striped crosswalks

**APARTMENT BUILDINGS**  
 - Two stories  
 - 12 units

**EXPANDED SHARED PARKING**  
 - Shared Church and Business District parking

**PARKLET**  
 - Gazebo

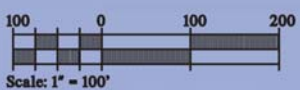
**EXPANDED SHARED PARKING**  
 - Shared Church and Business District parking

**MIXED USE REDEVELOPMENT**  
 - Two to three story apartment building  
 - Two story mixed use building  
 - First floor restaurant with deck  
 - Second floor apartments

**NEW STREET CONNECTIONS**  
 - Extend and connect streets for better visibility and public access to Greenway and Creek

**PHASE OUT ALLEY-FACING RESIDENTS**

**GREEWAY PARK**  
 - Recreation  
 - Wide waterfront trail with activity / exercise nodes  
 - Overlook, gazebo, and picnic shelter  
 - Expand existing playground  
 - Connections to existing trails and retail  
 - Pedestrian connections to redevelopment and existing residents  
 - Stormwater Management  
 - Planted floodplain areas to absorb extra rain water  
 - Riparian Buffer creates habitat, lowers creek temperature for healthier aquatic life, prevents erosion, and filters pollutants



Data Source:  
 Allegheny County GIS Department  
 Pennsylvania Spatial Data Access (PASDA)  
 PAMap Aerial Photography





## Mansfield Boulevard Road Diet

Trans Associates completed an evaluation to determine the feasibility of implementing a proposed “Road Diet” along Mansfield Boulevard, between Mary Street and Chestnut Street. The road diet consists of reducing the current four-lane roadway, providing two lanes of travel in each direction, on Mansfield Boulevard to three lanes, providing one lane of travel in each direction with exclusive left turn lanes. The purpose of this road diet would be to reduce the number of travel lanes for vehicles to the minimum needed and utilize the remaining roadway width for other modes of travel and amenities such as pedestrians, bicycles, streetscape and on-street parking.

In order to evaluate if the road diet is feasible, Trans Associates performed preliminary traffic capacity analysis and queuing analysis at the intersections of Mansfield Boulevard with Broadway Street and Mansfield Boulevard with Walnut Street. These intersections were selected because they are between the intersections at either end of the corridor and represent typical conditions along the roadway. It is recognized that the signalized intersections, at each end of the corridor at West Main Street and Chestnut Street would most likely have to remain 4 lanes to maintain adequate operations at each traffic signal. The capacity and queue analysis were completed to determine if a reduction of lanes would cause existing conditions to become congested and unacceptable by typical roadway capacity standards. The current traffic control at the intersection of Mansfield Boulevard with Broadway Street is signalized and at the intersection of Mansfield Boulevard with Walnut Street is unsignalized, with stop sign control on the side street approaches.



### Analysis

Capacity analysis and queue analysis were performed for the existing roadway configuration and proposed roadway configuration for design year 2032 during the A.M. and P.M. peak hours. The year 2032 was selected because it represents a 20 planning horizon from 2012. If federal funding were to be used for implementation of the project a 20 plan horizon would be needed. Results of the capacity and queue analysis are summarized in Table 4 and Table 5, respectively.

The results of the capacity analysis presented in Table 4 indicates that the overall intersection level of service (LOS) at intersection of Mansfield Boulevard (S.R. 3048) with Broadway Street is anticipated to decrease from LOS B (with existing roadway configuration) to LOS D (with proposed road diet configuration), resulting in an increase in overall intersection delay by 21.5 seconds (38.5 seconds – 17.0 seconds). However, LOS D or better is considered an acceptable level of service in urban areas. Therefore based on the capacity analysis, the study intersections are anticipated to operate at acceptable levels of service with the proposed road diet improvements.

**Table 4: Capacity Analysis**

Approach	Movement	Level of Service (Delay) <sup>(1)</sup>			
		A.M. Peak Hour		P.M. Peak Hour	
		2032 Design Existing	2032 Design Proposed Road Diet	2032 Design Existing	2032 Design Proposed Road Diet
<b>Mansfield Boulevard (S.R. 3048) and Broadway Street</b>					
<b>Eastbound Mansfield Blvd</b>	Left	A (5.0)	A (5.7)	A (6.4)	B (10.2)
	Through/Right	B (12.2)	B (16.8)	B (15.9)	D (54.3)
	Approach	B (11.4)	B (15.7)	B (15.6)	D (53.1)
<b>Westbound Mansfield Blvd</b>	Left	A (5.3)	A (7.7)	A (8.5)	C (22.4)
	Through/Right	B (11.2)	B (12.9)	B (14.1)	B (19.7)
	Approach	B (10.5)	B (12.3)	B (13.3)	C (20.0)
<b>Northbound Broadway St</b>	Approach	C (33.2)	C (33.2)	C (34.6)	D (51.0)
<b>Southbound Broadway St</b>	Approach	C (26.9)	C (26.9)	C (26.1)	C (31.4)
<b>Overall Intersection</b>		<b>B (14.6)</b>	<b>B (17.3)</b>	<b>B (17.0)</b>	<b>D (38.5)</b>
<b>Mansfield Boulevard (S.R. 3048) and Walnut Street</b>					
<b>Eastbound Mansfield Blvd</b>	Left	A (8.2)	A (8.2)	A (9.7)	A (9.7)
<b>Westbound Mansfield Blvd</b>	Left/Through	A (8.3)	N/A	A (8.9)	N/A
	Left	N/A	A (8.3)	N/A	A (8.9)
<b>Northbound Walnut St</b>	Approach	C (15.3)	C (17.9)	C (18.9)	C (24.4)
<b>Southbound Walnut St</b>	Approach	C (15.7)	C (16.4)	C (18.0)	C (23.0)

(1) Level of Service and vehicular delay calculated using methodologies published in *Highway Capacity Manual 2000*, published by the Transportation Research Board, 2000.

Source: Analysis by Trans Associates.

The results of the queue analysis presented in Table 5 indicate that the through queues along Mansfield Boulevard (S.R. 3048) at its intersection with Broadway Street are anticipated to back through the next adjacent intersections.

**Table 5: Queue Analysis**

Approach	Movement	Existing Queue Capacity <sup>(2)</sup>	95 <sup>th</sup> Percentile Synchro Queue Length (Feet) <sup>(1)</sup>			
			A.M. Peak Hour		P.M. Peak Hour	
			2032 Design Existing	2032 Design Proposed Road Diet	2032 Design Existing	2032 Design Proposed Road Diet
<b>Mansfield Boulevard (S.R. 3048) and Broadway Street</b>						
<b>Eastbound</b> <i>Mansfield Blvd</i>	Left	150	20	20	10	9
	Through/Right	400	114	336	187	<b>855</b>
<b>Westbound</b> <i>Mansfield Blvd</i>	Left	115	13	13	39	74
	Through/Right	320	77	182	170	<b>474</b>
<b>Northbound</b> <i>Broadway St</i>	Approach	275	72	72	49	57
<b>Southbound</b> <i>Broadway St</i>	Approach	110	11	11	36	44
<b>Mansfield Boulevard (S.R. 3048) and Walnut Street</b>						
<b>Eastbound</b> <i>Mansfield Blvd</i>	Left	110	1	1	3	3
	Through/Right	320	0	0	0	0
<b>Westbound</b> <i>Mansfield Blvd</i>	Left/Through	250	1	N/A	2	N/A
	Left	N/A	N/A	1	N/A	2
	Through/Right	250	N/A	0	N/A	0
<b>Northbound</b> <i>Walnut St</i>	Approach	275	3	3	9	19
<b>Southbound</b> <i>Walnut St</i>	Approach	110	2	2	10	16

(1) Queues reported as 95<sup>th</sup> Percentile Queues from Synchro Traffic Signal Coordination Software.

(2) Existing queue capacity was obtained through the use of Google Earth and is reported to the next intersection.

Note: Queue lengths in **BOLD** are forecasted to extend beyond it available queue capacity.

Source: Analysis by Trans Associates.

**Feasibility of Project Implementation**

Based upon this initial analysis of the capacity impacts of the road diet it appears that some degradation in congestion will occur during the weekday PM peak hour at the intersection of Mansfield Avenue with Broadway. However this will be within acceptable limits. The analysis does show that with the removal of one through lane in each direction the queuing along Mansfield Avenue will increase significantly in the PM peak hour and may be extended to the adjacent intersections. This preliminary analysis indicates that it may only be feasible to implement the road diet between Broadway and Chestnut. More detailed studies will be required to determine the exact configuration and limits of the road diet.

# part 4

## Opinion of Probable Project Cost

A preliminary opinion of probable cost was developed for the proposed road diet project on Mansfield Boulevard, between Mary Street and Chestnut Street. The road diet consists of reducing the four-lane roadway, providing two lanes of travel in each direction, on Mansfield Boulevard to three lanes, providing one lane of travel in each direction with exclusive left turn lanes. The preliminary opinion of probable cost for the proposed Mansfield Boulevard road diet project is approximately \$1,160,000.

This would only include the cost of narrowing the roadway from 4 to 3 lanes and restoring the remaining area to landscaping, sidewalk or pedestrian areas. If the current roadway width were maintained and a restriping of the roadway to 3 lanes were to occur with a separate painted area for on-street parking or a bike lane the cost would be substantially less.

## Potential Funding Sources

A road diet project can be funded from a variety of sources. Currently Carnegie Borough is utilizing federal transportation funds for a streetscape project in Third Street. There are several federally funded programs that promote complete streets such as the Transportation Enhancement program and The Hometown Streets Program. Once the upcoming federal reauthorization for transportation funding is completed, available programs for federal transportation funds should be evaluated at that time for this project. In addition to federal funds other sources of state or local funding should also be explored.

## **Adjust the Borough’s Zoning Ordinance to promote non-residential development along the south side of Mansfield Boulevard and West Main Street.**

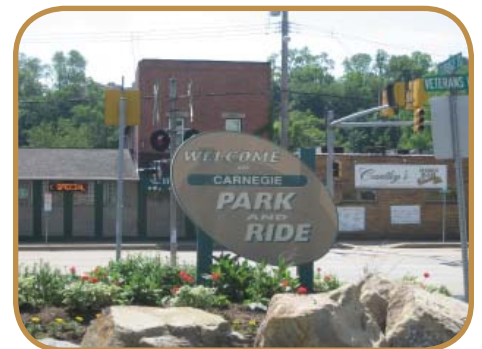
Both the area along Mansfield Boulevard and West Main Street are zoned C-1 Commercial, which generally permits by right uses such as retail, office, and restaurants. The district also permits conditional uses such as churches, hotels, and other institutional uses. These requirements are generally in keeping with the Borough’s desire to keep the corridor primarily non-residential. The district’s lot size, setback, and height requirements are also permissive enough to seem to promote the desired types of development.

However, the Borough’s off-street parking requirements could create some challenges for redevelopment of the area along West Main Street. Currently, per section 307 of the Borough’s Zoning Ordinance, areas of the C-1 district are exempt from the off-street parking requirements if they are situated along the following streets: “Mansfield Boulevard, Kinney Street, Third Avenue, Williams Street, and Broadway Street.” The Borough could provide the areas along West Main Street relief from the off-street parking requirements as well by simply adding the street to the list in section 307 of the Zoning Ordinance.

## *TIER 3*

## **Main Street Access to the Port Authority of Allegheny County West Busway Carnegie Park and Ride**

An evaluation was completed to determine the feasibility of providing an a vehicular and/or pedestrian access to the Port Authority of Allegheny County (PAT) West Busway Carnegie Park and Ride at the existing intersection of Main Street and Third Street. This access would be created by extending Third Street



through West Main Street across the railroad tracks into the municipal building area with a connection to the park and ride lot or perhaps a parking garage located on the existing municipal building parking lot. There is currently a traffic signal at this intersection which could be modified to provide four way operations.

Based on the evaluation, a driveway or roadway is not feasible due to the difference in elevation which is approximately four (4) feet between Main Street and the existing railroad tracks. This different in elevation would have to be accommodated over a distance of approximately fifteen (15) feet making the grade unacceptable for vehicular travel. This area between Main Street and the municipal building lot includes existing railroad tracks that run parallel to Main Street. With this difference an at-grade pedestrian crossing is feasible at this location utilizing a ramping system to meet ADA standards. A survey of the area will be required to verify the elevations and conclusions of initial feasibility study. Because this project would provide a pedestrian access to a transit facility federal funding maybe feasible for construction of this project.







Spikenard St

# Carothers Ave.

part 5



# Carothers Ave.

part 5

## Introduction of the Issue

Carothers Avenue was once a vibrant mixed-use commercial and residential corridor. Residents had easy access to everyday needs for goods and services. Many of these businesses have closed or relocated and residences have transferred from owner-occupied structures to rental properties. Residential occupancy rates have declined simultaneously to those of commercial occupancy. The roadway itself has also seen increasing traffic volumes as motorists use Carothers as a bypass of Route 50. Scott Township, in partnership with Carnegie and Heidelberg has recently planned enhancements to Carothers Avenue's streetscape and other public amenities along the corridor.



## Validation of the Issue

There are barriers and opportunities impacting the potential for reinvestment and future development along Carothers Avenue. Each of these is briefly described below.

### **The topography along Carothers is steep.**

The corridor changes elevation quickly within one-half of a block on either side of Carothers. From Spikenard Street to Center Street the elevation changes between 40 and 50 feet<sup>1</sup>. This occurs over an average distance of about 270 feet, which results in an average slope of between 15 and 19%. This slope calculation is an average over the 270 feet. The area of the roadway itself is mostly flat which means that the slopes on either side of Carothers are even steeper. Generally, it is not recommended to build on slopes of 25% or greater because of their instability and prohibitive costs. The steepness of the corridor's terrain also influences the size of the buildings along Carothers.

### **Building sizes along the corridor limit the attractiveness to retailers but provide opportunities for small offices.**

Building footprints along the corridor are small when compared to the size typically demanded by modern retailers. The average building footprint of buildings fronting Carothers Avenue between Lee Street and Finley Street is approximately 1,200 square feet. This small footprint size will limit the types of retail businesses that will find the area attractive. A small convenience retailer would typically desire about 2,000 square feet, which could only fit in a small number of structures along the corridor. The types of businesses that have remained are indicative of those that would continue to find the area attractive. These include small convenience retailers, beauty shops, or dry cleaners.



<sup>1</sup> This is the average range from the area between Finley Ave. and Lee St.

# part 5

While many of the buildings along Carothers Avenue may not be attractive to a wide range of modern retailers, the buildings are ideal for professional office spaces. These uses typically only require 800-900 square feet. Allowing the buildings along Carothers to accommodate a live-work situation could encourage the reuse of the structures as professional office and residential space for small entrepreneurs.

## **Residents along Carothers are not as close to the businesses they were used to patronizing, but they are still close in proximity to many types of retail and services.**

Residents along Carothers and in the neighborhood west of Carothers must now travel to Main Street in Carnegie, or the commercial areas along Route 50 to acquire the goods and services that once were provided in their neighborhood. Business development, especially retail, along Carothers would likely compete directly with retail in these other areas of the community. This may not be an overall positive outcome for the community. An issue may be enhancing connectivity and accessibility to these uses for residents of Carothers Avenue. For example, the new grocery store that is being built along Route 50 in Scott is very close to Carothers Avenue. However, the railroad tracks present a physical barrier that separates the new store's site from Carothers Avenue.

## **The existing building stock along Carothers may benefit from recent trends in demand for residential space.**

As is explored in greater detail in the "Housing" portion of the plan (in Part 6), the three communities will have a demand for between 971 and 1,426 new or substantially renovated housing units by 2015. This range of housing demand figures was based on two analyses conducted by 4Ward Planning. The lower projection was based on a no-growth estimate and the larger figure was the result of a conservative-growth estimate. The analyses considered variables such as housing obsolescence, commuting patterns, and rising gas prices among others.

## **Parking along the corridor is limited.**

Almost all of the parking spaces found along Carothers Avenue are on-street spaces. The exceptions are the few buildings with first floor garages and the off-street parking lot at the Glendale Volunteer Fire Department. Increasing commercial or office space tenants along the corridor will increase the demand for parking along Carothers and further strain the limited supply of on-street spaces.

Although the on-street parking is limited, current plans associated with the Tri-Community Streetscape Project include additional on-street and off-street parking spaces. The plans include a new off-street surface parking (at the intersection of Locust Street) that could include approximately 11 spaces.



## Nationwide, the market for retail space is overbuilt and highly competitive.

Retail space has been overbuilt throughout the country<sup>2</sup> in recent years. In 1985 there was 11 sq.ft. of retail per capita. This increased to 19 sq.ft. of retail per capita (72% increase) in 2005. During the same time period (1985-2005) median income grew approximately 20%. This disconnect is attributable to the availability of credit. However, we are now realizing that the retail space has been overbuilt. The retail market is highly competitive and Carothers must compete with other areas of the Township as well as Carnegie and Heidelberg.

## Vehicular traffic along the corridor is heavy, especially during peak hours of weekdays.

In 2011 the average traffic volume along Carothers Avenue was 8,064<sup>3</sup> average annual daily trips (AADT). AADT is essentially the average number of vehicular trips (one-way) on an average day of the year. This is a high volume of traffic for such a narrow street. Carothers has one travel lane in each direction and on-street parking on one side of the street at various points along the corridor. Comparatively, Main Street in Carnegie, also a two-lane road, but which has parking on both sides, had an AADT of 7,400 in the same time period. Mansfield Boulevard a very wide four-lane plus a turn lane roadway also had an AADT of 7,400 in 2011. The high volume of vehicles is readily apparent if one uses the roadway during peak hours. Traffic in the afternoon rush hour is bumper-to-bumper along Carothers' stretching from the intersection with Route 50 to the bridge over Chartiers Creek into Carnegie (3<sup>rd</sup> St. Bridge).

High traffic volumes can be viewed as both a positive and a negative. To the people that live along Carothers the traffic is likely seen as a hindrance and a nuisance. However, traffic is a positive indicator for potential businesses.

## Planned infrastructure investment along the corridor will enhance the appearance of Carothers Avenue.

The tri-community streetscape project, which has been discussed in previous chapters, is planned to enhance the appearance of Carothers Avenue as well. The plans for the tri-community streetscape plan along Carothers include enhancing on-street parking by shifting it to the opposite side of the street and by installing decorative lighting, street trees, crosswalks, ADA accessible curb-cuts and other improvements.



## Vision for the Future

Overall, the consensus vision of the corridor is a walkable corridor that is reinvigorated as a vibrant, attractive, mixed use corridor of professional office, specialty commercial and residential space that allows live-work uses (a combination use that allows the business owner to live on the upper floors of the building). The corridor will reconnect pedestrians to neighborhoods in Carnegie across the railroad tracks. This would reconnect the two communities and allow access to the new grocery store. People using the

<sup>2</sup> Information per 4Ward Planning.

<sup>3</sup> PennDOT 2011 GIS dataset. AADT is the typical daily traffic on a road segment for all the days in a week, over a one-year period. Volumes represent total traffic, both directions.

part 5

Carnegie-Carothers Loop discussed in Chapter 2 will be able to freely access the businesses along Carothers Avenue.

Retail space will be concentrated around the intersection with Magazine Street and will benefit from newly created off-street parking spaces. The remainder of the buildings along the corridor will accommodate professional office or home office space on the ground floor and living space within the upper floors. Existing structures are desired to be rehabilitated where feasible. However, tear down and replacement is viewed as a suitable redevelopment option as well. Preserving some buildings along the corridor with quality historic character is desirable, but redevelopment is welcome even if the historical character is not strictly replicated. The Township envisions that 25-50% of the structures within the corridor will house a viable business or office.

The Carothers Redevelopment Plan is a graphic representation of what is envisioned for land uses and pedestrian amenities along the corridor. The vision builds on the public improvements slated for the corridor as part of the tri-community streetscape project.

*The illustration on the following page is intended to be conceptual and illustrate the type of improvements or development that is desirable in the area. It is not intended to be used as a detailed design/construction document.*

# Planning Area

## STREETSCAPE

- Pedestrian Friendly
  - Pedestrian crosswalks at every intersection
  - Street trees for shade and to reduce vehicular speeds
  - Street parking
- Street lights
- Decorative street furniture
- Street trees to reduce heat island, absorb stormwater, and filter air pollution

## CONCENTRATED RETAIL AREA

## NEW PUBLIC PARKING

- Potential for up to nine spaces
- Landscape screening
- Shade trees to reduce heat island and absorb stormwater

## MAJOR PEDESTRIAN CONNECTION

## POTENTIAL EXPANDED PARKING

- ## EXISTING HOME / OFFICE REHAB.
- Potential for home offices on first floor
  - Garages or parking pads on rear alley

## INFILL HOME / OFFICE

- Potential for home offices on first floor
- Garages or parking pads on rear alley
- Two to three stories
- Setback new buildings 0-5 feet from sidewalk

## EXISTING HOMES

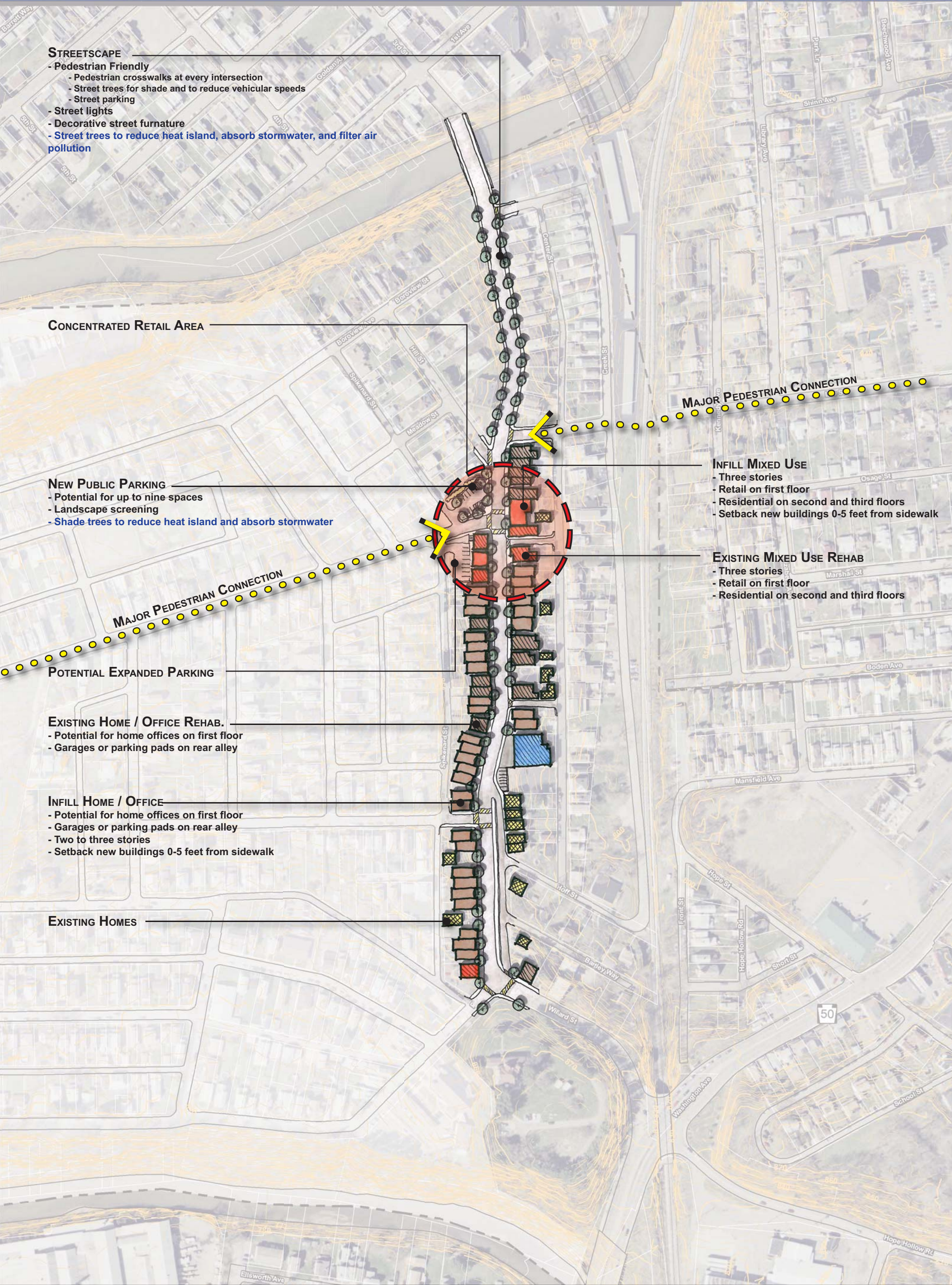
## MAJOR PEDESTRIAN CONNECTION

## INFILL MIXED USE

- Three stories
- Retail on first floor
- Residential on second and third floors
- Setback new buildings 0-5 feet from sidewalk

## EXISTING MIXED USE REHAB

- Three stories
- Retail on first floor
- Residential on second and third floors







# Implementation Strategy



Overall, the implementation strategy is to promote private investment along the corridor and build on the infrastructure improvements slated to be completed along the streetscape. This includes exploring potential ways the Township can support the project from the public side such as revising the zoning ordinance to ensure that local regulations are consistent with the vision and redevelopment plan for the corridor. This includes revising the types of uses that are permitted and requirements regarding development dimensions, density, parking, and landscaping. This could also include adapting development approval processes to allow flexibility and attract potential developers. In addition to code revisions, the strategy promotes the physical appearance of the buildings along the corridor by establishing a façade easement/enhancement program.

## Implementation Steps

The many ideas to enhance Carothers Avenue that have been discussed by the communities and developed as part of the planning process are included in the implementation steps that follow. These ideas are intended to remove as many of the barriers to development as possible while ensuring a desired outcome (the Township’s vision for the area). The implementation steps are divided into three tiers.

### *TIER 1*

One Tier 1, Immediate Priority Project has been identified as the most important and reasonably achievable in a short time period following adoption of the Comprehensive Plan. The project is:

#### **Establish a façade improvement or façade easement program**

Many communities have seen success in revitalizing businesses or other structures in targeted areas by establishing façade improvement programs or façade easement programs. The Township should establish either a façade improvement or easement program to enhance the appearance of buildings along Carothers.



A façade improvement program could be initiated to enhance buildings along Carothers Avenue. A handbook and flow chart for the façade program should be established so that the progress of each building can be followed. The source of the funds of the program can impact the requirements of the program. For example, the number of steps in the process increases if Community Development Block Grant (CDBG) funds are used to fund the program instead of local funding. CDBG requires prevailing wage rates, bidding/quotes, blighted condition documentation, etc. However, forms can be created to streamline the process of satisfying these requirements. The Township would likely need to hire a consultant to help set up these processes and documents. The key is to develop a system that ensures impartial selection of grantees and properly completed projects.



## part 5

Some successful façade programs also set aside funds for architectural assistance. This can be used to hire technical expertise to complete renderings of what buildings could look like. Many owners do not realize what their building could look like. The funds can also be used to write specs so that the project can be bid or quotes can be requested.

CDBG funds can be used for façade improvements (front, back, or sides) or code upgrade issues inside the building. The problem with code issues is that they are sometimes not visible. Therefore, the visual impact is often not seen from the street. The Township should decide on what they will allow as eligible activities in their façade program.

The process would include:

- Application (need a standard form, determine who receives them)
- Sketch, code workup, cost estimate (third party), deficiency assessment form (to prove blight if CDBG funds), photos.
- Design Review Board review and approval (meeting notice, materials to Board, meeting, answer questions, get approval)
- Verification of wage rates (if applicable)
- Historic preservation approval (if applicable due to source of funds or historic designation)
- Bidding or quotes (pre-qualified bidders are helpful—seminars could be used to educate contractors about the program and to pre-qualify them as eligible)
- Lender Commitment Program (LCP) application/approval as match, or documentation of other match money
- Formal grant review and approval by committee
- Preconstruction preparation (verify that above steps are done)
- Preconstruction conference (walk through, grant agreement, issue notice to proceed, acquire building permits)
- Start construction—verify wage rates, labor interviews, verify payrolls (if applicable)
- Change orders (if applicable)
- Complete construction (should have max. # of days to complete project and should not let them linger if someone else could be using the funds)
- Inspection (Borough)
- Certificate of Occupancy (if applicable)
- Release of liens, certificate provided (if applicable)
- Draw down funds from granting agency or Borough (generally can pay contractor or reimburse building or business owner)
- Monitoring of overall project (take “after” photos for file)
- File maintenance (depends on source of funds)
- Status reports (depends on source of funds)

The appendices of the plan include an example of a façade program application and guidelines from the City of Pittsburgh’s “Storefront Renovation Program.”

**Responsible parties and financial support:** The façade program could involve outright grants or grants/loans, or just loans (generally low interest). This should be decided up front and rules and regulations should be identified before any decisions are made as to who will be receiving the assistance. Forgivable loans are common in façade programs. In these programs the loan principal is reduced by 20% each year you remain in business. Thus, if you stay in business for 5 years, the loan becomes

a grant, with the possible exception of some interest. Funding for the façade program could come from CDBG, local contributions, or foundations.

The community should set up a Lender Commitment Program (LCP) with local banks providing a set amount of funds (this can help meet their CRA requirements) at low interest to businesses or building owners who meet certain criteria.

Businesses or buildings should be in the targeted Carothers corridor area, agree to meet the adopted design standards, and qualify for the loans. The bank(s) should use their own standards for lending. Generally, LCP funds can be used to match the grant or loan from the façade program. These same banks could help administer the façade grant/loan program.

**Probable costs:** The community should decide the maximum amount of the grant or loan. Generally, communities use 50% grants (or a dollar for dollar match), with a maximum of \$5,000 - \$10,000. While the amount available for a façade program varies, communities typically have a fund of about \$200,000 available for the program. Façade improvements for non-residential buildings and rental properties typically must be matched dollar for dollar. Residential property owners with income greater than 115% of the community's median income typically must also match the grant dollar for dollar. Homeowners with median income less than 115% of the community must match at least 10% of the grant. Carnegie already administers a façade improvement program. It could be beneficial for Scott and Carnegie to partner together to administer a joint façade improvement program. Scott could contribute financially to the Carnegie CDC, which administers the Carnegie façade program.



The appendices of the plan include a diagram of typical architectural features of a traditional commercial building (Architectural Elements - Commercial Building) and a diagram showing a variety of low-cost façade improvement ideas (Façade Improvements - Quick Solutions Guide).

Alternatively, the Township could begin a façade easement program. An easement program differs from the façade improvement program in that the Township or other agency holding the easement<sup>4</sup> would own the rights to repair, alter, or maintain the building's façade. Easement donors receive a Federal income tax deduction if they meet the requirements of the IRS. *The Organizations with effective preservation easement programs must have a thorough easement document, consistent inspection routine, sufficient resources to protect the easement, and a knowledgeable staff to educate potential easement donors. For preservation easements to be effective incentives, valuation procedures must be solid and defensible. The easement-holding organization must make certain all legal requirements under Treasury Regulation §1.170A-14 are in compliance... no matter how strong an easement program an organization has, the real estate market will ultimately influence the fate of eased properties, particularly those that are income-producing.*

## TIER 2

The Tier 2 project of revising the Township's land use ordinances will make development and redevelopment along the corridor somewhat easier. This is a Tier 2 project because it would be relatively easy to accomplish, but would not have a drastic immediate impact on the corridor's condition. Instead, its impacts would be realized over time as redevelopment occurs.

<sup>4</sup> Easement holder organizations must be a "qualified organization" as defined by the IRS.

## Revise zoning and land development ordinances to ensure that local regulations are consistent with the vision for the area’s redevelopment

The Township should draft and adopt a zoning overlay to help achieve the mixed-use goals and remove some of the barriers to redevelopment such as lot size limitations, setback limitations, and restricted off-street parking, etc.

The overlay should permit a variety of neighborhood-scale commercial uses such as: specialty retail shops, ice cream shop, dry cleaner, beauty shop, pizza shop, etc. Professional offices should be a permitted use along the corridor as well. The overlay should allow property owners to mix these uses within buildings while restricting the retail/commercial aspects to the first floor (street-level).

The corridor has unique parking challenges because of the limited space and steep topography. Consequently, the overlay should include parking provisions that allow differing uses along the corridor to share off-street parking spaces. The provisions should also allow uses along the corridor to apply on-street parking spaces toward the off-street parking requirements.

Building setback and minimum yard requirements should be drafted to optimize the corridor’s development potential while remaining accessible to emergency services and without violating building codes. Many of the structures that are currently within the corridor are built up to the lot line (side yards) or sidewalk (front yards). Ensuring that these minimal yard requirements are continued will help ensure that buildings are conforming to the ordinance. It may also be appropriate for the parcels in the corridor to not have a limit on lot coverage.

### TIER 3

#### Continue to support the tri-community streetscape project

As mentioned previously, the potential impacts of the Tri-Community Streetscape Project are important to the future of Carothers Avenue. However, the Township’s influence over the implementation schedule for this project is somewhat limited. These critical improvements to the public infrastructure will positively change the appearance of the corridor and make redevelopment more attractive along Carothers Avenue.



#### Formal pedestrian connection across the railroad tracks at Lee Street.

Scott Township and Carnegie should discuss the potential of creating a pedestrian crossing of the railroad tracks at Lee Street. There is an obviously worn path that is informally used often by residents at this location. Safety issues may arise as pedestrians and train traffic cross without signalization or warning. If the Township and Borough can agree to re-connect via this route, the communities should engage the railroad company to further discuss the potential for the pedestrian access.

*Additional strategies for enhancing housing are discussed in Chapter 6’s “Housing in the Communities” section. Some of these strategies may also be applicable to the housing along Carothers Avenue.*

part

6

# Other Issues





# Other Issues

## Future Land Use

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Heidelberg, Carnegie, and the areas of Scott within this Comprehensive Plan are nearly built-out. There is one development currently being proposed within Carnegie that is mostly contained within Collier Township. Once this development is completed, there will be little open and developable space in the planning area. The focus of this Plan regarding future land uses has been on targeted areas of redevelopment and reinvestment. Otherwise, the Plan has focused on enhancing existing development and improving quality of life in other ways.

A major influence on the communities' zoning regulations is the future land use component of the Comprehensive Plan. Each community's zoning ordinance should be consistent with the land use vision of the Comprehensive Plan. Consequently, the Future Land Use Plan presented herein combines and depicts the communities' vision for upholding quality neighborhoods and businesses while supporting redevelopment and reinvestment in targeted areas. The existing zoning of the communities is also mapped and displayed in this section for comparison to the future land use plan. An Existing Land Use Map is also included to show the existing patterns of land use in the planning area.

## Future Land Use Plan

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Overall, the general land use patterns that currently exist would be maintained. Residential neighborhoods would remain intact, existing commercial areas would be strengthened, and industrial areas would continue in place. The master plans that have been presented in previous portions of the comprehensive plan highlight the major proposed changes:

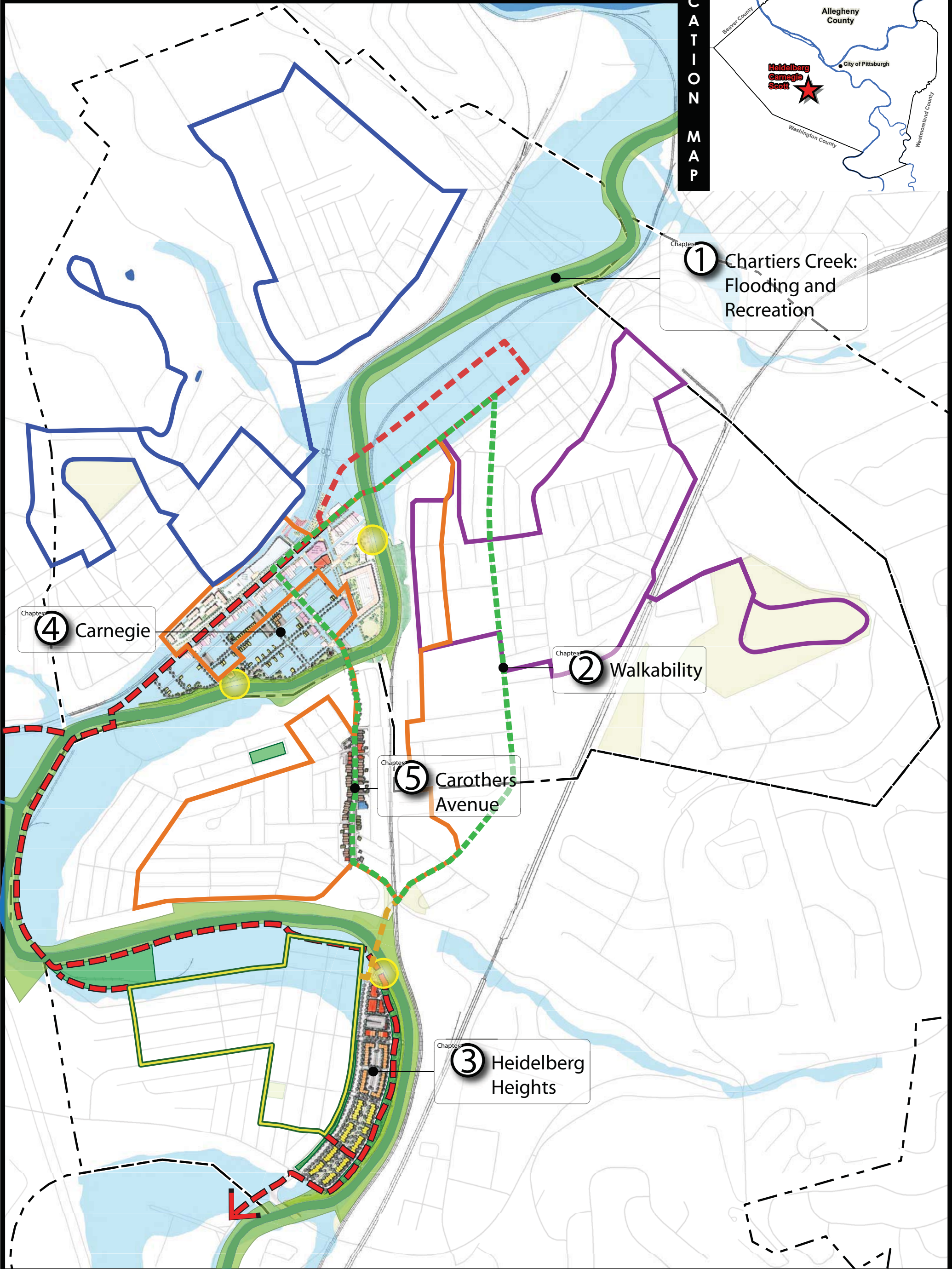
- In Heidelberg, the changes are a mixed-use (housing, retail, and office) development east of Route 50;
- In Carnegie, the future vision includes additional residential and some commercial uses capitalizing on the Borough's transit hub; and
- In Scott Township, land use changes along Carothers would be more transitional and reinvigorating than transformative.





# Comprehensive Plan

LOCATION MAP



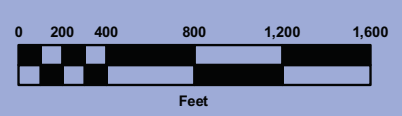
Chapter 1 Chartiers Creek: Flooding and Recreation

Chapter 2 Walkability

Chapter 5 Carothers Avenue

Chapter 3 Heidelberg Heights

Chapter 4 Carnegie



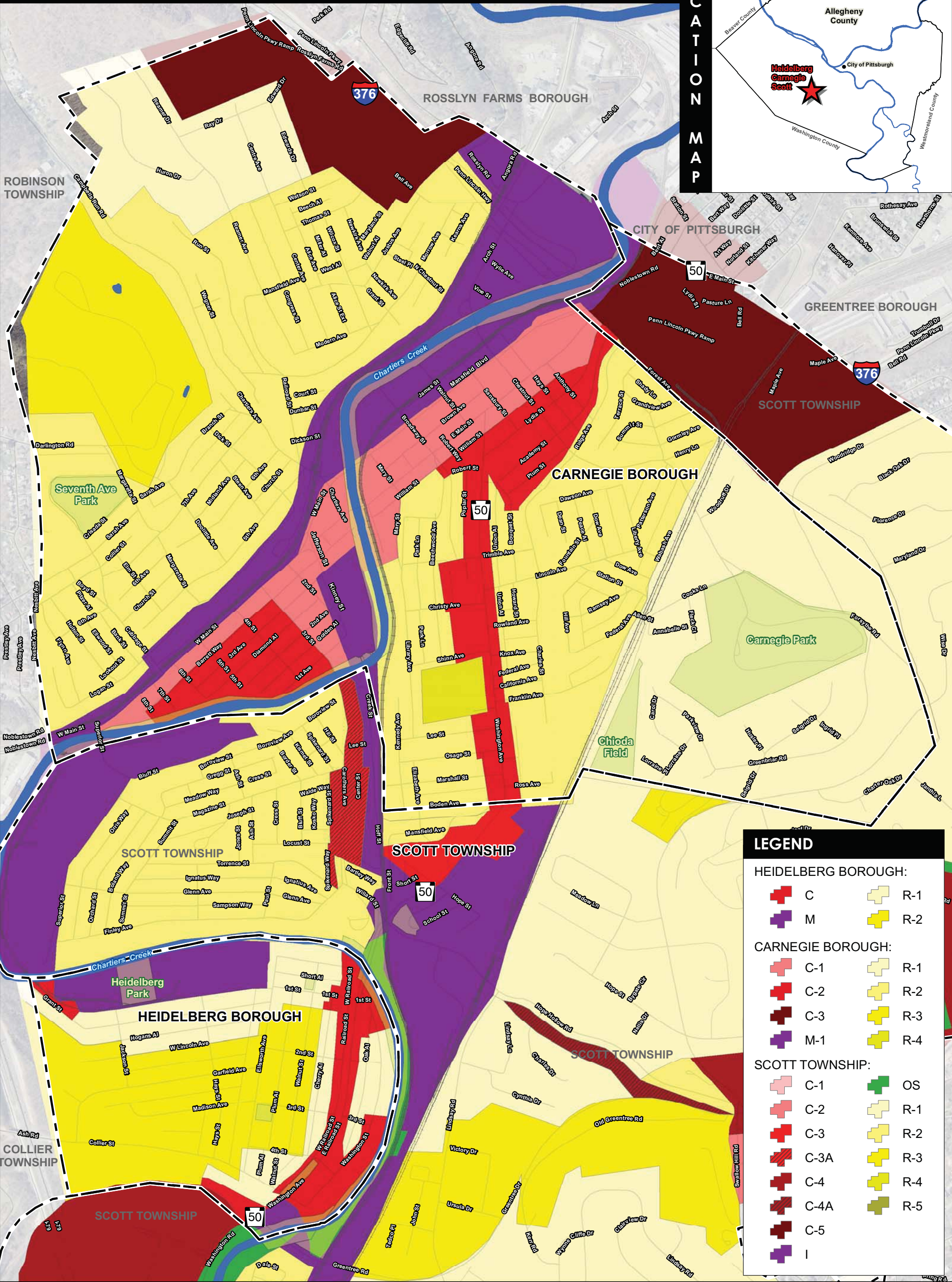
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Allegheny County GIS Department  
Pennsylvania Spatial Data Access (PASDA)  
PAMap Aerial Photography



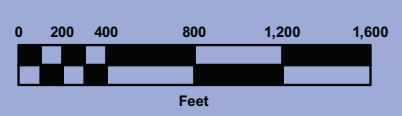


# Existing Zoning Map - (Unofficial)

LOCATION MAP



HEIDELBERG BOROUGH:	
	C
	M
	R-1
	R-2
CARNEGIE BOROUGH:	
	C-1
	C-2
	C-3
	M-1
	R-1
	R-2
	R-3
	R-4
	R-5
SCOTT TOWNSHIP:	
	C-1
	C-2
	C-3
	C-3A
	C-4
	C-4A
	C-5
	I
	OS
	R-1
	R-2
	R-3
	R-4
	R-5



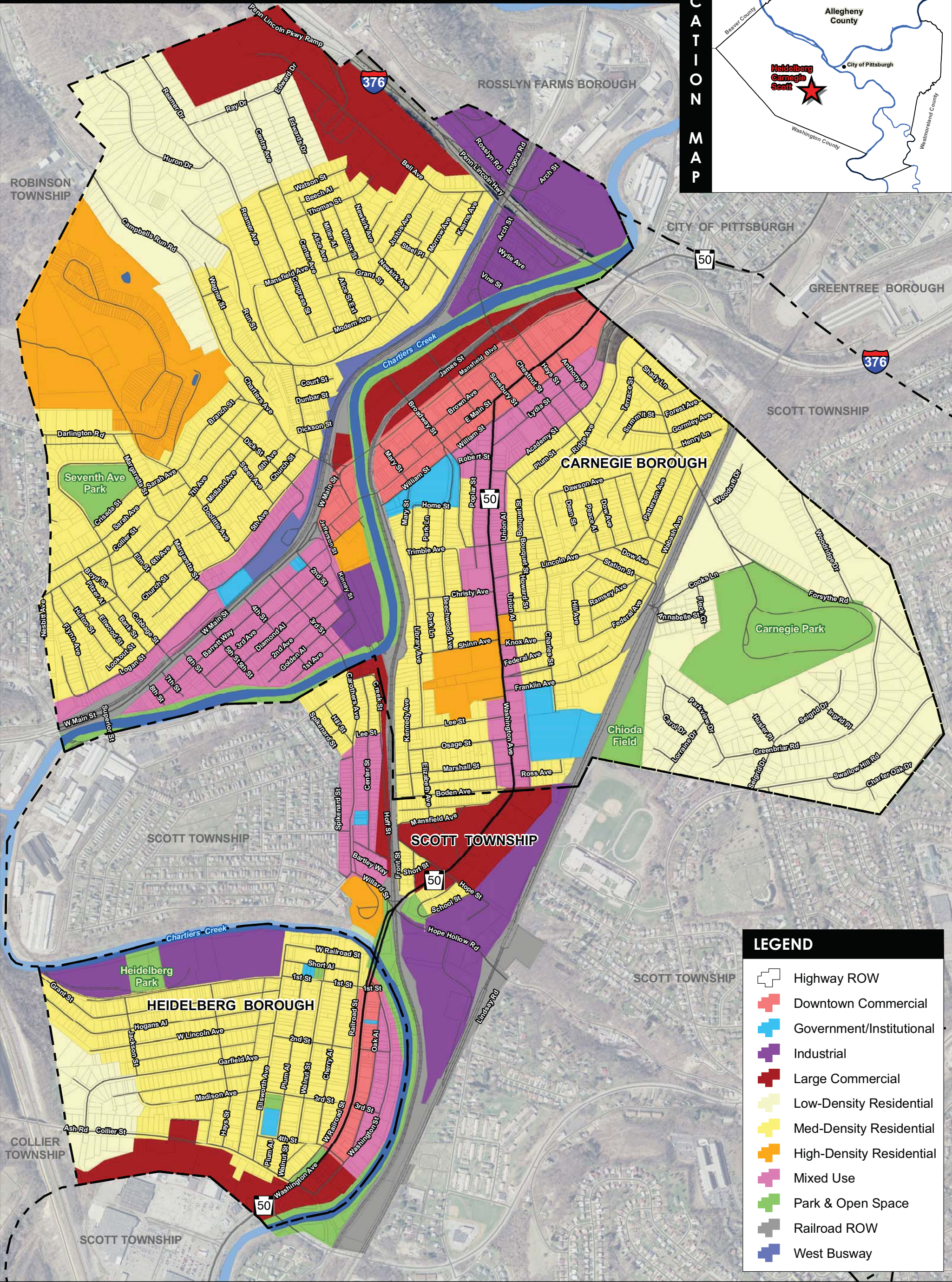
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 Allegheny County GIS Department  
 Pennsylvania Spatial Data Access (PASDA)  
 PAMap Aerial Photography





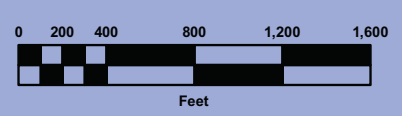
# Existing Land Use Map

LOCATION MAP



**LEGEND**

- Highway ROW
- Downtown Commercial
- Government/Institutional
- Industrial
- Large Commercial
- Low-Density Residential
- Med-Density Residential
- High-Density Residential
- Mixed Use
- Park & Open Space
- Railroad ROW
- West Busway



Data Source:  
 Allegheny County GIS Department  
 Pennsylvania Spatial Data Access (PASDA)  
 PAMap Aerial Photography





## *INTRODUCTION OF THE ISSUE*

Housing demands are shifting. Heidelberg and Carnegie have struggled to counter recent trends in housing that are perceived as negative within the communities. More formerly owner-occupied homes are being converted to rental properties. Typically, the former owner-occupants leave the community or region and are no longer dedicated to maintaining the quality of the property. Rental occupants maintain the residence to some extent but are not as heavily invested in a property's maintenance as an owner-occupant is.

Both boroughs have a rental registration and inspection program and both operate code enforcement as a means of addressing serious problems. These efforts however, can't reverse the trends. This challenge will only become more difficult as we are seeing a national trend toward more rental demand in housing. The boroughs need to take a unique approach and target the areas where improvement is needed the most. The communities need to offer new types of housing to attract new residents.



## *VALIDATION OF THE ISSUE*

The planning area is uniquely and strategically positioned to capitalize on emerging national and local trends. The area is walkable, has good access to transit, and goods and services are available in close proximity. The area is ripe for developing the multi-family, transit-oriented residential units that are going to be increasing in demand. However, national trends suggest that the communities will continue to face the challenge of increasing rates of rental occupancy.



The following is a summary of recent national demographic and housing trends that were identified by Arthur C. Nelson, a professor of city and regional planning at the University of Utah and reiterated in an article by Robert Steuteville in "the New Urban Network."

- The nation's population rose since 2000 and is expected to continue to grow by 33 million people by 2020.
- Average household size rose over the last decade. Instead of decreasing from 2.59 people per household to 2.52 as predicted, the national average rose to 2.63 people in 2010. Average household size had been decreasing since 1950.
- Homeownership rates have declined. Rates peaked at 69% in 2005 and are now at 67%. The most recent prediction is that the rate will decrease to the low 60s (%) by 2020. Some of the contributors to this phenomenon are:
  - Multigenerational housing (where children move back in with parents as adults or elderly family members move in for care),
  - Stricter lending requirements (20% down payment on homes is now a requirement,



## part 6

which only approximately 1/3 of households put down as of 2009),

- Baby boomer housing sell-off (when those 65 years or older move, 80% vacate single-family homes, but only 41% move into another single-family home. 59% move into a multi-family building requiring less maintenance responsibility and better proximity to services).
- The market for rental units is increasing. There is more demand for apartments, condominiums are being converted for rental, and owner-occupied homes are being converted as well.
- The largest predicted increase in demand will be for transit-oriented development (TOD). Forecast indicates 40 million TOD units will be added over the next 30 years and that this will still result in a shortage of about 16 million units.



Locally, some of the 2010 Census trends that are appearing include:

- Overall, the three communities lost 662 people from 2000-2010 (-2.5%)
- In the Boroughs especially, this was much less than anticipated.
- Census 2010 shows population increased in Heidelberg and decreased in Scott and Carnegie
  - Heidelberg – 1,225 to 1,244 (+19)
  - Carnegie – 8,389 to 7,972 (-417)
  - Scott – 17,288 to 17,024 (-264)
- SPC forecasted much greater population loss in Carnegie and Heidelberg
  - Heidelberg – 1,225 to 1,184 (-41)
  - Carnegie – 8,389 to 6,962 (-1,427)
  - Scott – 17,288 to 25,132 (+7,844)



**There will likely be a demand for between 971 and 1,426 new housing units in the 3 communities by 2015. This will be caused by a combination of factors including: housing obsolescence, commuting patterns, rising gas prices, etc. There will be a shift toward a higher percentage of rental properties in the communities.**

As mentioned in previous parts of this Plan, 4Ward Planning conducted a residential supply-demand analysis for the planning area. The analysis is included below and can be found in its entirety in the appendices.

### EXISTING RESIDENTIAL SUPPLY

The Heidelberg, Carnegie, Scott Township area (HCS geographic area) is defined by low- to medium-density residential units, featuring both masonry and frame construction. In 2010, there were an estimated 13,183 total housing units within the HCS geographic area, based on U.S. Census Data and



ScanUS, a proprietary socio-economic analysis software program utilized by 4ward Planning.

According to 2005-2009 American Community Survey 5-Year Estimates, the majority of the occupied housing stock (66-percent) is characteristic of single-family homes (largely composed of single-family detached homes with some townhomes). Another 34-percent is characteristic of multifamily apartments or condos, composed of both low- and mid-rise multifamily buildings. Approximately 23 percent of the occupied housing stock within the HCS geographic area was built prior to 1940, according to the American Community Survey. Based on the observed physical housing stock obsolescence within the HCS geographic area, 4ward Planning estimated that five-percent of the housing units would not be marketable or attractive to new buyers or renters and, consequently, removed them from our analysis in order to determine net marketable units.



According to American Community Survey 2009 figures, approximately 8.1 percent of the housing stock within the HCS geographic area (1,069 units) was unoccupied – a relatively high figure, given that the U.S. average per annum housing vacancy rate is approximately three percent. The rate of residential vacancy was lower (4.2 percent) when omitting seasonal and other non-traditional properties, such as those in various stages of foreclosure or abandonment. Accordingly, we assume that an average or equilibrium residential vacancy rate for the HCS geographic area is, conservatively, five-percent.



## PLANNED & PROPOSED DEVELOPMENT

Site visits, on-line research and inquiries placed with Allegheny County Department of Economic Development did not identify any proposed or planned residential development, of scale, within the HCS geographic area. This finding suggests that either housing developers have been unable to identify sufficiently sized and appropriately located developable acreage within the study area and/or insufficient market data exists for making an informed investment decision. Further, the absence of redevelopment planning areas of scale also limits prospective residential development interest.

## PROJECTING FUTURE RESIDENTIAL DEMAND

In projecting future residential demand, 4ward Planning created two possible housing demand scenarios, using varying assumptions for household formation, as exhibited in Tables A-1 and A-2, below. In the first scenario, we assumed a modest growth rate for household formation of 0.75-percent per annum. The second scenario assumed a flat growth rate for household formation (e.g., zero or near zero change in household formation). Further, and so as to identify prospective pent-up housing demand attributable to local employment, 4ward Planning conservatively estimated five-percent of Pittsburgh and Green Tree Borough workers who now live either south, south-west or south-east of the HCS geographic area would likely consider living somewhere within the HCS geographic area if adequate housing choices were made available. Based on calculations performed using the U.S. Census based program On-the-Map, 4ward Planning

## part 6

estimated approximately 9,400 persons now commute from points south, south-west and south-east of the HCS geographic area into Pittsburgh proper or Green Tree borough (the places of origin included Oakdale, Sturgeon-Noblestown, Upper St. Clair, McDonald, Bethel Park and South Park Township), meaning 471 of those workers (five-percent of the total) would represent prospective pent-up demand for housing within the HCS geographic area – equivalent to 471 housing units.

We then estimated the amount of net marketable housing units (units which could either be rented or sold, regardless of whether or not they are or would be currently listed as available) by reducing the total amount of residential units in the study area by five-percent, to account for those units that, based on physical condition or configuration, are unlikely to be leased or sold. Further, recognizing that all housing stock wears out over time, 4ward Planning assumed an annual obsolescence rate of 0.75-percent (this factor assumes that over a 100-year period 75 percent of the housing stock within the HCS geographic area would need either wholesale rehabilitation or demolition and replacement).

Finally, after assuming an average annual residential vacancy rate of five-percent, we calculated the amount of net available units which could either be leased or sold (e.g., marketable housing units).

The estimated number of marketable units was then compared against each of the projected household formation scenarios – annual modest growth (0.75-percent) and annual flat growth (0.0 percent). Comparing these numbers produced either a residual demand for additional housing units or showed an excess amount of units in the study area (e.g., supply exceeds demand). From these figures, we further segmented demand for residential units that would come from replacement of obsolete units and demand generated by household growth plus pent-up demand from market area workers. Further, 4ward Planning determined the amount of demand for rental housing units versus owner-occupied housing units by looking at historical tenure rates for the subject study area. According to 2005-2009 American Community Survey 5-Year Estimates, the current tenure rates for rental and owner-occupied units are 47.3-percent and 52.7-percent, respectively. However, we assumed a higher percentage of renter households (70-percent) in the future, based on tighter home lending standards since the onset of the subprime mortgage crisis and national economic recession.

Along with tenure type, we further segmented the additional housing units by number of bedrooms and household income. To determine figures for one-, two- and three-bedroom units, we assumed a typical mix of 20-percent one bedroom units, 70-percent two bedroom units, and 10-percent three bedroom units, based on observed current and future demographic trends (e.g., household sizes are decreasing and single and two person households are the fastest growing household sizes regionally and nationally). 4ward Planning utilized a similar procedure to project demand for housing units based on household incomes of \$39,999 and less (65-percent of demand), \$40,000 to \$74,999 (20-percent), and household incomes of \$75,000 and greater (15-percent). For purposes of this study, we assume most or all of low- and moderate-income housing (affordable) units will be accommodated within the \$39,999 and less housing demand category.



Based on the above assumptions, net new residential housing demand, then, is a function of (1) the annual housing obsolescence rate (0.75-percent), (2) unsatisfied pent-up housing demand and (3) household formation growth scenarios (moderate or flat). For example, in the first residential supply/demand scenario, annual modest household growth (0.75-percent) shows that by 2015, 1,426 new and/or substantially rehabilitated residential units will be demanded, assuming no new units were delivered and absorbed in the preceding years. In the second scenario, flat or zero annual household formation still results in a demand for up to 971 units in 2015, assuming no new units were delivered or substantial rehabilitation occurred. The above methodology and analysis demonstrates that demand for residential units is generated by a variety of factors.

### **The housing stock in the study area is healthy and diverse. Recent projects have upheld these facts.**

A recent infill housing project in Heidelberg built 2 single-family homes near the Borough's Park. These homes fit nicely with the character of the surrounding homes. The project was completed in 2010 through a partnership between the Borough, Allegheny County Department of Economic Development and Action Housing. The homes were valued at approximately \$100,000.

There is a proposed housing development called Prestley Heights, which is situated in Carnegie and Collier Township. 14 acres of the 46 acre development is within Carnegie. 59 townhomes are proposed for the 14 acres in Carnegie at a value of approximately \$160,000 per unit.



## **Vision for Future**

The communities' vision for housing in the future is that existing high-quality housing remains while the specific areas of deteriorating housing are rehabilitated. The communities promote development of low-rise, high-quality housing to further bolster the unique residential stock and capitalize on the emerging housing market trends described previously. Overall, the communities' housing stock will contain a balanced mixture of housing types that cater to a variety of incomes and household sizes.

The housing vision also includes the plans for specific areas previously discussed such as the Irishtown neighborhood in Carnegie, the residential areas east of Route 50 in Heidelberg, and the Carothers Avenue corridor in Scott Township.

Then communities also support the housing goals of the Allegheny County Comprehensive Plan to :

- Add the need and demand for housing accessible to and visible by persons with disabilities to the analysis and Vision for the Future.
- Add the goal or objective of supporting the Federal, State and local fair housing policies.
- Call for the use of green building techniques and energy efficient housing design.
- Inventory abandoned and underutilized properties and structures and establish priorities for demolition, recovery or preservation of them.

## Implementation Strategy

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While the communities themselves are somewhat limited in their power to directly improve housing in the areas where it is desired, they can assist and catalyze the process in certain ways. The methods discussed below explore redevelopment incentives such as tax abatement, providing the framework for a neighborhood to improve itself, and reduced fees associated with rehabilitation and development.

### *TAX ABATEMENT*

The communities should consider incentivizing the redevelopment of housing in areas like Irishtown and Carothers Avenue by abating local property taxes on improvements to housing or housing redevelopment in these areas. Under the Improvement of “Deteriorating Real Property or Areas Tax Exemption Act” the communities can exempt the assessed value of improvements in a designated “deteriorated neighborhood” from property taxes. This may be done by ordinance or resolution. The locality can create its own schedule and graduate the abatement but is limited to a maximum ten-year period. After the ten-year period the houses would be taxed at the full unabated rate.

### *IMPROVEMENT DISTRICTS*

Another incentive program for housing redevelopment could be the establishment of a neighborhood improvement district (NID). The Neighborhood Improvement District Act allows property owners in an NID to pool money from a special property assessment for the specific purpose of services and improvements in the district. Establishing an NID requires agreement and cooperation of many property owners in the district.

### *FEE EXEMPTIONS*

Another idea to consider as a way to promote building rehabilitation and redevelopment is to reduce or eliminate fees for certain types of development in specific areas. For example, the zoning and land development application, building permit, or occupancy permit fees would be waived for housing rehabilitation or redevelopment in the Irishtown of Carnegie. The reasoning behind the idea is that the overall benefit to the community far exceeds the value of the application and permit fees. Therefore it is a worthwhile investment and initiative for the Borough.

## Airport Hazard Overlay

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### *INTRODUCTION OF THE ISSUE*

All three communities, Heidelberg, Carnegie, and Scott are situated within the “hazard area” of the Pittsburgh International Airport and the southern portion of Scott is within Allegheny County Airport’s hazard area. A state law passed in 1984, which is commonly referred to as Act 164, requires municipalities within airport hazard areas to adopt, administer, and enforce an airport zoning ordinance. Since the law was adopted by the State, the PA Department of Transportation has issued several planning studies and guides to aid municipalities in adopting local airport zoning ordinances and in satisfying the requirements of Act 164.

### *IMPLEMENTATION STRATEGY*

#### **Adopt Airport Overlay Zoning**

Heidelberg, Carnegie, and Scott need to adopt airport overlay zoning. The Pittsburgh International Airport Hazard Overlay Map included in this section and drafted by PennDOT clearly shows that

Heidelberg and Carnegie and most of Scott Township are within the approach areas of Pittsburgh International Airport or Allegheny County Airport. Since the communities already administer their own zoning ordinances, the easiest way to implement these requirements is by adding an overlay to the existing ordinances. Essentially, the airport hazard overlay would add standards and procedures that ensure safety for the residents of the communities, property, and air transportation passengers. Other important benefits of airport zoning include<sup>1</sup>:

- Identification of possible obstructions before they occur;
- Restriction of heights of objects in and around airports so they will not interfere with aircraft operations;
- Provision of a link to existing federal and state processes that evaluate airspace for objects, existing or proposed, to prevent and/or mitigate hazards;
- Reduction of the possibility of accidents that could injure both passengers and people on the ground; and
- Protection against liability.

A model ordinance provided by the FAA and PennDOT is included in the Appendix of this Comprehensive Plan. The three communities should adopt a tailored version of this ordinance into their zoning ordinances. This process could cost the communities very little additional money as this could and should be completed as the communities ordinances are revised in the second part of this planning process.

## Future Planning

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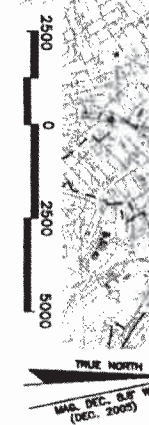
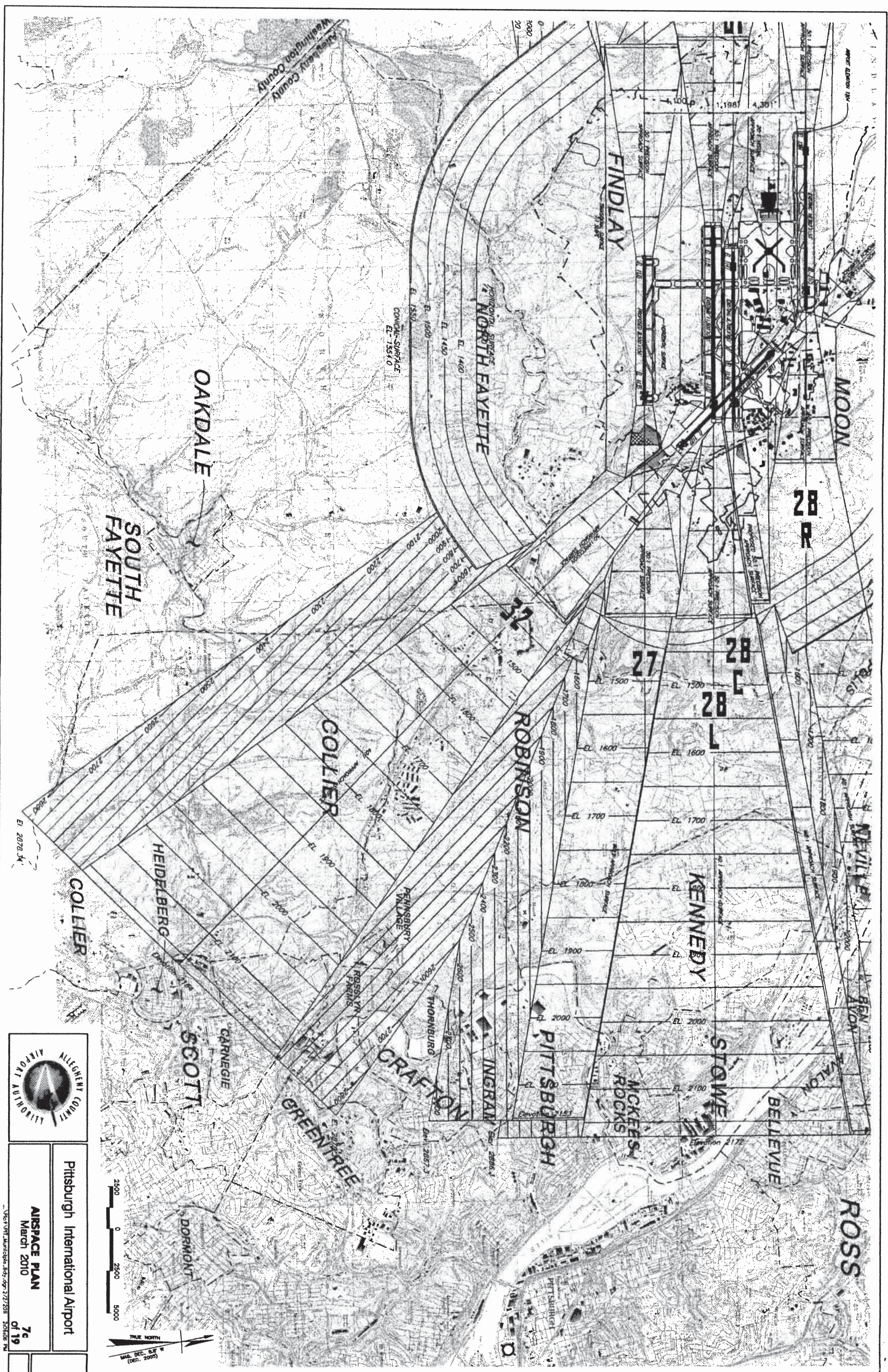
The following are goals of the communities regarding future planning:

- Recognize the importance of and making a commitment in the budget for regular training for elected officials, planning commissioners, staff and zoning hearing board members.
- Remind the planning commissions of their duty under the MPC to prepare and annual report to the elected officials and deciding whether the report should be a multi municipal report. The annual report should include activities of the past year, progress in implementing the multimunicipal comprehensive plan and recommendations for planning and implementation activities for the coming year.
- Educate elected officials and planning commissioners to their respective duties and responsibilities under MPC 303 Legal Status of the Comprehensive Plan within the Jurisdiction that Adopted the Plan. This section requires that the governing body, its departments, agencies and appointed authorities submit to the planning agency a wide variety of proposed actions for written recommendations including a specific statement as to whether or not the proposed action is in accordance with the objectives of the formally adopted comprehensive plan is a 45-day review period for such reviews.
- Educate local elected official, their staff, agencies and appointed authorities to their duties and responsibilities under MPC §304 Legal Status of County Comprehensive Plans within Municipalities, which similarly requires municipalities to submit a variety of proposed actions to the county planning agency for review and recommendations before taking action.
- Summarize future planning needs.

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<sup>1</sup> The list of benefits are included in a PennDOT presentation from an Airport Zoning Ordinance Workshop and are available online at: <ftp://ftp.dot.state.pa.us/public/Bureaus/aviation/ZoningPresentations/4Pt A - Act.pptx>

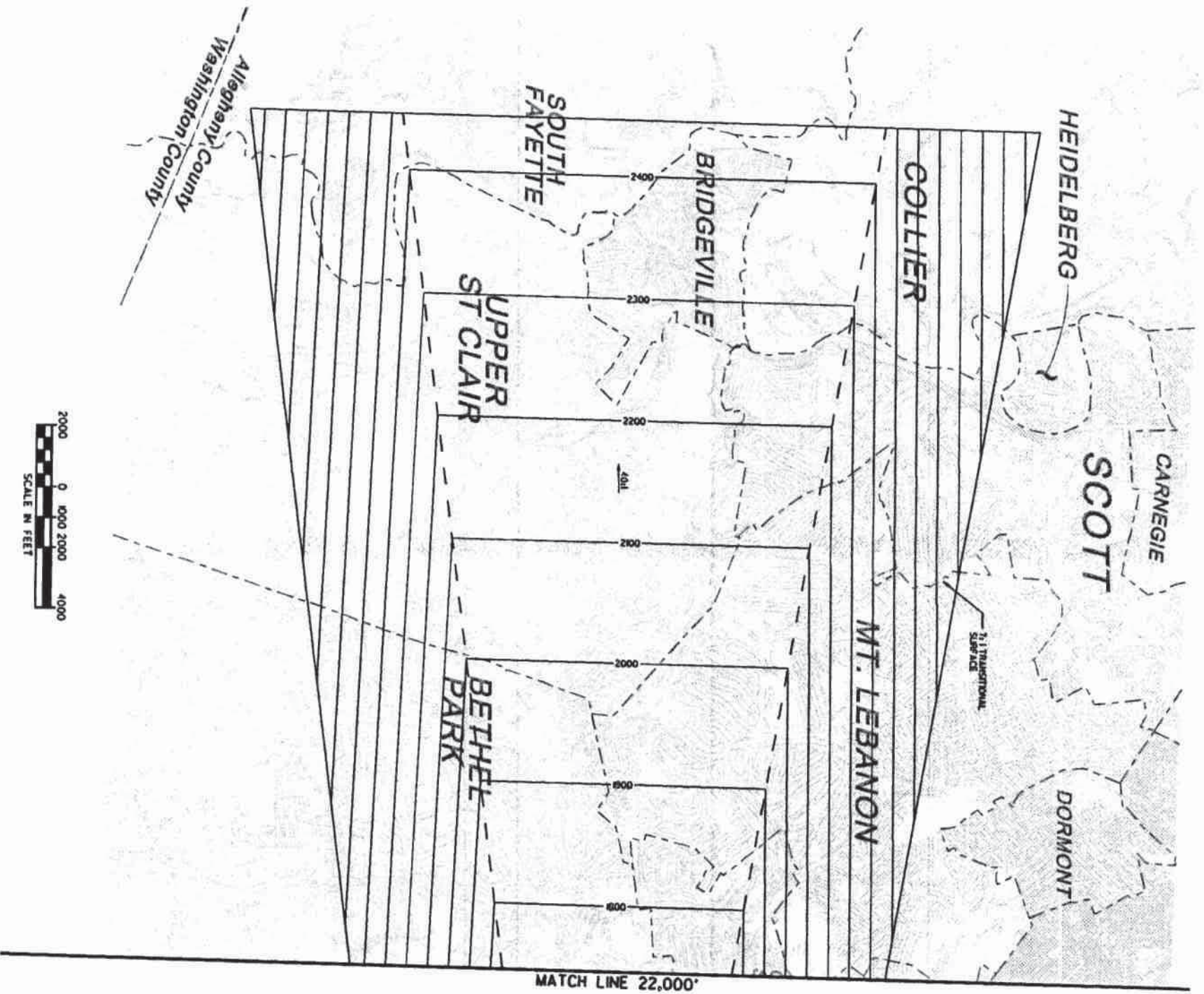




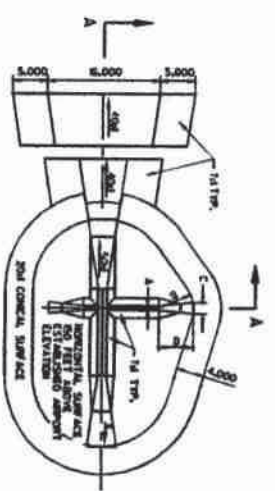
Pittsburgh International Airport

AIRSPACE PLAN  
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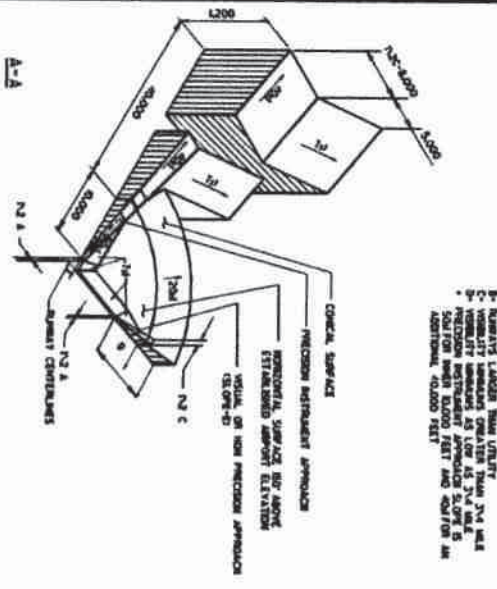
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- GENERAL NOTES:**
1. ELEVATIONS SHOWN ARE IN FEET.
  2. OBSTRUCTIONS CALCULATED FROM ULTIMATE RUNWAY CONFIGURATIONS.
  3. OBSTRUCTIONS DERIVED FROM PARFOOT 804 5010 OBSTRUCTION REPORT AND RUNWAY 28 AND PARWAY 11 OBSTRUCTION SURVEY PERFORMED BY MICHAEL BAKER P.C., INC. AND T.W. ENGINEERING, INC. ABOUT 2002.
  4. REFER TO SHEETS 9 AND 10 FOR PRRR APPROACH PLAN AND PROFILE FOR RUNWAYS D-28 AND D-11, RESPECTIVELY.



DATE	REVISION	DESCRIPTION



PART 77 ISOMETRIC



DESIGNED	DATE
DRAWN	DATE
CHECKED	DATE
APPROVED	DATE

DATE	BY	REVISION	DESCRIPTION



ALLEGHENY COUNTY  
AIRPORT  
WEST MIFFLIN, PENNSYLVANIA

AIRPORT MASTER PLAN UPDATE	SHEET
F.A.R. PART 77 AIRSPACE PLAN II	7 OF 14
ACAA PROJECT NO: BAA-08	DATE: AUGUST 2006

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# Appendices



**Appendix : Meeting Minutes**



## MEMORANDUM

**TO:** Heidelberg, Carnegie and Scott Comprehensive Plan Steering Committee

**FROM:** Joan Miles, Senior Planner

**RE:** Minutes from Steering Committee Workshop #1

**DATE:** October 21<sup>st</sup>, 2010

On Wednesday, October 20, 2010, the steering committee for the Heidelberg, Carnegie & Scott Comprehensive Plan met at 7 PM at the Carnegie Borough Municipal Building. The following committee members attended:

Mel Cook	Carnegie Borough Planning Commission
Rick D'Loss	Carnegie Borough Council
Mark Fetterman	Scott Township resident
Jeff Harbin	Carnegie Borough Police Chief and Acting Manager
Joe Kauer	Heidelberg Borough Manager
Ken LaSota	Heidelberg Borough Mayor
Ray Losego	Heidelberg Borough Council
John Mahalchak	Heidelberg Borough Planning Commission
Eileen Meyers	Scott Township Commissioner
Jane Sorcan	Scott Township Planning Commission
Leigh White	Carnegie Community Development Corporation

Steve Beuter, Carnegie Borough staff, and Bob Podurgiel, Pittsburgh Post-Gazette, were also in attendance. In addition, Denny Puko of the Governor's Center for Local Government Services, Department of Community and Economic Development was present. Joan Miles of Pashek Associates facilitated the meeting.

### **I. Introductions**

Ms. Miles welcomed everyone and thanked them for coming. Everyone introduced themselves.

### **II. Overview of the Comprehensive Planning Process**

Ms. Miles explained the two phases of the project. The current committee is focusing on Phase I, development of a multi-municipal comprehensive plan. She explained the role of the Steering Committee and encouraged the members to attend meetings regularly. The Committee then reviewed the revised meeting schedule.

### **III. Review and Refinement of Key Issues**

The majority of the meeting was devoted to discussing and refining the issues that will be addressed in the Plan. We reviewed a summary of issues raised by participants at the two public meetings in September. Ms. Miles also distributed the Strengths, Weaknesses, Opportunities and Threats (“SWOT”) analyses prepared by Carnegie and Heidelberg prior to the start of the plan. Issues were discussed under six topic headings. Ms. Miles encouraged the group to add to the list and to reach consensus on the high priority issues under each topic.

#### Historic and Natural Resources

- 1) Chartiers Creek Flooding – Mr. LaSota expressed concern about what real action the boroughs can take to address the problem. Ms. White suggested that more should be done to educate the community about the actions that have been taken in the Creek. Mr. D’Loss suggested that the boroughs could require new housing in the floodplain to be built above flood level.
- 2) Connections to Chartiers Creek – All agreed that the communities need to embrace the creek as a resource rather than turning their backs on it. They want the plan to look at places where better connections can be made. Suggestions were Irishtown Park, Heidelberg Park and the land in Heidelberg beneath the Route 50 bridge. Ms. Sorcan described the Canoe Sojourn along the creek. She believes the creek should be viewed as an economic asset. Mr. LaSota stressed that there is a need in the communities for passive recreational amenities like benches for the older citizens.
- 3) Better connections to the Library – The library is a key historic resource. It is also an economic resource, drawing people into the communities for events. All agreed that better connections are needed both physically (to downtown Carnegie) and through partnerships between local bars and restaurants.
- 4) Business Districts in Carnegie & Heidelberg - Mr. D’Loss stressed that these compact, walkable downtowns are a tremendous asset. Mr. LaSota also stressed the abundance of street trees. Mr. Puko noted that a realtors’ study has determined that with the changing demographics (older population, fewer families with children), there is an emerging market for such walkable communities.

#### Recreation

- 1) Connection to Panhandle Trail - Mr. Fetterman raised the need for a connection to this important trail. The County and SPC will be proposing an on-road link in the Active Allegheny Plan soon to be released. We agreed the plan should look at whether a realistic off-road connection can be created.

- 2) Improvements to Existing Parks – all agreed this is a high priority.
- 3) Senior Center – there is one in Carnegie but Mr. D’Loss noted that the parking lot is always full. Mr. LaSota noted that there is no enclosed place in Heidelberg for Seniors to meet. Scott Township might be interested in creating a Senior Center to take some of the pressure off Carnegie’s.
- 4) Parklets in downtown Carnegie – Mr. D’Loss noted that Carnegie’s park is up the hill and there is a need for more small green spaces in the downtown. Ms. White suggested that these not be located in the Central Business District.

### Transportation

- 1) Walkable Loop – all agreed that this is a need. It is being partially addressed through the Tri-Community Streetscape project. Ms. Meyers noted that many people walk a loop from Carothers to Washington, through downtown Carnegie to Third Street and back across the bridge to Carothers. There are missing sidewalks along Washington. Ms. Meyers noted that Scott Township has applied for a grant to improve them along the west (Dairy Queen) side.
- 2) Route 50 – need to address congestion at Greentree Road and Collier Road intersections. But Mr. Kauer noted that most importantly, Heidelberg would like to see the plan address Route 50 beyond the streetscape to create a more attractive central business district. This may include façade enhancements, improved crosswalks, parking recommendations, and the like.
- 3) Gateways and Signage – the Committee saw the need for the plan to make recommendations to improve entrances and wayfinding in the communities.

### Land Use

- 1) Façade Improvements – this is a particularly significant issue for Scott (along Carothers) and Heidelberg (along East Railroad).
- 2) Code enforcement – Ms. White suggested that this is not just an issue of enforcement, but of creating better codes. Mr. Fetterman noted that it is also a problem of insufficient staff to enforce the existing codes.

### Housing

Infill Housing - there was consensus that solutions need to be proposed to address blighted housing and promote infill development of empty lots. Ms. Meyers raised Pittsburgh’s program that allows neighbors of an empty lot to purchase it for \$200. This puts the lot back on the tax roles. The group also discussed the difficulty of redeveloping narrow lots in the boroughs. Mr. Puko noted that there are agencies that will redevelop the lots and then resell as low-to-moderate

income housing. Heidelberg has been working with Allegheny County Economic Development to do this. They have built 4 new homes. The group also discussed allowing community gardens to be created on vacant parcels.

#### Community Facilities

The Steering Committee discussed the issues surrounding aging infrastructure and municipal services. Ms. Miles asked if there had been discussions around sharing services and/or combining police or other emergency services. Mr. D’Loss noted that Carnegie & Crafton have discussed merging their fire departments. Heidelberg and Scott share some services through SHACOG, but Carnegie is part of CHARWEST. The municipalities did not feel this is currently a high priority for them.

#### Economic Development

Core Revitalization Plans - Ms. Miles pointed out that residents strongly supported creation of strategic plans for economic development. She stated that the Plan will create Core Revitalization Plans for Carnegie’s downtown, Heidelberg’s business district and Carothers Avenue in Scott. Ms. Miles noted that market studies will be undertaken to determine the types of businesses that are likely to be successful.

#### Other

Marketing - The Committee agreed that better marketing and dissemination of information is needed.

### **IV. Community Development Objectives**

The Steering Committee reviewed and discussed the draft objectives that were distributed with the agenda. The group made several suggestions. A revised copy is being forwarded with these minutes.

### **V. Focus Group Meetings**

Ms. Miles suggested five focus group meetings with a possible sixth. The group agreed that the first one should address Natural Resources and Recreation. They suggested possible “experts” to be invited. Ms. Miles will work with the managers to obtain their contact information.

### **VI. Next Meeting**

The next meeting will be held on Wednesday, November 17<sup>th</sup>. Ms. Meyers will check into the availability of a room at the Township Building.



## MEMORANDUM

**TO:** Steering Committee Members

**FROM:** Joan Miles, Pashek Associates

**DATE:** September 17, 2010

**RE:** Heidelberg, Carnegie and Scott Multi-Municipal Comprehensive Plan:  
Minutes from Public Meeting #1 at Carnegie Borough Building

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On Wednesday, September 15, 2010, Pashek Associates held a public meeting at the Carnegie Borough Building at 7 P.M. Approximately 25 members of the public attended.

Jim Pashek, Joan Miles and Krista Connelly of Pashek Associates conducted the presentation.

Mr. Pashek welcomed everyone and thanked them for coming. He introduced the project and stressed the importance of public input to create change in the community.

Ms. Miles presented a PowerPoint covering the following information:

- The scope of the plan
- The components of a multi-municipal comprehensive plan
- A summary of our issues-based planning process
- An overview of our research to date, including population & housing trends, and a draft map of existing land uses in the planning area.

The remainder of the meeting was devoted to hearing about the public's most pressing issues. Participants were asked to record answers to the following questions on index cards:

- ❖ What do you most want to change or improve?
- ❖ What issues have a major impact on your quality of life?
- ❖ What problems deter new residents or businesses from moving in?

Mr. Pashek asked each person to read one issue at a time. Ms. Miles and Ms. Connelly recorded all issues under seven planning topics. After all comments had been recorded, participants engaged in a prioritization exercise. They were given dots and asked to "vote" for their top issue under each topic. The following issues were raised (similar issues have been combined) and are presented in order of priority:

ISSUE	VOTES
<b>Historic and Natural Resources</b>	
Need to address flooding in areas adjacent to Chartiers Creek and its tributaries (like Lexington Court neighborhood)	13
Make better use and increase depth of Chartiers Creek for recreational uses like fishing and boating	5
Clean up edges of stream to create walking paths	1
<b>Recreation</b>	
Improve and better maintain existing park facilities	14
Make Chartiers Creek into a recreational area	6
Better utilize existing fields and facilities	2
More community parks and parklets needed	1
<b>Transportation</b>	
Better pedestrian connections between 3 communities/ create walkable corridor/ address missing sidewalks and curb cuts	13
Mansfield Boulevard is too large for the traffic flow	4
Need bike lanes	2
Need better directional signage to major destinations	2
Need better connection between library and downtown Carnegie	1
Carothers Avenue Bridge needs upgrade	0
Traffic congestion on East Main & Chestnut	0
Truck traffic on Mansfield	0
Don't lose bus routes	0
Need cab service	0
<b>Land Use</b>	
Need better code enforcement to address poor building conditions	14
Use vacant lots for community gardens	4
Mix of housing and commercial on West Main Street creates parking problems	2
First floor offices in downtown Carnegie deter new retail	1
Current zoning standards don't reflect existing conditions	1
<b>Housing</b>	
Poor maintenance of housing/ absentee landlords/ particularly around Carothers (Scott) and in Irishtown (Carnegie)	12
Single-family homes being divided into multi-family	3
Need for programs to encourage renters to become owners	3
Vacant housing	3
Need for more housing in busway area	3

ISSUE	VOTES
<b>Community Facilities</b>	
Increase revenue for and upgrade infrastructure and utilities like old water and gas lines	7
Increase sense of community through more events and festivals	6
Need to address quality of schools to attract more families with children	5
Senior Center is needed	5
<b>Economic Development</b>	
Need strategic plan to determine type & variety of businesses to attract to downtown Carnegie & how to capture busway commuters	11
Commercial property prices are too high for new investors	3
Need grocery store	2
Attract more artists	2
Attract medical & educational businesses	2
Carothers Avenue underutilized for small businesses	1
First floor office deters retail	0
Insufficient parking in downtowns, particularly Carothers	0
Housing on West Main Street deters new business	0
Need fast food restaurant	0
<b>Other*</b>	
Need more green development and energy	
Need to encourage property owners to address weeds and trash/ improve aesthetics of the 3 communities	
Run-down areas encourage crime	
Need to better market the communities	
Need to create community pride & sense of ownership among renters and other residents	
Not enough information about community events	
* Comments that did not easily fit within the planning topics. They were not prioritized, but will be taken into account.	

Mr. Pashek thanked everyone for coming. The meeting concluded at 8:50 P.M.



## MEMORANDUM

**TO:** Steering Committee Members

**FROM:** Joan Miles, Pashek Associates

**DATE:** September 21, 2010

**RE:** Heidelberg, Carnegie and Scott Multi-Municipal Comprehensive Plan:  
Minutes from Public Meeting #2 at Heidelberg Fire Hall

---

Pashek Associates held a second public meeting at the Heidelberg Fire Hall on Monday, September 20<sup>th</sup>, 2010 at 7 P.M. Eighteen people attended.

Joan Miles of Pashek Associates introduced Krista Connelly and herself. She welcomed everyone and thanked them for coming. She then presented a PowerPoint which summarized the following:

- The scope of the plan
- The components of a multi-municipal comprehensive plan
- A summary of our issues-based planning process
- An overview of our research to date, including population & housing trends, and a draft map of existing land uses in the planning area.

Following the presentation, Ms. Miles asked all participants to record answers to the following questions on index cards:

- ❖ What do you most want to change or improve?
- ❖ What issues have a major impact on your quality of life?
- ❖ What problems deter new residents or businesses from moving in?

She asked each person to share one issue at a time with the group. All issues were recorded under seven planning topics. After all comments had been recorded, participants engaged in a prioritization exercise. They were given dots and asked to place one next to the issue of greatest importance under each topic. Ms. Miles then tabulated the “votes” and summarized the results for the group.

Where appropriate, similar issues were combined and are presented in the following table in order of priority:

ISSUE	VOTES
<b>Historic and Natural Resources</b>	
Need better connections to Chartiers Creek	11
Poor image of Creek/ needs to be cleaned up	2
<b>Recreation</b>	
Enhance facilities (playground equipment, lighting, etc.) in Heidelberg Park	7
Need Senior Center	4
Need more programming in park	1
Need better grass in the park	0
<b>Transportation</b>	
Need sidewalks on both sides of Route 50 in downtown Heidelberg	5
Need business parking on both sides of Route 50 in downtown Heidelberg	4
Congestion on Route 50	4
Congestion on Carothers Avenue	4
Widen West Railroad Street and remove sidewalks	3
Narrow Route 50 in Heidelberg to 2 lanes	1
<b>Land Use</b>	
Improve appearance of downtown buildings in Heidelberg to encourage new businesses; houses detract from the commercial character	16
Redevelop empty buildings in the downtown	7
Improve facades, lighting, etc. on Carothers Avenue	4
Need more street trees	2
Improve gateways along Route 50	1
Remove billboards on East Railroad Street in Heidelberg	1
<b>Housing</b>	
Redevelop empty lots	6
Address absentee landlord problems (especially along Carothers)	5
Poor maintenance by owners and tenants	1

ISSUE	VOTES
<b>Community Facilities</b>	
There is no library in Heidelberg	-
<b>Economic Development</b>	
Need a plan to better capitalize on the unique “cache” that is Heidelberg	5
Create a mixed use “TOD” development in Heidelberg (Borough has its own exits off I-79 and I-376)	1
<b>Other*</b>	
Need to take steps to encourage people to move to the area, particularly families with children	-
* Comments that did not easily fit within the planning topics. They were not prioritized, but will be taken into account.	

Finally, Ms. Miles asked if anyone had any questions. One resident asked how many homes in Heidelberg still remain vacant after the flood. Mr. Kauer indicated that there are none. Mr. Kauer asked whether the issues raised in Carnegie differed in any substantial way from those raised tonight. Ms. Miles and Ms. Connelly noted a few additional concerns including:

- Solving flooding problems
- Need for a walkable corridor linking the three municipalities
- Developing a strategic plan for downtown business development
- Need for better code enforcement

Ms. Miles thanked everyone for attending. The meeting concluded at 8:05 P.M.







**Minutes – Chartiers Creek Focus Group Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan**

*11/17/10 7:00pm Scott Township Municipal Building*

James W. Pashek  
Nancy Lonnott Roman  
John O. Buerkle, Jr.  
Robert Good

On Wednesday, November 17, 2010, Pashek Associates held a focus group meeting at the Scott Township Municipal Building at 7 P.M.

Approximately 15 committee members and guests attended. Jim Pashek and Paul Gilbert of Pashek Associates conducted the presentation.

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Pashek welcomed everyone and thanked them for investing their time in this planning process. He introduced the project and stressed the importance of public input to create change in the community. The plan is being developed around six important issues as defined by the communities. They include:

- Chartiers Creek (flooding and recreational)
- Increasing population through better housing (code enforcement)
- Route 50
- Carothers Avenue
- Downtown Carnegie
- Walkability

Tonight’s focus group meeting is to focus on Chartiers Creek. The December 15 meeting will focus on “Walkability” and will be held at the Carnegie Municipal Building.

Gilbert described the flooding and recreation-related ideas from the communities’ SWOT analysis and the Plan’s 2 public meetings held in September 2010. He also described the community development objectives that the Steering Committee created and highlighted for tonight points J and K which stress the communities’ vision for addressing flooding and recreation issues in the municipalities.

The attendees were then divided into two groups. One discussed issues and solutions related to flooding while the other focused on recreation.

**Flooding**

The following is a summary of the ideas discussed among the “flooding” group:

1. The consensus among the flooding group was that the flooding experienced as a result of Hurricane Ivan was an extreme exception. There is not much that the Communities could feasible do to fully

SITE DESIGN,  
RECREATION PLANNING,  
LANDSCAPE ARCHITECTURE,  
COMMUNITY PLANNING,  
ZONING



protect themselves from another storm event of a magnitude similar to Ivan. However, the current flood management system that is in place can adequately accommodate a “100-year flood”.

2. The consensus among the group was that a 3-point approach should be undertaken to ensure that the flood management system remains effective and that the public feels confident in its effectiveness. The three points are maintaining the current management system, developing a comprehensive public education program, and creating a flood response plan for the day after a flooding event.

- A. Maintaining the current flood management system: The group discussed the need to keep the Creek free from debris and siltation. The Boroughs described their responsibility in removing debris such as fallen trees in the waterway. However, most of the responsibility for the maintenance of the flood management system along the Creek is the responsibility of the Flood Authority. Consequently, the group also discussed the need for the Boroughs to communicate and coordinate better with the Flood Authority.

- B. Developing a comprehensive public education program: the program should be designed with the intent of building confidence among residents in the existing flood management system. This idea included:

- developing a standardized flood warning system among the communities that is easy to understand and commonly known.
- Educating residents regarding:
  - the National Flood Insurance Program.
  - waterproofing techniques, especially in basements.
  - the history of how and why Ivan caused so much damage and why it was such an exceptional event.
  - What has been done since Ivan to address flooding and stress how the effort is on-going?
  - Include ideas for limiting impacts on the combined sewer system during flood events and look to communities like Freeport for their experiences doing this.
- Include a public relations element to spread accurate information. For example, this year’s flooding along Campbell’s Run Road was described in local media as being as extensive as that caused by Ivan, which is not true.
- The parties that could be responsible for this effort are the Boroughs themselves, the CDC, and other groups with interest in the Creek.
  - The Boroughs could include information in newsletters or Public Access - Cable TV spots.
  - The CDC is already providing educational information regarding flooding to prospective businesses.

3. Some of the other ideas discussed among the group included:

- A. Constructing a levee;
- B. More dredging;
- C. Overinflated fear of flooding;
- D. Concern over the accuracy of the Flood Insurance Rate Maps; and
- E. The County buy-out program.

## **Recreation**

The Recreation portion of the Chartiers discussion focused on two major issues, the development of trails and the ability to provide access to the Creek with park amenities developed nearby the access points.

The Trail discussion benefited by the participation of Tim Volk, President of the Chartiers Creek Conservancy and Darla Cravotta, Allegheny County Trail Planner. They were able to provide insight into initiatives going on around this project area and strategies that have worked and others that have not been successful as other communities strived to complete trail connections.

The following items were mentioned:

1. A Trail Feasibility Study was completed from the Panhandle Trail to McKees Rocks. In that study, they recognized the challenges of having an off-road trail in the near future and suggested on-road solutions. Volk recalled that the first steps were to:
  - Designate an on-road route and sign the route
  - Identify the route on trail websites
  - Work to have legislation to enhance on-road trail use.
2. These recommendations tie into Active Allegheny, a bike/hike/roll plan for the County all based on trails using existing roads. Where possible, some roads are put on a “diet” and slimmed down to provide designated trails within the existing right-of-way. Cravotta indicated that a draft of their plan is on-line for review and comment. The trail extension from the Panhandle trail into the City is supported by this plan and the County Comprehensive Plan.
3. There was some discussion regarding un-used or under-utilized rail spurs. Volk indicated that past conversations with the short-line companies have been unproductive. There is no incentive for owners to sell or rail bank the lines. It was suggested that local officials band together to form an advocacy group in support of rail acquisition and that the County might be able to assist. The spur that runs from Carnegie/Heidelberg to Roslyn Farms might be a good short-line to begin conversations with.
4. It was noted that there is a large group of runners and bicyclists that run/ride circuits through and around Carnegie and should be considered in trail planning.
5. The Alcosan interceptor line that runs along Chartiers Creek might be a ROW that could be utilized for trails. Apparently, Alcosan is concerned with terrorism and is hesitant to

invite public use near their structures. More discussion needs to be undertaken. There are also maintenance roads along the creek that might serve as access points.

6. We need to develop access to Chartiers Creek for residents and visitors that are not outdoor enthusiasts; to provide for family reunions and just walking or sitting and watching the river in an attractive setting. By doing so, we could go a long way toward enhancing the quality of life in the area and attracting new residents. Beyond new creek-side activities, would be the development of programs to encourage use along the creek. There needs to be a re-orientation of land use so the creek stops being the back door and becomes the front door to development. It was noted that nearby service stations are selling bait and fishing tournaments are being held.
7. There is an opportunity for developing a canoe launch as part of a water trail along the Creek (near the Heidelberg Municipal building and Woodville area). We should coordinate this with the Fish and Boat Commission. Volk indicated that there was a feasibility study of water trails for Chartiers Creek that we might want to review.
8. Partners for Creek/Trail development might include PEC, Friends of the Riverfront and the State Fish and Boat Commission.
9. It was suggested that if more green space could be provided in downtown Carnegie, that this would be a positive to properties in the area. Carnegie Park is physically somewhat removed from the downtown.
10. We should look at the potential for linking the many historic and cultural assets of the community with a trail/greenway/park system.

Pashek presented a summary of the “recreation” group’s discussions to the entire group of attendees. Gilbert presented a summary of the “flooding” group’s discussions to the entire group of attendees.

***The next meeting will be held on December 15<sup>th</sup>, 2010 at 7:00pm to discuss the issue of “Walkability” in the communities. It was agreed that the meeting will be held in Carnegie at the Municipal building.***

Pashek thanked everyone for coming. The meeting concluded at 8:30 P.M. These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

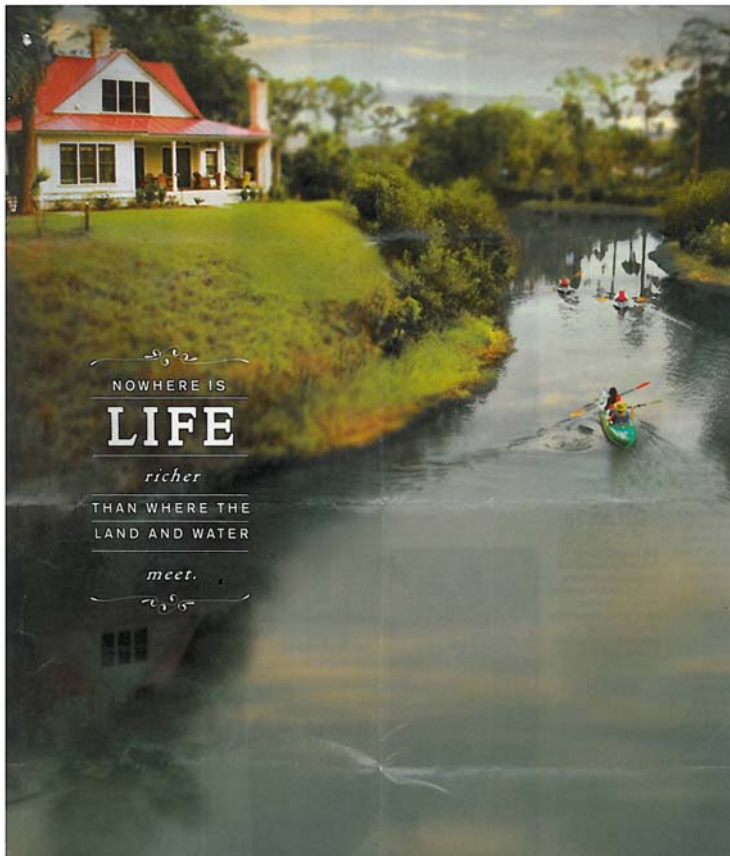
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Meeting Attendees:

1. Jim Pashek, Pashek Associates
2. Paul Gilbert, Pashek Associates
3. Dawn Cindric
4. Ken LaSota
5. Joe Kauer
6. Jane Sorcan
7. Leigh White
8. Mark Fetterman
9. Denise Fitzgerald
10. Don McGuirk
11. Richard D'Loss
12. Eileen Meyers
13. Melvin Cook
14. Tim Volk
15. Jeff Harbin
16. John Mahalchak
17. Darla Cravotta

**Attachments:**

Attached to these minutes is a clipping from the November 4<sup>th</sup> Pittsburgh Post Gazette related to Chartiers Creek and a graphic from a magazine related to communities interacting with their waterways. Both were passed around for the meeting attendees to review.



# Chartiers Creek to be cleaned

By Bob Podurgiel

Several projects to clean up Chartiers Creek between the Ohio River at McKees Rocks and the Washington County border are being planned by the Chartiers Valley District Flood Control Authority.

The projects involve removing debris from bridge piers, identifying property owners who use the creek as a dumping ground, conducting regular inspections of the flood control project, removing sediment and downed trees from the banks and creek, fixing storm water outlets, and spraying herbicide to reduce vegetation along the banks.

"Removing debris from the bridges after storms is very costly," said authority board chairman Fred Bigham. He and authority engineer Ron Sites outlined the maintenance projects at the Oct. 20 meeting in the Bridgeville municipal building.

The authority has been trying to reduce the costs by using a dump truck that can drive through the creek and haul debris out on one of 13 access ramps maintained by the flood authority.

Pittsburgh and the 11 municipalities in Allegheny County that border the creek make up the flood authority. Each municipality pays yearly dues to fund the maintenance work. The cost works out to about \$1 per household, Mr. Bigham said.

The authority also receives income from leasing space for billboards and from companies that lease small parcels of authority land.

The authority has a lease pending that will generate \$40,000 by allowing several billboards on land near Bridgeville at the Interstate 79 side of the flood control property.

"It's a way to generate revenue so the assessment to

municipalities doesn't have to be increased," Mr. Sites said. "We think that's good stewardship."

T.J. Fichira of the U.S. Army Corp of Engineers said the flood control project provides many benefits to the member communities.

While the flood caused by Hurricane Ivan in 2004 caused enormous damage to many communities along the creek, including Carnegie and Heidelberg, it could have been worse.

"The project lowered the crest

of water from Hurricane Ivan by 8 feet," he said.

"It's good to see the watershed coming together," Mr. Fichira said. "A watershed approach benefits everyone because we are competing for a limited amount of funds. The project is in the best shape I have ever seen since 2003 when I started work here."

Bob Podurgiel, freelance writer: suburbanliving@post-gazette.com.

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**Minutes – Walkability Focus Group Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan**

*12/15/10 7:00pm Carnegie Borough Building*

James W. Pashek  
Nancy Lonnett Roman  
John O. Buerkle, Jr.  
Robert Good

On Wednesday, December 15, 2010, Pashek Associates held a focus group meeting at the Carnegie Borough Building at 7 P.M. Approximately 15 committee members and guests attended. Jim Pashek and Paul Gilbert of Pashek Associates conducted the presentation.

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Pashek welcomed everyone and thanked them for investing their time in this planning process. He reiterated the idea that the plan is being developed around six important issues as defined by the communities. They include:

- Chartiers Creek (flooding and recreational)
- Increasing population through better housing (code enforcement)
- Route 50
- Carothers Avenue
- Downtown Carnegie
- Walkability

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Tonight’s focus group meeting is to focus on Walkability. The January meeting will focus on “Route 50” and will be held at the Heidelberg Fire Hall.

Gilbert described the concept of walkability and presented a handout that outlined its benefits.

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The attendees were then divided into two groups. Each group worked around a large aerial photo of the communities. The groups were asked to identify key areas where walkability should be emphasized and areas where improvement or enhancement were needed. The following is a summary of each group’s discussions/findings:

**Group 1**

- Sidewalks along Route 50 in Scott, just south of the Carnegie border, need to be improved or installed. General enhancements to the pedestrian amenities in this area need to be installed.
- The sidewalks along Carothers Ave. are narrow and the lighting need to be improved
- The intersections along 3<sup>rd</sup> Street

SITE DESIGN,  
RECREATION PLANNING,  
LANDSCAPE ARCHITECTURE,  
COMMUNITY PLANNING,  
ZONING



- The link between the Busway and Main St. Carnegie needs to be strengthened in order to attract bus riders into the business district and cultural amenities of the Borough.
- The sidewalk leading up to the Library needs to be improved
- The sidewalks and pedestrian amenities along Chartiers Ave. near the Busway crossing need to be enhanced.
- There needs to be a pedestrian link across W. Main St. and the railroad tracks near the Borough Building in Carnegie.
- A series of walking/jogging loops should be identified and marked within the communities. These loops could be designed with a varying level of difficulty. We should look at how Heidelberg has marked their walking loop as an example. That loop should be part of the system. The loops could be themed, for example, one loop could pass all the churches in the area. The system should also include mile markers.
- More bike racks should be installed in the communities
- Overall signage and wayfinding should be enhanced
- Zoning should be revised to require sidewalks as part of new development. It was mentioned that a new townhome development in northern Carnegie Borough was recently presented to the Planning Commission.
- In order to help leverage funding sources, the communities should “think big” and develop a grand vision. Also, walkability projects should emphasize the positive health impacts. This could help influence health care providers to contribute to the project.
- If Carnegie had a grocery store and a few more restaurants, then the Borough would be a total self-contained walkable community for most residents.
- The group discussed the potential of creating a better pedestrian linkage to Carnegie Park and Chioda Field but the group seemed to think that this was a lower priority and that using vehicles was the best way to access these amenities.

## Group 2

- There should be a continuous sidewalk along Route 50 from Carnegie to Heidelberg, which would require sidewalk installation and upgrades within Scott Township. The sidewalks should continue south from Heidelberg to access the commercial uses in Scott Township.
- There should be new sidewalks along Railroad St in Heidelberg.
- The walking loop in Carnegie and Scott should be formalized with signage and wayfinding.
- There is a missing sidewalk along Chestnut St. near its intersection with Ridge Ave.
- The steps connecting Dawson and Ridge Ave./Charles St. are not maintained.
- Sidewalks are missing to link the Busway with Chartiers Ave.
- There is no cross walk at the intersection of Route 50 and Boden Ave.
- The sidewalk is missing south of Hope Hollow Road along Route 50.

Pashek then asked if there were any changes that needed to be made to the minutes from the last focus group meeting. None were suggested. It was discussed that the next meeting would be held at the Heidelberg Fire Hall and would likely be held on January 20<sup>th</sup> but the availability of the venue needed to be confirmed by Heidelberg Borough. *It was later confirmed that the next*



*meeting will be held on January 27<sup>th</sup>, 2010 at 7:00pm to discuss the topic of “Route 50”. The meeting will be held at the Heidelberg Fire Hall (456 First Street, Heidelberg, PA 15106).*

Pashek thanked everyone for coming. The meeting concluded at 8:30 P.M.

The following additional comments regarding walkability were provided after the meeting by the Carnegie Planning Commission:

- First, along Forsythe, there are often kids walking along the side of the road (where, due to the lack of psychological traffic calming, cars often are driving at 45-50 MPH, despite the 25 MPH speed limit). A sidewalk along Forsythe from the end of the sidewalk at the miniature golf course up to Greentree Road is what's needed. As part of the Carnegie Park renovation, a sidewalk could connect to the path at the top of the park, then up the existing path to Greenbrier and thence back onto Forsythe.
- Second, in previous Comprehensive Plans, we had talked about a walkway and bikeway from downtown up to the Carnegie Park. The route follows Franklin Avenue, ducks under the railroad bridge, and then follows Cook's Lane up to the park at the miniature golf course. This is a commuter route, and at rush hour, lots of cars are zipping along the route, and where it crosses under the narrow railroad underpass, it's pretty dangerous due to poor sight lines.

These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

Phone: 412-321-6362 x124  
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Meeting Attendees:

1. Jim Pashek, Pashek Associates
2. Paul Gilbert, Pashek Associates
3. Ken LaSota
4. Joe Kauer
5. Carol Covi
6. Jane Sorcan
7. Leigh White
8. Mark Fetterman
9. Denise Fitzgerald
10. Ray Losego
11. Melvin Cook
12. Jeff Harbin
13. John Mahalchak
14. Ray Reaves
15. Denny Puko, PA DCED
16. Jim Segedy, Pennsylvania Environmental Council
17. Lisa Hollingsworth-Segedy, American Rivers



**Minutes – Route 50 (Heidelberg) Focus Group Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan**

*1/27/11 7:00pm Heidelberg Volunteer Fire Hall*

On Thursday, January 27, 2011, Pashek Associates held a focus group meeting at the Heidelberg Volunteer Fire Hall at 7 P.M. Approximately 15 committee members and guests attended. Jim Pashek and Paul Gilbert of Pashek Associates and Mark Magalotti of Trans Associates conducted the presentation.

Pashek welcomed everyone and thanked them for investing their time in this planning process. He discussed that this is the third of six focus group meetings that will be held as part of the planning process. He then introduced Mark Magalotti from Trans Associates. Mark presented the concepts of complete streets, road diets, and traffic calming. He discussed how these ideas have been implemented in other communities and how some of the ideas have been incorporated into plans within the three communities.

The attendees were then divided into two groups. One group focused on “Main Street” or “Downtown” Heidelberg. The second group discussed transportation issues throughout the three communities. The following is a summary of each group’s discussions/findings:

**Group 1 (Main Street Heidelberg)**

- Traffic calming in Heidelberg is already being completed as part of the tri-community plan.
- The streetscape improvements will include ornamental light poles along the west side and parking along the east side of Route 50 in Heidelberg.
- Heidelberg’s land use and development ordinances do not currently allow for mixed use developments. This type of development is desirable in the future. Consequently, the ordinances need to be altered to allow mixing land uses.
- An idea for defining the character of the Borough is to create a German enclave between Route 50 and Chartiers Creek.
  - Businesses could be targeted that promote a German-theme.
- Additional improvements that are desirable along Route 50 include façade enhancements for existing structures. This could be paired with design guidelines for future development to better enhance the character of development along the corridor.
- There is a linear park planned for the west side of Route 50 where the billboards are currently situated.
- Utilities along the west side of Route 50 could be moved to the alley on the Route’s east side.

James W. Pashek  
Nancy Lonnott Roman  
John O. Buerkle, Jr.  
Robert Good

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- The community’s vision for the area between Route 50 and Chartiers Creek at the Borough’s south gateway is a development called “Heidelberg Heights” that is a multi-story, transit oriented, and mixed use development that capitalizes on its views of the Creek and contains uses such as:
  - Commercial on 1<sup>st</sup> floor – coffee shop, beauty shop, etc.
  - Offices
  - Residences

## **Group 2 (Transportation Issues)**

- The road-diet and streetscape improvement project in Heidelberg will delineate parking along the east side of the street and have clearly marked (painted) bulb-outs at intersections. It will also delineate crosswalks with painting.
- Traffic along Route 50 between Collier and Greentree Roads can back-up because the signals are so close together.
- Gateways should be developed at the two ends of Route 50 in Heidelberg
- Making more parking available in business districts will positively impact economic development
  - A potential parking lot was discussed along Railroad St. in Heidelberg as well as along Carothers Ave.
  - Another idea was to convert 2<sup>nd</sup>, 3<sup>rd</sup>, and 4<sup>th</sup> streets east of Railroad St. to one-way streets and provide parallel on-street parking on these streets.
- Scott is pursuing grants to widen sidewalks along Route 50
- Planned improvements along Carothers Ave. include repainting/stripping and shifting the parking lane to the opposite side of the street
- There is also potential for acquiring a lot along Carothers and providing off-street parking for the businesses in the area.
- There is a high volume of traffic along Carothers Ave. This traffic travels fast and is greatest during the afternoon rush hour.
- There is a blind spot as you round the corner along Carothers Ave. that might necessitate improvements.
- The bus stop at Route 50 and Carothers Ave. poses some safety risks because buses drop riders off in the middle of the intersection.
- This stop could be moved and improved as part of the community’s planned streetscape improvements.
- In this area there are 3 bus stops in close proximity. All three may not be necessary.
- It may be beneficial to study the signalization and timing of the light at the intersection of Route 50 and Carothers Ave. Traffic commonly backs-up along Carothers because of this signal.
- This intersection also needs better marking indicating pedestrian crossings.
- The idea of implementing a road-diet along Mansfield Boulevard in Carnegie was also discussed.

It was discussed that the February meeting will focus on “Downtown Carnegie” and will likely be held at the Carnegie Borough Building but the availability of the venue needed to be confirmed. Pashek thanked everyone for coming. The meeting concluded at 8:30 P.M.

These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

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Meeting Attendees:

1. Jim Pashek, Pashek Associates
2. Paul Gilbert, Pashek Associates
3. Mark Magalotti, Trans Associates
4. Ken LaSota
5. Joe Kauer
6. Jane Sorcan
7. Mark Fetterman
8. Ray Losego
9. Melvin Cook
10. John Mahalchak
11. Eileen Meyers
12. Al Kosol
13. Ray Reaves
14. Dave Totten, Southwestern Pennsylvania Commission





***DRAFT Minutes – Carnegie Focus Group Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan***

*2/23/11 7:00pm Carnegie Borough Building*

James W. Pashek  
Nancy Lonnott Roman  
John O. Buerkle, Jr.  
Robert Good

On Wednesday, February 23, 2011, Pashek Associates held a focus group meeting at the Carnegie Borough Building at 7 P.M. 12 committee members and guests attended. Todd Poole and Adam Nelson of 4ward Planning and Jim Pashek and Paul Gilbert of Pashek Associates conducted the presentation.

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The following is a brief summary of conversations that took place at the meeting. Statements and questions from the meeting are summarized and paraphrased. Please contact Paul Gilbert (see contact information at the end of this document) if your comments have been misinterpreted and misrepresented in these minutes.

Pashek welcomed everyone and discussed the planning process. He mentioned the focus of the previous meetings and that this meeting would focus on economic development, primarily in Carnegie.

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Leigh White, from the Carnegie Community Development Corporation gave an overview of the CDC's recent activity. This included:

- Market Study and Demographic Analysis
- Retaining a graphic designer to develop a marketing packet focused on business attraction
- Redesigning the CDC's website
- Contracting with TCA to use the website [www.downtownproperties.net](http://www.downtownproperties.net)
- Façade improvement program – grants have been distributed totaling \$90,000 and have prompted \$250,000 worth of additional private investment
- A new business attraction program will soon be announced and implemented that offers assistance of 25% (up to \$50,000) for new businesses in the Borough. Bob's diner is the pilot project for this program.

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Todd Poole gave a brief presentation that summarized the recommendations of 4Ward Planning's transit oriented development study that was previously completed for Carnegie. He also discussed some demographic and economic indicators in the three communities and compared them to the City of Pittsburgh and the City neighborhood of Squirrel Hill.

The meeting transitioned to a question and answer format.

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Q: What is the long-term outlook for transit?

Poole: Todd was optimistic about investment in fixed-route transit and felt that investment will go back into infrastructure for fixed route systems.

Q: Was Port Authority involved in the TOD Study in Carnegie?

Poole: The Port Authority and SPC were involved.

Q: How do our communities compete with businesses Robinson (Settlers Ridge) and Bridgeville?

Poole: Carnegie's strength is its unique character. It will need to capitalize on this authenticity and target recruiting local and regional retailers, instead of national retailers. The communities should identify local entrepreneurs and help get them to implement their ideas. Another thing the communities can do is to identify the gaps in the types of businesses that currently exist and focus on filling those gaps.

Q: What will the impact of gas prices be?

Poole: Suburban areas are losing population. Downtowns and traditional main street communities are becoming more attractive to the population, which will benefit communities like Carnegie and Heidelberg.

Q: Does residential development drive commercial development or does commercial development spur residential (which comes first the chicken or the egg type of question)?

Poole: Residential should come first in Carnegie's case. Pack people in and that will drive more retail development.

Puko: That opposes the traditional way of thinking in the region, which focused on developing jobs in order to attract new residents. Denny mentioned that there seems to be an emerging market of residents such as the "baby boomers" and that attracting these populations such could be a development strategy that compliments what Todd said.

Pashek: Does this mean that community groups such as the CDC should be focusing on housing efforts?

White: The CDC recently received a small grant to bring together players in the local housing market.

Mayor LaSota: the tax benefits of residential development are good too.

Nelson: Squirrel Hill also has an anchor grocery store and banks, which is similar to the business mix in the TOD plan.

Q: Are there a lot of housing vacancies here?

Poole: Yes. 3% to 7% is a normal vacancy rate. Communities like Sheridan, which 4Ward looked at during the TOD plan's development are high at about 20%. In cases like that, you need to identify locations where housing needs to be replaced.

Q: What recent trends can localities capitalize on?

Poole: The communities should focus on programming and special events in the communities. The idea behind this is to build knowledge and awareness of the community, its amenities,



character, and uniqueness. Ultimately, this will encourage people to come back to the community to shop and dine.

Q: There seems to be a pattern that deteriorating housing is converted into rental use. It then is further neglected and deteriorates further. Is there a way to solve the “vicious cycle” of deterioration?

Poole: Higher rental occupancy is going to become more normal. Rental occupancy is not necessarily a bad thing. Many studies have shown that investment in a deteriorating area has a positive impact on property values. It also encourages neighboring properties to invest in their property. Combining private investments with public improvements can be an effective strategy.

White: An example of this is present within the CDC’s façade program. Some businesses in Carnegie were inspired by their neighbors’ façade improvements and enhanced their own façade without approaching the CDC to participate in the façade program.

Poole: Some communities create a façade easement program to enhance the appearance of an area. The easement holder then has control over future alterations to the building’s façade.

Nolan: Pittsburgh History and Landmarks Foundation has a façade easements program.

Reaves: Other populations that the communities could target are retirees and older residents.

Poole: Those residents might also be the entrepreneurs that we discussed earlier.

Reaves: It seems that everyone chases the younger population, but may be missing the opportunity to attract older populations.

Poole: Natural amenities and walking amenities are very popular right now.

Q: Is there any way to increase the frequency of buses along the busway?

Pashek: What if the community subsidized a “Carnegie Express Route” in order to make commuting easier for residents and make it easier for people to visit Carnegie to shop and dine?

Poole: perhaps the parking deck included in the TOD study could help pay for the bus route subsidy.

Mayor LaSota: We could create our own service that operates in a circle between our communities and uses the busway to access Pittsburgh.

Q: does Carnegie have a Business Improvement District (BID) or did one ever exist?

White: it was attempted once but did not gain wide support. It may be worth attempting again in a year or two.

Nolan: Comparisons to Squirrel Hill are interesting because it has been declining for many years. It is being hurt by new business developments like the Waterfront and the reinvestment in the East End of the City. Squirrel Hill is really 2 distinct business districts. There was an effort to create a BID there. However, the neighborhood is now looking to participate in the Main Street Program.

Fetterman: The Jewish Community Center (JCC) in Squirrel Hill is a unique asset.

Poole: a YMCA or some other destination type use like that helps to bring people into the community.

Q: Could we use the library in Carnegie as a destination-type use?

Nolan: Are there ideas to attract acts to the performance space in the library like Homestead's library does?

Mayor LaSota: we should create an incline-like transport from the library to the former post office.

Q: Who owns the post office?

A: A private developer currently owns the building.

Nolan: There is a business enterprise zone called the Ohio River Towns Enterprise Zone (ORTEZ). When it was formed a DCED Planning Grant was used to seek out communities to participate in the Enterprise Zone. The communities have the opportunity to participate on different levels, actually being part of ORTEZ or becoming a "special impact zone". Some of the benefits of participation include marketing of brownfield sites and an Enterprise Zone tax credit (a 25% tax credit per \$1 spent/invested in the business).

White: How would the communities apply?

Pashek: Would Heidelberg, Carnegie, and Scott be eligible?

White: Could all 3 become an Enterprise Zone?

Nolan: The 3 would not necessarily become a new EZ, but Nolan suggested that the 3 communities discuss joining ORTEZ. ORTEZ has a manager and a revolving loan fund and many other benefits.

***The proposed date for the next meeting was unavailable for many of the committee members. The members agreed that the meeting date could be determined later.***

Pashek thanked everyone for coming. The meeting concluded at 8:45 P.M. These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

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Meeting Attendees:

1. Mayor Jack Kobistek, Carnegie
2. Mayor Ken LaSota, Heidelberg
3. Leigh White, CCDC
4. Mark Fetterman, Scott Township
5. Richard D'Loss, Carnegie Council
6. Melvin Cook, Carnegie PC
7. Jeff Harbin, Carnegie Manager and Chief of Police
8. Carol Ann Covi, Carnegie Council
9. Ray Losego, Heidelberg Council
10. Denny Puko, DCED
11. Jack Nolan, DCED
12. Ray Reaves
13. Todd Poole, 4Ward Planning
14. Adam Nelson, 4Ward Planning
15. Jim Pashek, Pashek Associates
16. Paul Gilbert, Pashek Associates



**Minutes – Carothers Avenue Focus Group Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan**

*4/13/11 7:00pm Scott Township Municipal Building*

James W. Pashek  
Nancy Lonnott Roman  
John O. Buerkle, Jr.  
Robert Good

On Wednesday, April 13, 2011, Pashek Associates held a focus group meeting at the Scott Township Municipal Building at 7 P.M. Approximately 10 committee members and guests attended. The meeting was held to focus on discussing the future of Carothers Ave. in Scott Township. Jim Pashek and Paul Gilbert of Pashek Associates conducted the presentation.

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Pashek welcomed everyone and thanked them for investing their time in this planning process. He reviewed the progress we have made so far in the planning process.

Gilbert described some of the opportunities and challenges facing new development in the corridor. These points are summarized within the document attached to these minutes titled, “Carothers Avenue Focus Group Meeting”.

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The group then discussed ideas for enhancing the corridor. The following is a summary of those ideas:

- Focus on accommodating pedestrian-oriented land uses such as:
  - specialty shops,
  - residences,
  - ice cream shop,
  - dry cleaner,
  - beauty shop,
  - pizza shop,
- Goal of 25-50% occupancy of structures with non-residential use
- See if we can provide financial incentives for residential / rental property rehabilitation
- Create and implement a façade program
- Create a zoning overlay to help achieve the mixed-use goals and remove some of the barriers to redevelopment such as lot size limitations, setback limitations, etc.
- Contact the County Redevelopment Authority to see if they could play a role in enhancing the area.
- Create pedestrian linkages/crossings across the railroad tracks between Carnegie and Scott. This would reconnect the two communities and allow access to the new grocery store.
- Encourage more people to utilize the informal walking loop that runs along Carothers Ave.

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- Preserving some buildings with historic character would be desirable, but redevelopment would be welcome even if the historical character was not strictly replicated.
- Overall, the consensus seemed to be that the corridor should be redeveloped as a mixed use corridor of professional office, specialty commercial and residential space that allows a live-work scenario.

***The next meeting will be held on May 11<sup>th</sup>, 2011 at 7:00pm to discuss the issue of “Housing” in the communities. It was agreed that the meeting will be held in the Heidelberg Fire Hall.***

Pashek thanked everyone for coming. The meeting concluded at 8:30 P.M. These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

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Meeting Attendees:

1. Jim Pashek, Pashek Associates
2. Paul Gilbert, Pashek Associates
3. Joe Kauer
4. Jane Sorcan
5. Denise Fitzgerald
6. Richard D’Loss
7. Eileen Meyers
8. Melvin Cook
9. John Mahalchak
10. Ray Reaves

## Challenges along the corridor

### Topography:

- Elevation change from Spikenard St. to Center St.: 40-50 feet<sup>1</sup>
- This is an average slope between 15% and 19%

### Building Stock:

- Building footprints along the corridor are small when compared to the size typically demanded by modern retailers.
- Area of building footprint along the corridor:
  - Median: 1,155 sq.ft.
  - Average: 1,212 sq.ft.
  - Maximum: 5,580 (fire department)
  - Minimum: 375 (residential structure)
  - Total (sum of all buildings from Lee St. to Finley Ave.): 64,238 sq.ft.
- Convenience retailer's typical desired building footprint: 2,000 sq.ft.
- Walgreens in Heidelberg: approximately 15,000 sq.ft.

### Parking:

- Length of corridor planned for on-street parking: 1,326 feet<sup>2</sup>
- Typical length of on-street parking spaces: 22 feet
- Potential on-street spaces along the corridor: 60 spaces
- Spaces required per Township's Zoning Ordinance<sup>3</sup>
  - If 50% of space was converted to retail: 160 spaces
  - If 25% of space was converted to retail: 80 spaces

### Business Climate:

- Retail space has been overbuilt throughout the country<sup>4</sup>:
  - 1985 – 11 sq.ft. of retail per capita
  - 2005 – 19 sq.ft. of retail per capita (72% increase)
  - 1985-2005 median income grew approximately 20%
- Competition with other areas of the Township as well as Carnegie and Heidelberg.

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<sup>1</sup> This is the average range from the area between Finley Ave. and Lee St.

<sup>2</sup> Removed 200 feet to approximate areas that would be prohibited as potential parking areas by the presence of fire hydrants, private garages, intersecting street rights-of-way, etc.

<sup>3</sup> 1 space per 200 sq.ft. gross floor area (GFA) - Scott Township Zoning Ordinance – Ordinance no. 937, As Amended, Adopted May 13, 1975 (3-105.3 Required Spaces) accessed 4/1/11 via: <http://www.elibrary.state.pa.us/>

<sup>4</sup> Information per 4Ward Planning.

## Opportunities for development & reinvestment

### Traffic:

- Average traffic volumes - average annual daily trips (AADT)<sup>5</sup>:
  - Carothers Ave: 8,064
  - Route 50 near Main St. in Carnegie: 16,704
  - Mansfield Boulevard: approx. 7,400
  - Main Street near 3rd Street in Carnegie: approx. 7,400

### Infrastructure Investment:

- Tri-Community Streetscape Project will enhance the appearance of the public space.

### Business Trends and Building Stock:

- Economic downturn has spurred a demand for professional office space.
- Typical area of businesses conducive to the area:
  - Professional Offices: 800-900 sq.ft.
  - Convenience Retailer: 2,000 sq.ft.

### Parking:

- Plans for off-street surface parking (Locust Street<sup>6</sup>). Approximately 11 spaces

### Residential Development Climate:

- 4Ward planning's Residential Supply-Demand Analysis:
  - Demand for between 971 and 1,426 new housing units in the 3 communities by 2015
  - Causes: housing obsolescence, commuting patterns, rising gas prices, etc.
  - Shift toward a higher percentage of rental properties

## Other Facts

Number of parking spaces at the new Walgreens in Heidelberg: 61 spaces<sup>7</sup>

Size of typical off-street parking space: 9 feet by 18 feet

Size of typical on-street parking space: 8 feet by 22 feet

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<sup>5</sup> PennDOT 2011 GIS dataset. AADT is the typical daily traffic on a road segment for all the days in a week, over a one-year period. Volumes represent total traffic, both directions.

<sup>6</sup> 300 square foot parcel

<sup>7</sup> Approximately 1 space per 250 sq.ft. of building footprint



**Minutes – Steering Committee Meeting  
Heidelberg, Carnegie, and Scott Comprehensive Plan**

*8/10/11 7:00pm Carnegie Borough Building*

James W. Pashek  
Nancy Lonnott Roman  
John O. Buerkle, Jr.  
Robert Good

On Wednesday, August 10, 2011, Pashek Associates facilitated a Steering Committee meeting at the Carnegie Borough Building at 7 P.M.

The meeting was held to review the draft comprehensive plan and its recommendations; discuss potential implementation projects and their prospects moving forward, and the next steps of the planning process.

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Jim Pashek and Paul Gilbert of Pashek Associates conducted the presentation. Gilbert presented an overview of the draft plan's analyses and recommendations. Feedback regarding the draft plan included:

- Regarding the Chestnut St. Analysis – Rick wanted to speak with Mark from Trans Associates. Leigh wondered if PennDOT would be receptive to a directional switch as was analyzed.
- It was suggested that we clarify why only a small part of Scott Township was included in the plan.
- We should make it clear that the plans for Carothers, Irishtown, and Heidelberg are conceptual and illustrative, not construction plans.
- We should emphasize water trail access points in Carnegie and mention that water-side amenities could vary in their amenities (e.g. not all need a canoe launch; some could simply provide seating or area for fishing.)
- We should send the Chartiers Creek chapter to the Flood Control Authority for their review.
- Someone questioned whether the water quality in Chartiers Creek is good enough to allow recreation. It was also questioned whether the communities would be held liable for incidents along the Creek if they began to provide access points for recreation.
- We should note that the Plan did not examine the traditional main street business district of Carnegie because the Borough was simultaneously participating in the Allegheny Together program, which was examining this area.
- Photo simulations will be completed for 2 to 3 building in the communities to illustrate the potential aesthetic differences a façade program can make.
- It was suggested that we refer to the Carothers area as “Glendale” as well because that is how the neighborhood is known locally.
- It was suggested that we compare the revised FEMA FIRMs to the floodplains on the flier.

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Pashek then presented several implementation projects included in the comprehensive plan that seemed to be primed for implementation.

- Carnegie zoning changes – to be addressed in next phase of planning (zoning update)
- Heidelberg zoning changes – to be addressed in next phase of planning (zoning update)
- Scott zoning changes – Plan’s recommendations will be given to Scott’s zoning consultant.
- Missing 100 feet of sidewalk in Scott – Scott currently working with new property owner to fund and install this sidewalk. Cost estimated between \$5,000 and \$6,000.
- Flooding Flier – communities liked the flier and would be willing to explore the task of printing and distributing it. Forming a multi-municipal committee for a short period of time to specifically handle this task seemed appropriate.
- Establish a common flood alert siren – This project seemed desirable to the communities. Heidelberg shared that their system only cost approximately \$500. Carnegie mentioned that their siren is on top of the library and that they would be willing to look into its functionality and move forward with this project.
- Sign the Carnegie-Carothers Walking/Jogging Loop – This project also seemed to be worthwhile to implement and the communities seemed willing to do so. Heidelberg shared that their 1.5 miles of trail included approximately \$300 of wayfinding signage. The Carnegie-Carothers Loop is just over 2 miles long. Costs could be expected to be approximately \$400-\$500. A committee could be formed to walk the route and determine where signs should be posted.
- Joint Façade Program – This project would leverage the expertise of the CCDC to administer its own façade enhancement program as well as that of Scott (Carothers Ave.). Scott would still need to post the initial capital to fund specific grants, but CCDC staff could handle all administrative and overhead costs. Both parties seemed willing to explore the potential for this project. This would need to be cleared by the CCDC’s Board of Directors. Consequently, the next specific steps may be for the Steering Committee Members to discuss the concept/idea with all Scott Township’s Supervisors and CCDC’s Board.
- Heidelberg Redevelopment Strategy Seminar – Todd Poole of 4Ward Planning will be holding a meeting to discuss the Heidelberg redevelopment that will be open to all 3 communities to attend. Todd will discuss the process that communities should go through and any feedback he has received through his conversations with developers regarding the plan. This meeting will be held in late-August or September.

The group then discussed the upcoming meetings. There should be a joint public meeting in September, which we will be contacting the committee to schedule. That meeting should be followed by a joint public hearing (and hopefully directly followed by each governing body adopting the plan). The date, time and venue of each meeting are to be determined.



Pashek thanked everyone for coming. The meeting concluded at 8:45 P.M. These minutes were prepared by Paul Gilbert, AICP. Please contact me if you have any questions or comments regarding these minutes.

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Meeting Attendees:

1. Joe Kauer
2. Jane Sorcan
3. Denise Fitzgerald
4. Richard D'Loss
5. Eileen Meyers
6. Melvin Cook
7. John Mahalchak
8. Jeff Harbin
9. Leigh White
10. Ray Losego
11. Ken LaSota
12. Dawn Cindric
13. Jim Pashek, Pashek Associates
14. Paul Gilbert, Pashek Associates



## Appendix : Rivers Conservation Plan

### Rivers Conservation Plan as it relates to flooding

A Rivers Conservation Plan was developed for Lower Chartiers Creek, which includes the portions of the Chartiers Creek Watershed situated in Allegheny County and includes Heidelberg, Carnegie, and Scott. It is important to review the information, goals, and recommendations included in this plan and their appropriateness for and applicability to addressing the issue of flooding in the three communities.

Several of the plan's recommendations focus on cooperative efforts to improve the watershed. This idea is significant as the issue of flooding is the result of conditions throughout the watershed. The intergovernmental cooperation recommendations include:

- Encourage multi-municipal cooperation in improving watershed conditions and the commonwealth of Chartiers' natural resources
- Assist municipalities in making improvements. Develop conservation partnerships
- Encourage active participation from all 23 municipalities in both counties
- Determine Vision, Goals, and Indicators
- Research and establish long-term funding strategy; build relationships
- Assist municipalities in implementing and/or upgrading ordinances; develop comprehensive plans; understand Smart Growth principles; respond proactively to future development; understand economic incentives to sound environmental policies

Another applicable theme found in the recommendations of the plan is the concept of promoting environmental sustainability and stormwater best management practices in new development. These recommendations include planning and regulations. For example, the plan includes the following objectives/recommendations:

- Promote new development that has minor environmental impact
- Enforce existing natural resource protection laws
- Eliminate new sources of NPS pollution
- Reduce / eliminate environmental impacts from stormwater runoff
- Reduce/eliminate environmental impacts from combined sewer overflows (CSOs)
- Develop new land in ways that make sense economically and environmentally; and in good relationship to existing communities
- Enforce existing laws and regulations regarding natural resource protection, i.e. Erosion and Sedimentation Plans
- Develop and enforce ordinances to allow for development with environmental, economic, and community sensitivity. For instance, model ordinances for: clustered development; village centers; building footprint size; shared parking lots; permeable paving; street trees; zoning; steep slope; wetland; and floodplain protection
- Encourage Allegheny County to do a watershed-wide stormwater management plan

- Implement stormwater Best Management Practices
- Manage floodplains, and enforce existing regulations
- Implement steep slope ordinances
- Reduce stormwater flows going into storm and combined sewers
- Remove streams from culverts, pipes, and combined sewers where possible, "stream daylighting"

The plan includes a specific recommendation to, "develop or upgrade comprehensive plans in each municipality." It is positive to state that this Comprehensive Plan is both implementing this recommendation while also fostering an intergovernmental cooperative spirit because it is a multi-municipal plan between Heidelberg, Carnegie, and Scott. The Comprehensive Plan is also directly approaching solutions to issues along Chartiers Creek including flooding and recreation.

The last theme present in the recommendations of the Rivers Conservation Plan for Chartiers Creek that is applicable to our discussions is the idea of promoting education and outreach regarding the Creek and its value to the communities. To this end, several of the plan's objectives and recommendations include:

- Raise ecological literacy
- Teach through hands-on participation
- Train young people to appreciate the natural systems around them
- Teach young people stewardship principles and restoration skills
- Convey to watershed residents principles of stewardship
- Foster meaningful, enduring volunteer programs to carry out watershed improvements
- Communicate effectively about all aspects of progress within watershed communities
- Measure effectiveness of education programs; modify as needed
- Develop out-of-doors educational excursions such as: field trips; mushroom hunts; canoe trips; headwater hiking; trail building; bird watching; fishing; riparian vegetation planting; and showing degraded areas and introducing plans for remediation
- Identify relevant education / restoration opportunities in each water quality unit
- Watershed-wide quarterly newsletter featuring sub-basin progress, volunteer efforts, effective, remediation strategies, native plants, Watershed Council meetings
- Promote local lectures on pertinent topics: smart growth, environmental history, life cycles of great blue herons and their rookeries....
- Use curricula materials in schools that reflect Pennsylvania's Environment and Ecology Standards (see Pa. Department of Education). Integrate with volunteer programs

### **Active Watershed groups and plans**

The following is a list of groups that strive to enhance various elements of Chartiers Creek and its watershed. Also listed are planning efforts that have focused on the Creek.

Chartiers Nature Conservancy [www.chartiersconservancy.org](http://www.chartiersconservancy.org)

Chartiers Creek Watershed Association [www.upperchartierscreek.org](http://www.upperchartierscreek.org)

Lower Chartiers Watershed Council [www.lowerchartierswatershedcouncil.org](http://www.lowerchartierswatershedcouncil.org)

Chartiers Greenway Plan

Chartiers Rivers Conservation Plan



## What caused Chartiers Creek to flood?

In September of 2004, the remnant storms of Hurricane Ivan drenched the Chartiers Creek watershed with between 5 and 8 inches of rainfall over a 24-hour period. This rainfall came after the remnant storms of Hurricane Frances had saturated the area just over a week before. The 5 to 8 inches of rain dropped by Hurricane Ivan caused the Creek to rise to 25 feet, far exceeding the flood level (18 feet).

What has been done to prevent future floods in our Communities?

The Chartiers Valley District Flood Control Authority (CVDFCA) began removing trees and debris from the creek bed and sides after the flood. It also cleared debris and sediment from the back channel, a long, flowing, and natural retention area into which water is diverted. The Army Corps of Engineers also removed sediment at 26 locations along 11 miles of Chartiers Creek. Additionally, slopped paving was replaced to stabilize the Pittsburgh and Ohio Central railroad tracks.

## Are we in the floodplain?

Much of Carnegie and Heidelberg's Main Streets and business districts are within the 500-year flood plain. Smaller portions of the boroughs are within the 100-year flood plain.

## What does a 100 or 500 year flood mean?

These are simply terms that are used to describe the probability of a flood happening in a given year. A 10 year flood has a 10 percent probability of occurring in any given year, a 50 year event a 2% probability, and a 100 year event a 1% probability, and a 500 year event a .2% probability.

The probabilities are not guaranteed and the terms are most frequently used in determining flood insurance rates.



## Will our communities flood again?

While there is no "yes" or "no" answer to this question, the boroughs, the flood control authority, and Army Corps of Engineers have been working to prepare the communities for future heavy rainfalls.

## Know how you will be alerted to another flood.

Become familiar with your communities' alert system. Use your battery operated radio to listen for additional information if necessary.

### Flood warning: ONE (1) STEADY

– Continuous sounding of the siren with no intermissions ONE (1) MINUTE in length.

### Evacuation Signal: TWO (2)

STEADY – Continuous soundings of the siren with a TWENTY (20) SECOND INTERVAL – TWO (2) MINUTES IN LENGTH repeated THREE (3) TIMES.

The siren will sound for FOURTEEN (14) MINUTES to serve as notice to evacuate flood prone and low-lying areas of the communities.

## Determine the level at which your property will begin to flood.

Knowing the water level that will flood your home will allow you to be better informed regarding the necessity of evacuating your residence. The first step is to determine the flood level of the nearest USGS water level gauge, which is situated in Carnegie. The Action Stage is 14 feet, Flood Stage is 20 feet, Moderate Flood Stage is 21 feet, and Major Flood Stage is 23 feet.

## Create an emergency supply kit.

Create an emergency provisions kit that includes items such as: medical kit, non-perishable food,

and water, batteries and a battery operated radio, flashlight, etc. Suggestions for items to include in these kits are available from the Nurture Nature Center ([www.focusonfloods.org](http://www.focusonfloods.org)) and the Pennsylvania Emergency Management Agency ([www.Readypa.gov](http://www.Readypa.gov)).

## Know your communities' evacuation routes.

Know the routes from regularly visited locations such as home, work, and your childrens' schools.

## Learn what you can do to prepare your property for a flood.

Prior to a flood, are there improvements or upgrades that you can install in your home to make it more flood-resistant? Common flood-proofing measures include raising the furnace and electrical and mechanical equipment.

## Determine where your family should meet if they are separated during a flood event.

Determine if your family's workplaces or schools are in flood-prone areas. Also evaluate if roadways that access these places are prone to flooding. Determine the best way to access these sites in the event of a flood. If your family gets split-up make sure you have designated a safe place for everyone to meet.

# FLOOD CONCERNS – "We need to be PREPARED, not SCARED"

Heidelberg

Carnegie

Scott Township

Carnegie Community  
Development Corporation

Prepared by Pashek Associates, Ltd.



# **Answers to frequently asked Flood Questions**

## **What has been done to remediate Chartiers Creek and prevent future floods?**

Following the flood of 2004, The Chartiers Valley District Flood Control Authority (CVDFCA) began the process of removing trees and debris from the creek bed and sides. From August of 2007 through September of 2008 the Army Corps of Engineers removed built up sediment at 26 locations along 11 miles of Chartiers Creek. 52,000 cubic yards of materials of sediment was removed. 52,000 cubic yards of materials is equivalent to a football field filled from end zone to end zone and from sideline to sideline at a height of 29 feet. Additionally, in Carnegie sloped paving was replaced which stabilized the Pittsburgh and Ohio Central railroad tracks. Future plans of the CVDFCA include considerable work up-stream of Carnegie, including clearing all debris and sediment from the back channel which will help to divert the water into a four-plus mile, long flowing retention and natural area which then joins the main channel behind the Route 50 parking lot in Collier Township.

## **What caused Chartiers Creek to flood?**

The summer of 2004 was the wettest summer of record, then on September 8, 2004, remnants of Hurricane Frances left the ground in Southwest Pennsylvania saturated from 4 inches of rainfall. On September 17, the remnants of Hurricane Ivan dumped over 6 inches of rain in a 24 hour period. During Ivan, the peak flow of Chartiers Creek was 27,400 cubic feet per second, or approximately 25,000 gallons per second, which is 37% more water than the creek is capable of handling.

## **Is Carnegie in a 100 year flood plain?**

The vast majority of Carnegie is a 500 year flood plain. All of the Main Street Business District is in a 500 year flood plain. One small portion of Carnegie is located in a 100 year flood plain.

## **What does a 100 or 500 year flood mean?**

The terms "10 year", "50 year", "100 year" and "500 year" floods are used to describe the estimated probability of a flood event happening in any given year. Their primary use is for determining flood insurance rates in flood hazard areas. Using historic weather and hydrograph data experts derive the estimated rate of flow or discharge of a river or creek. A 10 year flood has a 10 percent probability of occurring in any given year, a 50 year event a 2% probability, a 100 year event a 1% probability, and a 500 year event a .2% probability.

## **Are properties in the Carnegie Business District being required to obtain Flood Insurance?**

Generally, mortgage lenders are not requiring flood insurance on properties located in the business district, however this is certainly evaluated on an individual basis

## **Will Carnegie ever flood again?**

No one can provide this kind of guarantee. However, much work has been done and will continue to be done to ensure the safety of Carnegie. We are looking forward to a very bright future.



## Appendix : Heidelberg Flood Alert System

Adopted by Resolution 31-06, the Borough of Heidelberg created an audible Flood Warning and Evacuation Signal System using the current fire whistle of the Heidelberg Volunteer Fire Department.

**FLOOD WARNING** – The Flood Warning will be sounded once Chartiers Creek is in danger of cresting the creek banks. The Flood Warning will not sound in conjunction with Flood Watches and Warnings issued by the National Weather Service. The HEIDELBERG FLOOD WARNING will be more defined for our town.

The FLOOD WARNING shall consist of one (1) continuous sounding of the fire siren with no intermissions lasting one (1) minute in length.

**Flood Warning = One (1) steady – continuous sounding of the siren with no intermissions one (1) minute in length.**

**Evacuation Signal** – The Evacuation Signal will be activated once flooding is detected within the Borough of Heidelberg. All low-lying areas of Heidelberg are to evacuate and seek higher ground.

**Evacuation Signal = Two (2) steady – continuous soundings of the siren with a twenty second interval – two minutes in length repeated three (3) times. The fire whistle will sound for 14 minutes to serve as notice to evacuate the low-lying areas of the Borough.**

*REMINDER – The Fire Whistle will still sound for fire calls of the HVFD, it will sound for under one minute made up of 5 separate individual blasts of the siren – differing from the flood warning and evacuation signals*

<http://heidelbergpa.tripod.com/id16.html>



## **Appendix : Twittj®® Flood Alerts**

The following articles describe the use of Twitter® in emergency response:

<http://preparednesstoday.blogspot.com/2009/04/twitter-for-public-safety-emergency.html>



## **Appendix : “StormReady” Designation**

At the February Council Meeting, the Heidelberg Borough Council and Mayor LaSota were presented with "StormReady" Community signs by representatives from the National Weather Service. Through the efforts of Heidelberg Borough Council and Mayor, Heidelberg is now the second municipality in all of Allegheny County to be designated as such, other than Heidelberg – Pittsburgh is the only other "StormReady" community in the County. Furthermore, Heidelberg is the ninth municipality in the entire State to be designated such by the National Weather Service.

To be designated as Storm Ready, Heidelberg Emergency Management completed a multitude of projects and initiatives including: created a severe weather operations plan for the Borough, equipped the Borough Office with a weather radio, weather monitoring equipment, implemented information notification procedures, maintains the Heidelberg Flood Warning System, trained over 20 of our staff and firefighters and "Skywarn" Weather Spotters, completed weather exercises in September and routinely brief the public at our meetings about weather incidents and precautions.

The Borough is proud of our "StormReady" designation and thanks everyone who helped make it happen. In conjunction with being designated as "StormReady", the Borough is currently working with FEMA on efforts to reduce flood insurance premiums for our property owners as result of our many emergency management initiatives.

Per the National Weather Service, StormReady Communities are better prepared to save lives from the onslaught of severe weather through advanced planning, education and awareness. No community is storm proof, but StormReady can help communities save lives.

<http://www.stormready.noaa.gov/>





## **FLOODS HAPPEN. LESSEN THE LOSS.**

*Be prepared with a*

# **Family Go Kit**

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### ***What will be in your kit?***

\_\_\_ Family Plan

Decide where to meet your family. Choose a meeting place outside your home or in a flood-safe place outside your neighborhood. Find alternative routes away from any flood prone roads. Make a copy for each family member to keep.

\_\_\_ Important Family and Emergency Phone numbers

List important emergency numbers to get help and numbers to contact your family with.

Ask your parents to choose a friend or family member out of town to call in an emergency.

Learn this number by heart. Practice what you would say to let your family know where you are.

\_\_\_ First Aid Kit

\_\_\_ Extra Clothing and Blankets

\_\_\_ Large Plastic Bag for Warmth or Protection

\_\_\_ Non-perishable Snack /Food and Can Opener

\_\_\_ Pet Food

\_\_\_ Water (one gallon for each person each day)

\_\_\_ Radio and Extra Batteries

\_\_\_ Family Photographs

\_\_\_ Computer Files Backup

\_\_\_ Light Stick

\_\_\_ Small Toy

\_\_\_ Hand Wipes

\_\_\_ Flashlight with Extra Batteries

\_\_\_ Soap, Toilet Paper, Toothbrush and Paste

\_\_\_ Eyeglasses and Medicine

\_\_\_ Whistle

\_\_\_ Copies of Identification

\_\_\_ Cash and Coins

\_\_\_ A Map of the Area

Other things I may need \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

This Flood Safety and Awareness Campaign is a project of the Nurture Nature Foundation in partnership with the National Oceanic and Atmospheric Administration (NOAA) and the National Weather Service (NWS.)

[www.focusonfloods.org](http://www.focusonfloods.org)



## Appendix : Long-Term Emergency Response Plan

Beyond the immediate response to a flash flood, the communities need to have a plan in place to address the long-term needs that follow an emergency. This section of the Comprehensive Plan will outline some guiding principles for the development of this plan as well as provide additional information that will aid the communities in developing the long-term emergency response plan. The Federal Emergency Management Agency (FEMA) has developed a guiding document for communities that are preparing emergency response plans. Many of the ideas and principles listed below are included in FEMA's Comprehensive Preparedness Guide (CPG) 101 document.

### *Planning Principles*

- **Planning must be community-based, representing the whole population and its needs;**
- **Planning must include participation from all stakeholders in the community;**
- **Planning uses a logical and analytical problem-solving process to help address the complexity and uncertainty inherent in potential hazards and threats;**
- **Planning considers all hazards and threats;**
  - Although, we know that flooding is the most common threat here.
- **Planning should be flexible enough to address both traditional and catastrophic incidents;**
- **Plans must clearly identify the mission and supporting goals (with desired results);**
- **Planning depicts the anticipated environment for action;**
- **Planning does not need to start from scratch;**
- **Planning identifies tasks, allocates resources to accomplish those tasks, and establishes accountability;**
- **Planning includes senior officials throughout the process to ensure both understanding and approval;**
- **Time, uncertainty, risk, and experience influence planning;**
- **Effective plans tell those with operational responsibilities what to do and why to do it, and they instruct those outside the jurisdiction in how to provide support and what to expect; and**
- **Planning is fundamentally a process to manage risk.**

In the Nation's system of emergency management, the local government must act first to address the public's emergency needs. Depending on the nature and size of the emergency, Federal, state, territorial, tribal, and regional (e.g., the National Capital Region) assistance may be provided to the local jurisdiction. The focus of local and tribal EOPs is on the emergency measures that are essential for protecting the public. At the minimum, these measures include warning, emergency public information, evacuation, and shelter.

Local EOPs should largely be consistent with state/territorial/tribal plans. The EOP addresses several operational response functions and describes how to fulfill its mission of providing resources to satisfy unmet needs. These functions focus on actions, such as direction and control, warning, public

notification, and evacuation, that the local government must take during the initial phase of response operations and that fall outside of the state/territorial/tribal response mission. Thus, they are not appropriate for inclusion in those response plans. Local jurisdictions should work with their state, territorial, or tribal leadership to clearly delineate roles, responsibilities, and structures as required.

At a minimum the EOP describes what the local government will do when conducting emergency operations. The EOP:

- Identifies the departments and agencies designated to perform response and recovery activities and specifies tasks they must accomplish
- Outlines the integration of assistance that is available to local jurisdictions during disaster situations that generate emergency response and recovery needs beyond what the local jurisdiction can satisfy
- Specifies the direction, control, and communications procedures and systems that will be relied upon to alert, notify, recall, and dispatch emergency response personnel; warn the public; protect residents and property; and request aid/support from other jurisdictions and/or the Federal Government (including the role of the Governor's Authorized Representative)
- Provides coordinating instructions and provisions for implementing MAAs, as applicable
- Describes the logistical support for planned operations.

A jurisdiction's EOP is a document that:

- Assigns responsibility to organizations and individuals for carrying out specific actions that exceed routine responsibility at projected times and places during an emergency
- Sets forth lines of authority and organizational relationships and shows how all actions will be coordinated
- Describes how people (including unaccompanied minors, individuals with disabilities, others with access and functional needs, and individuals with limited English proficiency) and property are protected
- Identifies personnel, equipment, facilities, supplies, and other resources available within the jurisdiction or by agreement with other jurisdictions
- Reconciles requirements with other jurisdictions.

The planning team should be comprised of representatives from the following:

- Emergency management; law enforcement; fire services; EMS; public health; hospitals and health care facilities; public works; utility operators; education; agriculture; animal control; social services; childcare, child welfare, and juvenile justice facilities (including courts); National Guard; and private sector.

In order to ensure that the entire community is represented, the following should also be included in the planning:

- Civic, social, faith-based, educational, professional, and advocacy organizations (e.g., those that address disability and access and functional needs issues, children's issues, immigrant and racial/ethnic community concerns, animal welfare, and service animals), volunteer organizations, critical infrastructure operators, and local and regional corporations.

Disasters begin and end locally. After the response is over, it is the local community that lives with the decisions made during the incident. Therefore, communities should have a say in how a disaster response occurs. They should also shoulder responsibility for building their community's resilience and enhancing its recovery before, during, and after a disaster.





## Three Rivers Water Trail



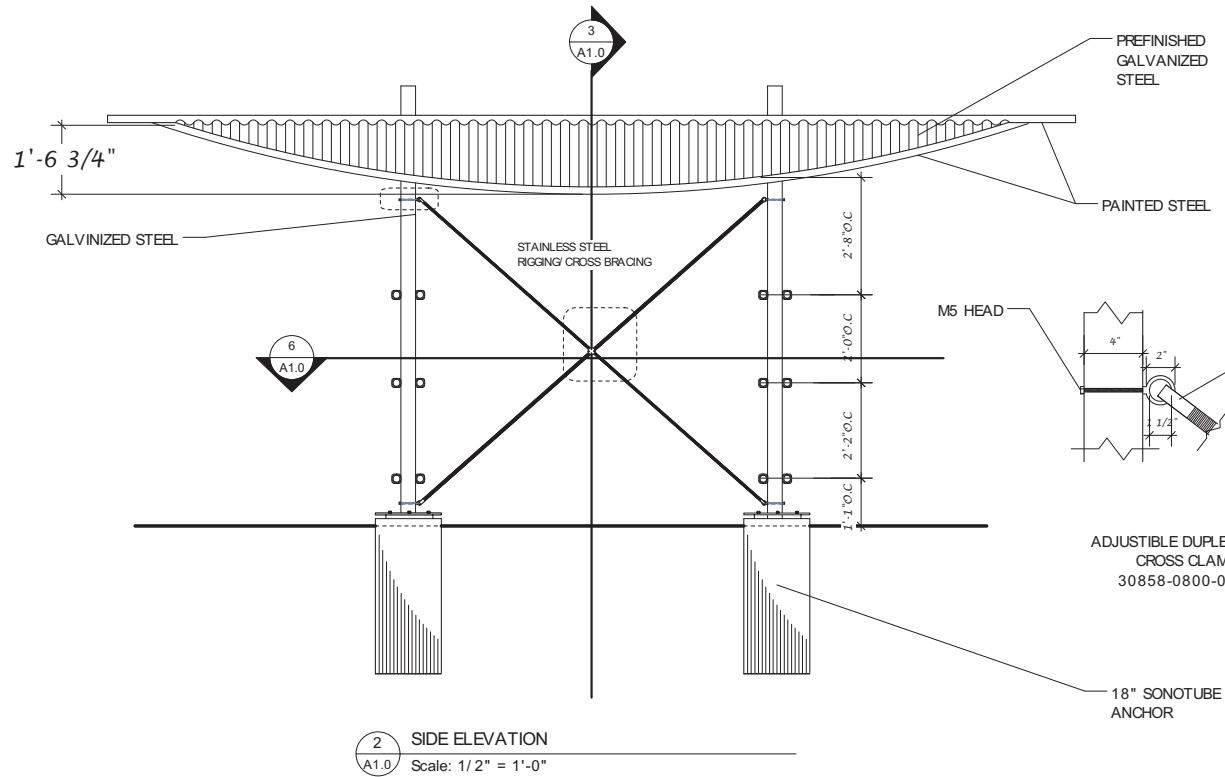
Way finding signage is an essential part of the Three River Water Trail. Each location has clearly visible signage directing users from land and water within the Three Rivers System.



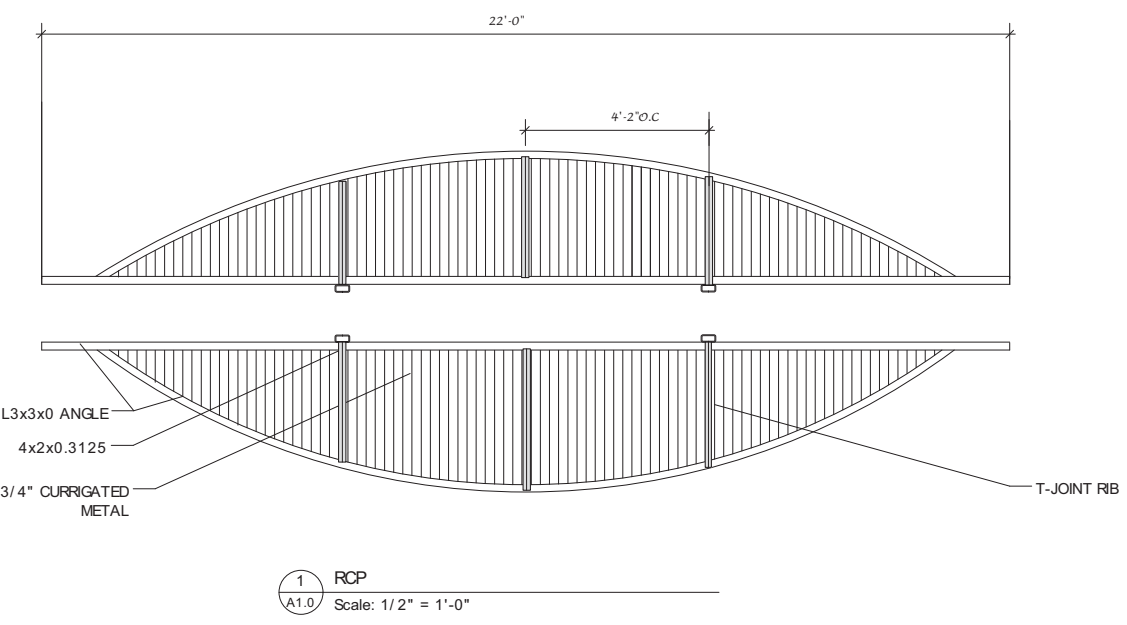
Racks offer users of the Three Rivers Water Trail System a convenient place to temporarily store their canoe/kayak and enjoy amenities adjacent to the water trail landing such as the Three Rivers Heritage Trail, picnic areas, and in the downtown Pittsburgh area access to restaurants and entertainment.



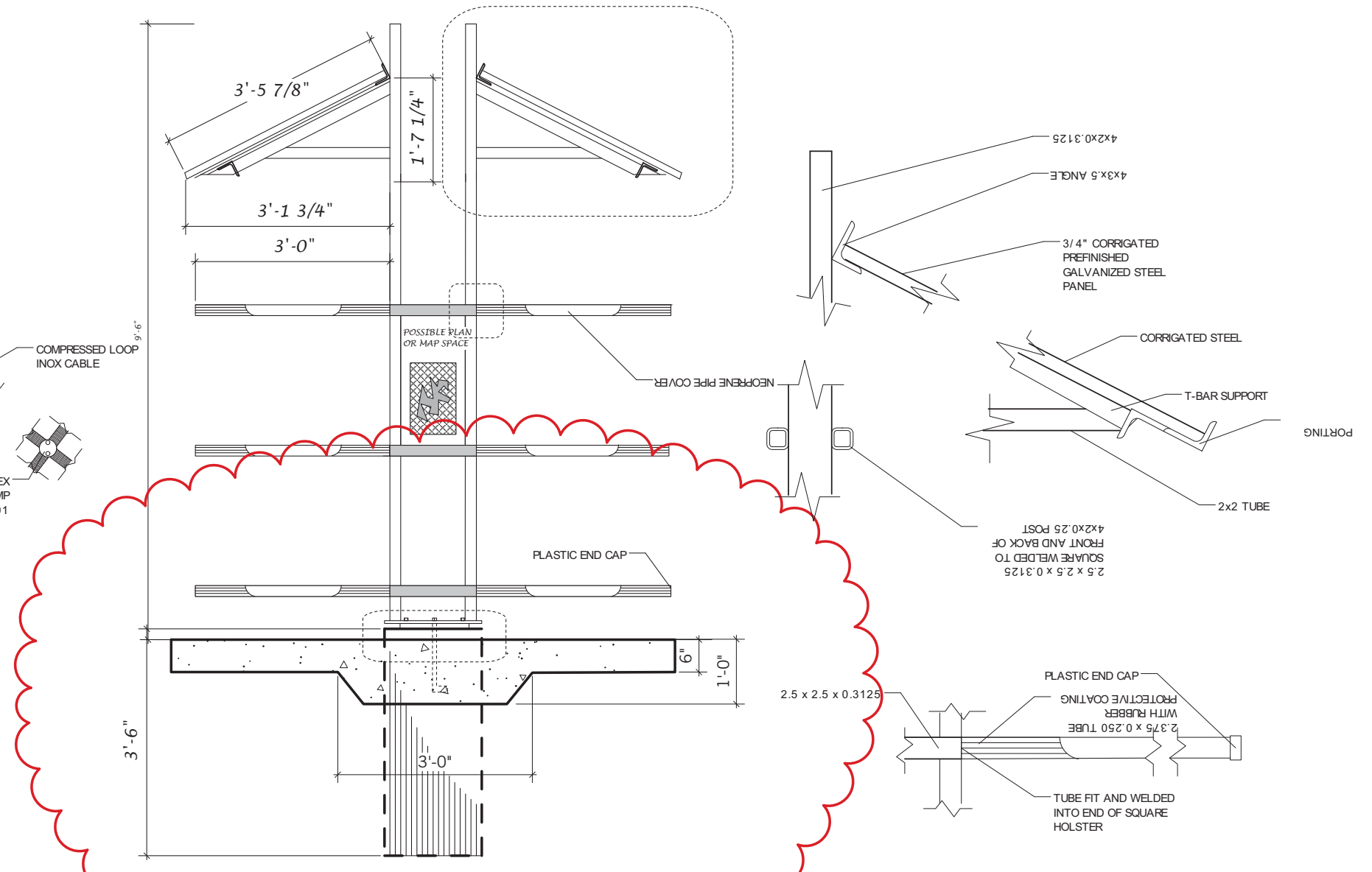




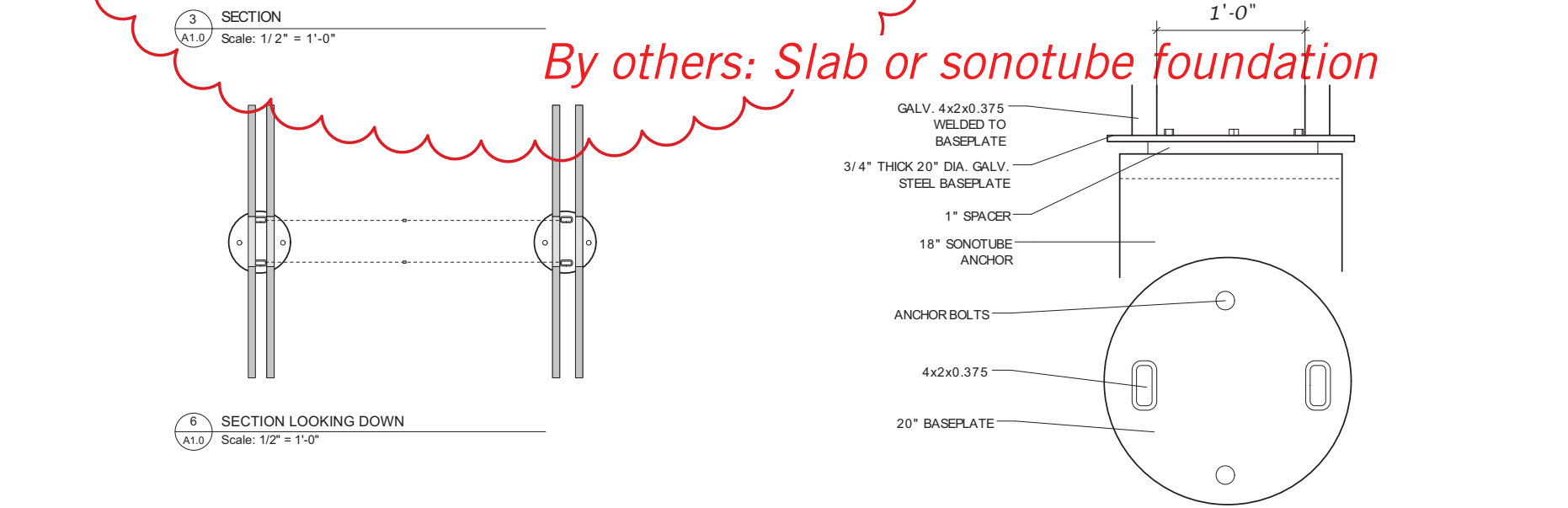
2 SIDE ELEVATION  
A1.0 Scale: 1/2" = 1'-0"



1 RCP  
A1.0 Scale: 1/2" = 1'-0"

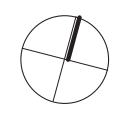


3 SECTION  
A1.0 Scale: 1/2" = 1'-0"



6 SECTION LOOKING DOWN  
A1.0 Scale: 1/2" = 1'-0"

*By others: Slab or sonotube foundation*





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# Heidelberg, Carnegie & Scott Township

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## Residential Supply- Demand Analysis

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4WARD PLANNING LLC

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21 March 2011



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## Residential Supply-Demand Analysis

### EXISTING RESIDENTIAL SUPPLY

The Heidelberg, Carnegie, Scott Township area (HCS geographic area) is defined by low- to medium-density residential units, featuring both masonry and frame construction. In 2010, there were an estimated 13,183 total housing units within the HCS geographic area, based on U.S. Census Data and ScanUS, a proprietary socio-economic analysis software program utilized by 4ward Planning.

According to 2005-2009 American Community Survey 5-Year Estimates, the majority of the occupied housing stock (66-percent) is characteristic of single-family homes (largely composed of single-family detached homes with some townhomes). Another 34-percent is characteristic of multifamily apartments or condos, composed of both low- and mid-rise multifamily buildings. Approximately 23 percent of the occupied housing stock within the HCS geographic area was built prior to 1940, according to the American Community Survey. Based on the observed physical housing stock obsolescence within the HCS geographic area, 4ward Planning estimated that five-percent of the housing units would not be marketable or attractive to new buyers or renters and, consequently, removed them from our analysis in order to determine net marketable units.

According to American Community Survey 2009 figures, approximately 8.1 percent of the housing stock within the HCS geographic area (1,069 units) was unoccupied – a relatively high figure, given that the U.S. average per annum housing vacancy rate is approximately three percent. The rate of residential vacancy was lower (4.2 percent) when omitting seasonal and other non-traditional properties, such as those in various stages of foreclosure or abandonment. Accordingly, we assume that an average or equilibrium residential vacancy rate for the HCS geographic area is, conservatively, five-percent is conservative.

### PLANNED & PROPOSED DEVELOPMENT

Site visits, on-line research and inquiries placed with Allegheny County Department of Economic Development did not identify any proposed or planned residential development, of scale, within the HCS geographic area. This finding suggests that either housing developers have been unable to identify sufficiently sized and appropriately located developable acreage within the study area and/or insufficient market data exists for making an informed investment decision. Further, the absence of redevelopment planning areas of scale also limits prospective residential development interest.

### PROJECTING FUTURE RESIDENTIAL DEMAND

In projecting future residential demand, 4ward Planning created two possible housing demand scenarios, using varying assumptions for household formation, as exhibited in Tables A-1 and A-2, below. In the first scenario, we assumed a modest growth rate for household formation of 0.75-percent per annum. The second scenario assumed a flat growth rate for household formation (e.g., zero or near zero change in household formation). Further, and so as to identify prospective pent-up housing

demand attributable to local employment, 4ward Planning conservatively estimated five-percent of Pittsburgh and Green Tree Borough workers who now live either south, south-west or south-east of the HCS geographic area would likely consider living somewhere within the HCS geographic area if adequate housing choices were made available. Based on calculations performed using the U.S. Census based program On-the-Map, 4ward Planning estimated approximately 9,400 persons now commute from points south, south-west and south-east of the HCS geographic area into Pittsburgh proper or Green Tree borough (the places of origin included Oakdale, Sturgeon-Noblestown, Upper St. Clair, McDonald, Bethel Park and South Park Township), meaning 471 of those workers (five-percent of the total) would represent prospective pent-up demand for housing within the HCS geographic area – equivalent to 471 housing units.

We then estimated the amount of net marketable housing units (units which could either be rented or sold, regardless of whether or not they are or would be currently listed as available) by reducing the total amount of residential units in the study area by five-percent, to account for those units that, based on physical condition or configuration, are unlikely to be leased or sold. Further, recognizing that all housing stock wears out over time, 4ward Planning assumed an annual obsolescence rate of 0.75-percent (this factor assumes that over a 100-year period 75 percent of the housing stock within the HCS geographic area would need either wholesale rehabilitation or demolition and replacement).

Finally, after assuming an average annual residential vacancy rate of five-percent, we calculated the amount of net available units which could either be leased or sold (e.g., marketable housing units).

The estimated number of marketable units was then compared against each of the projected household formation scenarios – annual modest growth (0.75-percent) and annual flat growth (0.0 percent). Comparing these numbers produced either a residual demand for additional housing units or showed an excess amount of units in the study area (e.g., supply exceeds demand). From these figures, we further segmented demand for residential units that would come from replacement of obsolete units and demand generated by household growth plus pent-up demand from market area workers. Further, 4ward Planning determined the amount of demand for rental housing units versus owner-occupied housing units by looking at historical tenure rates for the subject study area. According to 2005-2009 American Community Survey 5-Year Estimates, the current tenure rates for rental and owner-occupied units are 47.3-percent and 52.7-percent, respectively. However, we assumed a higher percentage of renter households (70-percent) in the future, based on tighter home lending standards since the onset of the subprime mortgage crisis and national economic recession.

Along with tenure type, we further segmented the additional housing units by number of bedrooms and household income. To determine figures for one-, two- and three-bedroom units, we assumed a typical mix of 20-percent one bedroom units, 70-percent two bedroom units, and 10-percent three bedroom units, based on observed current and future demographic trends (e.g., household sizes are decreasing and single and two person households are the fastest growing household sizes regionally and nationally). 4ward Planning utilized a similar procedure to project demand for housing units based on household incomes of \$39,999 and less (65-percent of demand), \$40,000 to \$74,999 (20-percent), and

household incomes of \$75,000 and greater (15-percent). For purposes of this study, we assume most or all of low- and moderate-income housing (affordable) units will be accommodated within the \$39,999 and less housing demand category.

Based on the above assumptions, net new residential housing demand, then, is a function of (1) the annual housing obsolescence rate (0.75-percent), (2) unsatisfied pent-up housing demand and (3) household formation growth scenarios (moderate or flat). For example, in the first residential supply/demand scenario, annual modest household growth (0.75-percent) shows that by 2015, 1,426 new and/or substantially rehabilitated residential units will be demanded, assuming no new units were delivered and absorbed in the preceding years. In the second scenario, flat or zero annual household formation still results in a demand for up to 971 units in 2015, assuming no new units were delivered or substantial rehabilitation occurred. The above methodology and analysis demonstrates that demand for residential units is generated by a variety of factors.

### Heidelberg-Carnegie-Scott Township Comp Plan

#### Residential Market Analysis

#### HCS Housing Market: Modest Annual Growth Scenario

##### Growth Projection Scenarios

	2010	2011	2012	2013	2014	2015
Population	25,564	25,756	25,949	26,144	26,340	26,537
Households	11,958	12,048	12,138	12,229	12,321	12,413
Estimated number of Pittsburgh and Green Tree Borough Workers Commuting South, South-West & South-East of HCS	9,418	9,418	9,418	9,418	9,418	9,418
Initial Year Housing Unit Total Stock	13,183					
Net Marketable Housing Units	12,524	12,430	12,337	12,244	12,152	12,061
Estimated Number of Pent-Up Demand Units	471	471	471	471	471	471
Households	11,958	12,048	12,138	12,229	12,321	12,413
Sub-Total: Estimated Housing Unit Demand per Annum	12,429	12,519	12,609	12,700	12,792	12,884
Add Average Number of Vacant Units	626	621	617	612	608	603
Total: Estimated Housing Unit Demand per Annum	13,055	13,140	13,226	13,312	13,399	13,487
Total: Estimated Net Marketable Housing Units per Annum	12,524	12,430	12,337	12,244	12,152	12,061
<i>Net Housing Unit Demand (Excess Units)</i>	531	710	889	1,068	1,247	1,426
Replacement Demand	99	94	93	93	92	91
Household Growth and Pent-Up Worker Demand	432	616	796	975	1,155	1,335
Demand - Owner-Occupied	159	213	267	320	374	428
Demand - Rental	372	497	622	748	873	998
Demand - One Bedroom (20%)	106	142	178	214	249	285
Demand - Two Bedroom (70%)	372	497	622	748	873	998
Demand - Three Bedroom or Greater (10%)	53	71	89	107	125	143
Demand - HH Income \$75,000 and Greater (24%)	127	170	213	256	299	342
Demand - HH Income \$40,000 to \$74,999 (25%)	133	178	222	267	312	356
Demand - HH Income \$39,999 and Less (51%)	271	362	453	545	636	727

**Heidelberg-Carnegie-Scott Township Comp Plan***Residential Market Analysis***HCS Housing Market: Flat Annual Growth Scenario**

## Growth Projection Scenarios

	2010	2011	2012	2013	2014	2015
Population	25,564	25,564	25,564	25,564	25,564	25,564
Households	11,958	11,958	11,958	11,958	11,958	11,958
Estimated number of Pittsburgh and Green Tree Borough Workers Commuting South, South-West & South-East of HCS	9,418	9,418	9,418	9,418	9,418	9,418
Initial Year Housing Unit Total Stock	13,183					
Net Marketable Housing Units	12,524	12,430	12,337	12,244	12,152	12,061
Estimated Number of Pent-Up Demand Units	471	471	471	471	471	471
Households	11,958	11,958	11,958	11,958	11,958	11,958
Sub-Total: Estimated Housing Unit Demand per Annum	12,429	12,429	12,429	12,429	12,429	12,429
Add Average Number of Vacant Units	626	621	617	612	608	603
Total: Estimated Housing Unit Demand per Annum	13,055	13,050	13,046	13,041	13,037	13,032
Total: Estimated Net Marketable Housing Units per Annum	12,524	12,430	12,337	12,244	12,152	12,061
<i>Net Housing Unit Demand (Excess)</i>	531	620	709	797	884	971
Replacement Demand	99	94	93	93	92	91
Household Growth and Pent-Up Worker Demand	432	527	616	704	792	880
Demand - Owner-Occupied	159	186	213	239	265	291
Demand - Rental	372	434	496	558	619	680
Demand - One Bedroom (20%)	106	124	142	159	177	194
Demand - Two Bedroom (70%)	372	434	496	558	619	680
Demand - Three Bedroom or Greater (10%)	53	62	71	80	88	97
Demand - HH Income \$75,000 and Greater (24%)	127	149	170	191	212	233
Demand - HH Income \$40,000 to \$74,999 (25%)	133	155	177	199	221	243
Demand - HH Income \$39,999 and Less (51%)	271	316	362	406	451	495

**General and Limiting Conditions**

4WARD PLANNING, LLC has endeavored to ensure that the reported data and information contained in this report are complete, accurate and relevant. All estimates, assumptions and extrapolations are based on methodological techniques employed by 4WARD PLANNING and believed to be reliable. 4WARD PLANNING, LLC assumes no responsibility for inaccuracies in reporting by the client, its agents, representatives or any other third party data source used in the preparation of this report.

Further, 4WARD PLANNING, LLC makes no warranty or representation concerning the manifestation of the estimated or projected values or results contained in this study.

This study may not be used for purposes other than that for which it is prepared or for which prior written consent has first been obtained from 4WARD PLANNING, LLC.

This study is qualified in its entirety by, and should be considered in light of, the above limitations, conditions and considerations.



## Appendix 13: Redevelopment Funding Sources<sup>1</sup>

### Municipal

- **Tax Increment Financing District:** A tax increment financing district is created by the adoption of a plan for redevelopment and a TIF plan. (Pottstown is an example)
- **Municipal bonds:** State and local governments and their agencies issue bonds in exchange for the use of the capital of individuals and corporations.
- **Keystone Opportunity Zones (KOZ):** specific commercial or industrial areas with greatly reduced or no tax burden for property owners, residents and businesses throughout the Commonwealth of Pennsylvania.

### County

- **Local Economic Revitalization Tax Assistance (LERTA):** Authorizes local taxing authorities to provide for tax exemption for certain deteriorated industrial, commercial, and other business properties for up to 10 years to reduce tax liability.
- **Allegheny County: Community Development Block Grant (CDBG) Program:** Municipal development funds such as sewer and water improvements, public improvements, recreation, demolition, commercial revitalization and removal of architectural barriers for curbs, sidewalks, ramps, municipal buildings and parks activities.
- **Allegheny County Tax Increment Financing Program:** Any costs associated with redevelopment projects that include commercial, industrial, and residential development are eligible to be financed with TIF including capital costs (construction, rehabilitation, demolition, acquisition of land, buildings and machinery), financing costs, professional services, administrative costs, relocation, organizational costs and costs associated with the creation and implementation of the TIF project. More common for commercial projects than residential as easier to show credit worthiness.

### State

- **Housing and Redevelopment Assistance Program:** Provides state- funded grants for community renewal and economic development activities that occur on a local level, including housing, business expansion/location, infrastructure and community facilities.
- **Redevelopment Assistance Capital Program (RACP):** Provides grants administered through the Governor's office for the acquisition and construction of regional economic, cultural, civic and historic improvement projects.

### Federal

- **HUD Section 108 Loan Guarantee Program:** A source of financing allotted for the economic development, housing rehabilitation, public facilities rehab, construction or installation for the benefit of low- to moderate-income persons, or to aid in the prevention of slums. Loan guarantee provision of the CDBG program.

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<sup>1</sup> Source: 4Ward Planning





**Urban Redevelopment Authority of Pittsburgh**

**MainStreets Pittsburgh  
Streetface Program**

**Design Guidelines**



City of Pittsburgh  
Mayor Luke Ravenstahl



Jerome N. Dettore, P.E.  
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# Introduction

## *Statement of Purpose*

Neighborhood commercial districts in the older sections of Pittsburgh have a visual continuity and interest that result from being built according to a traditional design formula. When most of these districts were developed, in the late 19<sup>th</sup> and early 20<sup>th</sup> centuries, commercial buildings shared a number of important characteristics that made them parts of a larger, interrelated whole. The consistency of the commercial building tradition produced a unity of appearance that defined and enhanced the shopping experience, and strengthened the visual character and image of the commercial districts.

The purpose of these Design Guidelines is to provide basic standards for maintaining, improving, and/or restoring these characteristics in neighborhood commercial districts of the city of Pittsburgh. Adherence to these standards will make business districts more attractive and inviting to potential new businesses and shoppers.

## *Administration*

These Design Guidelines are part of the administration of the Streetface Program of MainStreets Pittsburgh. All facade improvements funded through this program must comply with these Guidelines. The Streetface Program is administered by the staff of the Urban Redevelopment Agency. In some cases, when a building is historic, there will be an additional review by the staff of the Department of City Planning and/or the Pittsburgh Historic Review Commission. For historic information, call the Department of City Planning at (412) 255-2243.



*Figure 1. Intact neighborhood commercial buildings*



*Figure 2. A mix of historic and remodeled storefront buildings*



**Figure 3.** A typical traditional commercial building

## General Principles

### *Commercial Building Design*

Traditional commercial buildings of the 19<sup>th</sup> and early 20<sup>th</sup> centuries (Figure 3) are the cornerstones of Pittsburgh's neighborhood business districts. These buildings are typically two- to four-story brick structures with a storefront on the first floor, smaller uniformly-arranged windows in the upper stories, and a decorative cornice at the roofline. The storefront is usually framed by brick or stone side walls and an elaborate horizontal cornice or lintel above the storefront windows. The basic principle in the original design of the storefront was to make it as transparent as possible by using as large an expanse of glass as possible.

Transom windows above the display windows provided as much daylight as possible inside the store, which was important in a period when interior light fixtures were not very efficient. Store entrances were usually recessed behind the plane of the facade, and secondary doorways opened to stairs that led to the apartments on the upper floors. The lintel or cornice separates the storefront from the simpler upper floors, in which the masonry wall is usually broken only by the windows and their decorative frames (if any). The architectural style of the building derives only in small part from the design of the storefront itself. Instead, it manifests itself mostly in the design of the window frames and moldings and of the building's cornice.

Commercial buildings that were built in the mid-20th century (Figure 4) are often shorter, one- or two-story buildings with a storefront at the first floor. Although an occasional commercial building from this period is decorated, for the most part they bear little or no ornamentation. They relate to the earlier commercial buildings by the expanse of glass that marks their storefronts.

Only in recent decades have building owners and tenants rejected the standard principles of storefront building design that guided the builders of Pittsburgh's commercial districts in the past. In an attempt to compete with the suburban commercial districts that sprang up after World War II, merchants and owners often copied elements from shopping center and highway strip commercial design, however inappropriate they may have been for traditional urban settings. Some covered storefronts (and sometimes



**Figure 4.** A typical mid-20th century commercial building



*Figure 5. Inappropriate remodeling: inauthentic Tudor details added to a Greek Revival building*

entire facades) with smooth metal panels. Others pasted inauthentic historic themes – Tudor, Wild West, Oriental – onto their buildings (Figure 5). Still others installed greatly oversized signs, separating the storefronts from the upper facades. The transom windows of many storefronts were covered up, display windows were reduced in size, and upper-story windows boarded up or bricked in, often with materials such as plywood, cedar shakes, synthetic stone, and metal panels (Figure 6). None of these changes were cost-effective or aesthetically successful. They ignored the assets of the traditional commercial buildings: their one-of-a-kind designs, their ornamental character, and the quality of their materials and

construction. In other words, the very qualities that made Pittsburgh’s neighborhood commercial districts distinctive and attractive were tossed aside in the course of inappropriate and expedient alterations to the buildings in those districts.

The goal of these Design Guidelines is to recover and emphasize the distinctive design characteristics of the traditional commercial buildings in Pittsburgh’s commercial districts, while restoring the elements that give visual continuity to the shopping areas. The aim is not to create a “Disneyland” effect by imposing a historic theme on all of the buildings. It is explicitly recognized that all things change over time, and buildings must change as the uses that they house change. The crucial point is to accommodate necessary changes while maintaining the valuable qualities of individual buildings and of districts as a whole. This can be achieved by recognizing and appreciating the unique characteristics of each building, capitalizing on the surviving assets of each one, and by reinstating the design formula by which the traditional commercial buildings were originally designed and built.

### ***Basic Principles for Renovation***

- **Keep all original materials and designs.** The removal or alteration of original building materials or distinctive architectural features should be avoided whenever possible, especially if they are important in defining the overall historic or visual character of a building. If the materials and features are original and in serviceable repair, they should be maintained as they are.



*Figure 6. Inappropriate remodeling: closing up storefronts and windows, covering transom windows*

- **Repair is the first priority.** Deteriorated materials and architectural features should be repaired, rather than replaced, whenever possible. Proper maintenance should be the overall goal.
- **Replacements should match originals.** Any material and/or architectural feature that is too deteriorated to repair should be replaced with an exact duplicate, or with a substitute material or feature that looks the same (if replacement with the same materials is not technically or economically feasible). The appearance of the replacement should match the appearance of the original material or feature.
- **Design new features to fit with the old.** New features that are designed and installed to replace original features that are completely missing should either be:
  - (1) an accurate restoration of the original features (based on photographs, drawings, or physical evidence), or
  - (2) new designs that are compatible with the scale, material, and color of the historic buildings (even though they may be constructed with modern materials and details).
- **Do not disguise the building.** All buildings and structures are products of the design and construction methods of their own time. All buildings were designed, and the original design is almost always the best design for the building. Alterations that attempt to make a building look older or newer than it is, or that try to change the architectural style of the building (such as in Figure 5), should be avoided.
- **Keep all good work from the past.** Later additions to an old building, or remodeled facades or storefronts (especially Carrara glass facades from the 1930s and 1940s), may have gained significance in their own right as examples of historical changes to the building. If so, these additions or alterations to the original building should be recognized, respected, and retained (such as in Figure 7).
- **Do not change the openings.** Original window openings should not be altered on the principal façade(s) of a building, because enlarging, reducing the size, or eliminating openings can dramatically alter the appearance and character of a building.
- **Do not cover the building up.** Original building materials and architectural features should not be covered by other materials, in an attempt to change the design of the building or reduce maintenance costs. Instead, the original design of the building and quality materials and craftsmanship should be emphasized.



*Figure 7. Significant Art Deco storefront from the 1930s, added to a Victorian building*



- **Clean the building carefully.** The cleaning of buildings should be undertaken by the gentlest means possible. Often, cleaning with household detergents and scrub brushes is sufficient. Do not sandblast or use other abrasive cleaning methods to clean the exterior of a building, since these methods will damage the original building materials and make the building vulnerable to further deterioration.

## **Storefront Renovations**

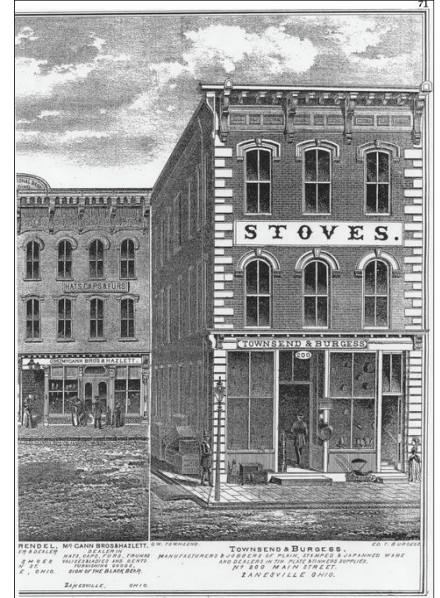
The design guidelines for renovation of storefronts vary, depending on the age of the building and the current condition of the storefront:

- (1) a traditional (historic) commercial building with an original storefront that is intact;
- (2) a traditional (historic) commercial building with an original storefront that has been altered;
- (3) a traditional (historic) commercial building that has lost its original storefront completely;
- (4) a newer (non-historic) commercial building (built after 1940);
- (5) a building that was not originally designed as a storefront commercial building (for instance, a residence or a theater)

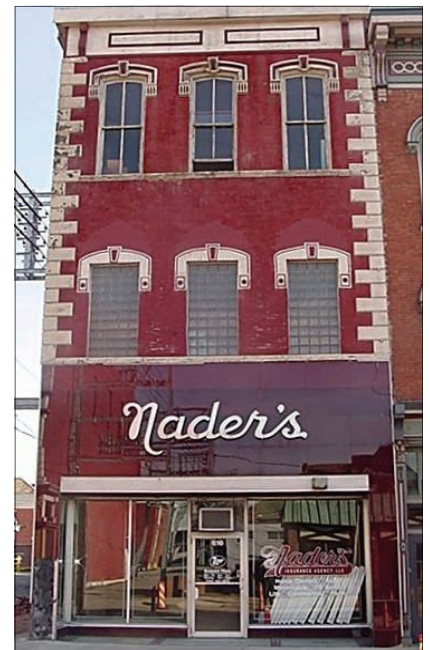
**(1) Existing Historic Storefront:** If the original storefront and distinctive features of a commercial building built before 1940 are still intact, they shall be retained, and repaired if necessary (see storefront renovation guidelines on page 8).

**(2) and (3) Historic Storefront Altered or Missing:** If the original storefront and distinctive features of a commercial building built before 1940 are dramatically altered or completely missing, either of two approaches may be taken:

- a) the original storefront may be reconstructed if its appearance can be documented through photographs or drawings (Figure 8); or
- b) a new storefront may be constructed, compatible with the design of the building, according to the storefront design guidelines. However, if the current storefront is a high-quality alteration of the original that has attained an historical significance of its own (such as an Art Deco storefront), it shall be retained, and repaired if necessary (Figures 7 and 9).



*Figure 8. 19th century print of original building design*



*Figure 9. The same building today, remodeled with a significant later storefront*

**(4) Non-Historic Storefront (Existing or Altered):** If the commercial building in question was built after 1940, it will be considered non-historic. The storefront of a non-historic commercial building may be treated in either of two ways:

- a) the existing storefront may be repaired, to match its present appearance, if it is compatible with the commercial district and is of high-quality design and materials; or
- b) a new storefront may be constructed, according to the storefront design guidelines.

**(5) Building Without a Storefront:** If the building in question was not designed or originally intended for storefront commercial use (such as a residence, a theater, etc.) it may be treated in either of two ways:

- a) if the building is historically important, or if it has a distinct historical character, or if it is of a high architectural quality, it shall be renovated with as few changes to the exterior as possible to accommodate the new use (that is, a full storefront should probably not be inserted into the façade); or
- b) if the building does not have a distinct historical character or if it is of low architectural quality, it may be altered according to the storefront design guidelines (that is, a full storefront could be inserted into the façade).

### ***Storefront Renovation Guidelines***

Storefronts were traditionally simple in design: large expanses of glass in display windows, transom windows, and doors, opened up the interior to view and to light. The display windows spanned from one exposed brick or stone side wall to the other (unless there was also an entrance door to the upper floors), and from bulkhead panels at ground level up to the lintel or cornice that supported the brick wall above. The storefront was seldom ornamented; ornament was usually limited to the cornice over the storefront and to the upper façade.

- **Retain original materials and features.** Original materials and features of the storefront (which may still exist under recent remodelings) shall not be removed or destroyed. If it is impossible to repair them, they shall be replaced with the same material or one that matches the original visually.
- **Remove unhistorical alterations.** Alterations with no historical basis, or which seek to create an appearance that the building and its storefront were built earlier than they actually were, should be removed. These include solid infill materials (wood, brick, synthetic stone or stucco, glass block, metal panels, etc.), mansard or pent roofs, solid or colonial doors, small-paned windows, coach lanterns, and panels or signs that cover the transom windows (such as in Figure 5).
- **Retain or restore the glass storefront.** The open commercial character of the storefront shall be retained, regardless of use, by filling it almost entirely with glass (Figure 11). The storefront shall not be filled in or closed up; instead, other interior

devices to ensure privacy (including but not limited to interior shades, curtains, and opaque glass in transoms) may be employed.

- **Retain the location of the main entryway** in an intact historic storefront.
- **Retain or restore an appropriate door.** If the historic character of the storefront remains intact, an appropriate commercial wood-and-glass door shall be installed in the main entrance (if needed). A solid paneled wood door may be installed in the entranceway to a non-commercial use. The design of the doors shall be relatively simple, and shall not be over-decorated or inappropriately “historical” (Figures 15, 16, and 17).



*Figure 10. Storefront set in structural frame*

## **New Storefront Design Guidelines**

- **General Principle:** The design of a new storefront may be traditional or contemporary, but in either case it shall be compatible with the character of the building in which it is constructed.
- **Location:** The storefront shall be designed to fit within the original structural “frame” made up of the side walls and the lintel that spans the storefront opening. It may be set back slightly within the frame, but it shall not be pulled back into the building to create a recessed arcade (Figures 10 and 12).
- **Cornice or Lintel:** A lintel, or cornice, shall be provided above the storefront in order to separate it from the upper façade and to provide a signboard for the business (Figures 13 and 14).
- **Viewing Zone:** The "viewing zone" of the storefront (from two to eight feet above the floor) shall have a minimum of 75% clear glass (excluding entries) for commercial uses and a minimum of 40% clear glass (excluding entries) for service uses. It is desirable that new storefronts be glazed up to the lintel or cornice that ran above the storefront originally (Figures 12 and 15).
- **Glazing:** Storefront glass (as well as glass in doors) shall include safety glass, in accordance with the requirements of the International Building Code (Chapter 24, section 2406). Reflective, opaque, or heavily-tinted glass shall not be used in the storefront, with the exception that opaque glass may be used in transom windows above the viewing zone in cases where dropped ceilings need to be concealed. However, it is



*Figure 11. Storefront filled with glass*



*Figure 12. Storefronts with not enough glass (left) or recessed too far (right)*



*Figure 13. Storefront with signboard cornice*



*Figure 14. Ornamental storefront cornice*



*Figure 15. Glass storefront viewing zone*



*Figure 16. Storefront with recessed entrance*



*Figure 17. Storefront with commercial wood-and-glass doors*

preferable to rework dropped ceilings so that they start several feet back from the storefront, in a vertical or slanted bulkhead.

- **Entrances:** The main entrance shall be recessed at least three feet from the front plane of the building, in order to visually emphasize the entryway, to accommodate the swing of the door, and to provide shelter from the elements (Figure 16). The floor of the recessed entrance was traditionally covered with ceramic tile (often mosaic tile in a decorative pattern) or terrazzo. It will be desirable to restore entrance floors with traditional materials.
- **Doors:** The main entry door into a commercial space should be a traditional wood-and-glass door (especially in an original or new wooden storefront), or it may be a simple metal-and-glass door. In either case, the door shall be commercial in character, with a large panel of clear safety glass (Figures 15, 17, and 19). Secondary doors, including doors that give access to the upper floors, should be either paneled wood or wood-and-glass doors, but not solid metal doors (Figure 18). “Natural” or mill-finish metal doors or pseudo-historic doors shall not be used.
- **Materials:** Storefronts shall be constructed of high quality, durable materials, similar in type and scale to traditional materials, such as wood, cast iron, structural metal, and glass. The bulkhead panels below the display windows should be made of wood panels, stone slabs, or ceramic tile (Figures 20, 21, and 22). Brick may be used in narrow vertical piers, but only if appropriate to the design of the building. Corrugated metal panels, aluminum or vinyl siding, synthetic stucco, plywood siding, and concrete block shall not be used in storefronts. Storefronts shall not be decorated with half-timbering, shingles, pent roofs, or other pseudo-historical materials or treatments. Glass block is only appropriate in certain “Art Deco” designs from the 1930s and 1940s.



*Figure 18. Intact storefront with paneled door to upper floors*



*Figure 19. New storefront designed in accordance with traditional principles*

## **Upper Façade Renovations**

The exterior surfaces of the upper facades of older commercial buildings are usually masonry (brick or stone), with stone, terra cotta, or sheet metal details. It is in these details that the architectural style and character of the buildings is expressed.



*Figure 20. Paneled wood bulkhead panels below display windows*



*Figure 21. Stone bulkheads below display windows*



*Figure 22. Tiled bulkheads below display windows*



*Figure 23. Commercial building with inappropriate synthetic stone on brick facade*

- **General Principles:** Original materials and features of upper facades shall not be removed or destroyed, but shall be retained and repaired, if possible. If it is impossible to repair them, they shall be replaced with the same material(s) or with material(s) that visually match the original.
- **Masonry Exteriors:** Upper-floor masonry shall be repaired or replaced to match the appearance of the original materials as closely as possible (including color, texture, size, shape, placement, detailing, and type of joint). Masonry surfaces should be cleaned, if necessary, by the gentlest means possible (water and detergent, or a mild acid, with low-pressure water wash not to exceed 600 psi). Abrasive cleaning methods (such as sandblasting or sanding) shall not be used. Repointing of masonry shall be done with a mortar that matches the original as closely as possible in lime and cement content (high-Portland cement mortars shall not be used with older brick), color, and profile. No waterproofing or water-repellant coatings, artificial siding, stucco, or synthetic stucco material shall be applied over existing masonry. Existing unpainted masonry surfaces shall not be painted (except in certain cases of advanced deterioration) (Figures 23, 24, and 25).
- **Wood:** If the upper facade has wood siding, the wood siding shall be repaired or replaced to match existing (Figure 26). If artificial (aluminum or vinyl) sidings have been installed in the past (over wood or masonry), they shall be removed and the surfaces under them repaired. No artificial siding (aluminum, vinyl, asbestos, asphalt, insulbrick, etc.), shingles, or stucco shall be applied over existing wood siding. All wooden trim and ornament, including cornices and brackets, shall be retained and repaired or replaced to match, if necessary.
- **Roofs:** All mansard roofs shall be repaired or replaced, if necessary, with slate or artificial slate, in a color and pattern to match the original (Figures 27 and 30).
- **Window Openings:** Original window openings shall not be altered, either by enlargement or by closing them in. All closed-up windows in the front façade shall be reopened to their original sizes and windows re-installed, if part of the overall renovation plan. All enlarged windows in the front facade shall be rebuilt to their original sizes and windows re-installed, if part of the overall renovation plan (Figure 28).
- **Windows:** Original wood windows shall be retained and repaired, if possible. If the existing windows cannot be repaired, or if the existing windows are inappropriate for the building, they shall be replaced by new windows. In historic districts, all replacement windows in the principal facades shall match the original in material (in most cases, wood). Outside of historic districts, all replacement windows shall be constructed of wood, clad wood, or metal, in that order of preference. All metal windows shall be anodized or painted to match the color of the window trim; a metallic "natural" mill finish shall not be permitted. Regardless of material, all replacement windows shall match the original windows in muntin and pane arrangement and molding profile (Figure 29).



*Figure 24. Brick façade cleaned and repointed*



*Figure 25. Stone trim cleaned and repaired*



*Figure 26. Wood façade restored and painted*



*Figure 27. Mansard roof restored with slate*



- **Glass:** Window glass may be double-glazed (insulated) and clear; reflective and opaque glass, and artificial muntin grids, shall not be permitted. Storm windows shall be installed so as to be inconspicuous (colored to match the window frames, sized to fit the openings, divided like the windows that are being covered).
- **Facade lighting:** All lighting of the facade of the building shall be done in a discreet manner, using fixtures that are unobtrusive and that have light sources shielded from the public view.

## **Accessories**

Accessory elements – those elements of the building façade that are not part of the permanent structure of the building – can play an important part in the ornamental character of the building. They can also serve the owner and tenant by helping to identify and advertise the business located in the storefront. However, the building façade itself and the display windows should be thought of as the best and most effective sign for the business. Signs should be designed as elements of the building, not as unrelated items merely attached to it, should complement the style of the building, and should be sized to relate to pedestrian, not vehicular, traffic.

- **Awnings:** Awnings are always acceptable on the storefront of the building, and may also be installed over all of the upper-floor windows (Figure 30). They shall be sloping and triangular in section, in most cases (arched awnings should be used only over arched openings). They shall be made of canvas or canvas-like materials (not metal), and they shall not have internal illumination (Figures 31 and 32).
- **Signs:**
  - (a) **Number:** A maximum of one wall, one window sign, and one awning sign per first-floor business, and one projecting sign (if permitted) per entrance into a business, shall be permitted per street facade. A maximum of two window signs and one awning sign per upper-floor business shall be permitted.
  - (b) **Type:** Only business and identification signs shall be permitted; advertising signs and mass-produced signs supplied by national distributors shall not be permitted.
  - (c) **Size:** Wall signs shall be a maximum of two square feet in area for every lineal foot of building frontage, up to a maximum of 40 square feet (though they may be limited by district-specific zoning guidelines). Window signs shall be a maximum of 20% of the glazed area of storefront windows in area, or a maximum of 50% of the glazed area of upper-floor windows in area. Awning signs may include one small business identification sign (measuring no more than six inches in height) on the front vertical flap of the awning. Projecting signs, if permitted, shall meet the zoning ordinance in terms of size and placement. For businesses located on a corner and having two street facades, the frontage on each street shall be computed and employed separately for the determination of sign areas.



**Figure 28.** Inappropriately small replacement windows



**Figure 29.** Wood replacement windows with arched tops to fit openings



**Figure 30.** Awnings over window openings on upper floors



**Figure 31.** Storefront with awning below transom windows



**Figure 32.** Storefront with awning below transom windows



**Figure 33.** Signboard with individual letters and window signs

(d) Location: No sign may be placed in such a way as to obscure any architectural feature or ornament. Signs for first-floor businesses shall be located below the sills of the second-floor windows, preferably on the lintel or signboard over the storefront. Signs may be painted onto the insides of the storefront windows. Signs for upper-floor businesses shall be painted onto the insides of the upper-floor windows. No signs shall be located on the roof of the building, nor shall the supports for any sign extend above the cornice of the building.

(e) Materials: Wall signs shall be painted onto wood, metal, or opaque plastic backboards, or individually-applied letters may be used. Individually-illuminated channel letters, back-lit (silhouetted) letters, neon signs, and signs illuminated by small shielded spotlights may be used. Internally-illuminated plastic-faced box signs, and signs that move, flash or are intermittently illuminated, shall not be permitted. See Figures 33 through 38.

- **Security Gates**: Security gates shall be installed on the inside of the storefront windows. They shall be a type of gate that can be removed or folded completely back when not in place, and shall be painted so as to be as inconspicuous as possible.

## **Painting**

Historically, wooden and cast iron storefronts were painted to prevent the harmful effects of weathering (moisture, ultraviolet rays from the sun, wind, etc.) as well as to define and accent architectural features. Repainting exterior surfaces is an inexpensive way to provide continued protection from weathering and to give a fresh appearance to the storefront and building façade.

- **Basic Guidelines**: Existing unpainted masonry surfaces shall remain unpainted (except in certain cases of advanced deterioration). Masonry surfaces that have been painted in the past may be repainted. Exterior masonry, wood, and cast iron surfaces should be prepared properly by removing loose paint by the gentlest means possible (usually scraping or sanding by hand) and by cleaning the surface before applying a primer appropriate to the material and at least two coats of exterior grade paint.
- **Colors**: Building colors should be considered in relation to the colors of the other buildings in the block and down the street. Buildings should be "good neighbors" and not clash visually with adjacent buildings. Muted colors are preferable to bright ones; primary colors should not be employed except in signs. Color should be used to "tie together" all of the building's parts, including the storefront, windows, doors, and cornice. This can be done by choosing a single body color (or using the color of the existing masonry), a trim color that is a shade lighter or darker than the body color, and (if desired) a third, contrasting color for the ornament. No more than three colors should be used. Aluminum and steel windows, doors, and frames should be painted or anodized in accordance with the overall color scheme for the building. A metallic "natural" mill finish shall not be permitted.
- **Historic colors**: If a traditional color scheme is desired, the following points should be considered:



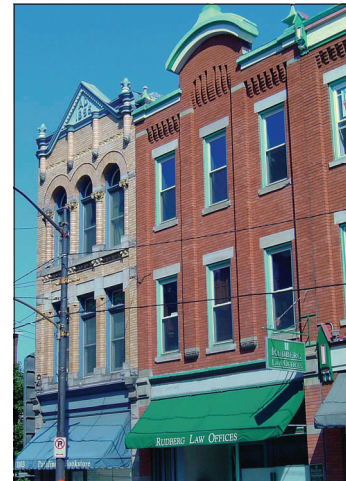
*Figure 34. Signboard with individual letters and gooseneck lighting*



*Figure 35. Sign in storefront window and projecting sign*



*Figure 36. Painted wooden signboard and awning sign*



*Figure 37. Projecting and awning signs*



*Figure 38. Projecting and banner signs*

- a) it may be possible to discover the original color scheme by carefully scraping or sanding an area down to the first coat of paint
- b) in the mid-1800s, soft, neutral tints were popular
- c) in the late 1800s, darker, richer shades of color were in vogue
- d) in the early 1900s, lighter, calmer colors were fashionable
- e) white paint was not widely used in the 19th century

## **Green Design / Energy Conservation**

The design of the exterior of an older commercial building provides limited scope for the employment of techniques of “green design”. However, it can be made more energy-efficient by the use of a number of low-cost, low-technology measures that do not entail any great changes in the appearance of the building, and can achieve substantial savings in heating and cooling costs.

- **Upper-floor windows:** All upper-floor windows should be repaired so that all of their parts fit together tightly, and all loose or broken glass panes should be reglazed. Windows should be carefully weather-stripped and caulked, to seal the cracks between the sashes and window frames. If new windows are installed, they should be double-glazed (two layers of glass with an air space between) with the highest R-value possible. Storm windows may be installed on the inside or outside of the upper-floor windows.
- **Doors:** All doors should be repaired so that all of their parts fit together tightly, and all loose or broken glass panes should be reglazed. They should be carefully weather-stripped and caulked, to seal the cracks between the door and the frame. If new doors are installed, they should be double-glazed (two layers of glass with an air space between) with the highest R-value possible.
- **Storefront:** Storefront windows should be carefully caulked and sealed. New storefront windows should be double-glazed (two panes of glass with an air-space between) with the highest R-value possible (but at least R-2). Where the sun is a factor, an operable awning should be installed. It can be projected to shade the storefront in the summer, reducing heat gain, and retracted in the winter to allow the sun to penetrate and warm the interior.
- **Insulation:** All solid surfaces should be insulated, caulked, and sealed to prevent the loss of heated or cooled air to the outdoors. The interiors of bulkhead panels below storefront display windows should be insulated. The first floor should be insulated in order to protect the commercial space from the cold of the basement below. If the building is one story in height, the roof should be substantially insulated to protect the store from both heat and cold. If the upper floors of the building are not in use, the second floor should be temporarily insulated to trap heat on the first floor.

- **Paint:** Paints should be “Low V.O.C.” paints – that is, paints having a low concentration of volatile organic compounds that contribute to air pollution and indoor air quality problems.

## ***New Construction Design Guidelines***

The design of an addition or a new building in an established commercial district is a special and difficult design problem. The appearance of the addition or new building should be compatible with its neighbors. It may be traditional in style, or it can be designed in a contemporary style, as long as it is sensitive to the design of the buildings around it (Figures 39 and 40). This can be achieved by allowing the design of the new building to "grow out of" the designs of its neighbors. Since this means that a good infill structure will respond to its surroundings, it is impossible to develop specific guidelines that will apply in all cases. However, the following general considerations should govern the visual relationship between an infill structure and its neighbors.

- **Height:** Infill construction should respect the general height of the surrounding buildings. If at all possible, new buildings in neighborhood commercial districts should be more than one story tall.
- **Width:** An infill structure should reflect the characteristic rhythm of facades along the street. If the building site is large, the new facade can be broken into a number of smaller units or bays.
- **Proportion:** The characteristic proportion, or relationship between height and width, of the existing facades should be repeated.
- **Relationship to Street:** The new building should set back from the street to the same degree as its neighbors.
- **Composition:** The composition (organization of the parts) of the façade of the new structure should be similar to that of surrounding facades.
- **Rhythm:** Rhythms (including window spacing and location of doors) that carry through the block should be incorporated in the new façade.



*Figure 39. New construction: one-story storefront building with traditional storefront design*



*Figure 40. New construction: Two-story commercial building with traditional design and contemporary materials*

- **Proportion of Openings:** The size and proportion of window, door, and storefront openings should be similar to those of adjacent buildings, as should the ratio of window area to solid wall for the façade as a whole.
- **Materials:** An infill structure should be composed of materials that complement those of adjacent buildings, and which do not stand out among the others.
- **Color:** The colors chosen for the infill structure should tie it to its neighbors.







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**Carnegie Community  
Development  
Corporation**

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**2010  
FAÇADE IMPROVEMENT PROGRAM  
INFORMATION PACKET**

**Carnegie Community Development Corporation  
2010 Façade Improvement Program**

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## **PROGRAM DESCRIPTION**

### ***What is the purpose of the Program?***

The Façade Improvement Program is intended to encourage façade and signage improvements, in the commercially zoned areas, in Carnegie through financial assistance to eligible owners or tenants. The program seeks to develop a more coherent, creative and attractive appearance in the Carnegie business districts. These guidelines provide general information about the renovation of existing buildings. The Program is designed to:

- Make positive, high-impact visual improvements to commercial building façades, providing an overall enhanced image for the Carnegie business districts, thereby attracting local residents and visitors to shop, dine and do business in Carnegie
- Encourage historic building façade restoration and preservation
- Increase market value and demand for commercial properties in Carnegie, resulting in economic growth and an increasing property tax base

### ***Eligibility***

Properties eligible for the façade improvement program are those zoned Commercial (with the exception of the Carnegie Office Park), located in Carnegie (Zoned C1, C2, C3). Any building owner or store proprietor/tenant with lease authority or authorization from the owner can apply for funding. A tenant must have property owner's written consent to proceed with the application. If an applicant has a question regarding their property's zoning please contact the CCDC, contact information is provided on page 3.

### ***Program Funding***

The program is funded through grants obtained by the Carnegie Community Development Corporation (CCDC). Funding offered is a matching grant in which the CCDC will reimburse the applicant 50% of the total project costs, up to the maximum amount allowed depending on the type of improvement. The applicant's match may be in the form of other financial aid (Grant or loan) received from other agencies and/or banks.

The grant is to reimburse 50% of the cost of construction of improvements to the building façade or any of its components. The grant program is structured into two tiers: non-structural cosmetic improvement and structural improvements. For structural improvement grants, funds may also be used for reimbursement of architectural fees, up to \$1,000 per building. (Further description of the grant tiers is located in the "Eligible Improvements" section.)

Funding is limited and the grants are expected to be competitive. Grants will be accepted and reviewed on a first come, first reviewed basis. The CCDC will accept applications until the façade improvement program funding has been exhausted.

Applications may be denied without cause, due to such events as, lack of funds or a change in the scope or priority of the program of other program factors determined by the Façade Improvement Program Committee. The CCDC reserves the right to cancel the program at any time.

### ***Eligible Improvements***

The program is divided into two categories eligible for funding:

Category of Improvements Eligible Improvements	Maximum Matching Grant Amount
Non-structural cosmetic improvement Exterior painting Signs (new, repairing or replacing) Exterior building and sign lighting Display area lighting Awnings – new, repair or replacement Window boxes, permanent planters Landscaping Elements Security Gates	<b>\$1,000 total</b>
Structural Improvements Removal of inappropriate exterior finishes or materials Restoration of exterior finishes or materials Recessing or reconfiguring exterior doors or entrances; new doors Repairing or replacing windows Stairs, steps, railings	<b>\$10,000 total</b> (\$1,000 of architectural fees are eligible for reimbursement following completion of construction, however full grant award will still be for \$10,000)

### ***Components Not Eligible for Funding***

- Work done prior to a grant application being approved
- Improvements not seen from publicly-owned space as determined in the review process (including roofing)
- Security systems (not including security gates)
- Non-permanent fixtures (such as outdoor dining tables and chairs)
- Business operations (such as inventory, non-permanent display fixtures)
- Stand-alone ADA improvements
- Internally – lit signs

### ***Funding Examples***

1) Carnegie Business ABC would like to replace all of the existing awnings on the front of their building. The total cost to replace the awnings is \$3,600. Because this falls under the “Non-structural cosmetic improvement” category, the CCDC may provide a grant of \$1,000 towards the replacement of the awnings. The building owner is responsible for paying the remaining \$2,600.

2) Carnegie Business XYZ would like to remove a fake façade from the front of their building. They will then restore the original brick and recreate the original woodwork of their facade. In order to complete these changes, the owner has hired an architect to complete designs for the proposed changes. The architect’s total fees are \$3,000. The fee for a contractor to complete the renovation is \$20,000. The entire project costs are \$23,000 and the CCDC may provide a grant for \$10,000. \$1,000 of the grant may be used to reimburse the architect. The remaining \$9,000 of the grant can be used to fund the contractor’s portion. The building owner is responsible for paying the remaining \$13,000.

### ***Selection***

Applications will be reviewed by the Façade Improvement Program Committee, which is comprised of staff and board members of the Carnegie Community Development Corporation, as well as additional community members. Applications will be reviewed and selected based on their compatibility with the vision and goals of the Façade Improvement Program.

Buildings that have not received a Façade Improvement Program grant in the past will have first consideration. After all first time users are processed, the remaining applications will be considered.

The selection committee utilizes a standard scoring system which takes into account the following criteria:

- Completeness and accuracy of the application
- Buildings requiring immediate action to stop imminent deterioration
- Positive impact of the project on the business of the applicant (this criteria will receive heavier weight for the 2010 year, due to the larger geographic area of eligible buildings)
- Historic preservation to benefit to the building
- Positive impact of project on the public space - mitigation of blight, reduction of vacancies

Applications will be given a first review by the committee. Applicants who meet the requirements and spirit of the program will be invited to meet with the Façade Improvement Committee. At this meeting, you should plan to bring more detailed information regarding your project and samples of proposed building materials. Following the meetings, final projects will be selected and applicants will be notified of their status.

Not more than one Façade Improvement grant shall be approved for a building in any fiscal year, and a Façade Improvement grant shall not be approved if a Façade Improvement grant was made for the same portion of the building within the previous five years.

### ***Questions & Assistance***

For any questions regarding the Façade Improvement Program, please contact:

Leigh White  
Executive Director  
Carnegie Community Development Corporation  
40 E. Main Street, Second Floor  
Carnegie, PA 15106  
(412) 279-5456  
leigh.white@carnegiepa.org

Members of the Façade Improvement Program Committee will be pleased to assist interested parties in completing the application. Additionally, members of the Committee will be more than happy to meet with interested parties to discuss potential façade improvements.

**FAÇADE IMPROVEMENT PROGRAM  
APPLICATION GUIDELINES**

1. **Applications will be accepted on a rolling basis.** When received, applications will be reviewed by the Façade Improvement Program Committee.
  - A completed application is comprised of the following materials:
    - Completed Application
    - \$50 Application Fee (refundable if your application is not approved)
    - Drawing of proposed improvements
    - Cost estimates or bids - consideration should be given to vendors currently doing business in Carnegie. This must include any estimates for architectural or design services, if applicable.
    - If applicant is a tenant, completed “Property Owner Authorization” Form
    - Projected timeline for completion (assume project start date of one month from submittal) not to exceed 6 months (the Façade Improvement Program Committee may authorize one extension to the 6 month time frame if applicant presents a valid reason for not being able to complete the project in the original timeframe, no additional extensions will be considered)

**Complete application packets should be submitted to:  
The Carnegie Community Development Corporation  
40 E. Main Street, Second Floor  
Carnegie, PA 15106**

**Complete applications may also be submitted electronically to:  
Leigh.white@carnegiepa.org**

2. Following an initial review, applicants who meet the requirements and spirit of the program will be invited to meet with the Façade Improvement Committee. At this meeting you should be prepared to bring any additional information regarding your project, including samples of the proposed building materials.
3. The Façade Improvement Program Committee will make every attempt to respond to your request within one month’s time.
4. After a Façade Improvement Grant has been approved by The Façade Improvement Program Committee and a) a Program Participation and Maintenance Agreements have been signed and b) all applicable building permits have been obtained from the Borough of Carnegie, work may be started. **The applicant will have 15 days from the date of notification to complete the Program Participation and Maintenance Agreement. If this is not completed in that time frame, the applicant forfeits their opportunity for the 2010 Façade Improvement Program grant.**
5. Any changes made to the façade that are not approved by the CCDC Design Committee will not be funded. Prior to making changes to the approved design, please contact the CCDC.

**DO NOT START WORK BEFORE RECEIVING APPROVAL – YOU WILL NOT BE REIMBURSED FOR WORK DONE PRIOR TO APPROVAL OF THE GRANT, SIGNING OF THE PARTICIPATION AND MAINTAINENCE AGREEMENTS AND ISSUANCE OF ALL APPLICABLE PERMITS.**

***FAÇADE IMPROVEMENT PROGRAM  
REIMBURSEMENT/PAYMENT PROCESS***

We will provide funding in one of two ways:

- a) We will pay the contractor directly for the CCDC's agreed portion of the project amount upon the completion of the entire project (if you intend to pay your contractor via this method, we will be available to meet with your contractor to explain the process), or
- b) We will reimburse the building owner or tenant directly once they have paid their contractor

**You must indicate on your application which method of payment you intend to pursue.**

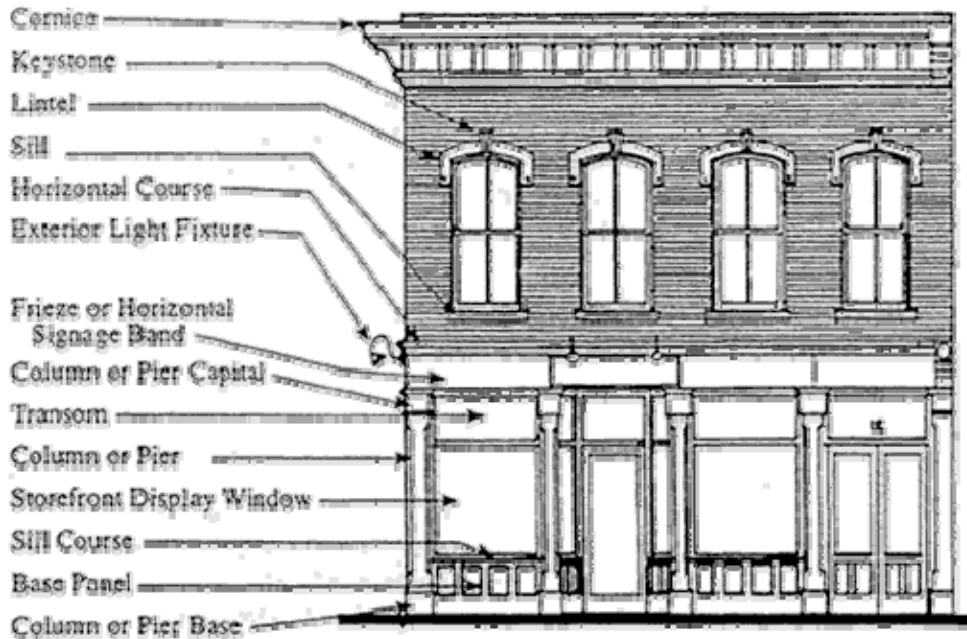
The process for payment/reimbursement is:

1. Upon completion of the work, the Participant must submit copies of all architect's invoices, contractor's statements, invoices, proof of payment and notarized final lien waiver to the façade Improvement Program Committee as evidence that all contractors and suppliers have been paid. The CCDC will provide forms for the contractor's statement and final lien waivers. Payment will be authorized upon completion of all work items as originally approved and receipt of all of the required documents.
2. The Facade Improvement Program Committee may authorize reimbursement to be made in two payments, if all of the following conditions have been met:
  - a. The first partial payment may be made directly to the contractor upon completion of work representing at least fifty (50) percent of the total project cost approved by The Facade Improvement Program Committee;
  - b. The applicable invoices, statements and lien waivers for the completed work for which payment is requested have been submitted; and
  - c. The remaining work is expected to be delayed for thirty (30) days or more due to weather, availability of materials or other circumstances beyond the control of the Participant
3. Reimbursement for architectural/design services at a maximum of \$1,000 (architectural/design costs are also reimbursed at a one to one ratio) will be made at the same time reimbursement is made for improvements and only if such services were part of the initial project cost estimate approved by The Facade Improvement Program Committee.
4. Changes or elimination of improvements must be approved by The Facade Improvement Program Committee. Please contact the CCDC Executive Director if you intend to make any changes from the agreed upon improvements. Changes to the projects, not approved by the Façade Improvement Committee, will not be funded.
5. The Participant shall be responsible for maintaining the façade improvements without alteration for a minimum of five (5) years unless approved by The Facade Improvement Program Committee. You will be required to complete a maintenance agreement to this effect prior to beginning façade improvements.

## DESIGN GUIDELINES

### *Anatomy of a Building*

The following diagram is provided to more clearly illustrate building facades:



### *GENERAL:*

- For purposes of the Façade Improvement Program, the term “façade” shall be defined as any principal façade which fronts the street of the building’s address and any secondary façade (such as the side of a building) which is also visible from a public right of way or other public areas such as public parking lots.
- All improvement must be compatible with applicable zoning codes, satisfy permit requirements and conform to any other regulatory restrictions. Applicant shall obtain and pay for all applicable permits which may be required by the Borough of Carnegie.
- If a building has historic or aesthetic merit, improvements should be designed to reveal the building’s original style, form and materials, whenever possible.
- A building’s distinguishing elements should be identified and preserved, when possible.
- In the case where original building elements have been removed or substantially altered, contemporary treatments are suitable. However, they should not be of poor quality, of temporary nature, or ill-suited to the area (e.g. vinyl or aluminum siding).
- Colors of exterior materials, signs, window frames, cornices, storefronts and other building features should be coordinated. Choice of colors should be determined by the nature of the building. The exterior colors of historic buildings should be chosen with the historic character of the surrounding area .
- Façades should relate to their surroundings and provide a sense of cohesiveness in the district.
- Façades should present a visually balanced composition.
- High-quality materials should be used in order to convey substance and integrity.
- The use of traditional building materials is encouraged. Whether using traditional or non-traditional materials, the quality of the design and durability of materials chosen will be factors in consideration of all designs.



- Most façades consist of an architectural framework designed to identify individual storefronts. Each storefront should respect this architectural framework and not extend beyond it.

*GENERAL (cont.):*

- New storefront windows should be consistent in height and design with storefront doors to create a cohesive appearance.
- Storefront windows should not be completely obscured with display cases, blinds or protective glass film that prevent customers and pedestrians from seeing inside
- Use of solid, roll-down security grates is strongly discouraged. Merchants with grates are encouraged to remove them or, at a minimum, upgrade to the “open-mesh” type.

*SIGNAGE:*

- All signage must be in accordance with applicable Borough Zoning Codes.
- Signage should provide information simply and legibly.
- All signs should be made of durable materials.
- Primary signage should be limited to advertising the name of a business and its main goods and services. In general, primary signage should not advertise national brand names or logos.
- Internally lit box signs are not eligible for funding.
- Window signage should be limited to covering no more than 15% of available window space.
- Signs should be of a size, location and design that do not obscure a building’s important architectural details.

*DOORS AND ENTRANCES:*

- All entrances and doors must be in accordance with applicable Borough Zoning and ADA Codes
- Primary entrances should be clearly marked and provide a sense of welcome and easy passage.
- Recessed doorways are encouraged; they provide cover for pedestrians and customers in bad weather and help identify the location of store entrances. They also provide a clear area for out-swinging doors and offer the opportunity for interesting signage and displays
- By federal law, new store entrances must be accessible to the physically disabled. Renovation of existing entrances is encouraged

*WINDOWS:*

- All windows must be in accordance with applicable Borough Zoning Codes.
- Whenever possible, a building’s original window pattern should be retained. Avoid blocking, reducing the size or changing the design of windows.
- Windows should be used to display products and services and maximize visibility into storefronts.
- Commercial storefront windows historically tended to be large at the ground floor level. During renovation, this approach is encouraged.
- Avoid installing opaque panels, such as metal, wood and/or other materials, to replace clear glass windows.
- Windows with multiple, small-paned windows should be avoided unless they are historically appropriate to the building style, or integrate well into the overall design
- Do not use Plexiglas, mirrored or reflective glass, glass block or other replacements materials instead of glass. Only on secondary facades will glass block windows be considered.
- Fix broken windows immediately. Broken or boarded windows negatively impact business and the district.

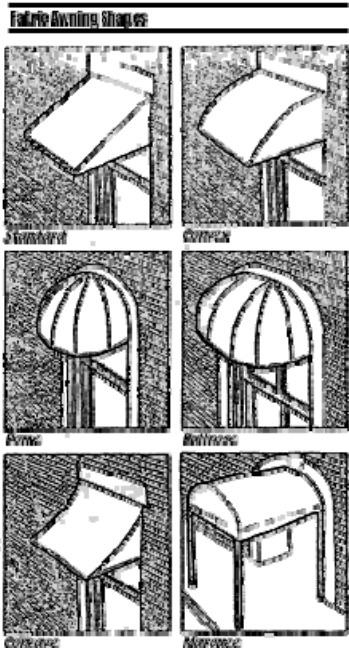
*AWNINGS AND CANOPIES:*

- All awnings and/or canopies must be in accordance with applicable Borough Zoning Codes.
- Awnings, canopies and marquees consistent with local character and building type are encouraged.

- Awnings should reflect the overall façade organization of a building and be located within the building elements which frame storefronts.
- Important architectural details should not be concealed by awnings, canopies or marquees.

*AWNINGS AND CANOPIES (cont):*

- Canvas and fire resistant acrylic are preferred awning materials. The use of vinyl or plastic as awning materials is prohibited.



*EXTERIOR LIGHTING:*

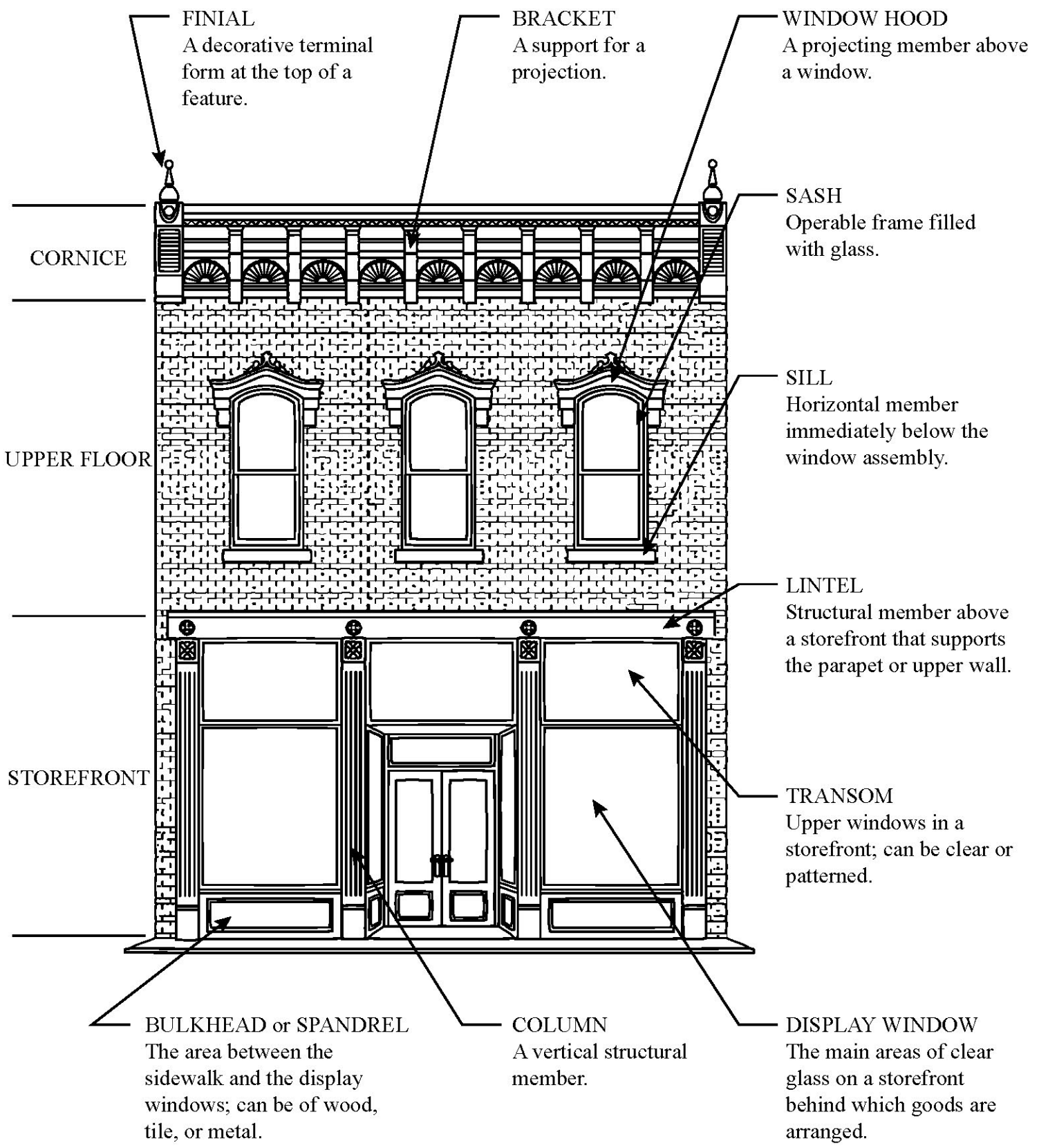
- All exterior lighting must be in accordance with applicable Borough Zoning Codes.
- Exterior lighting should highlight building elements, signs or other distinctive features rather than attract attention to the light fixture itself.
- Exterior lighting should be appropriate to the building's architectural style.
- Lighting should provide an even illumination level. Avoid flashing, pulsating or similar dynamic lighting.
- Avoid lights which glare onto streets, public ways or onto adjacent properties
- Provide indirect lighting wherever possible

*EXTERIOR MATERIALS:*

- All materials used on exterior facades must be in accordance with applicable Borough Zoning Codes.
- Façade design should be complementary to a building's original materials as well as to those of adjacent buildings
- Terra cotta, stucco, brick and stone convey permanence and should be used when architecturally appropriate
- Use of decorative concrete block, applied false-brick veneer is discouraged. Improvements utilizing vinyl or aluminum siding on the primary façade will not be funded. Other materials made to either imitate exterior finish materials or used to cover original architectural features is also discouraged
- In order to provide clear design intent, the number of exterior colors should be limited. Use of a large number of colors is not prohibited; however, designs which do so will need to be supported by a strong rationale.

# Architectural Elements - Commercial Building

Basic features of a mixed-use building within a neighborhood business district





# Facade Improvements - Quick Solution Guide

Simple, low cost improvements that help make a business more attractive





### **Model Zoning Ordinance Language for an Airport District Overlay**

The attached model zoning ordinance is provided as a tool to help impacted municipalities meet their obligation to enact airport hazard zoning as required by PA Act 164. The model is an overlay zone whereby a set of zoning requirements are superimposed upon a base zone(s) and development of land subject to overlay zoning requires compliance with the regulations of both the base and overlay zones. The overlay ordinance is a streamlined version of a model ordinance also available through PennDOT's Bureau of Aviation.

This model ordinance is intended to provide guidance for local government development and adoption of an airport overlay district. The local ordinance should be developed by the municipal planning board and/or municipal zoning officer in consultation with the municipality's solicitor.

## AIRPORT DISTRICT OVERLAY ORDINANCE

AN ORDINANCE OF *MUNICIPALITY* SETTING FORTH ITS AUTHORITY TO ESTABLISH AN “AIRPORT DISTRICT OVERLAY” TO INCLUDE: PURPOSES OF THE DISTRICT, DEFINITIONS, AIRPORT ZONES, AIRPORT ZONE HEIGHT LIMITATIONS; PERMITS REQUIRED; USE RESTRICTIONS; NONCONFORMING USES; VARIANCES; CONFLICTING REGULATIONS; AND AMENDING THE OFFICIAL ZONING MAP BY THE ADOPTION OF AN OFFICIAL SUPPLEMENTARY AIRPORT OVERLAY ZONING MAP.

**WHEREAS**, certain airport hazards, as defined, in effect reduce the size of the area available for landing, takeoff, and maneuvering of aircraft, thus tending to destroy or impair the utility of *Airport* and the public investment therein; and

**WHEREAS**, the creation or establishment of an airport hazard, as defined, is a public nuisance and may injure the region served by the *Airport*; and

**WHEREAS**, it is necessary in the interest of public health, public safety and general welfare that the creation or establishment of airport hazards, as defined, be prevented; and

**WHEREAS**, the prevention of these airport hazards, as defined, should be accomplished, to the extent legally possible, by the exercise of police power without compensation; and

**WHEREAS**, both the prevention of the creation or establishment of airport hazards, as defined, and the elimination, removal, alteration, mitigation or marking and lighting of existing airport hazards, as defined, are public purposes for which political subdivisions may raise and expend public funds and acquire land or interests in land; and

**WHEREAS**, The *Municipal Elected Body* did hold public hearing on *Date*;

**NOW, THEREFORE BE IT ORDAINED** by the *Municipal Elected Body*, pursuant to the authority conferred by 1984 Pa. Laws 164 codified at 74 Pa. Cons. Stat. §§5912 et. Seq., the following be and is hereby adopted as an ordinance of *Municipality*:



## **Airport District Overlay Ordinance**

- Section 1: Purpose
- Section 2: Relation to Other Zone Districts
- Section 3: Definitions
- Section 4: Establishment of Airport Zones and Height Limitations
- Section 5: Permit Applications
- Section 6: Variance
- Section 7: Use Restrictions
- Section 8: Pre-existing Non-conforming Uses
- Section 9: Obstruction Marking and Lighting
- Section 10: Violations and Penalties
- Section 11: Appeals
- Section 12: Conflicting Regulations
- Section 13: Severability

**Section 1: Purpose.** The purpose of this ordinance is to create an airport district overlay that considers safety issues around the *Airport*, regulates and restricts the heights of constructed structures and objects of natural growth, creates appropriate zones, establishing the boundaries thereof and providing for changes in the restrictions and boundaries of such zones, creates the permitting process for use within said zones and provides for enforcement, assessment of violation penalties, an appeals process, and judicial review.

**Section 2: Relation to Other Zone Districts.** The Airport District Overlay shall not modify the boundaries of any underlying zoning district. Where identified, the Airport District Overlay shall impose certain requirements on land use and construction in addition to those contained in the underlying zoning district.

**Section 3: Definitions.** The following words and phrases when used in this ordinance shall have the meaning given to them in this section unless the context clearly indicates otherwise.

**Airport Elevation:** The highest point of an airport's useable landing area measured in feet above sea level. The airport elevation of the *Airport* is (insert airport elevation here).

**Airport Hazard:** Any structure or object, natural or manmade, or use of land which obstructs the airspace required for flight or aircraft in landing or taking off at an airport or is otherwise hazardous as defined in 14 CFR Part 77 and 74 Pa. Cons. Stat. §5102.

**Airport Hazard Area:** Any area of land or water upon which an airport hazard might be established if not prevented as provided for in this Ordinance and the Act 164 of 1984 (Pennsylvania Laws Relating to Aviation).

**Approach Surface (Zone):** An imaginary surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of the runway based on the planned approach. The inner edge of the approach surface is the same width as the primary surface and expands uniformly depending on the planned approach. The approach surface zone, as shown on Figure 1, is derived from the approach surface.

**Conical Surface (Zone):** An imaginary surface extending outward and upward from the periphery of the horizontal surface at a slope of twenty (20) feet horizontally to one (1) foot vertically for a horizontal distance of 4,000 feet. The conical surface zone, as shown on Figure 1, is based on the conical surface.

**Department:** Pennsylvania Department of Transportation.

**FAA:** Federal Aviation Administration of the United States Department of Transportation.

**Height:** For the purpose of determining the height limits in all zones set forth in this Ordinance and shown on the zoning map, the datum shall be mean sea level elevation unless otherwise specified.

**Horizontal Surface (Zone):** An imaginary plane 150 feet above the established airport elevation that is constructed by swinging arcs of various radii from the center of the end of the primary surface and then connecting the adjacent arc by tangent lines. The radius of each arc is based on the planned approach. The horizontal surface zone, as shown on Figure 1, is derived from the horizontal surface.

**Larger Than Utility Runway:** A runway that is constructed for and intended to be used by propeller driven aircraft of greater than 12,500 pounds maximum gross weight and jet powered aircraft.

**Nonconforming Use:** Any pre-existing structure, object of natural growth, or use of land which is inconsistent with the provisions of this Ordinance or an amendment thereto.

**Non-Precision Instrument Runway:** A runway having an existing instrument approach procedure utilizing air navigation facilities with only horizontal guidance, or area type navigation equipment, for which a straight-in non-precision instrument approach procedure has been approved or planned.

**Obstruction:** Any structure, growth, or other object, including a mobile object, which exceeds a limiting height set forth by this Ordinance.

**Precision Instrument Runway:** A runway having an existing instrument approach procedure utilizing an Instrument Landing System (ILS) or a Precision Approach Radar (PAR). It also means a runway for which a precision approach system is

planned and is so indicated on an approved airport layout plan or any other planning document.

**Primary Surface (Zone):** An imaginary surface longitudinally centered on the runway, extending 200 feet beyond the end of paved runways or ending at each end of turf runways. The elevation of any point on the primary surface is the same as the elevation of the nearest point on the runway centerline. The primary surface zone, as shown on Figure 1, is derived from the primary surface.

**Runway:** A defined area of an airport prepared for landing and takeoff of aircraft along its length.

**Structure:** An object, including a mobile object, constructed or installed by man, including but without limitation, buildings, towers, cranes, smokestacks, earth formation and overhead transmission lines.

**Transitional Surface (Zone):** An imaginary surface that extends outward and upward from the edge of the primary surface to the horizontal surface at a slope of seven (7) feet horizontally to one (1) foot vertically (7:1). The transitional surface zone, as shown on Figure 1, is derived from the transitional surface.

**Tree:** Any object of natural growth.

**Utility Runway:** A runway that is constructed for and intended to be used by propeller driven aircraft of 12,500 pounds maximum gross weight or less.

**Visual Runway:** A runway intended solely for the operation of aircraft using visual approach procedures.

**Section 4: Establishment of Airport Zones:** There are hereby created and established certain zones within the Airport District Overlay ordinance, defined in Section 3 and depicted on Figure 1 and illustrated on *Airport* Hazard Area Map, hereby adopted as part of this ordinance, which include:

1. **Approach Surface Zone**
2. **Conical Surface Zone**
3. **Horizontal Surface Zone**
4. **Primary Surface Zone**
5. **Transitional Surface Zone**

**Section 5: Permit Applications.** As regulated by Act 164 and defined by 14 Code of Federal Regulations Part 77.13(a) (as amended or replaced), any person who plans to erect a new structure, to add to an existing structure, or to erect and maintain any object (natural or manmade), in the vicinity of the airport, *shall first notify the Department's Bureau of Aviation (BOA) by submitting PENNDOT Form AV-57 to obtain an obstruction review of the proposal at least 30 days prior to commencement thereof.* The Department's BOA response must be included with this permit application for it to be considered complete. If the Department's BOA returns a determination of no penetration of airspace, the permit request should be considered in compliance with the intent of this Overlay Ordinance. If the Department's BOA returns a determination of a penetration of airspace, the permit shall be denied, and the project sponsor may seek a variance from such regulations as outlined in Section 6.

No permit is required to make maintenance repairs to or to replace parts of existing structures which do not enlarge or increase the height of an existing structure.

**Section 6: Variance.** Any request for a variance shall include documentation in compliance with 14 Code of Federal Regulations Part 77 Subpart B (FAA Form 7460-1 as amended or replaced). Determinations of whether to grant a variance will depend on the determinations made by the FAA and the Department's BOA as to the effect of the proposal on the operation of air navigation facilities and the safe, efficient use of navigable air space. In particular, the request for a variance shall consider which of the following categories the FAA has placed the proposed construction in:

1. No Objection - The subject construction is determined not exceed obstruction standards and marking/lighting is not required to mitigate potential hazard. Under this determination a variance shall be granted.
2. Conditional Determination - The proposed construction/alteration is determined to create some level of encroachment into an airport hazard area which can be effectively mitigated. Under this determination, a variance shall be granted contingent upon implementation of mitigating measures as described in Section 9 - Obstruction Marking and Lighting.
3. Objectionable - The proposed construction/alteration is determined to be a hazard and is thus objectionable. A variance shall be denied and the reasons for this determination shall be outlined to the applicant.

Such requests for variances shall be granted where it is duly found that a literal application or enforcement of the regulations will result in unnecessary hardship and that relief granted will not be contrary to the public interest, will not create a hazard to air navigation, will do substantial justice, and will be in accordance with the intent of this ordinance.

**Section 7: Use Restrictions.** Notwithstanding any other provisions of this Ordinance, no use shall be made of land or water within the Airport District Overlay in such a manner as to create electrical interference with navigational signals or radio communications between the airport and aircraft, make it difficult for pilots to distinguish between airport lights and others, impair visibility in the vicinity of the airport, create bird strike hazards

or otherwise endanger or interfere with the landing, takeoff or maneuvering of aircraft utilizing the *Airport*.

**Section 8: Pre-Existing Non-Conforming Uses:** The regulations prescribed by this Ordinance shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date of this Ordinance, or otherwise interfere with the continuance of a non-conforming use. No non-conforming use shall be structurally altered or permitted to grow higher, so as to increase the non-conformity, and a non-conforming use, once substantially abated (subject to the underlying zoning ordinance,) may only be reestablished consistent with the provisions herein.

**Section 9: Obstruction Marking and Lighting.** Any permit or variance granted pursuant to the provisions of this ordinance may be conditioned according to the process described in Section 6 to require the owner of the structure or object of natural growth in question to permit the municipality, at its own expense, or require the person requesting the permit or variance, to install, operate, and maintain such marking or lighting as deemed necessary to assure both ground and air safety.

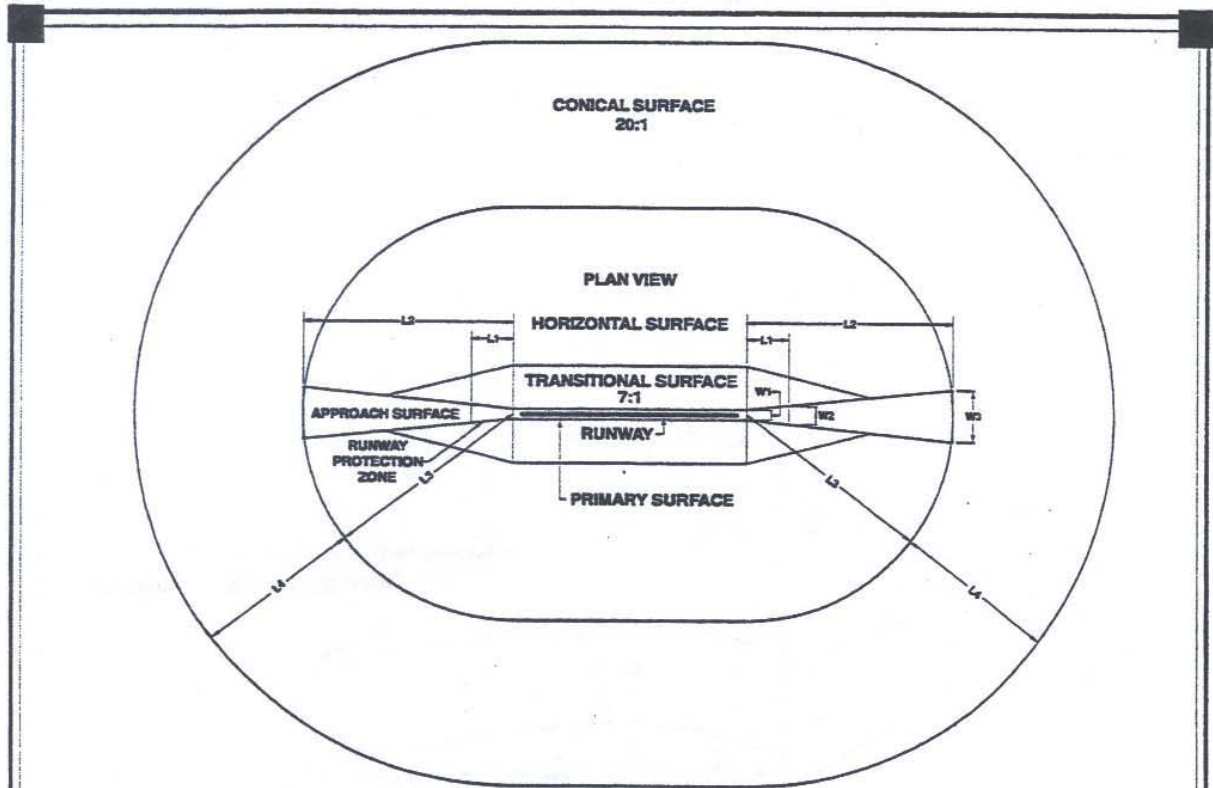
**Section 10: Violations and Penalties.** *Subject to that in the underlying Zoning Ordinance.*

**Section 11: Appeals.** *Subject to the process in the underlying Zoning Ordinance.*

**Section 12: Conflicting Regulations.** Where there exists a conflict between any of the regulations or limitations prescribed in this ordinance and any other regulation applicable to the same area, the more stringent limitation or requirement shall govern and prevail.

**Section 13: Severability.** If any of the provisions of this Ordinance or the application thereof to any person or circumstance are held invalid, such invalidity shall not affect other provisions or applications of the Ordinance which can be given effect without the invalid provision or application, and to this end, the provisions of this Ordinance are declared to be severable.

Figure 1: Part 77 Surface Areas



**FAR PART 77 "IMAGINARY SURFACES" DIMENSION REQUIREMENTS**

Runway Type	Runway End		Conical Surface (L4)	Horizontal Surface (L3)	Approach Surface			Approach Slope	Primary Surface Width	Transitional Surface
	Approach	Other			Length (L2)	Inner Width (W1)	Other Width (W3)			
Small Airplanes <sup>2</sup>	V	V	4,000	5,000	5,000	250	1,250	20:1	250	7:1
		NP	4,000	5,000	5,000	500	1,250	20:1	500	7:1
		NP 3/4	4,000	5,000	5,000	1,000	1,250	20:1	1,000	7:1
		P	4,000	5,000	5,000	1,000	1,250	20:1	1,000	7:1
	NP	V	4,000	5,000	5,000	500	2,000	20:1	500	7:1
		NP	4,000	5,000	5,000	500	2,000	20:1	500	7:1
		NP 3/4	4,000	5,000	5,000	1,000	2,000	20:1	1,000	7:1
		P	4,000	5,000	5,000	1,000	2,000	20:1	1,000	7:1
Large Airplanes <sup>3</sup>	V	V	4,000	5,000	5,000	500	1,500	20:1	500	7:1
		NP	4,000	10,000	5,000	500	1,500	20:1	500	7:1
		NP 3/4	4,000	10,000	5,000	1,000	1,500	20:1	1,000	7:1
		P	4,000	10,000	5,000	1,000	1,500	20:1	1,000	7:1
	NP	V	4,000	10,000	10,000	500	3,500	34:1	500	7:1
		NP	4,000	10,000	10,000	500	3,500	34:1	500	7:1
		NP 3/4	4,000	10,000	10,000	1,000	3,500	34:1	1,000	7:1
		P	4,000	10,000	10,000	1,000	3,500	34:1	1,000	7:1
Large and Small Airplanes	NP 3/4	V	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		NP	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		NP 3/4	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
		P	4,000	10,000	10,000	1,000	4,000	34:1	1,000	7:1
	P	V	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		NP	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		NP 3/4	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1
		P	4,000	10,000	10,000/40,000	1,000	4,000/16,000	50:1/40:1	1,000	7:1

1 - In Feet  
 2 - Less than 12,500 lbs maximum certified takeoff weight  
 3 - Greater than 12,500 lbs maximum certified takeoff weight

V = Visual approach 20:1  
 NP = Nonprecision approach 34:1  
 NP 3/4 = Nonprecision approach with visibility minimums as low as 3/4 statute miles 34:1  
 P = Precision approach 50:1

Note: L1 is the length of the RPZ and W2 is the outer width of the RPZ as defined by approach visibility minimums

Source: Federal Aviation Administration

