



CHAPTER 4:

RECOMMENDATIONS FOR *TOMORROW'S PLACES*

INTRODUCTION

With a strong understanding of the County's foundations, *Allegheny Places* presents a desired future and describes the way to get there. This chapter conveys twelve plan elements, which collectively serve as a guide for public and private sector actions related to future growth, development and preservation in Allegheny County.

- Future Land Use Plan
- Historic and Cultural Resource Plan
- Economic Development Plan
- Housing Plan
- Parks, Open Space and Greenways Plan
- Resource Extraction Plan
- Agricultural Resource Plan
- Community Facilities Plan
- Transportation Plan
- Utilities Plan
- Environmental Resource Plan
- Energy Conservation Plan

These plan elements incorporate a comprehensive set of goals, objectives and actions developed to embody the needs and aspirations of the diverse communities that comprise Allegheny County.

The Future Land Use Plan is the keystone of Allegheny Places – all the other elements of the comprehensive plan support its implementation.

The Future Land Use Plan ties together all the other elements that make up *Allegheny Places*. It describes the recommended distribution and desired character of future land uses. In particular, the Future Land Use Plan proposes that major development be largely directed to specific Places in the form of mixed-use communities, providing opportunities for people to live, work and play in the same place.

The actions recommended in this chapter build on our strengths and address our weaknesses, and so provide opportunities for all of the County's places to prosper.

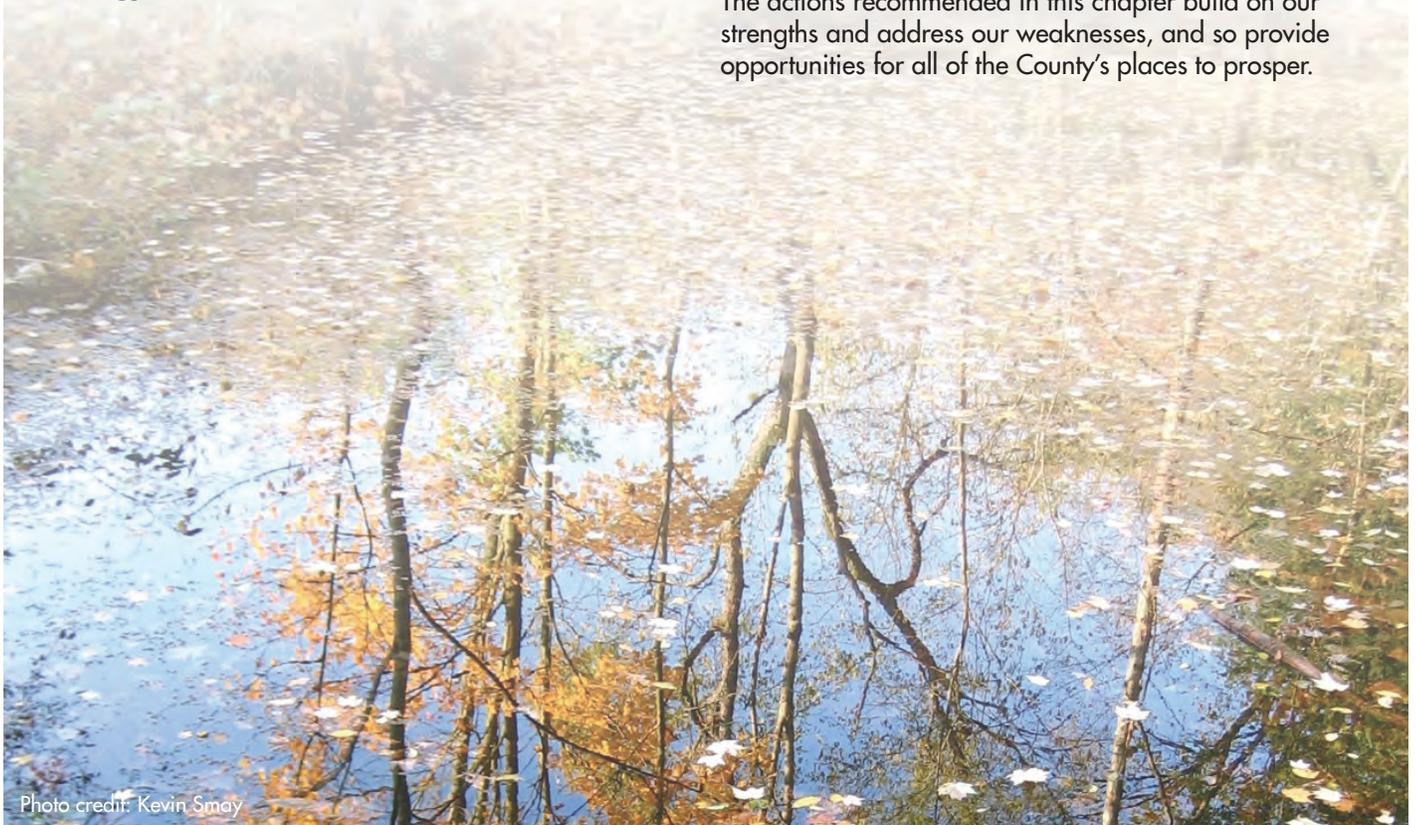


Photo credit: Kevin Smay



INTERRELATIONSHIPS AMONG PLAN ELEMENTS

The Pennsylvania Municipalities Planning Code, Article III, Section 301.a(4.1), requires that comprehensive plans establish interrelationships between the various Plan elements. In *Allegheny Places*, the principal expression of the interrelationship between the many plan elements is the Future Land Use Plan. Interrelationships are also established between the individual plan elements. For example:

- **Equity and diversity:** for all plan elements, challenges and opportunities are identified that are consistent with the Plan's Equity and Diversity Principles.
- **Housing and Economic Development:** recommendations for future housing are intended to provide more County residents with better access to employment opportunities.
- **Transportation:** the recommendations for mass transit are a key element of the Future Land Use Plan. A number of Places on the Future Land Use map are "TOD" Places, which will provide County residents with better access to employment and other opportunities.
- **Environmental Resources and Utilities:** many of the recommendations in the Environmental Resources plan address challenges identified in the Utilities plan.
- **Future Land Use Plan:** recommendations from all of the elements are tied together in the concept of 'Places', including housing, economic development, infrastructure improvements, transportation and energy conservation.

FUTURE LAND USE PLAN

■ A PLAN TO GUIDE GROWTH

The Future Land Use Plan is a guide for development and redevelopment in Allegheny County through the year 2025. It is based on the modest rate of growth projected to occur over the planning period: a future population of approximately 1.3 million people, with a net gain of 32,000 housing units and 190,000 new jobs.



Photo credit: McCormick Taylor

The Future Land Use Plan is built around the concept of ‘Places’. There are eight different types of Places, each of which has a unique identity. Most Places include a mix of land uses and build on existing infrastructure. The intent of Places is to provide an efficient and economical way to allow for both new growth and revitalization, meet a diversity of needs, support transit, reduce consumption of open space, and protect environmentally sensitive resources.

The Future Land Use map (see Map 4A.1) shows the locations of Places, transportation and transit improvements, areas for infill development and for conservation, and a greenways network that links Places, parks, trails, waterways, and conservation areas.

The Future Land Use Plan supports the revitalization of the County’s existing neighborhoods and riverfronts – top priorities for County residents. Many designated Places build on the existing business districts, downtowns, and main streets of many communities.

County residents also expressed overwhelming support for utilizing existing infrastructure. Targeting future growth and development to areas where there is reliable existing infrastructure is a sound economic policy. Where infrastructure improvements are needed, targeting future growth and development to those areas will help to fund the improvements.

Places will provide a density of population to help support new retail and other uses, and attract employment. Concentrating jobs and residences in designated Places will increase transit ridership potential. As the demand for transit emerges, the Port Authority can offer new routes or to extend existing ones.

While designated Places are where the County will focus major development and redevelopment initiatives, there are many other areas of the County identified for infill development. Infill Areas will accommodate future growth and development in all municipalities of the County. It is important for municipalities to plan the use of their Infill Areas to meet the specific needs of the community and to be consistent with the goals of *Allegheny Places*.

In addition, as per the Pennsylvania Municipalities Planning Code Article III Section 301 (a) (5), a thorough review of contiguous counties’ comprehensive plans was completed. The Future Land Use Plan is consistent with the existing and proposed development as well as objectives of these plans. See Supporting Documents for this element for a review of these comprehensive plans.

DESCRIPTION OF THE PLAN

The following major features are identified on the Future Land Use map:

- **Places** – Locations targeted for major development.
- **Infill Areas** – Locations for smaller-scale development.
- **Conservation Areas** – Areas where resources are protected and development is discouraged.
- **Greenway Network** – An interconnected, county-wide network of natural resources and recreational amenities.
- **River Network** – Made up of the County’s major water features.
- **Transportation Network** – Major roadways, transit, rail, air and water transportation corridors.



The Future Land Use map illustrates where particular land uses are supported by the recommended actions of *Allegheny Places*. It is flexible, rather than being a strict representation of a 20-year 'build-out'. The map will be periodically revisited by the County to ensure its continued relevance and accuracy.

DESCRIPTION OF THE PLACES

Following are the eight Place types designated on the Future Land Use map:

1. Airport-Industry

Airport-Industry Places are located in close proximity to Pittsburgh International Airport, and mainly include sites that have been targeted by the County and developers for office and light industrial development. Businesses that need to be close to a good ground and air transportation network will be expected to locate here.



Photo credit: McCormick Taylor

2. The Core

Core Places are located in downtown Pittsburgh and Oakland. These urban core areas are the County's major centers for office employment, government, cultural venues, higher education, finance, health care, research, and startup ventures. Residential development is generally very dense. Ongoing revitalization and development in Core Places is vital to the economy of Allegheny County and the region. Improved transit, linking Core Places and the Airport, is a key element. Much new development in Core Places will be infill development, rehabilitation and reuse of existing buildings, and adaptive reuse of former industrial or warehouse sites and structures.

3. Corridors

Corridor Places are located along the following major highways:

- Interstate 79
- Route 28
- Interstate 279
- Route 48
- Future I-376 (Parkway West)
- Route 50
- Route 8
- Route 51
- Route 19
- Route 65
- Route 22
- Mon/Fayette Expressway

Corridor Places have good access to major transportation corridors and highway interchanges. They are relatively intense, mixed-use hubs of office, industrial, commercial and residential uses. Corridor Places can accommodate high-intensity land uses that require large amounts of land such as regional shopping centers, industrial parks, and business parks.

The intent of Corridor Places is to break away from the old pattern of strip development. They will be planned instead as nodes or hubs, with a gridded street network that interconnects uses and has limited access points on existing major roadways.

4. Urban Neighborhoods

Urban Neighborhoods are located within the cities of Pittsburgh and McKeesport. They build on existing business districts and mixed-used areas in older, densely developed neighborhoods, and include more regionally-oriented services with a mix of housing types in a walkable setting. Revitalization of Urban Neighborhood Places will include infill development, rehabilitation of existing buildings and improved transit connections, and will take advantage of nearby cultural and recreational amenities.

5. Community Downtowns

Community Downtowns are similar in character to Urban Neighborhoods, but are less densely developed and include other municipalities. Most, but not all, Community Downtowns build on the existing business districts and downtowns in older communities. They will be Places where additional business development can occur in a mixed-use setting that includes residential, office, retail, and other compatible uses.

A number of the Community Downtowns include business districts targeted by Allegheny Together,

including Oakmont, Swissvale, Castle Shannon, McKees Rocks, Wexford and Coraopolis. Allegheny Together is a new Allegheny County Economic Development program that assists in the revitalization of the County's "Main Streets".



Photo credit: McCormick Taylor

6. Villages

Village Places are located in suburban communities throughout the County, in places such as Oakdale, Rennerdale and Indianola. Village Places are characterized by a mix of residences and small-scale, low-intensity businesses and services that primarily serve neighborhood needs. Non-residential development in Village Places should neither generate, nor depend on, large volumes of vehicular traffic. Streets should be laid out on grids or modified grids to promote walkability.



Photo credit: McCormick Taylor

7. Rural Places

Rural Places are located along the "edges" of the County in municipalities that are less developed such as South Fayette, West Deer and Elizabeth Townships. Rural Places are the least densely developed of all the types of Places. They will be primarily residential in nature, with a focus on single-family detached housing. Non-residential development will be limited mainly to recreation and essential supporting services.

8. Transit-Oriented Developments (TODs)

Transit-oriented development, or TOD, is a mix of relatively dense residential, office and retail uses at transit stations or transit stops, to maximize pedestrian access to transit. TOD is an overlay on selected Places that are located along the existing 'T' line and busways, and on proposed new transit lines. TOD Places will incorporate both infill development, and substantial new development on large parcels when available.

TOD Places will create opportunities for people to live, learn, work, invest and play in the same Place. TOD Places will also enable people to connect to other Places in the County via transit. Examples of TOD Places include Mt. Lebanon, Wilkinsburg, Oakland, the North Shore and Carnegie.



TOD Places are a key element of the County's Equity and Diversity plan. Many people do not have cars; and many others, such as the disabled, elderly, and young, depend on walking and transit. TOD Places will support transit use and make it more accessible to more people.



OTHER FUTURE LAND USE ELEMENTS

In addition to the eight types of Places, there are several other elements on the Future Land Use map.

Infill Areas

Infill areas will provide opportunities for new development and redevelopment on properties that are vacant, abandoned, or under-used. Infill development can occur on a single lot or on groups of lots. Infill development areas are located throughout the County, although they tend to be the most concentrated in older communities.



Photo credit: McCormick Taylor

Many communities – especially inner-ring suburbs and former industrial towns – have thousands of vacant and abandoned properties. They can be a great opportunity for community revitalization.

When blighted and vacant buildings are demolished in older communities, the lots can be reclaimed and infill development used to bring new housing, businesses and recreation into the community.

Conservation Areas

Conservation Areas include sensitive environmental features, scenic landscapes, and cultural resources. The Future Land

Use Plan targets development to Places and Infill Areas, with the intent of limiting development in designated Conservation Areas.

Future development in Conservation Areas must be consistent with the goal of conserving environmentally-sensitive features. Except for agricultural, recreational and resource-based enterprises, there should be no new commercial or industrial uses in these areas. New infrastructure will be discouraged in conservation areas.

The Greenway Network

The Greenway Network is a linked system of greenways and nodes that includes parks, State Game Lands, trails, and land preserved through land trusts and agricultural easements. The Greenway Network also includes areas of environmentally-sensitive lands and resources, such as rivers, wetlands, floodplains, streams, steep slopes, landslide-prone areas, and open space buffers.



Photo credit: McCormick Taylor

An essential role for the Greenway Network is to create more livable communities, protect natural resources, showcase cultural resources, and connect people to the outdoors. The emphasis is on connections both within the County and outside the County to regional and state greenway networks, also known as mega-greenways. Additionally, the County's Greenway Network should connect to Places identified in the Future Land Use Plan. Development within the Greenway Network is discouraged.

The River Network

The River Network includes the County's four rivers: the Monongahela, the Allegheny, the Ohio, and the Youghiogheny. Rivers are Allegheny County's most defining feature. They are important to the County and the region environmentally, economically, historically, and culturally. They are an important component of both the Greenways and Transportation Networks.



Photo credit: McCormick Taylor

Places adjacent to rivers will incorporate scenic river views and provide public access to riverfronts. Additionally, they will support and provide for water and trail corridors that are complementary to the Allegheny County Riverfronts Project established by the County in collaboration with two primary partners, the Pennsylvania Environmental Council and Friends of the Riverfront.

The Transportation Network

The County's extensive multi-modal Transportation Network includes the two major systems for linking Places to one another: roadways and transit corridors. Most of the major roadway corridors identified on the Future Land Use map have Places along them that are targeted for development and redevelopment.

Transit corridors primarily link TOD Places to each other, as well as to centers of employment, population and recreation. Currently, existing transit corridors within the County include the 'T' and the East, West and South busways. Potential future transit corridors along the



Photo credit: McCormick Taylor

Allegheny and Monongahela rivers, and along the future I-376 corridor connecting the Pittsburgh International Airport to Downtown, Oakland and Monroeville, are identified on the Future Land Use map as well.

ISSUES AND ANALYSIS

This section examines what can be done to direct and accommodate the types and forms of development and redevelopment depicted in the Future Land Use Plan.

KEY CHALLENGES

In developing the Future Land Use Plan, all of the Resource Panels helped to identify these key challenges:

- Sprawl in the northern and western portions of the County
- Declining population, especially in core areas
- Disinvestment in older communities
- Brownfields that have high clean-up costs and hinder river access
- A large number of local governments
- Poor condition of housing stock in older communities and the need for demolition

The following provides an understanding of these issues.



SPRAWL IN THE NORTHERN AND WESTERN PORTIONS OF THE COUNTY

The County's slow rate of growth has not slowed the rate of land consumption. Between 1982 and 1997, the amount of land developed increased by nearly 43% even though the population declined by 8%, according to Sustainable Pittsburgh's 2002 *Sustainability Indicators Report*.

Over the past two decades, much new development in Allegheny County has been in the form of suburban sprawl. Sprawl is a term used to describe a classic pattern of land development where different types of uses are separated – often widely – by zoning, and development is at a much lower density compared to urbanized areas. Suburban sprawl typically consumes greenfields and requires the extension of infrastructure such as water and sanitary sewer lines, and roads. Sprawl tends to foster dependence on automobiles because where people live is located far from where they work, shop, and attend school.

In Allegheny County more than 14,000 acres were developed between 1993 and 2005. About 9,000 acres, or 67% of the total land area developed, was residential development. Single-family was the predominant dwelling type, and the average lot size was ½ acre. Most of the development was in the northwestern and southern parts of the County (primarily Marshall, Pine, Moon, Collier, North Fayette, South Fayette, and Robinson Townships), but the north-central and eastern portions of the County also experienced increases.

Inefficient land use patterns can lead to higher costs for utilities and services, an erosion of the urban core tax base, a decline in downtown commercial centers and a concentration of poverty in older urban centers.

According to a 1998 study by the Natural Resources Defense Council, sprawl is more inefficient, costly, and inequitable, and uses more resources than traditional city and town development.

Unlike modern sprawl, historical patterns of development in Allegheny County were highly supportive of transit use. In 1947, more than one million persons – about 70% of the County's population – resided in 19 of the County's 130 municipalities. All were in, or close to, urban population

centers accessible by trolley lines. Public transit ridership hit a peak of 280 million per year in 1947.

The typical suburban land use pattern does not have the density to support transit use. After 1950, when individual ownership of automobiles became more common, many of the core communities experienced substantial population losses, while the municipalities in outlying areas gained. Public transit ridership dropped dramatically. In 2006, it was slightly more than 70 million per year.

DECLINING POPULATION, ESPECIALLY IN CORE AREAS

In each decade from 1960 to 2000, the County's population has decreased. From 2000 to 2006, Allegheny County is estimated to have lost 4.3% of its population, falling from approximately 1.28 million to 1.22 million.

Of Allegheny County's 130 municipalities, 97 lost population in the 1990s. Population losses were concentrated in the urban core and in former industrial communities along the rivers. The City of Pittsburgh lost the largest number of people in the 1990s – over 35,000 residents – while Braddock Borough suffered the largest percentage of population loss – nearly 38% of its population.

More than one-third of the County's municipalities, or 46, have less than one square mile of land, and 14 have fewer than 1,000 people.

DISINVESTMENT IN OLDER COMMUNITIES

Over the past twenty years, the County has been 'hollowing out', as people moved from the urban core and older river communities to the outlying suburban municipalities. With no population growth to offset outmigration and natural population loss, many older communities became increasingly tax burdened. As the lack of revenue impacted the provision of services, it led to further decline.

When property values decline, local taxing bodies are often forced to increase millage rates in an attempt to meet the demand for services. When higher tax rates are coupled with lowered property values and an eroding quality of life, it is difficult to retain existing residents and businesses or to attract new ones. It is a cycle of decline that is hard to break.

In declining communities the neediest people are often left behind to bear the burden of increased costs for providing services.

Over the years, various economic development incentives have been used to attract new development to greenfields in outlying municipalities. A balanced, geographic targeting of incentives consistent with the preferred development scenarios outlined in *Allegheny Places* is critical to the revitalization of the urban core and older communities.

BROWNFIELDS THAT HAVE HIGH CLEAN-UP COSTS AND HINDER RIVER ACCESS

Allegheny County was once an industrial powerhouse, with many factories and mills lining the rivers. Riverfront locations were common because the rivers were essential for the transportation of raw materials and finished products. Today, most of the old industrial operations have closed down, leaving behind large tracts of vacant or abandoned land, commonly referred to as brownfields (see Map 4A.2).

Many brownfield sites have environmental problems that require expensive remediation. In addition, the extent of environmental contamination is often unknown, which can further complicate and delay remediation. Despite the challenges, brownfields have tremendous potential for redevelopment and for reclaiming the riverfront. As providing public access is not always a developer priority, however, it needs to be encouraged.

Brownfields in the County that have been reclaimed include the Southside Works, the Pittsburgh Technology Center, and the Waterfront. They are notable examples of what can be accomplished.

A LARGE NUMBER OF LOCAL GOVERNMENTS

When Allegheny County was established in 1788, it had only seven townships. Today the County has 130 municipalities, which include boroughs, first and second class townships, cities, and home rule municipalities. Municipalities have been largely responsible for providing their citizens with public services and community facilities, and managing their own land use planning.

Most municipalities in Allegheny County have their own land use ordinances. How the land use approval process is managed can vary greatly from municipality to municipality, however. And when a proposed development spans multiple jurisdictions, the decision-making process can be fragmented, slow, and inconsistent.

Declining municipalities face increasing difficulties in meeting the demand for services and facilities. As costs continue to rise, even the stable and growing municipalities may be faced with the decision of whether to increase millage rates in order maintain the same level of services, or provide additional services.

Greater sharing and consolidation of services, and more multi-municipal cooperation and planning are essential to the future growth and prosperity of the County.

POOR CONDITION OF HOUSING STOCK IN OLDER COMMUNITIES AND THE NEED FOR DEMOLITION

The County's housing stock was built to accommodate a much larger population. As the population declined, the number of housing vacancies increased, particularly in and around the urban core and in former industrial communities along the rivers. In 2000, twenty-three municipalities in Allegheny County had vacancy rates of over 10%. Some municipalities in Allegheny County have vacancy rates that are among the highest in the state.

Vacant, blighted buildings can have a destabilizing effect on a neighborhood. They project an image of despair, contributing to negative perceptions of the neighborhood, and provide places for criminal activity. Demolition is often the simplest solution. When the land has been cleared and reclaimed, it can open the door for reinvestment and revitalization.

Funding for demolition is not always available, however, nor is there always an immediate use for the reclaimed properties. Demolition needs must be prioritized, therefore, and cleared properties may need to be land-banked for future use.



■ RECOMMENDATIONS

GOAL OF THE PLAN

Land use, development and conservation are compatible with and enhanced by Allegheny County's unique physical characteristics, rich cultural and social heritage, and distinctive communities.

OBJECTIVES OF THE PLAN

The objectives of the Future Land Use Plan are to:

- A.** Create Places that emphasize community.
- B.** Direct development, redevelopment and conservation to Places identified on the Future Land Use map.
- C.** Ensure that new development occurring outside of designated Places and Infill Areas is beneficial and necessary.
- D.** Encourage transit-oriented development.
- E.** Promote municipal consistency with *Allegheny Places*, the County Comprehensive Plan.

The following provides an understanding of the objectives.

A. Create Places that Emphasize Community

The Places envisioned by the Future Land Use Plan are compact, walkable communities that are transit-supportive. They offer a variety of housing options to meet a diversity of needs and respect market trends. Housing, shopping, employment, community facilities and public spaces are all integrated into a lively and human-scale environment.

Places are envisioned as mixed-use so that people can commute from their home to their job, to shopping, to recreation and to other destinations without the use of a car. Reducing automobile use has many environmental benefits, and walkability also encourages social interaction and better health.

To promote walkability, Places should include sidewalks, pathways, and crosswalks. Street systems should be based on grids or modified grids that promote safe and efficient pedestrian, bicycle, and vehicular movement. Street systems should also be designed to maximize connectivity between uses and create a hierarchy of spaces.

Public spaces of different types and scales should be provided to encourage people to socialize, accommodate community events, integrate open space into the fabric of the community, and create community identity. For some Places, uses such as restaurants and cafes with outdoor seating areas are also encouraged.

Establishing Places as compact, relatively dense and truly mixed-use settings will be a challenge. Appropriate development regulations to guide and permit development patterns in the desired configuration and mix will be needed.

B. Direct Development, Redevelopment and Conservation to Places Identified on the Future Land Use Map

The Future Land Use Plan (Figure 4A.1) is the vision for future growth and development in Allegheny County that emerged from an extensive public outreach effort. The Future Land Use Plan shows the desired character of future land uses and their recommended distribution, consistent with the Composite Scenario (see Map 2.4).

The County will strategically target the use of public funds and support the use of economic development incentives to implement projects that are consistent with the Future Land Use Plan. Additionally, State agencies are required to prioritize grants awards and permit approvals to projects that are consistent with *Allegheny Places*. Therefore, municipalities and developers will greatly benefit by consulting the Future Land Use Plan when preparing development plans and proposals.

Projects in one community can greatly affect neighboring communities. Municipalities are encouraged to work together, especially when major projects cross municipal boundaries or are located adjacent to other municipalities.

Recognizing that some development will occur outside the designated Places, the County will support smaller redevelopment projects, through technical assistance and funding, in the Infill Areas identified on the Future Land Use map.

C. Ensure that New Development Occurring Outside of Designated Places and Infill Areas is Beneficial and Necessary

Some development is expected to occur outside of the designated Places and Infill Areas identified on the Future Land Use map. It is important that appropriate land development controls be in place to ensure that such development is appropriate and consistent with the conservation goals of *Allegheny Places*.

Various strategies can be used to support and encourage appropriate development in Conservation Areas, including the following techniques:

- **Agricultural easements** – The permanent protection of agricultural lands is best achieved through easements. Such easements, which are written into property deeds, prohibit land development. The most common way to acquire conservation easements is through the sale of non-agricultural development rights by the property owner. In return for keeping a property in agricultural use in perpetuity, owners are compensated for a portion of the development potential. The Western Pennsylvania Conservancy is a local organization that acquires agricultural easements.
- **Agricultural zoning** – Local governments can implement agricultural zoning to retain lands for agricultural use. Recent amendments to the *Municipalities Planning Code* require municipalities to zone to preserve “prime agriculture and farmland”. To be effective, agricultural zoning must restrict the land to agricultural and agricultural-related uses. It must also strongly limit how much residential density is allowed (for example, one dwelling unit per 20-50 acres).
- **Cluster residential development** – When residential development is appropriate in a Conservation Area, it should be clustered. Cluster development permits units to be constructed on a smaller portion of a property, leaving the rest undeveloped in perpetuity for open space or other resource conservation purposes.
- **Conservation easements** – A conservation easement is a tool that can be used to permanently protect important natural resources while the original landowner retains ownership and some use of the land. These easements are legally binding agreements between a landowner and a qualified conservation organization, such as a land trust. The easement permanently limits a property’s use and binds all present and future owners of the land.
- **Special Purpose Zoning Districts** – Special purpose zoning districts, such as ‘overlay districts’, allow a municipality to provide greater protection for environmentally-sensitive areas, like landslide-prone areas, steep slopes and floodplains. Municipalities are encouraged to identify environmentally-sensitive areas in their community and adopt appropriate zoning. The Future Land Use map shows the location of sensitive areas within the Greenway Network and Conservation Areas.
- **Transferable Development Rights** – The transfer of development rights (TDR) allows property owners to send their land development rights to another developer in a receiving area that is targeted for development (for example, a designated Place). Development rights received by a developer can allow the developer to increase the density of land use. The sender receives money for their development rights, and retains the use of their property for agricultural or open space uses.

Development must be strictly prohibited within the Greenway Network, other than compatible, appropriate recreation, open space, limited agriculture and forest management uses.

Proposals to serve new Conservation Areas with public water and sewer service should be denied. Exceptions can be made where necessary to protect public health and safety.



D. Encourage Transit-Oriented Development

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

- Compact, relatively dense development within walking distance of a transit station
- A '24/7' mix of uses – transit origins (housing) and destinations (jobs, retail, schools, medical, civic)
- A safe, interconnected and inviting pedestrian environment – sidewalks, plazas, lighting, signage, and building transparency at the street level
- A new approach to parking – less of it, shared wherever possible, and (except for curbside spaces) out of view

TODs can reduce traffic congestion by providing expanded transportation options, and significantly increase ridership for the Port Authority.

The existing 'T' line and busways, and the future rapid transit lines envisioned for Allegheny County represent an ideal opportunity for TOD in communities such as Castle Shannon, Dormont, Eastside (in East Liberty), Mt. Lebanon and Wexford. Future opportunities also exist if light rail or rapid transit is developed from Oakland and Downtown Pittsburgh to the Airport.

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

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

Allegheny County is one of the first areas in Pennsylvania to take advantage of the program, and is currently completing TRID studies for areas adjacent to light rail stations in the South Hills. The County has developed recommendations for three TRID strategic areas: leave-alone territory, infill and investment zones, and strategic opportunity sites.

The TRID program will be pursued for future TOD opportunities as well. The County will continue to work closely with the Port Authority to develop TOD

Places, and target funding where it will have the greatest benefit. The Port Authority should conduct TOD market, planning and urban design studies for key transit stations, publicize the findings and solicit developers to build on TOD sites.

E. Promote Municipal Consistency with Allegheny Places

Implementing the goals and objectives of *Allegheny Places*, Allegheny County's first comprehensive land use plan, will require consistency between the County comprehensive plan and municipal comprehensive plans.

Municipalities should use *Allegheny Places* when updating their comprehensive plans and land use ordinances. The County, in turn, will revisit and update *Allegheny Places* on a regular basis to ensure that it stays current and remains consistent with municipal and other plans.

The County's role in planning is largely advisory, as most municipalities in Allegheny County have the authority for local land use planning. However, *Allegheny Places* will provide many benefits. The plan:

- Opens the door to state and other grants
- Facilitates permit processing
- Provides land use planning tools and mapping
- Provides context for making major land use decisions
- Highlights best land use practices

Elected officials, planners, and others should consult *Allegheny Places* when making decisions about development and redevelopment in the community. The County also encourages developers and property owners to consider the development and redevelopment of their property in a manner consistent with the Future Land Use Plan.