



## Future Land Use Map Description

(More information can be found in the Land Use Element of *Allegheny Places*)

**Infill Areas:** Provide opportunities for new development and redevelopment on vacant, abandoned or under-utilized properties.

**Conservation Areas:** Sensitive environmental features, scenic landscapes and cultural resources that are only meant for very limited or no development.

**Places:** Areas targeted for development.

**1. Airport-Industry:** 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.

**2. The Core:** Located in downtown Pittsburgh and Oakland. 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:** 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.

**4. Urban Neighborhoods:** Located within urban areas like 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.

**5. Community Downtowns:** Similar in character to Urban Neighborhoods, but are less densely developed. Most, but not all, Community Downtowns build on the existing business districts and downtowns in older communities.

**6. Villages:** Located in suburban communities throughout the County. 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 should neither generate, nor depend on, large volumes of vehicular traffic.

**7. Rural Places:** Located along the “edges” of the County in municipalities that are less developed. 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):** 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.