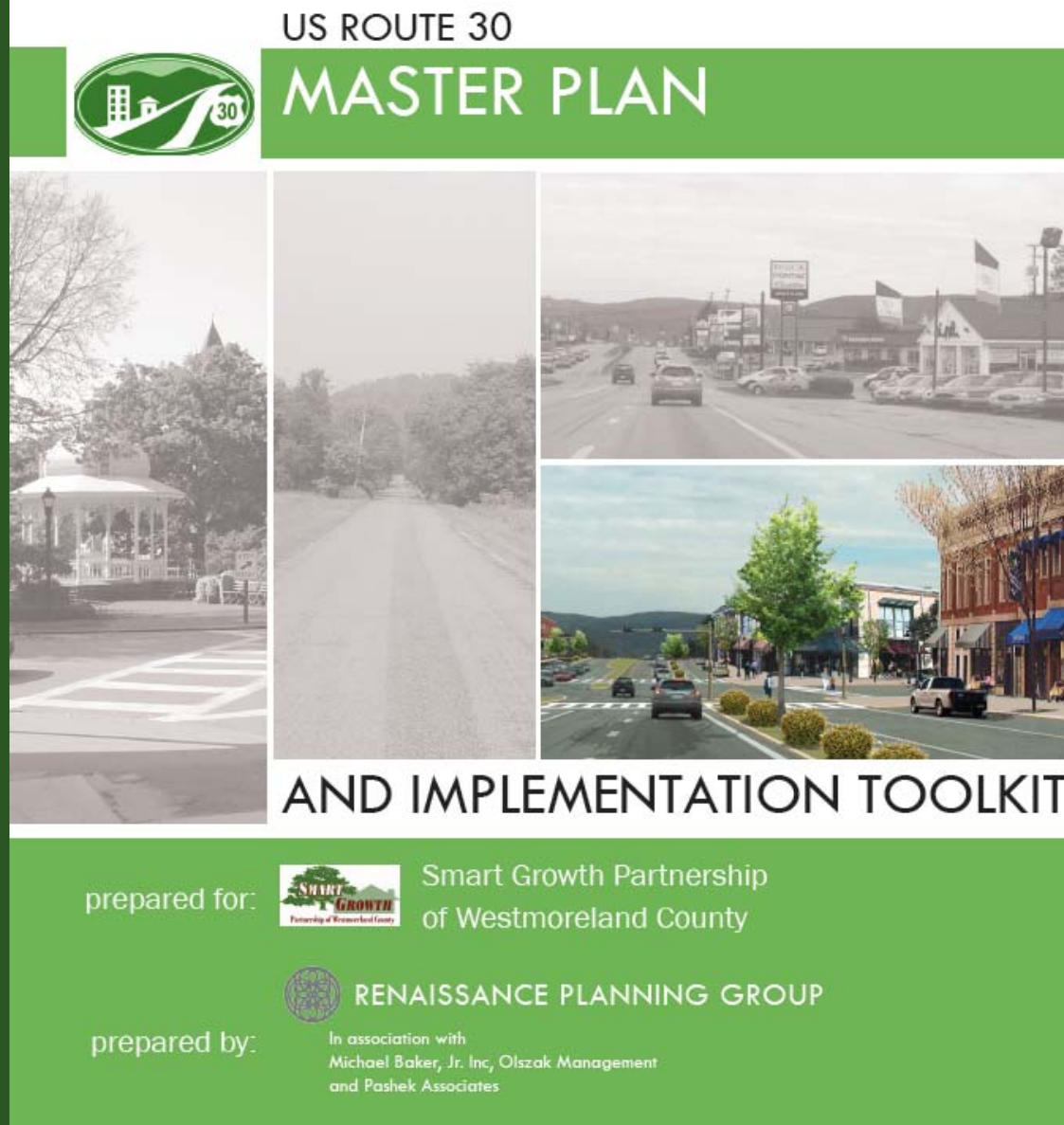
DRAFT

Smart Growth Partnership of Westmoreland County

Community Vision Team Meeting

February 29, 2008



Visioning Process

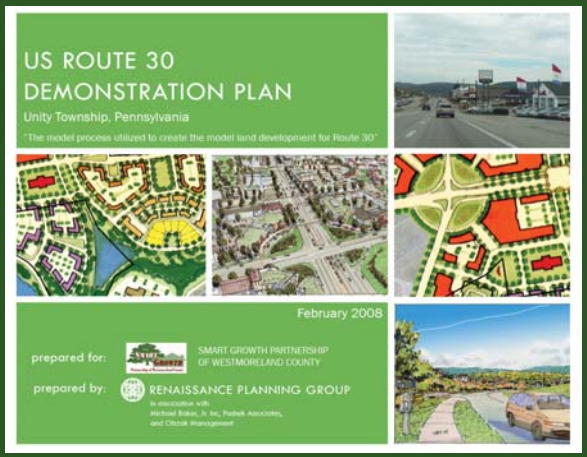
- Vision Plan
- Charrette Demonstration Plan

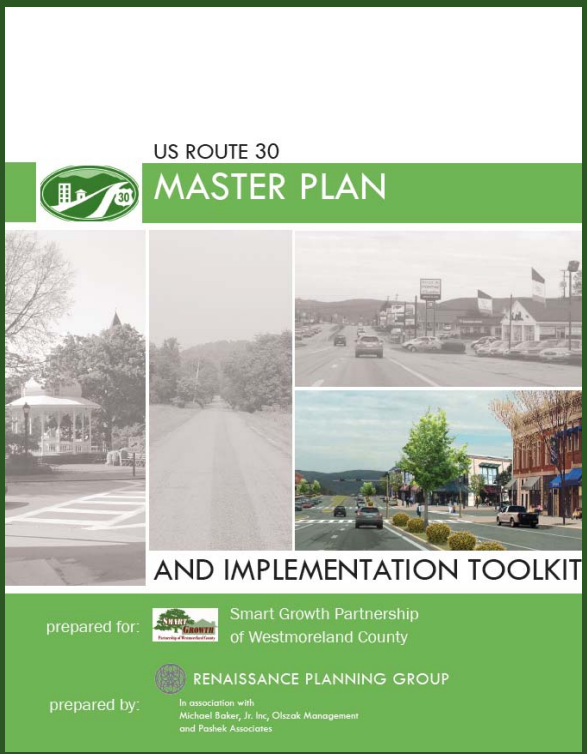
Route 30 Master Plan

- Projects
- Policies

Implementation Toolkit

- Programs & Funding
- Design Guidelines
- Model Ordinance





It all started back in 2005…

The US Route 30 Master Plan is a three-stage, multi-phase project, over a period of three or more years. The three stages include:

Institutionalizing the Framework for Implementation
April 2008 – May 2009

Developing the Plan
September 2006 – March 2008

Getting Started
October 2005 - August 2006

Key Goals from 2006 Vision Statement

Consistent land use regulation	•Enhance economic activities •Preserve historic character & rural beauty •Respect individual property rights
Healthy mix of development	•Balance commercial, industrial, residential, agriculture, open space
Smart technology & parallel road networks	•Improve safety •Optimize traffic flow & route choices
Multi-modal systems	•Integrate roadway, transit, air & rail
Enhanced motoring experience	•Well-maintained surface •Landscaping •Traffic control systems

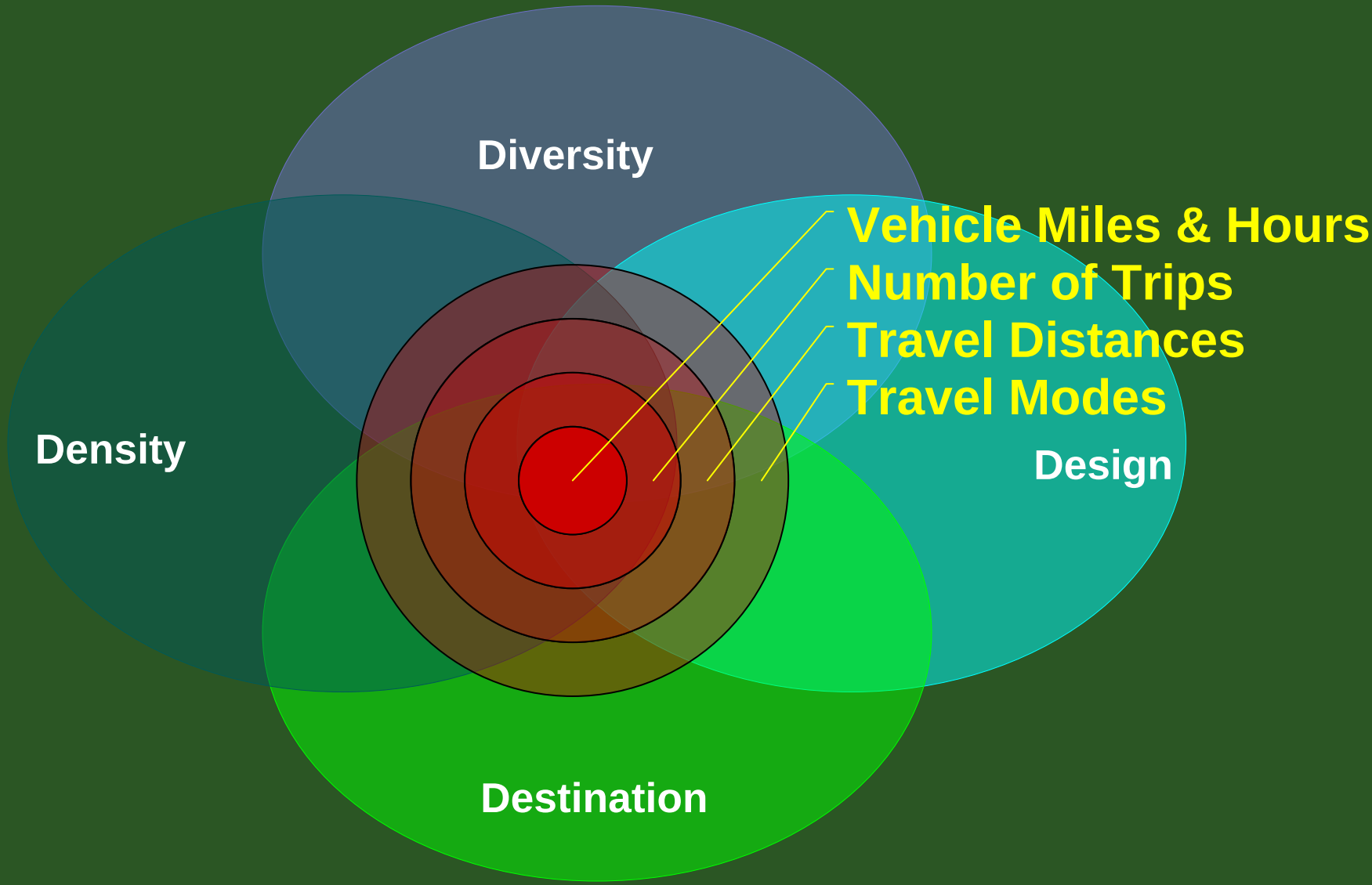
Linking Land Use & Transportation: The Four "D's"

Density

Diversity

Design

Destination


Diversity
Density
Design
Destination
Vehicle Miles & Hours
Number of Trips
Travel Distances
Travel Modes

Critical Opportunities

- Optimize corridor safety & traffic flow
- Expand travel choices
- Revitalize core towns
- Shape suburban communities
- Preserve rural landscape



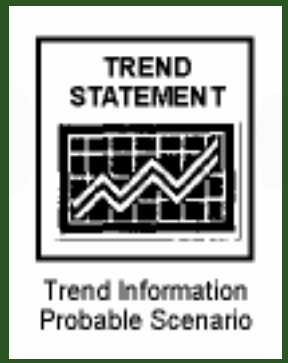


CREATING THE VISION PLAN

Establishing a framework for transportation and land use along the corridor

The Visioning Process

Where are we now?



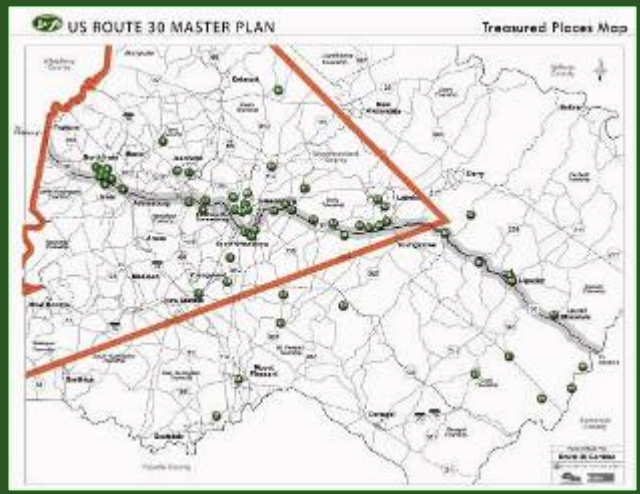
Where are we going?

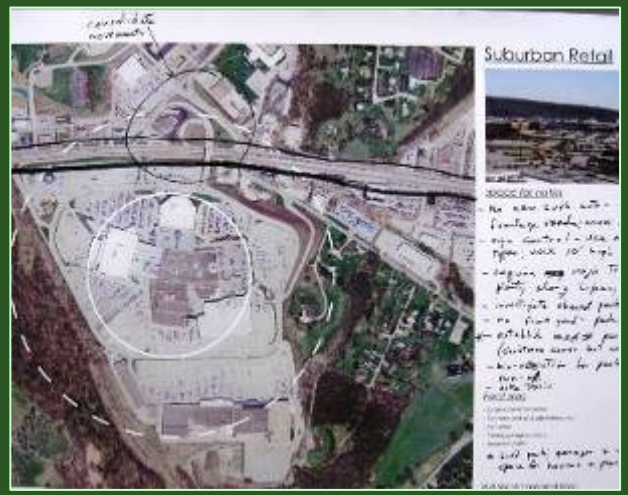
Where do we want to be?

How will we get there?

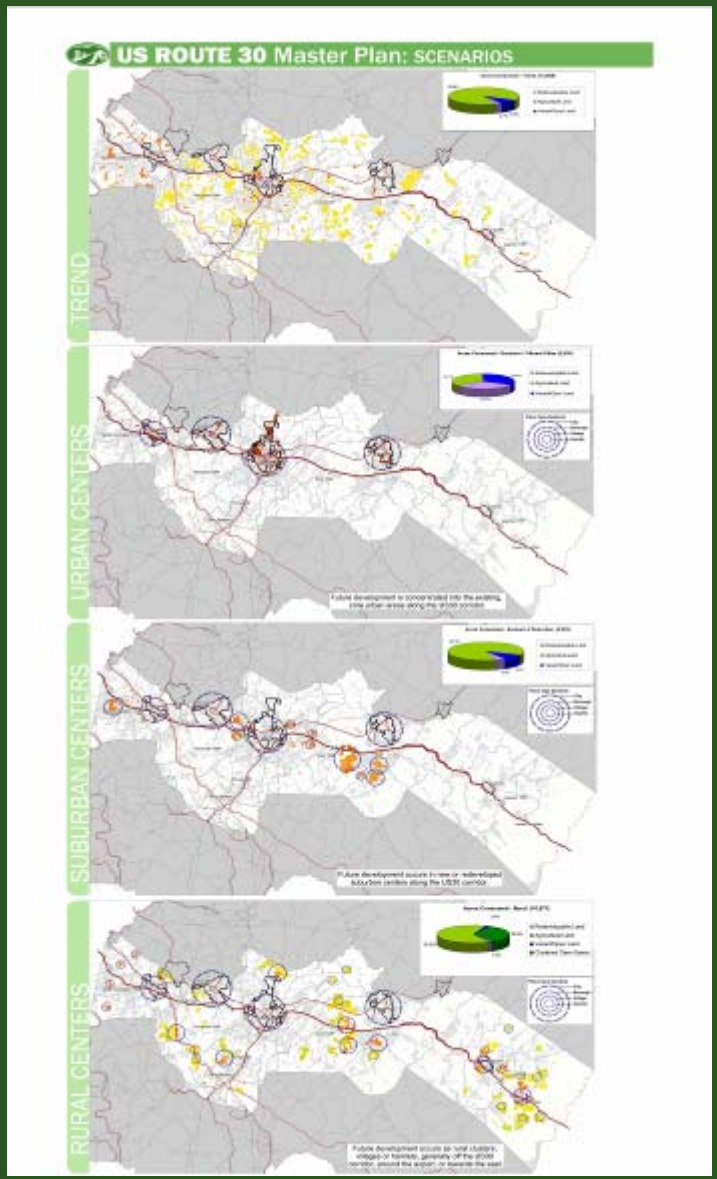
The “Oregon Model” for Community Visioning - Steven Ames

Public Workshop 1 + 2: Creating the Scenarios

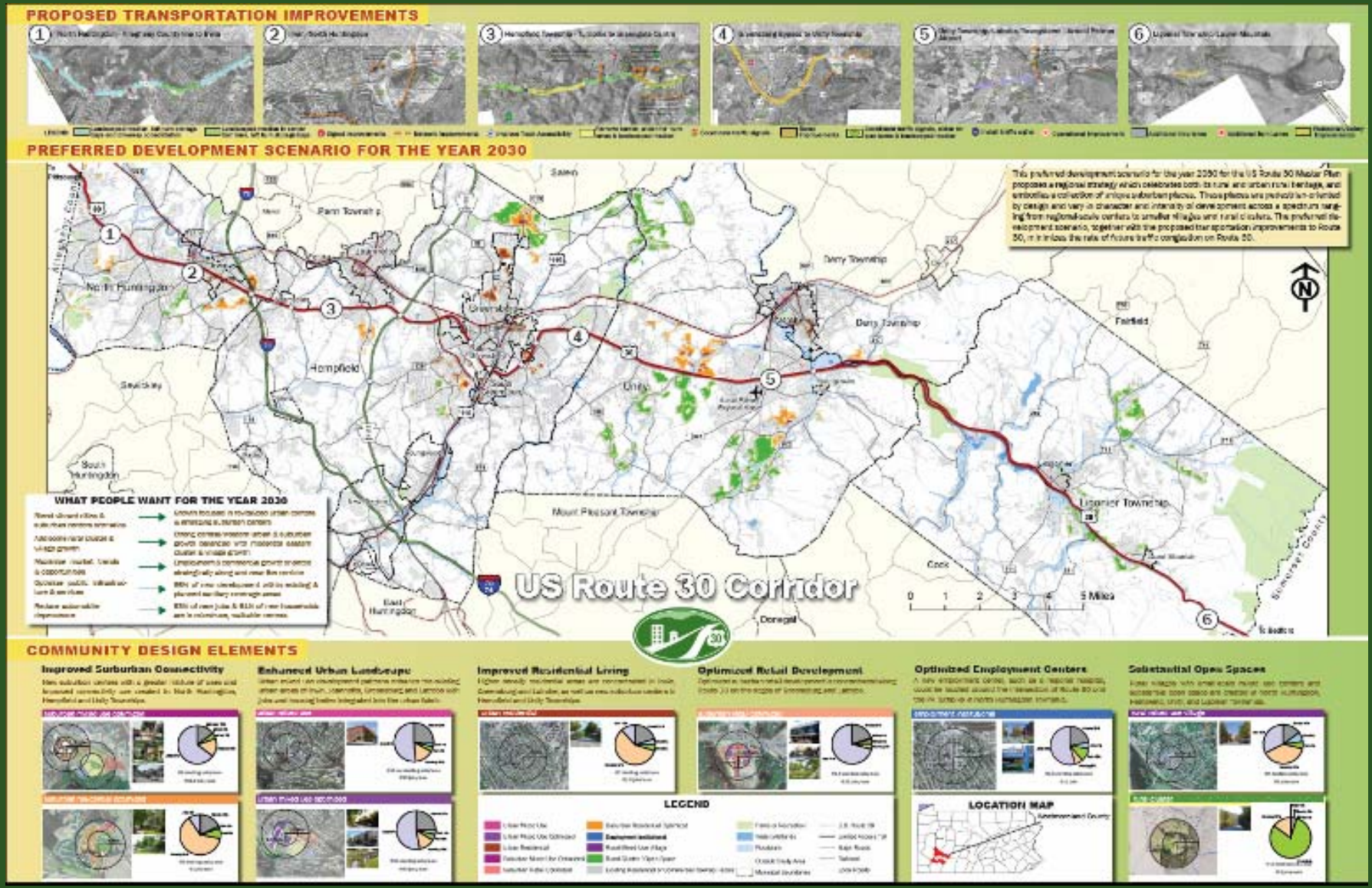




Public Workshop 3: Evaluating Alternatives

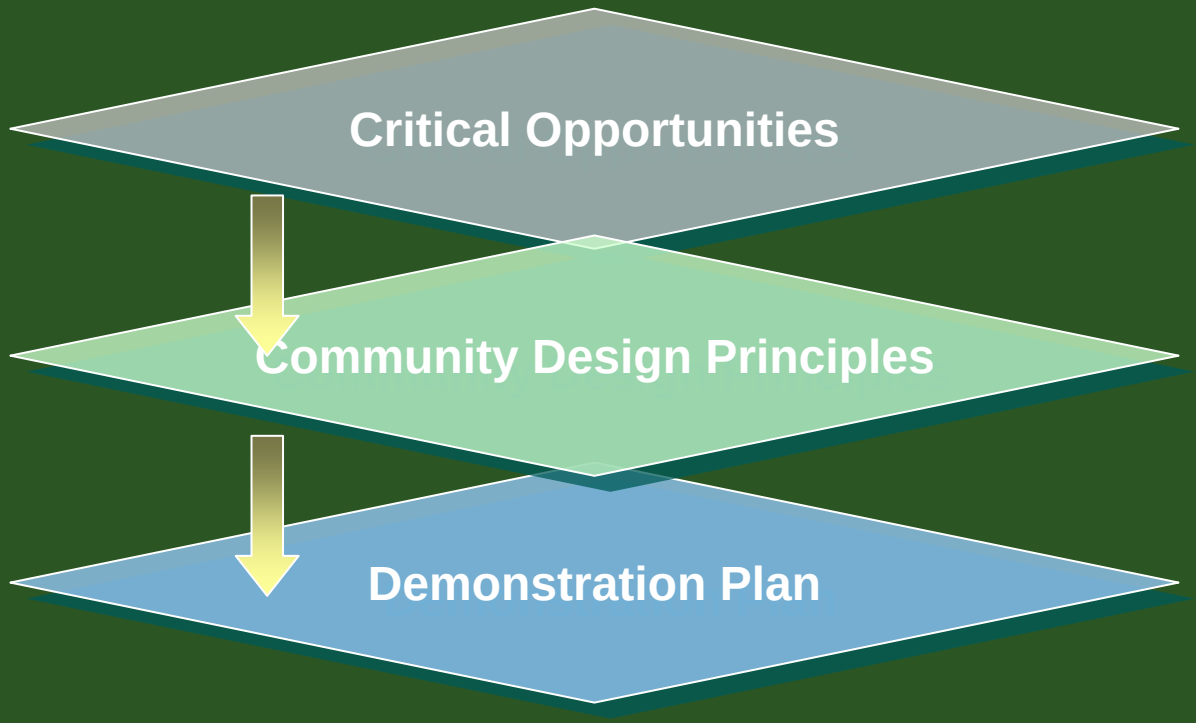


VISION PLAN


PROPOSED TRANSPORTATION IMPROVEMENTS
PREFERRED DEVELOPMENT SCENARIO FOR THE YEAR 2030
US Route 30 Corridor
WHAT PEOPLE WANT FOR THE YEAR 2030
COMMUNITY DESIGN ELEMENTS
Improved Suburban Connectivity
Enhanced Urban Landscape
Improved Residential Living
Optimized Retail Development
Optimized Employment Centers
Substantial Open Spaces
LEGEND
LOCATION MAP

CHARRETTE DEMONSTRATION PLAN

Applying the Vision Plan Principles to a demonstration site



Critical **Opportunities**

- Optimize corridor safety & traffic flow
- Expand travel choices
- Revitalize core towns
- Shape suburban growth
- Preserve rural landscape

Design **Principles**

- **Walkability :** Scale, safety and quality of network
- **Accessibility:** Distance to a destination, Number and quality of connections, Parking, Bicycle Network
- **Quality:** Jobs and local amenities, Parks and recreation, Aesthetics and safety, Mixture of use

Charrette Work Cycles

Public meeting vision

Public meeting review

Open house review

Public meeting confirmation

Alternative concepts

Preferred plans

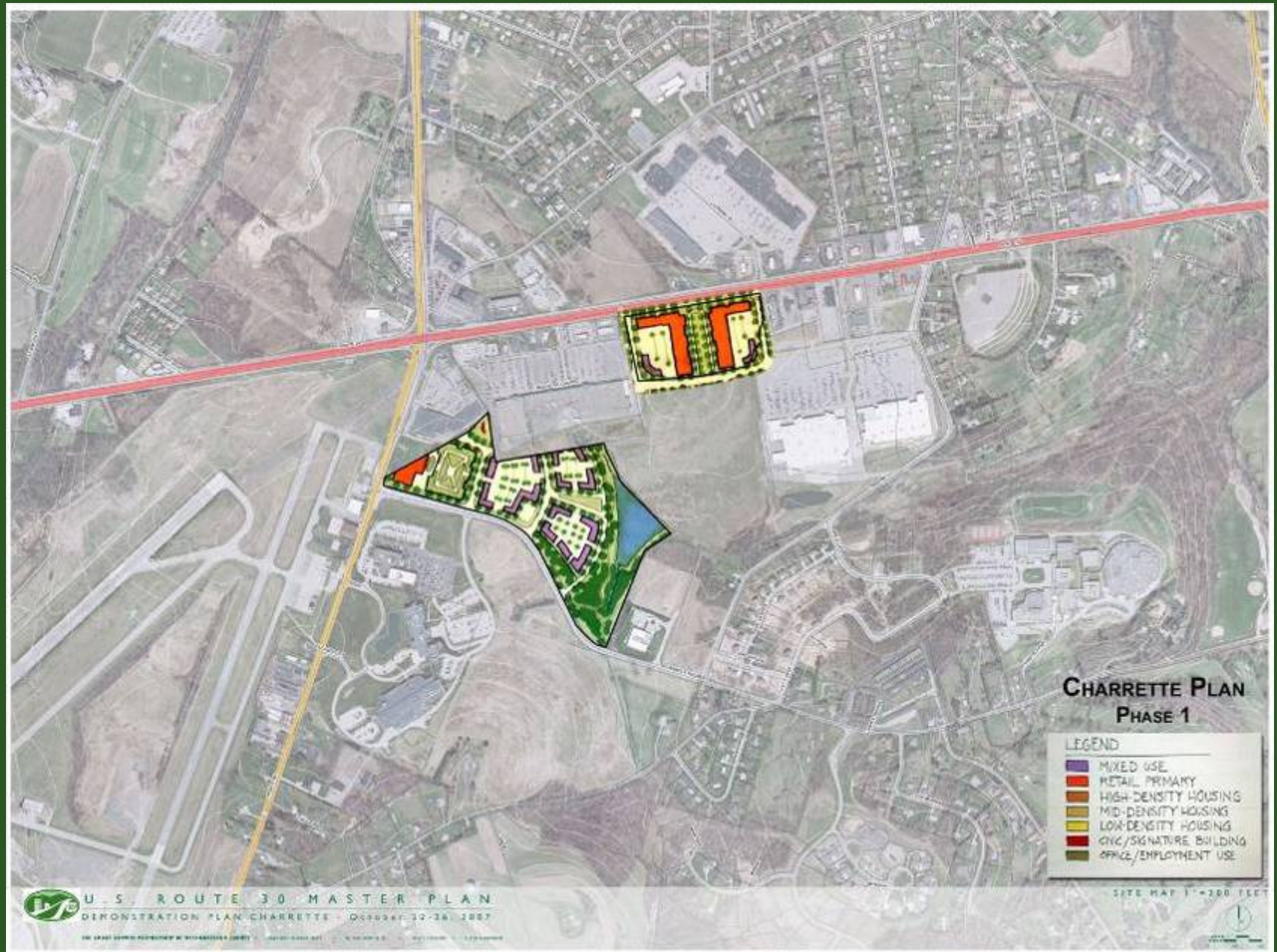
Plan development

Community Design Charrette: Applying the Vision

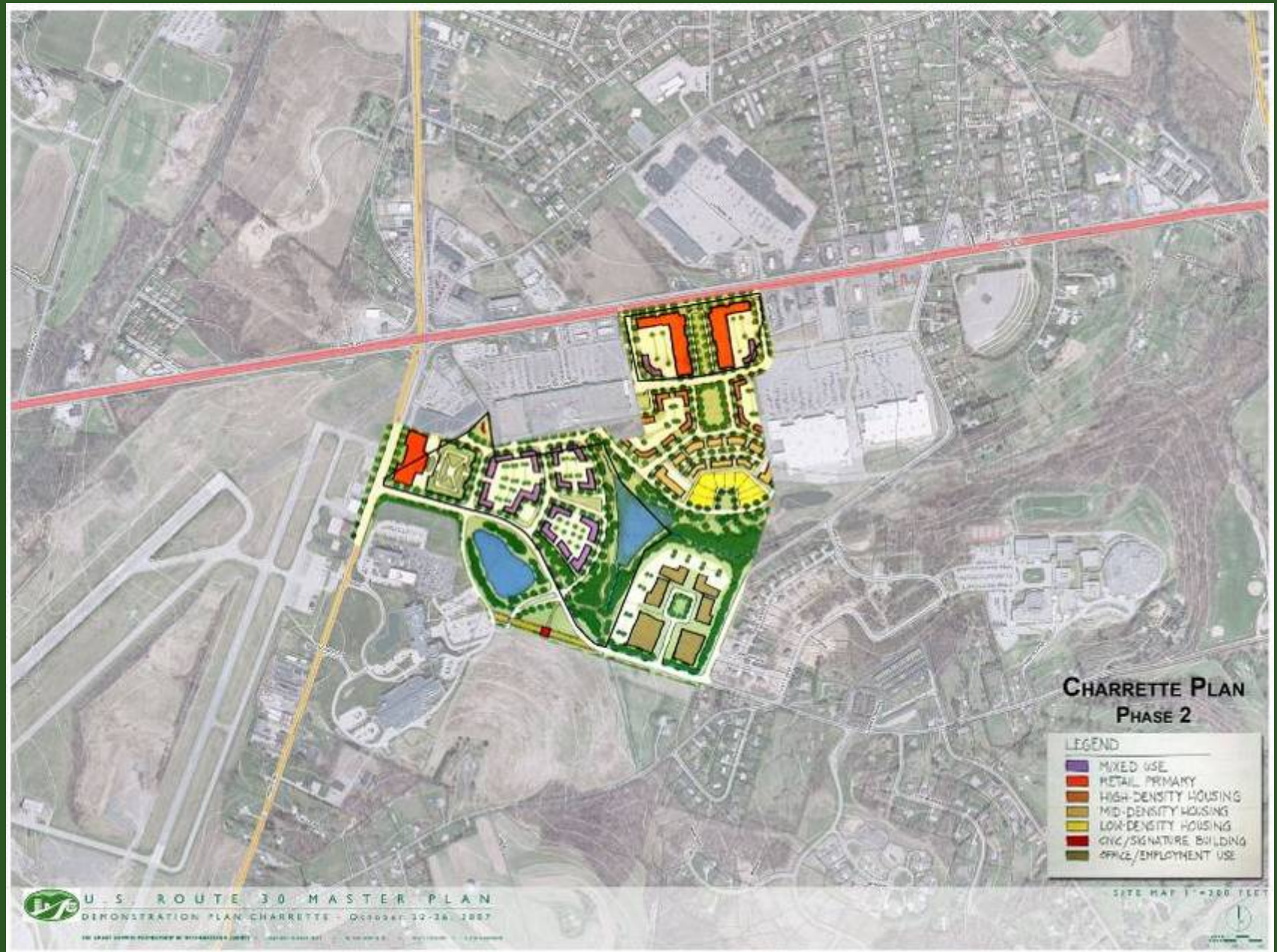
CHARRETTE PLAN GUIDING PRINCIPLES

- Improve **connectivity**
- Create a **pedestrian-friendly place**
- Develop a **unique community** / sense of place
- Incorporate **mixed uses**
- Acknowledge **views** to Chestnut Ridge
- Protect and enhance **stream corridors**
- Respect **topography**
- Enhance **gateway** to Laurel Highlands/ Latrobe

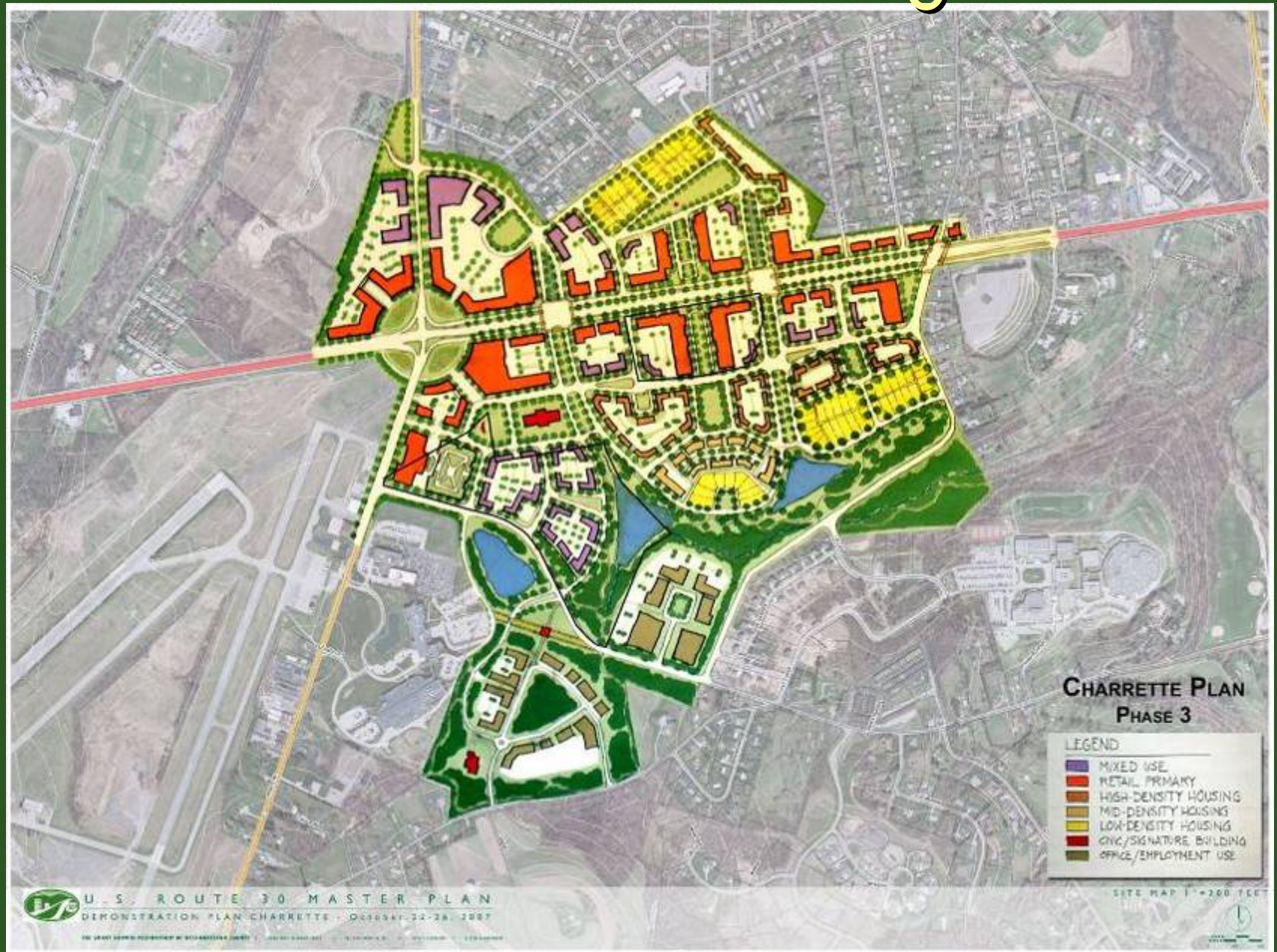
CHARRETTE PLAN - Short Term



CHARRETTE PLAN - Mid Term



CHARRETTE PLAN - Long Term



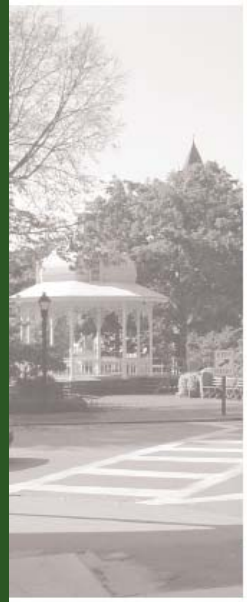
DEMONSTRATION PLAN

PROPOSED MASTER PLAN

Putting the pieces together

US ROUTE 30

MASTER PLAN

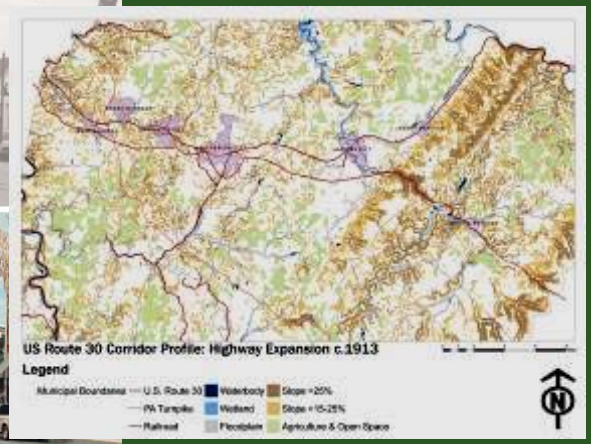


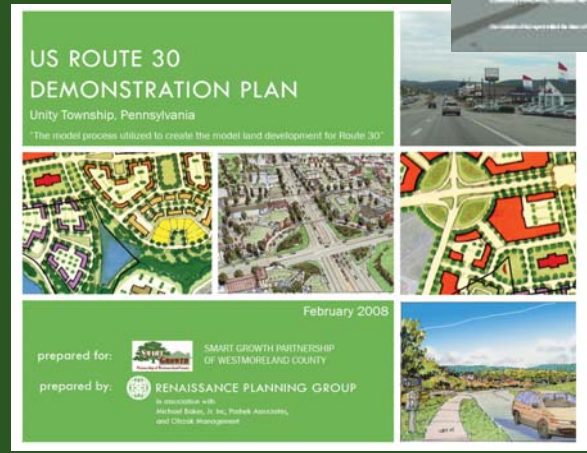
AND IMPLEMENTATION TOOLKIT

prepared for: Smart Growth Partnership of Westmoreland County

prepared by: RENAISSANCE PLANNING GROUP

In association with
Michael Baker, Jr. Inc, Olszak Management
and Pashek Associates





Master Plan Goals

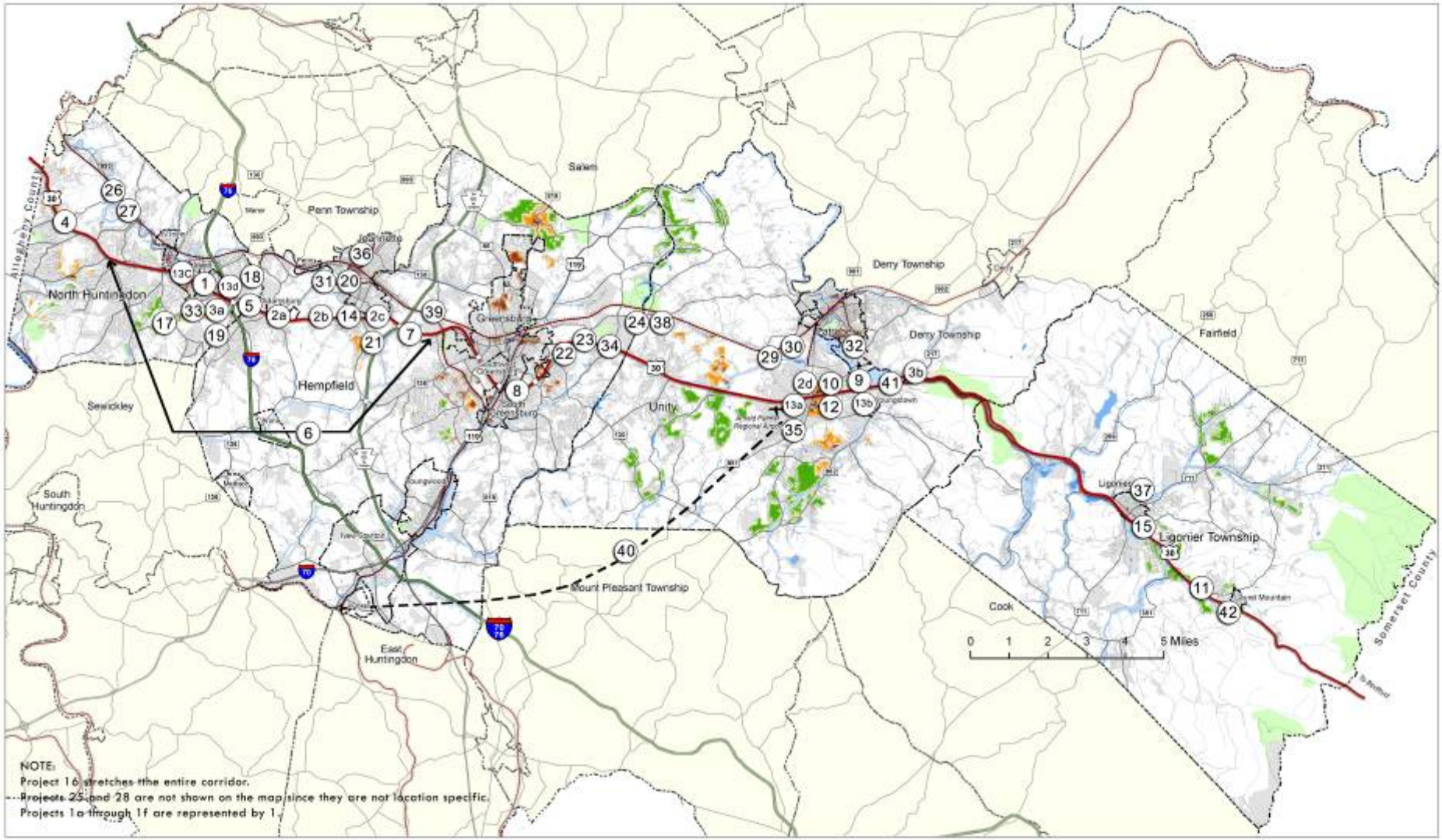
1. Improve traffic flow

2. Increase multi-modal opportunities and connectivity along the Route 30 corridor

3. Capitalize on existing community character and identity

4. Create a county-wide network of mixed-use, pedestrian-oriented destinations, walkable districts and streets

5. Preserve open space, farmland, natural beauty, and critical environmental areas

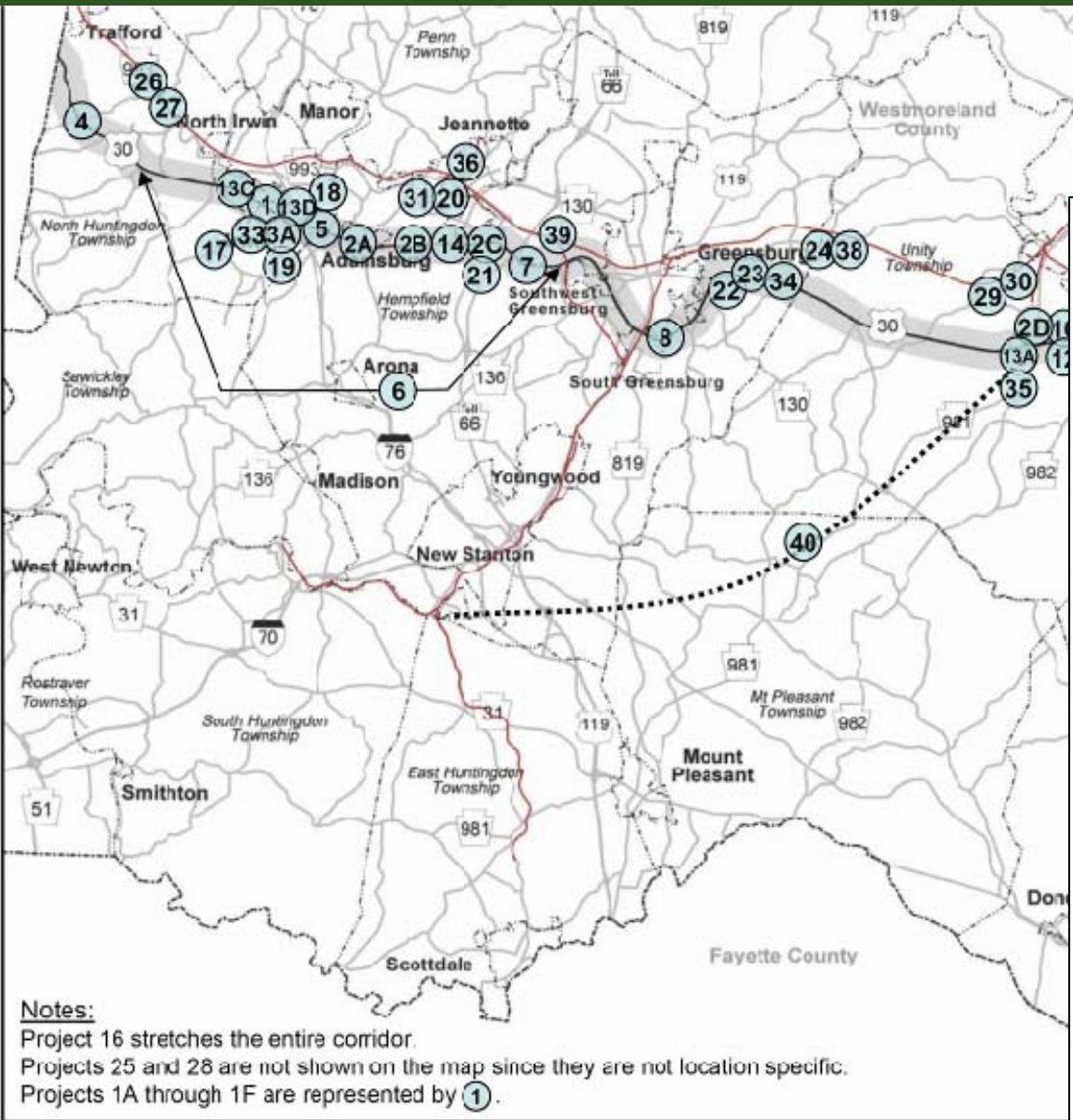


US 30 MASTER PLAN

- Urban Mixed Use
- Urban Mixed Use Optimized
- Urban Residential
- Suburban Mixed Use Optimized
- Suburban Retail Optimized
- Suburban Residential Optimized
- New Hospital
- Rural Mixed Use Village
- Rural Cluster / Open Space
- Existing Residential or Commercial Taxmap Pacels
- Parks or Recreation
- Water,Wetlands
- Floodplain
- Outside Study Area
- Municipal Boundaries
- U.S. Route 30
- Limited Access Toll
- Major Roads
- Railroad
- Local Roads

N

Project Recommendations



PROJECTS

Provide Turn Lanes / Access Management				
ID	Location / Description	Phase	Funding	Sponsor
6	Allegheny County Line to Greensburg Bypass	1,2,3,4,5	Not Identified (Potential Public / Private Partnership)	PennDOT
Note: Widen to provide a landscaped median with left turn storage bays, curb, and provide driveway consolidation where feasible. Permit u-turns at signals or develop u-turn jug handles as needed. Projects can be developed as improvement projects are needed along the corridor or as development warrants roadway improvements.				

Provide Coordinated Traffic Signal System				
ID	Location / Description	Phase	Funding	Sponsor
7	Agnew Road	2	Not Identified (Potential Public / Private Partnership)	PennDOT
	Hempfield Pointe			
	Route 66 Southbound Ramps			
	Route 66 Northbound Ramps			
	Hempfield Plaza / Hempfield Square			
	Greengate Centre / West Hills Road			
	South Greengate Road			
	North Greengate Road			
Note: Note: Projects can be developed as improvement projects are needed along the corridor or as development warrants roadway improvements.				

Improve Ramp Merges & Diverges				
ID	Location / Description	Phase	Funding	Sponsor
8	Greensburg Bypass	2	Not Identified	PennDOT
9	SR 982	2	Not Identified	PennDOT
Note: Projects can be conducted as geometric improvement projects or incorporated as safety or pavement upgrades are made.				

Provide Additional Through Lanes Along US Route 30				
ID	Location / Description	Phase	Funding	Sponsor
10	From Saint Vincent Drive to SR 982	1,2,3	Partial	PennDOT
Note: Partially under construction (St Vincent to just east of SR 981) as part of US Route 30 & SR 981 Intersection improvements project.				

Policy Recommendations

Context Sensitive Solutions process.

Congestion management strategies

Traffic control ITS improvements

New connector roadways

Connectivity Ordinances

Complete Streets

Transit

Bicycle and pedestrian accommodations

Policy Recommendations

Infill development (vacant, underused or brownfields)

Main Street/Elm Street programs

Historic preservation and adaptive reuse infrastructure and facility maintenance

Public infrastructure and services

Design guidelines

Innovative zoning tools

Policy Recommendations

Zoning tools that preserve open space

Mechanisms for preserving working lands

Greenway and Open Space Planning

IMPLEMENTATION TOOLKIT

Design Guidelines

COMMUNITY FORM GUIDELINES
Design Elements
Design Standards by Community Type

MOBILITY GUIDELINES
Streetscape Elements
Design Standards by Thoroughfare Type

GREEN INFRASTRUCTURE GUIDELINES
Parks /Open Space + Greenways/Shared Use Paths
Multi-modal Infrastructure + Transit Enhancements

I. COMMUNITY FORM DESIGN GUIDELINES

Community Form refers to the physical shape and patterns of development that comprise a built environment. It includes design features such as block sizes, setbacks, and parking lot layouts; these features define public and private spaces and structures, and can be arranged in very different ways.

It is the intent of this section to influence future development in a manner that is compact, distinctive, accessible by many modes of travel, and accommodating to many daily activities conducted by residents, such as recreation, shopping, and commuting.

A CONNECTIVITY + BLOCK SIZE

1 CONNECTIVITY

Interconnected transportation networks can provide advantages such as enhanced vehicular and pedestrian access, reduced traffic congestion, and enable emergency vehicles to respond in a more timely manner. Well-connected areas promote pedestrian activity and encourage walking in place of driving for local trips.

COMPARATIVE DIAGRAM

2 BLOCK SIZE

Smaller scaled blocks help promote walkability and mixed-use development by:

- Creating an increased sense of location and direction
- Decreasing and breaking down the distance between intersections and destinations
- Promoting a diversity of building types within closer proximity
- Providing increased visibility for businesses and offices

Recommended block sizes range from 200' - 600' in length, with the average length recommended at 400'.

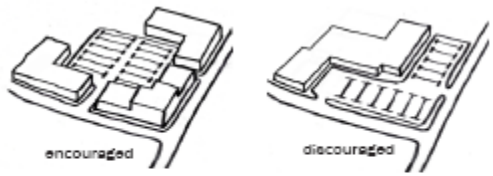
B SITE DESIGN

1 BUILDING ORIENTATION

Successful site design depends on proper building orientation to create a presence that is welcoming to pedestrians. A key to good site design is the organization of buildings and parking relative to adjacent buildings. Successful site design is accomplished by:

- Drawing the building to the street's edge and moving parking to the rear or side
- Framing the street with building storefronts and entrances directly accessible from the sidewalk
- Limiting the size of the overall building footprint with multi-story buildings

COMPARATIVE DIAGRAM



2 FRONTAGE TYPES + SETBACKS

Appropriate building frontage types with corresponding setbacks contribute to a pedestrian-friendly and transit-accessible streetscape. Different frontage types are appropriate in different community types, as is specified on the next page. Frontage types for the study area include: Commercial Front, Store Front, Porch Front, and Residential Yard.

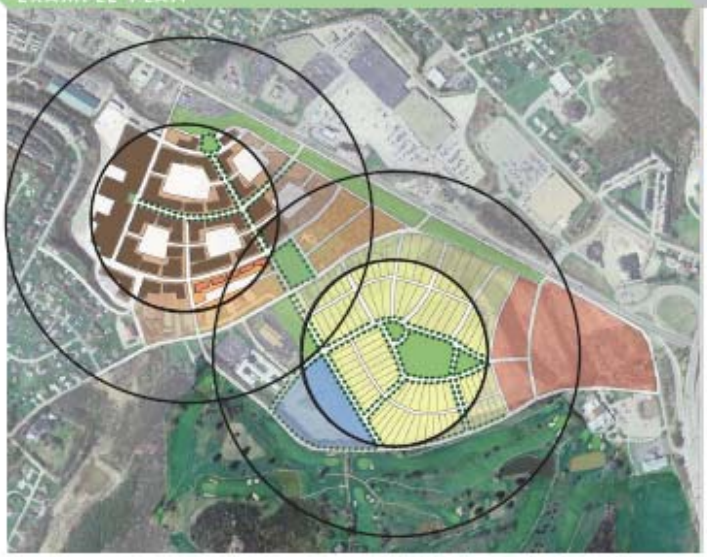
2. DESIGN STANDARDS BY COMMUNITY

The following Design Standards provide specific design recommendations for six distinct Community Types. The Community Types vary in density, block structure, and land use composition. Each type has a unique mixture of uses, street types, frontages, and open space based on its development intensity and relationship to natural features. The Community Types and related guidelines emphasize the importance of center-based development and serve as building blocks for larger walkable, mixed-use centers.

urban ← COMMUNITY TYPE MATRIX → rural

	Urban Center	Urban Neighborhood	Town Center	Suburban Neighborhood	Rural Village	Rural Neighborhood
Connectivity						
Street Types (for examples of street types see page 27-28)	Commercial Street Main Street Neighborhood Street	Main Street Neighborhood Street Neighborhood Alley	Commercial Street Main Street Neighborhood Street	Main Street Neighborhood Street Neighborhood Alley	Main Street Neighborhood Boulevard Neighborhood Street Rural Road	Rural Road
Block Length	200'-600'	200'-600'	200'-600'	200'-600'	200'-400'	200'-varies'
Site Design						
Setbacks	0-10'	0-15'	0-15'	5-25'	0-20'	20-40'
Frontage	Commercial Porchfront Storefront	Commercial Porchfront Storefront	Commercial Storefront Porch Front	Porch Front Residential Yard	Storefront Porch Front	Porch Front Residential Yard
Parking	Structured On-Street Surface	Structured On-Street Interior block Surface	Structured On-Street Interior Block Surface	On-Street Residential Alley	On-Street Residential Alley	Residential
Land Use						
Mix of Uses	Large Retail Storefront Retail Restaurant Office Service MF Residential SF Residential	Storefront Retail Office MF Residential SF Residential	Large Retail Storefront Retail Restaurant Office Service MF Residential SF Residential	Storefront Retail MF Residential SF Residential	Storefront Retail MF Residential SF Residential	SF Residential MF Residential Limited Retail
Typical Density	Commercial FAR: 2.0 Res. DUA: 10-15	Commercial FAR: 2.0 Res. DUA: 10-15	Jobs/Acre: 21.5 Res. DUA: 5	Jobs/Acre: 0-.5 Res. DUA: 5	Jobs/Acre: 4 Res. DUA: 5	Jobs/Acre: 0-.5 Res. DUA: .5
Built Form						
Massing	2-8 stories	2-8 stories	2-5 stories	1-3 stories	2-4 stories	1-2 stories
Spatial Enclosure (see page 7)	1:1-1:2	1:1-1:3	1:2-1:3	1:3-1:6	1:2-1:4	NA
Transparency (between 2' -8' height zone)	> 60%	NA	> 50%	NA	>40% (on non-residential)	NA

EXAMPLE PLAN



LEGEND

- Mixed Use
- Commercial/Retail
- Civic/Institutional
- Office/Lt Industrial
- Multi-family Housing
- Single-family Housing
- Open Space
- Woodland

CIRCLE RADIUS = 1/4 MILE

Illustrative example of a Suburban Town Center and Neighborhood at Norwin Hills Plaza

Conventional suburban centers are predominately single-use, car-oriented destinations. However, incorporating multiple uses into a walkable, pedestrian-friendly environment with compact block sizes is much more desirable. Mixed-Use Suburban Centers will include buildings with a mix of retail and professional offices on the first floor with residential uses above. On sites where uses require large block sizes, smaller block sizes can be replicated by the creation of through-block pedestrian connections like sidewalks and pathways.

Residential uses located at the edge of a suburban town center should be well-connected with roads, sidewalks, and bikeways to the mixed-use core. A centralized public space enhances a residential area, providing residents with a recreational community center. When this place type develops in these locations, the community form principles should be applied in terms of connectivity, accessibility, and frontages.

Images to the left are illustrative examples of a Town Center and a Suburban Neighborhood

D STREET TYPES

Streets and corridors provide a framework for development in a given area. Effective street design is critical to the viability of walkable, mixed-use areas and should reinforce the transition from urban to rural areas. The street types in this section are intended to serve the diverse urban and rural conditions to be found within the study area. Street types developed for walkable urban areas include the Commercial Street, Main Street, and Neighborhood Street. These types carry lower speed traffic and have unique requirements for balancing the mobility needs of cars and pedestrians. Street types intended for rural use include the Parkway and Rural Road. These types have specific guidelines for integrating with rural settings and optimizing the movement of vehicles at higher speeds and over longer distances.

Streets must provide an efficient and balanced network for vehicles, bicycles, and pedestrians. A diverse roadway fabric provides multiple routes of access and evenly distributes street activity. The dispersal of vehicle loads allows streets to remain narrow and be treated at a human scale. Streetscape elements provide a softened appearance and enhance the quality and appeal for pedestrians. Narrow road widths naturally reduce travel speeds and give greater spatial enclosure to the street environment.

Key Features

Streets must balance vehicular and pedestrian traffic

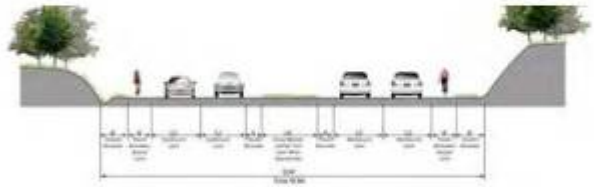
Narrow lane widths reduce vehicle speeds

Street Trees and On-Street parking create a buffer between the pedestrian realm and vehicular traffic

1 PARKWAY

A Parkway provides longer distance connections between concentrated centers. Parkways are characterized by their rural qualities, and are often bordered by open tracts of farmland, preservation areas, or otherwise undeveloped land. Because of the large distance between major intersections, Parkways are able to maintain relatively high target speeds. Where Parkways approach more intensely developed walkable centers, their cross-section should transition into that of a Commercial Street.

TYPICAL STREET SECTION (4-LANE)



target speed 45-55 mph

2 COMMERCIAL STREET

A Commercial Street provides short distance, medium speed connections through pedestrian-oriented areas. Commercial Streets often include medians and at significant points, such as a gateway, medians may be widened for special landscape treatments. In general areas, medians may be planted formally with trees or landscaped informally, depending on context. Bicycle lanes and street trees are appropriate, and emphasize the balance between cars, cyclists, and pedestrians. Commercial Street have curb and gutter drainage.

TYPICAL STREET SECTION (4-LANE)

target speed 25-35 mph

3 NEIGHBORHOOD PARK

EXAMPLE DIAGRAM

A neighborhood park is an open public space serving a residential area. The space may be used for civic gatherings and recreation. Neighborhood parks provide a safe open area free from moving traffic for children and neighborhood residents. Neighborhood parks may be bound by residences or small-scale institutional or civic buildings to form a common green. These parks are intended to serve the local area, unlike recreational parks, which serve a larger residential population.

4 RECREATIONAL PARK

EXAMPLE DIAGRAM

Recreational parks are open public space, ranging from three to ten acres, reserved for civic gatherings and recreation. Often, recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved or unpaved walks, and shade trees. Formal playing fields may be established to serve community needs. The park should be surrounded by a mix of residential, commercial, and civic buildings. Recreational parks may also serve nearby institutions. Parking needs and other necessary facilities should also be considered.

B GREENWAYS & SHARED USE PATHS

1 GREENWAYS

EXAMPLE DIAGRAM

Greenways provide places for recreation and help maintain the scenic quality of landscapes. Greenways function by providing linear open spaces that connect between places where people want to go - neighborhoods, business centers, shopping areas, schools and parks - and can serve as community and neighborhood parks. Greenways can provide areas for specialized recreational activities as well, including mountain biking and horseback riding. Finally, greenways create space for natural stormwater management and contiguous areas for wildlife.

2 SHARED USE PATHS

EXAMPLE DIAGRAM

Shared use paths within greenways and parks can accommodate local and regional off-road travel for bicyclists and pedestrians. These paths should be a minimum of 10-12' wide and have a firm surface. Porous paving or crushed gravel should be considered for the surface since these materials can mitigate environmental impacts and help with groundwater recharge.

Model Corridor Overlay Zoning District for Route 30

The purpose of this model corridor overlay zoning district is to provide suggested format and language for provisions regulating development along the Route 30 corridor. It is not intended to be used as written, rather it is a starting point for communities to use to address specific concerns and issues along the Route 30 corridor within their boundaries. References are made, where applicable to illustrations and details provided in the Design Guidelines Section of the Master Plan.

1.1. General Purpose

The Route 30 Overlay District is established to enhance the quality, functionality. And compatibility of development to establish consistent architectural and design guidelines and development standards to encourage the most appropriate use of adjacent lands of Route 30 in _____ (name of community); to promote the safe and efficient movement of traffic; to provide for conservation of scenic vistas, viewsheds and open space; and to preserve property values along the Corridor.

2.2 Existing Zoning

The Route 30 overlay district shall overlay the standards and regulations of the underlying zoning district.

2.0 DISTRICT BOUNDARIES

The boundaries of the Corridor Overlay shall be that which is displayed on the Official Zoning Map, except that in no case shall the boundaries exceed a depth of [250-600] feet. from the centerline of Route 30.

Note: This dimension will vary by community, and within communities depending upon the depth of existing non-residential uses and closeness of residential uses.

3.0 PERMTTED USES

3.1 Permitted uses and/or conditional uses

Uses shall be those within the underlying zoning districts. No use shall be permitted in the overlay district that is not permitted in the underlying zoning district.

Note: Under a form-based zoning approach the use is less important than the required form. Nevertheless, communities should inventory their use tables in their zoning underlying districts to eliminate and/or control uses more heavily that would be contrary to the purposes of this corridor overlay.

PROGRAMS AND FUNDING




FARMLAND PRESERVATION

The Pennsylvania Department of Agriculture, Bureau of Farmland Preservation offers a number of programs focused on agricultural preservation. Local Farmland and Preservation Boards are established to implement the program on a local level. Since Westmoreland County established its Farmland Preservation program in 1990, it has preserved almost 8,870 acres on 65 farms, through the use of conservation easements.

Westmoreland County Agricultu
(WCALP) administers this volur
offers a variety of options for la
land in perpetuity or for a limite
Once the land is preserved the
maintenance costs to the taxpa
on the tax rolls, stabilizing the
because only easements are pur

TOURISM

idor is situated in a region of
ia that is home to an unrivaled
l, cultural, and historic resources.
nty already draws tourists with
ortunities for outdoor recreation,
nd visits to farms stands, historical
ents. Tourism and lifestyle experts
easing trend among Americans to
places where they can experience

Brownfields Redevelopment

PA Dept of Environment Protection-Brownfields Inventory Grants and Brownfields Action Team

Brownfields Inventory Grants (BIGs) provide money to municipalities and economic development agencies economic development agencies to inventory their brownfields properties. If these properties are available for redevelopment the grantee will gather information about the property and post it on the web in the PA Site Finder.

Contact: Craig Olewiler, PA DEP Bureau of Land Recycling and Waste Management

Pennsylvania Department of Environmental Protection Growing Greener Grant Program

Growing Greener is the largest single investment of state funds to address Pennsylvania's critical environmental concerns of the 21st century. Specifically, project funding is available through the DEP for mine and acid mine drainage remediation, flood protection, remediation of environmental contamination at former industrial sites, advanced energy projects, and oil and gas well plugging.

NEXT STEPS

- Finalize Plan & Toolkit
  - Present @ May Annual Dinner
- Advance dialogue with local & state officials
  - Advocate for transportation projects
  - Promote multi-municipal planning & regulatory coordination
  - Continue education & information-sharing
- Celebrate!