Transit-Oriented Development

T.O.D. Toolbox | Dormont

August 29, 2019



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Dover, Kohl & Partners
town planning

gai consultants

UDA
URBAN DESIGN ASSOCIATES

COMPREHENSIVE PLAN, BULK REQUIREMENTS, AND PARKING OVERVIEW

The T.O.D. Best Practices report discusses best design practices to provide clarity on what successful T.O.D. looks like. It is intended to inform decisions and discussions about the vision of each municipality. This T.O.D. Toolkit is intended to provide guidance on actionable items to achieve T.O.D. This section presents findings from a cursory review of the comprehensive plans, bulk requirements, and parking regulations for parcels around transit stations that were studied. It highlights areas of strength and suggests areas for improvement to encourage T.O.D. Following the review of municipal regulations, this section presents implementation action items, a T.O.D. Self-Assessment, a sample Synoptic Survey, and a list of Technical and Financial Resources available to help meet the goals and action items.

COMPREHENSIVE PLAN OVERVIEW

Dormont's Comprehensive Plan – Dream Dormont – was adopted in 2013 and covers community concerns such as housing, mobility, commercial and business activity, sustainability and green networks, leadership, and zoning. Challenges are described and potential solutions and guidelines are outlined to help establish policies for Dormont. Successes in these areas makes it possible to push further with additional concepts and initiatives for the city.

Many residents indicated the desire to preserve the character of Dormont. Designing contributing additions on existing buildings as well as approving them can be challenging. Adopting the International Existing Building Code enables municipalities to establish appropriate regulations for existing structures. Often, zoning regulations make rebuilding an existing town illegal. This is due to planning practices that promoted what is now considered typical suburban development. Many communities have found that regulations for their town, especially their downtown need to be revised to make pleasant traditional main street buildings possible by right. Dormont should consider reviewing and revising their regulations to encourage development that is in kind with their historic buildings. A synoptic survey can also help inform new regulations to encourage historic development patterns.

Establishing small-scale development and business policies enables local residents to develop and open businesses in their hometown, contributing to the character of a place through incremental development. This is similar to historic development patterns that can be found throughout the county. Evaluating the permitting process and including language that incentivizes incremental development and small businesses can help achieve this goal. Parking regulations can become a barrier to traditional main street development. Reevaluating these regulations can improve the character of main streets in Dormont.

The initiative to replace old garages with newer structures can be very helpful in the lanes and alleys in Dormont. This makes it possible to establish an accessory dwelling unit (ADU) above new garages. ADU's can provide a place for new residents looking for inexpensive places to live, bringing more diversity to Dormont. ADU's can be for family — enabling people to look after aging relatives or young adults — or rentals providing additional income to the homeowner. Having an ADU also creates "eyes on the street" along the lanes and alleys, reducing crime.

While the Dream Dormont presents good plans and strategies, recent developments such as the Pennsylvania Department of Transportation's interest in more context sensitive streets creates an opportunity to revisit the plan. The safety of streets for pedestrians and bikes makes it easier for people to feel comfortable walking around Dormont. Part of this includes slowing traffic down. A complete streets policy is a good place to start improving the walkability of all streets in the borough. Rather than focusing on a street's "level of service" a complete street emphasizes the use of the street by all modes of transportation. Slowing down traffic also gives motorists a chance to see what is available in local shops, increasing the chance that they stop and spend money downtown, rather than getting them through as fast as possible.

Dream Dormont identifies the need for more green and green spaces in Dormont. While implementing a complete streets initiative, street trees should be an integral part of street redesign. Existing green spaces should continue to be held as amenities for both main streets and residential areas. Well-designed green spaces should be implemented where possible and the city should consider acquiring any vacant or abandoned property as part of a land bank for use as neighborhood green spaces.

Assessment of Dream Dormont Needs and Legislative Process

Dream Dormont establishes goals, action items, and policy recommendations based on information that is still recent. The plan is also still within the ten-year period between reviews established by Pennsylvania law. Because of this, changes to the plan could be in the form of amendments. Approval of amendments to comprehensive plans follows the same procedure of approvals as a comprehensive plan itself including approval by the municipality with review from its neighbors and the county for comments.

BULK REQUIREMENTS AND PARKING OVERVIEW

Many zoning codes include bulk requirements that dictate what can be built through the use of setbacks, floor area ratio (FAR), height limits, lot sizes, and allowable uses. While these are included to help control how a municipality will grow, oftentimes they can lead to significant roadblocks to development or to building designs that residents disapprove. The existing zoning of parcels around Dormont Junction and Stevenson Station were studied to evaluate walkability and make recommendations that would encourage T.O.D.

Walkscore.com was used as a tool to evaluate the general walkability of each station. Walkscore is a free online tool that uses a variety of metrics including intersection count, and destinations to create a score out of 100 for any given location. Other considerations that Walkscore does not account for sidewalk conditions, the quality of frontage along the street, street trees, parallel parking and other elements of good T.O.D. design. With this in mind, Walkscore is a helpful tool to frame the existing conditions and walkability of each location. Walkscore sometimes also includes a Transit score for an area. This is a ranking system for the service level of the transit system at that location.

Parking regulations were examined and observations are included within this section. Often times parking can serve as a hurdle to successful T.O.D. There is a saying that “form follows parking” meaning that the design of a building is often a reaction to the amount of required parking. An important thing to keep in mind is that parking demand is a response to the type of environment that is built. If a place is designed with the typical suburban sprawl development regulations, more parking may likely be required, however if a place is designed to be walkable there will be fewer parking spots needed. Good examples to consider when searching for benchmarks are the parking requirements of Cambridge, Massachusetts and other form-based resources such as the Form-Based Codes Institute and SMART plans. Keep in mind that it is possible to allow for parking off-site; this can be up to a five-minute walk, or 1,320 feet from the main entry.







Dormont Junction

Dormont Junction

T.O.D. Typology: Urban Neighborhood

Dormont Junction is classified as an Urban Neighborhood station in the PAAC T.O.D. Guidelines. Urban Neighborhoods "are largely residential with enough density to create an urban feel. Eight stations, located in Pittsburgh and surrounding municipalities, meet the density and use mix criteria of this category."

Walk Score 82

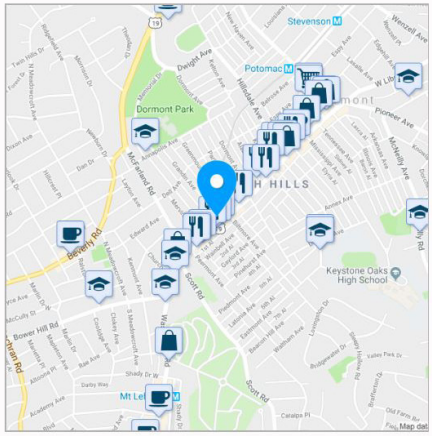
Very Walkable

Most errands can be accomplished on foot.

Transit Score 48

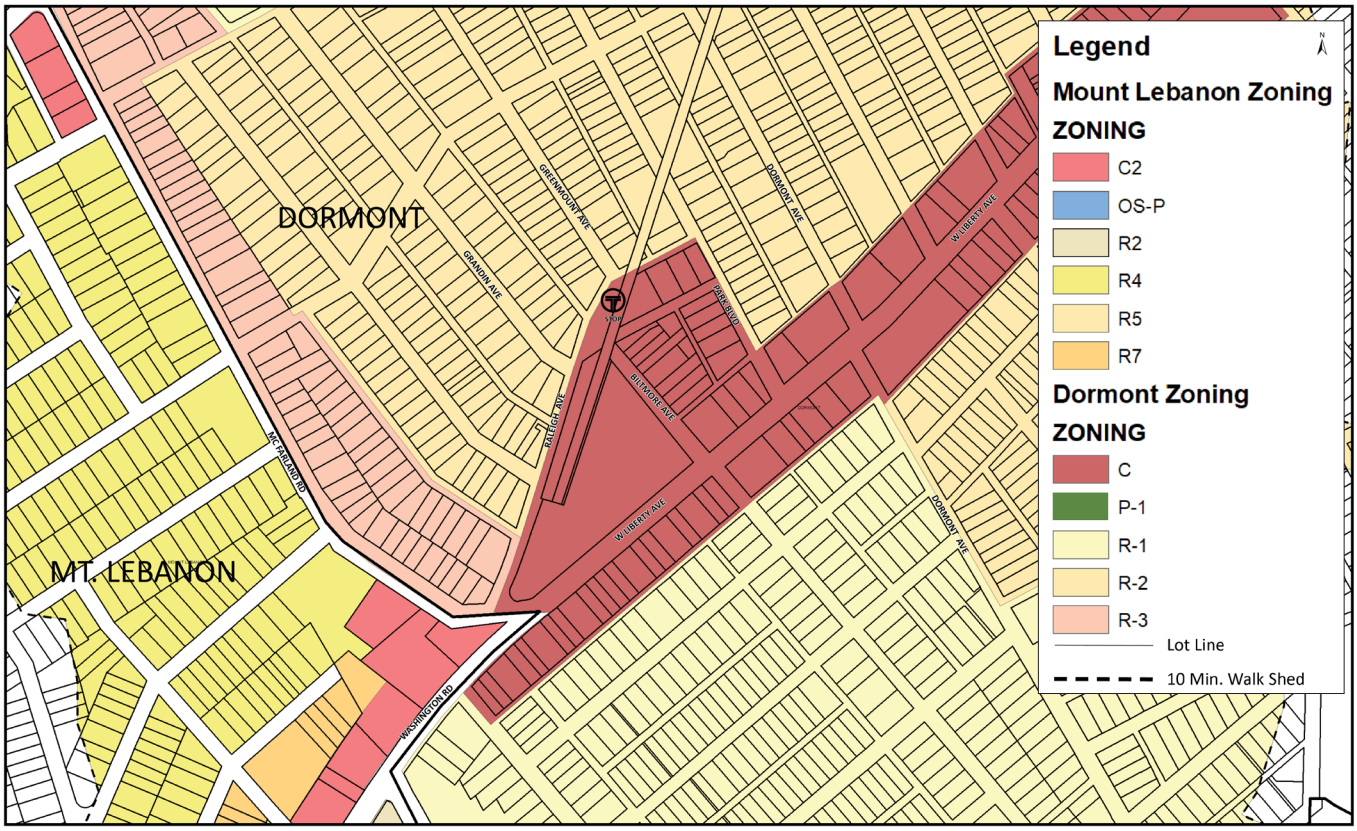
Some Transit

A few nearby public transportation options.



Dormont Junction is located near the intersection of Raleigh Avenue and Park Boulevard, downhill from West Liberty Avenue. The station is located where the commercial zoning meets residential areas of Dormont and has the potential to act as both a way for residents to commute to downtown, and to perform as a destination along the "T." Topography and maintaining connections to the neighborhood are some of the challenges at this site.

Dormont Junction is rated as "Very Walkable" with a Walkscore of 82, indicating that most errands can be accomplished on foot. While this area rates well, it does show that there is still more that can be done to improve the local walkability. Dormont Junction also shows a transit score of 48, indicating that more that can be done from a local transit perspective. The area around the station is zoned as R-1, R-2, R-3, and C.



Stevenson Station

T.O.D. Typology: Urban Neighborhood

Stevenson Station is classified as an Urban Neighborhood station in the PAAC T.O.D. Guidelines. Urban Neighborhoods “are largely residential with enough density to create an urban feel. Eight stations, located in Pittsburgh and surrounding municipalities, meet the density and use mix criteria of this category.”

Walk Score 63

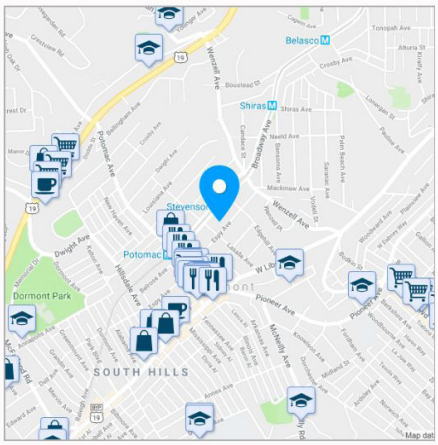
Somewhat Walkable

Some errands can be accomplished on foot.

Transit Score 46

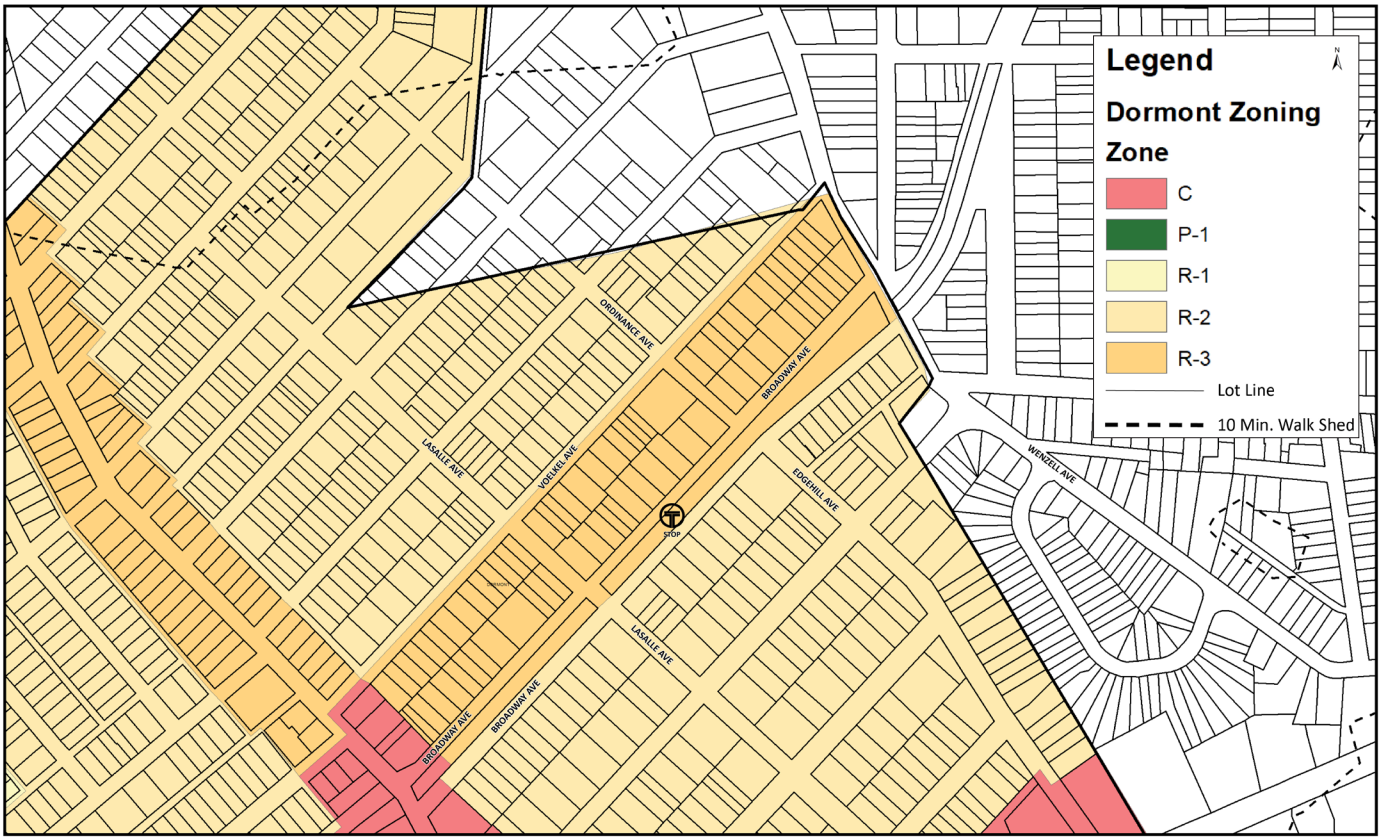
Some Transit

A few nearby public transportation options.



Stevenson Station is located in a primarily residential neighborhood, near the intersection of Lasalle and Broadway Avenues. Nearby buildings tend to be apartments, and duplexes which are appropriate densities for a residential transit station. Code updates should encourage this, along with street design improvements to enhance the boulevard feel of the “T” line at this location.

Stevenson Station is rated as “Somewhat Walkable” with a Walkscore of 63, indicating that some errands can be accomplished on foot. Stevenson Station also shows a transit score of 46, indicating that there may be more that can be done from a local transit perspective. The area around the station is zoned as R-2, and R-3.



BULK REQUIREMENTS OVERVIEW for Dormont Junction and Stevenson Station

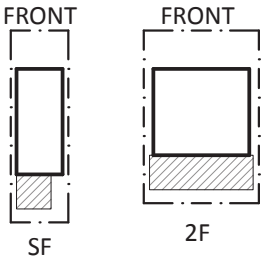
R-2 One- and Two-Family Residential District
R-2 districts permit single-family dwellings, two-family dwellings, essential services, and forestry. Conditional uses include: recreational uses, and educational uses. The following considerations are for R-2 zones:

- **Consider maintaining 30-foot lot widths in future regulations**. This regulation reflects existing lot conditions which helps to encourage existing development patterns within the municipality.
- **Consider maintaining small side yard setbacks (3 to 5 feet) in future regulations**. These small setback requirements encourage existing patterns of development and density, helping to preserve the character of Dormont.

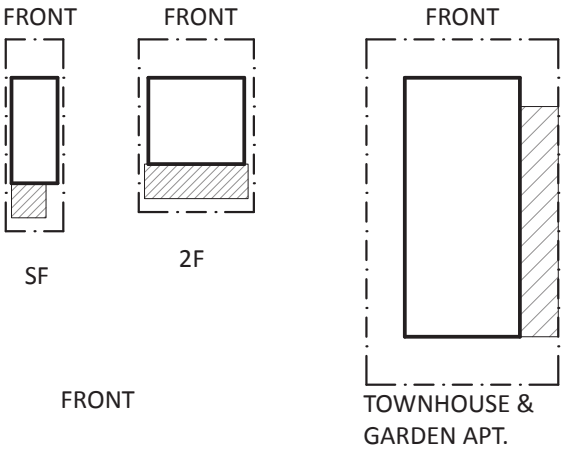
R-3 Multifamily Residential District
R-3 zones permit single-family dwellings, two-family dwellings, and essential services. Conditional uses include: townhouses, garden apartments, mid-rise apartments, recreational uses, public buildings, and educational uses. Items for consideration within R-3 zones are:

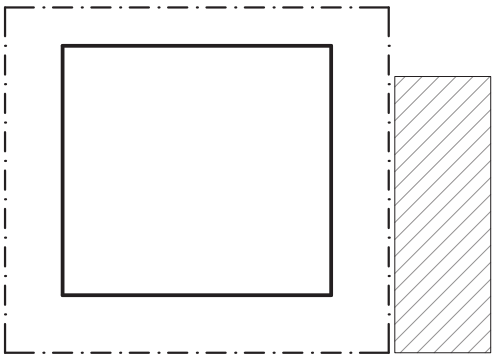
- **Consider allowing Townhouse, Garden Apartment, and Mid-Rise Apartment Conditional uses by right**. These uses are currently allowed conditionally. Allowing for variety within housing types makes the street more appealing to the pedestrian. These types already occur within Dormont. Making these uses allowable by right would also help encourage areas of density around the transit stations, capitalizing on the transit amenity, and providing more residential options and price-points for current and future residents.
- **Consider reducing the lot minimums while including language that focuses on the form of buildings**. Lot minimums for townhouse and garden apartments are 18,000 square feet (half of an acre), and minimum lot sizes for mid-rise apartments are 36,000 square feet (three quarters of an acre). These minimums encourage large scale development rather than small scale incremental growth and can act as a hurdle to developers who will need to purchase large portions of blocks to achieve these minimums. This increases the cost to develop, which gets passed to renters or buyers, increasing the price of housing. Focusing on the form of the buildings can enable new development that more easily fits within Dormont's existing context.

R-2 - BULK DIAGRAMS



R-3 - BULK DIAGRAMS





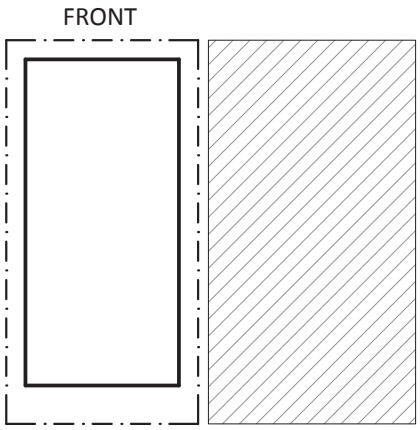


C General Commercial District

C zones are designed to accommodate studios, places of workshop, retail, essential services, grocery stores, financial institutions, hotels and motels, public buildings, offices, recreational uses, theaters, transit stations, restaurants and taverns. Conditional uses include: garden apartments, hospitals, mid- and high-rise apartments, planned mixed-use development, and schools. Special exceptions include: apartments above office or retail, car washes, conversion apartments, day cares, drive-in businesses, vehicle repair and sales, and boarding houses. The following are considerations for C zones:

- **Consider allowing Townhouse, Garden Apartment, and Mid-Rise Apartment Conditional uses by right**. Similar to R-3 zones, these types also occur within Dormont. Making these uses allowable by right would also help encourage areas of density around the transit stations, capitalizing on the transit amenity.
- **Consider allowing apartments above office and retail by right.** Currently, only special exceptions allow apartments above office and retail. Allowing residents to live above offices, shops, and restaurants bring potential customers in a less than 5-minute walk from local businesses. This makes living on the main street more appealing, helps sustain local businesses, and creates a better experience for the pedestrian. This stacking of uses is typical of traditional main streets that draw visitors.
- **Consider reducing the lot minimum for Planned Mixed-Use Development.** The current minimum for this use is 1-acre. Creating a large minimum property size can serve to discourage development due to the necessity to make purchasing agreements with many property owners. This also encourages large-scale development rather than a development pattern that matches existing historic development. Reconsider this regulation to focus on lots and building form rather than a large land requirement.
- **Consider allowing party walls.** Traditional main streets tend to have buildings that are built next to each other. This creates a continuous street frontage and increases the appeal to the pedestrian. Including these within the regulations would encourage appealing main street development.

C - BULK DIAGRAM



- **Consider adding street types and block size requirements to Planned Mixed-Use Development**. If a larger development is proposed, several street types will be needed to gain access to the site and provide a well-connected network of streets in Dormont. These include: main streets, drives lanes, alleys, and pedestrian thoroughfares among many others. Block sizes should also be described with a maximum perimeter at approximately 1,320 feet, or a 5-minute walk. These should be submitted to the municipality as part of the master plan for a site that is pursuing development at a large scale.
- **Consider reducing or removing the lot minimum requirement for mid- and high-rise developments.** Current regulations require 20,000 square-foot Minimum for Mid- or High-Rise Development. As mentioned above, a half-acre requirement discourages local historic development patterns and encourages large-scale development. This also increases housing costs because a developer will need to buy many properties to achieve this minimum.
- **Consider reducing the frontage minimums to reflect existing historic conditions.** Current regulations require a 100-foot frontage minimum. Many of the existing historic buildings in Dormont average between 25 and 50 feet in width. Requiring a building that is double in length creates a building that would likely seem out of character for Dormont. This also increases the cost of renting or buying property because of the high likelihood that multiple properties will need to be purchased by a developer.

Parking

- **Consider reducing the number of required guest parking spaces.** Currently, 1 parking space per dwelling unit is required in townhouses, garden apartments with 0.5 spaces per unit for guests. 1 space per dwelling unit promotes a walkable town by reducing the amount of space set aside for a car, however this regulation is effectively 1.5 spaces per dwelling unit, or 2 spaces per townhouse. Reducing this requirement so that there is one visitor parking spot per 5 or 10 units would further promote a walkable place where people ride their bikes, or take transit.
- **Consider reducing the parking requirement for high-rise apartment buildings.** Current regulations require 1.5 parking spaces per dwelling unit for high-rise apartments. This regulation helps to reduce the amount of parking, however municipalities have been able to reduce this requirement around transit stations to be 1 parking space per dwelling unit, or less. Similar to townhouses and garden apartments, this regulation could include a requirement for an extra spot for every 5 to 10 parking spaces to accommodate visitors.
- **Consider reducing the amount of required parking for retail.** Currently, 1 parking space is required per 250 square feet of retail. This regulation is typical of suburban models and leads to strip-mall shopping designs because of the large parking requirement. This number can be reduced to 1 space for every 500 to 1,800 square feet of retail. This is because customers are arriving by walking, biking, or transit in most T.O.D.'s.
- **Consider reducing the amount of required parking for office uses.** Current regulations require 1 parking space per 300 square feet of office. This regulation is typical of many places, however, there are also examples where this has been reduced in walkable places to approximately 1 space per 500 square feet of office space. Reconsidering this requirement at T.O.D. may help encourage walkable development.

IMPLEMENTATION

The following are items that Dormont should consider while working toward achieving T.O.D. It is broken into two separate, but related categories: Planning and Zoning. Items under planning may be considered for comprehensive and master planning processes. Items under zoning could be addressed as soon as a community is comfortable.

Planning

Visioning and Outreach:

- Hold public workshops and charrettes to establish a community vision using graphics and renderings to convey public desires, inform policy, and communicate this vision to developers.
- Conduct public outreach using radio, newspaper, post cards, posters, email, online, and magazine advertisements. Make use of online polling to establish a feedback loop.

Streets and Mobility:

- Adopt a Complete Streets policy for all streets in Dormont.
- Improve lighting by installing pedestrian-scaled lighting.
- Establish a bike network plan for Dormont that includes a range of bike infrastructure such as bike lanes, cycle tracks, and trails. Coordinate with neighboring communities.
- Identify street types such as avenues, streets, and lanes, within the borough that focus on the physical experience rather than a "level of service" approach.
- Identify places with missing crosswalks and paint them.
- Continue to maintain and encourage more street grid network connections to provide more options and disperse traffic.
- Implement street designs that slow traffic down on main street and in neighborhoods, including road diets.

Sustainability and Park Network:

- Integrate a park strategy with sustainable initiatives.
- Establish a park network that identifies current and future park locations, types, and sizes.
- Ensure that a mix of green spaces are available within a 5 minute walk, or less from most residences.
- Establish a land bank and aquire property for a range of park sizes and community gardens.

Public Services and Initiatives:

- Review the permitting process and include language to promote local small-scale development and establishing local businesses. These could include expedited permitting, pre-approved building types, financial assistance, etc.
- Acquire vacant and abandoned property for demolition, and coordinate maintenance with community groups as parks and gardens.
- Collaborate with local volunteer organizations to identify and enact common community improvement goals.
- Consider utilizing tactical urbanism to generate energy within the community and test improvement ideas.
- Consider creating station area master plans for Dormont Junction and Stevenson Station.

Zoning

- Require parking lots and parking garages to be hidden behind habitable space for at least one story downtown and in main street areas.
- Review parking regulations to reflect requirements of walkable places as identified in the bulk requirements overview.
- Establish visuals for different zones as zoning is updated and use them to create new regulations that promote existing character.
- Consider zoning primarily based on the desired physical form and character of a space rather than driven solely by use.
- Approve the use of accessory dwelling units (ADU's) at the rear of lots.
- Perform a "frontage analysis" to determine areas for preservation and areas of high priority for improvement, especially in main street areas.
- Investigate zoning regulation concerns outlined in the bulk requirements overview and consider addressing regulations that are identified as barriers to T.O.D.
- Adopt the International Existing Building Code.
- Perform a synoptic survey to inform zoning revisions.

SYNOPTIC SURVEYS



A Synoptic Survey is a recording of existing dimensions of the built environment, such as setbacks, street width, and building height, to determine the urban design metrics of a place. It can be used to quantify and study the "good DNA" of precedent areas; this analysis can then be used to write the rules for future development and public improvements.

STEP 1: IDENTIFY LOCATIONS TO EMULATE

The first step is to identify precedent areas that have a desirable built form or character that the municipality/community would like to see emulated in future development. For example, the configuration and dimensions of a historic Main Street, a beloved neighborhood, or a new development that is positively regarded can be studied.

STEP 2: OBSERVE, MEASURE, RECORD

Using a survey form like the example at right, and maps/photos (or on-the-ground observations), surveyors measure the key dimensions and elements that make up the built environment. Participants will learn the actual dimensions of lot sizes and building coverages, and note street design elements such as parking, trees, and awnings, that contribute to the pedestrian environment.



STEP 3: INFORM AND/OR SPLICE INTO DNA OF EXISTING REGULATIONS

The final step is to apply this analysis to potential future development or street improvements. Observations from the survey can be used to audit existing regulations; one might find that the observed dimensions and street elements that are critical to achieving the desired built form are prohibited by existing zoning or street design standards. In this way, the audit can identify needed regulatory changes or updates that can lead to improved built results. The survey can also be used as the foundation of a form-based code, providing the key dimensions and measurements that become the rules that shape the design of new buildings.

During January workshops, participants measured the dimensions of precedents in the Allegheny County region, such as Beaver Street in Sewickly and Butler Street in Lawrenceville. After the Synoptic Survey forms were complete, participants then applied the measurements and observations to drawings of potential infill development sites in their municipality.

This hands-on method of understanding the metrics of quality urban design and evaluating existing and future development regulations can be repeated with municipal representatives and community groups. The exercise broadens appreciation for critical elements of desirable T.O.D. environments, and increases awareness of the ability (or shortcomings) of existing regulations to achieve the types of development the community wants to have.



Conducting a Synoptic Survey during January 2019 Workshops.

SYNOPTIC SURVEY

Street Segment: _____

Building Uses (check all that apply)

_____ Retail
_____ Office
_____ Industrial
_____ Civic
_____ Single-family Residential
_____ Multi-family Residential
_____ Other:

Building Height

_____ Maximum Stories
_____ Minimum Stories

Building Placement (measure and insert estimated average or typical number)

_____ Front Setback
_____ Side Setback
_____ Rear Setback (from an alley)
_____ Rear Setback (without an alley)

Are there outbuildings on the residential lots?

_____ Yes _____ No

Parking Location (check all that apply)

_____ On-Street
_____ In Front of Building
_____ Behind Building
_____ Side of Building
_____ Parking Garage
_____ No Designated Parking Area

Lot Sizes (measure and insert number)

_____ Maximum Width
_____ Minimum Width
_____ Maximum Depth
_____ Minimum Depth

Lot Frontage and Coverage for commercial and office buildings

_____ % Building Coverage of Lot
_____ % Building Frontage along front Setback

Street Elements (check all that apply)

_____ One-Way Traffic
_____ Two-Way Traffic
_____ On Street Parking
_____ Bike Accommodations
_____ Sidewalks
_____ Planting Strips
_____ Tree Wells
_____ Street Trees
_____ Crosswalks
_____ Awnings, Galleries or Arcades
_____ Streetlamps

Street Section (measure and insert number)

_____ Width of Right-of Way
_____ Width of Pavement
_____ Width of Sidewalk

T.O.D. SELF-ASSESSMENT TOOL & TECHNICAL ASSISTANCE AND FUNDING RESOURCES

This section provides a T.O.D. Self-Assessment tool and resources available for municipalities as a T.O.D. zoning effort begins.

A T.O.D. Self-Assessment is a tool that a municipality can use to determine what types of steps should be taken prior to beginning a T.O.D. zoning effort. It is a chance to get a "lay of the land" by asking questions to determine what groups should be contacted, what public opinion might be, what types of educational efforts might be needed, and what local governing agencies might need more engagement. Based on the answers to the survey, the municipality may find that more internal coordination is necessary before beginning a T.O.D. zoning process, or that there are certain groups to begin conversations with as part of the public engagement process. It might also reveal that certain stakeholders could be partners with the public entities spearheading the effort.

The Technical and Financial Resources provides a list of possible resources that provide assistance to municipalities. They have been categorized into three groups — Local, State and Regional, and National. Each resource has its own requirements and stipulations; it would be good to be familiar with these prior to approaching each organization. As a municipality begins planning to make revisions to its plans and regulations, these resources can enable municipalities to cover the costs by providing financial, or other professional assistance.





T.O.D. SELF-ASSESSMENT TOOL

		Strongly Agree	Agree	Neutral	Disagree	Strongly Disagree
		1	2	3	4	5
1	Implementing T.O.D. is likely to be Uncontroversial					
2	We can confidently list the key individuals and groups likely to be supportive, neutral and opposed to implementing T.O.D.					
3	We can anticipate topics that are likely to elicit agreement and topics that are likely to expose conflicts among key groups and individuals who can influence outcomes of T.O.D. implementation.					
4	We can articulate the underlying values driving the perspectives of individuals and groups who are supportive, neutral or opposed to T.O.D. implementation.					
5	We know who the stakeholders are who are affected by T.O.D. implementation or who have rights or powers related to making decisions about T.O.D. implementation.					
6	We can identify the most politically influential of the individuals and groups likely to weigh in on this process and understand the degrees of influence they enjoy.					
7	The stakeholders who are affected by T.O.D. implementation are homogenous in their outlook (they agree with each other).					
8	The stakeholders who have rights or powers related to making decisions about T.O.D. implementation are homogenous in their outlook					
9	Different stakeholder groups are affected by T.O.D. implementation have similar levels of power and resources.					
10	Stakeholders who are affected by T.O.D. implementation have access to the power structure—they already participate in planning and in politics.					
11	Our community has successfully implemented a change of this magnitude in the last five years.					
12	Networks in our community (neighborhoods, business groups, etc.) have a history of reaching agreement and working together for effective planning.					
13	We know how to reach out to and convene diverse networks, people, and organizations in our community.					
14	If asked, most people in community networks (neighborhoods, business groups etc.) will say they trust that the local government will work well with them.					
15	Elected officials and staff across departments who will implement results agree on what will constitute success for T.O.D. implementation.					
16	Our government has successfully implemented projects that require cross-departmental cooperation in the last five years.					
17	Department heads can confidently predict how their bosses will react or what positions they will take.					
18	Government staff can confidently predict how elected officials will react or what positions they will take.					
19	Resources necessary to successfully implement T.O.D. (staff training, funding, new staff) will be available at the time they are needed.					
20	A single entity can implement T.O.D.					
21	The local government has legal authority to implement T.O.D.					
22	People generally agree that the local government has the right to implement T.O.D.					

TECHNICAL ASSISTANCE AND FUNDING RESOURCES

LOCAL

The Buhl Foundation

Carnegie Mellon University
- H. John Heinz III College
- School of Architecture

Chatham University
- Master of Landscape Architecture

The Port Authority of Allegheny County

The Claude Worthington Benedum Foundation

Coro Center for Civic Leadership

Duquesne University
- Master of Interpretive and Qualitative Research
- Master of Social and Public Policy
- School of Leadership and Professional Advancement
- Small Business Development Center

Forbes Fund

Grable Foundation

Greenways, Trails, and Recreation Program

Hamilton Family Foundation

Heinz Endowments

Infrastructure and Facilities Improvement

Keystone Communities

Local Government Academy

Multimodal Transportation Fund

New Sun Rising

PA Small Water and Sewer

The Pittsburgh Foundation

Transit Revitalization Investment District

University of Pittsburgh
- Graduate School of Public and International Affairs
- Undergraduate Urban Studies
- Swanson School of Engineering

STATE AND REGIONAL

10,000 Friends of Pennsylvania

Action Housing Inc. Accessibility Program

Active Allegheny Grant Program

Allegheny Housing Development Fund

Allegheny Together

American Planning Association - PA

Authority for Improvements in Municipalities

Community Infrastructure an Tourism Fund

Contractor Working Capital Loan Program

Local Economic Revitalization Tax Assistance

Pennsylvania Department of Community and Economic Development
- Main Street / Anchor Building Program
- Elm Street Program
- Community Development Block Grant (CDBG)
- Community Revitalization Program
- Local Municipal Resources Development Program
- Urban Development Program
- Municipal Financial Recoveries Act
- Land USe Planning and Technical Assistance Program
- Shared Municipal Services Program
- HOME Program
- Community Services Block Grant

Pennsylvania Department of Environmental Protection
- Growing Greener II Grant
- Brownfields Action Team

Pennsylvania Department of Transportation
- Transportation Enhancements Program
- Infrastructure Bank Program

Pennsylvania Downtown Center

Pennsylvania Historical and Museum Commission

Tax Increment Financing

Urban Land Institute

Vacant Property Recovery Program

NATIONAL

National Park Service Land and Water Conservation Fund

US Department of Housing and Urban Development Grants

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