

Key Design Principles

Based upon input from the first community workshop in October 2006, the master plan study team proposed the following illustrated principles to serve as a guide to the development of more detailed subarea plans later in the study process:

- **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

EXISTING URBAN MIXED-USE/EMPLOYMENT CENTER – Downtown Jeannette



Quality:

Former industrial/employment town with a mixed-use main street; vacant and abandoned buildings/shops are prevalent

Accessibility:

Abandoned rail spur; indirect access to Clay Street

Walkability:

Good existing pedestrian-oriented streetscape and network

RENEWED URBAN MIXED-USE/EMPLOYMENT CENTER – Downtown Jeannette



Quality:

Revive as a mixed-use business district with an interconnected system of parks and plazas, single and multi-family housing and a pedestrian-oriented main street

Accessibility:

Highlight access to Clay Street with street trees; Introduce transit station

Walkability:

Create a network of pedestrian paths, plazas, and parks that link to a new riverfront greenway trail



US Route 30 Master Plan



Community Workshop #2

Meeting Summary | January 18, 2007



Workshop 2: Where should we grow?

How might we balance the density, design, and type of growth along the US Route 30 corridor in ways that support economic vitality, preserve environmental quality, and move traffic safely? And what are the implications of different growth patterns on the ability of each municipality to maintain high quality public services?

summary of each group's work is found on the following pages. Additional ideas and comments presented at the meeting included concerns about eminent domain and private property rights, taxation, and the impacts of limited access highways on economic development.

Participants discussed these questions and more at the second community workshop on January 18, 2007 at the University of Pittsburgh at Greensburg. Through gaming exercises and lively dialogue, participants brainstormed possible growth scenarios, and talked about land use and transportation strategies that could help achieve the best blend of development and preservation in the years to come.

Through a hands-on mapping exercise, participants created ideal development scenarios based on one of three goals: **Vibrant Cities and Towns**, **Healthy Suburban Communities**, or **Thriving Rural Areas**. Using colored dots to represent additional **jobs (red dots)** and **housing (blue dots)**, participants identified places and potential transportation improvements that would support a bright future. Some key priorities emerged from this exercise including:

- Optimize existing infrastructure
- Redevelop existing communities
- Use transportation to spur desired development

The study team will use these ideas to generate development scenarios along the Route 30 corridor. A



Thriving Rural Areas – Group 1

This group discussed the importance of **attracting jobs, housing, and green space to older, urban areas** to make them more attractive places to live. By creating vibrant urban centers, the group found they could also achieve the goal of creating thriving rural areas. Their approach in the rural areas was to focus on **preserving bands of green** that have important ecological or agricultural functions. Overall the group wanted to pull traffic off Route 30, with more **feeder roads** linking to connector roads along

“Where Should We Grow?”

Route 30. They also identified **job centers** along the PA Turnpike, Toll 66, and Route 119, including the proposed Ethanol Plant in the Sony Industrial Park.

Thriving Rural Areas – Group 2

This group focused on **clustering jobs and housing within “commutable distances” of Route 30** to preserve the rural areas. With jobs concentrated along Route 30, 119, and 22, the group identified Arona, Herminie, Unity, Latrobe, and Penn Township (among others) as logical places to add new housing. They also suggested maintaining green areas around Arona and Madison.

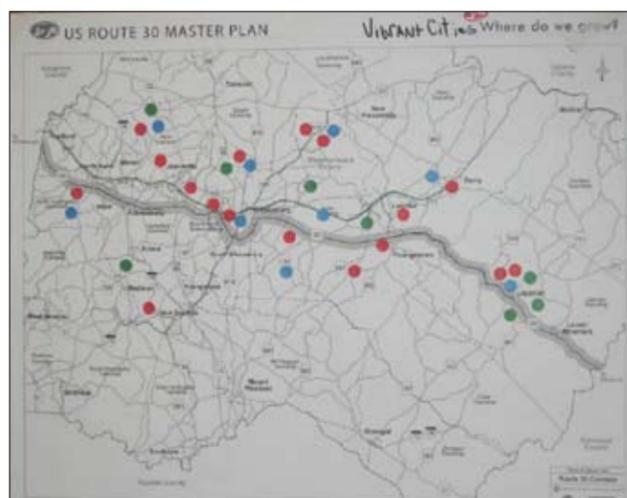
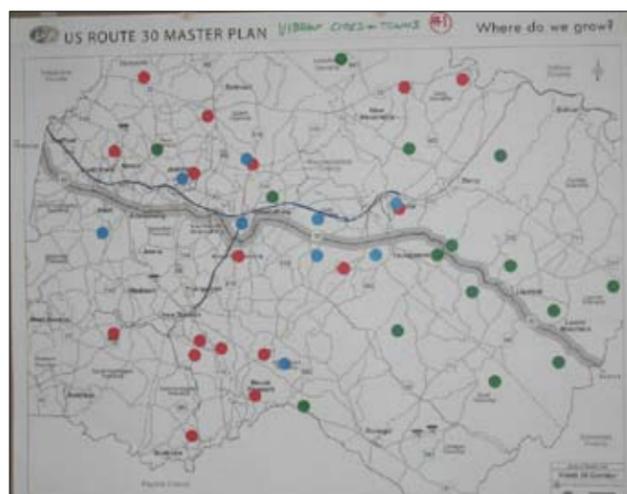
Vibrant Cities – Group 1

This group focused new housing and jobs on areas that are partially developed and identified areas where existing uses could be expanded. This approach created **numerous smaller cities, with jobs clustered along rail corridor and Route 30**. Specifically, they identified new jobs in Mount Pleasant, Greensburg, Jeannette, Latrobe around the airport, Unity Township, the Route 30 corridor, and New Stanton. The group felt that additional housing should be located in Salem, Derry, Greensburg, New Stanton, Delmont (particularly if Westinghouse facility goes through), and the Mt Pleasant area (because of existing transportation infrastructure). They suggested maintaining **green space in the eastern end of the County, and around the Loyalhanna Reservoir**. The group discussed improving areas around the corridor where basic transportation infrastructure could be bolstered. They also proposed a **commuter rail service** using existing railroad infrastructure between Greensburg and Pittsburgh, as well as park and ride lots in areas such as Latrobe and Jeannette.

Vibrant Cities – Group 2

This group focused on placing new housing and jobs in areas that would **bring life back to Greensburg, Latrobe and Jeannette**. Specifically, they identified new employment in existing urban areas with some expansion in Latrobe (981/30) and along Route 22. The group also discussed a **light rail system** along the existing railroad that would connect Derry to Pittsburgh.

- JOBS
- HOUSING
- PRESERVATION/PARKS



Vibrant Cities – Group 3

This group discussed university and health care sectors as important job generators for the area. Bio-technology and medical research jobs, for example, could be attracted to locations in and around **universities and medical centers**. In addition, the group discussed the possibility of accommodating **new industrial uses in brownfields** in Jeannette, Derry, Latrobe, Youngstown. They also suggested adding jobs to the north of the corridor along Route 22 and Toll 66. The group felt that the housing stock in the cities along the corridor could be revitalized and the existing housing stock in Scottsdale could be better utilized. By pulling energy and activity off of Route 30, the corridor could become more efficient. The group also looked at incorporating **bike trails from Greensburg to Irwin** to connect trails that already exist.

Healthy Suburban Communities – Group 1

This group focused on **expanding and redeveloping existing housing**, such as Ligonier, Latrobe, Youngstown, and areas north on Route 119. They also discussed opportunities that could arise from **redeveloping brownfields** in Derry, Greensburg and south to New Stanton. This approach was preferred over developing greenfields. They acknowledged the approach of the County growth triangle that seeks to **preserve open space in the Eastern portion** of the County, while also maintaining green space in the areas that are currently green within the Triangle.

Healthy Suburban Communities - Group 2

This group discussed the importance of **providing jobs, housing, and green space in close proximity to one another** to create better quality of life in places along the corridor. They identified Youngstown as a location that could incorporate both jobs and housing and potentially grow to become a place like Ligonier. Greensburg and Latrobe were also places where new housing and jobs could be located. The group talked about the **existing transportation network around New Stanton as a catalyst for new jobs and housing** and suggested a new transportation network **connecting the airport to the turnpike** in New Stanton. They also suggested adding **jobs near the airport**, thus making the transportation network even more important. This group also stressed the need to **balance green space along Route 30**, particularly by protecting green (such as public parks) in some of the denser areas.

