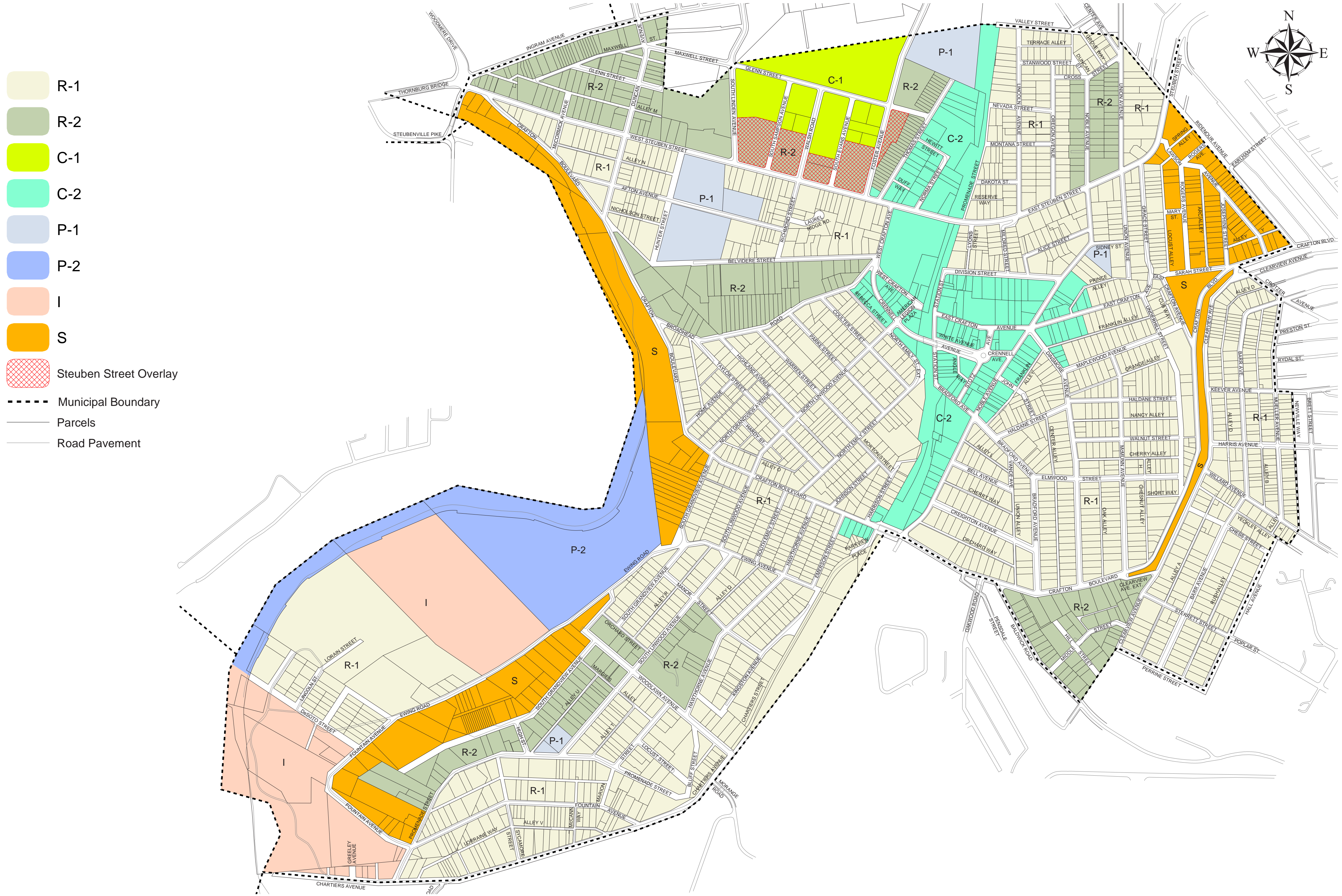
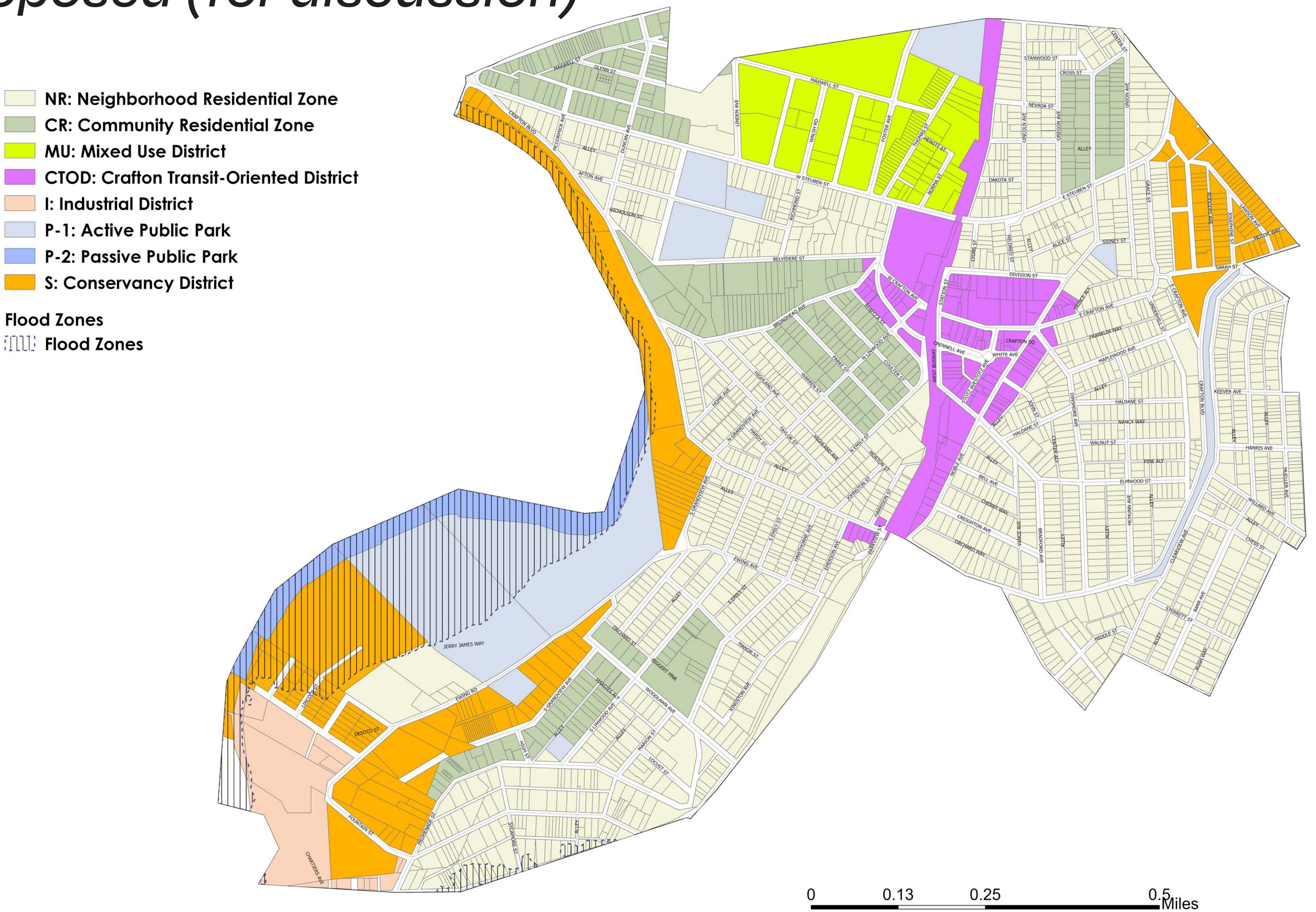


# Crafton Zoning Map

*existing*



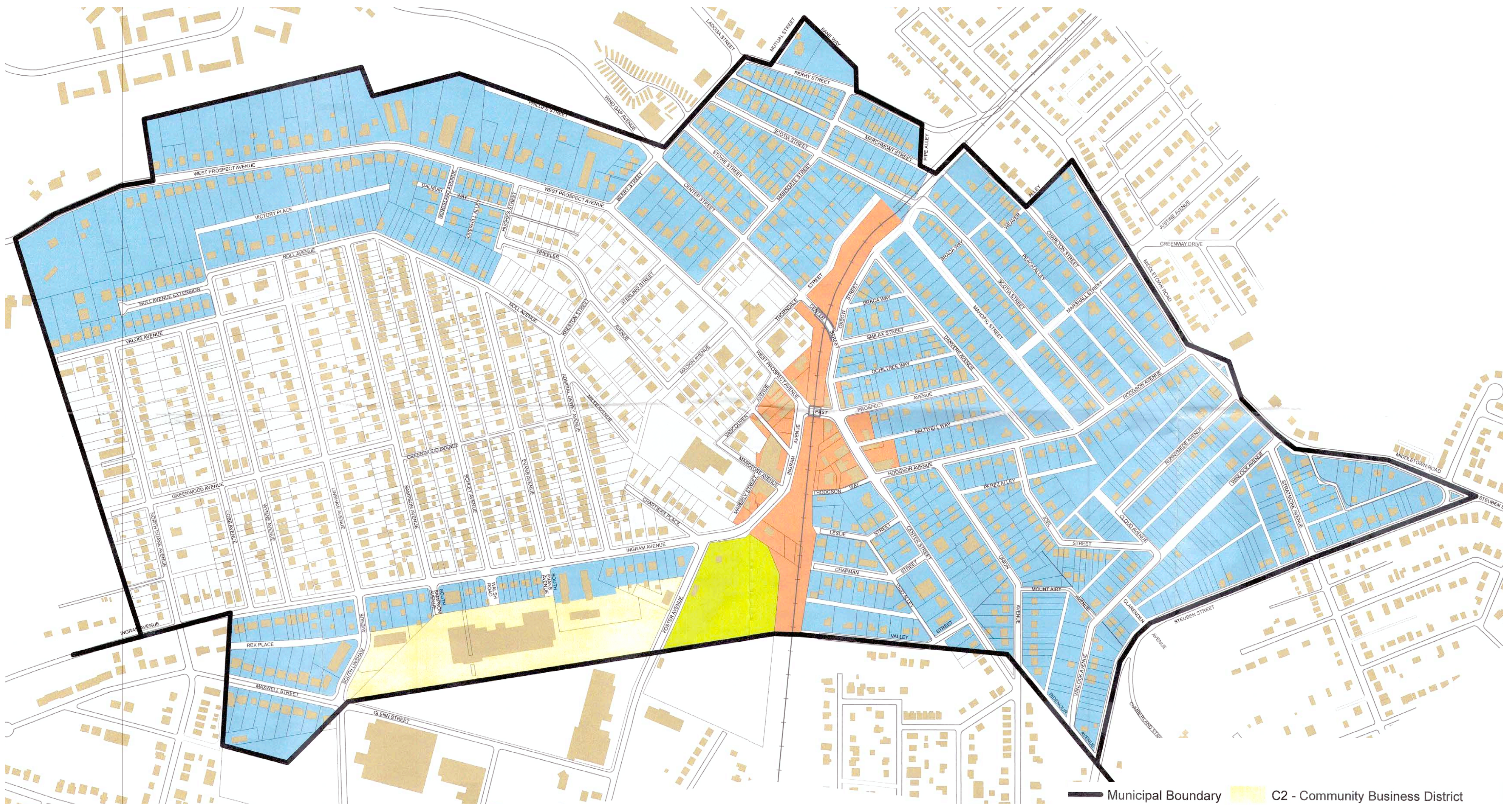
*proposed (for discussion)*





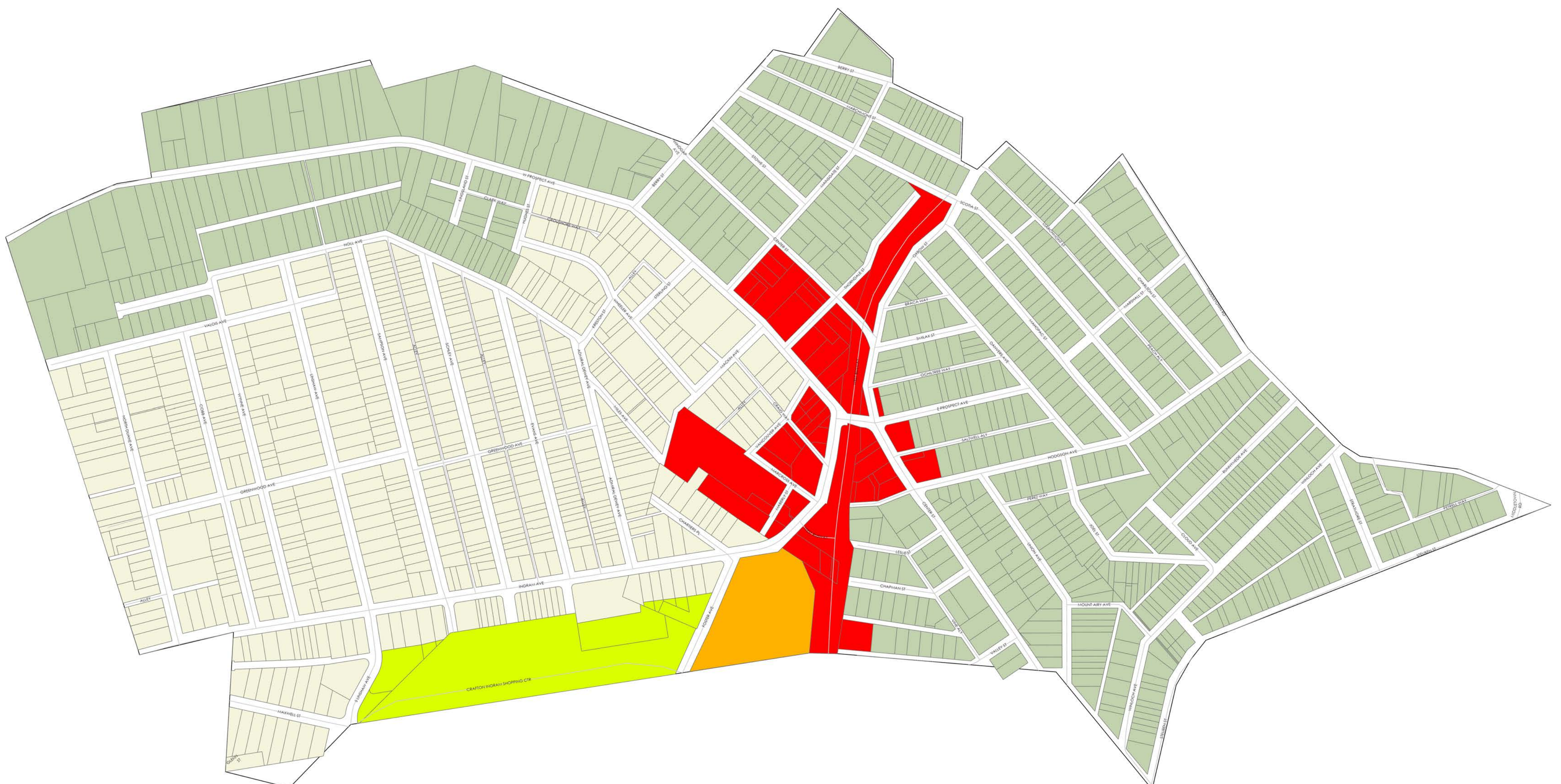
# Ingram Zoning Map

*existing*



- Municipal Boundary
- Building Footprints
- Railroad Lines
- Main Line
- Old Line
- C2 - Community Business District
- C3 - Special District
- R2 - Medium Density Residential District
- R3 - High Density Residential District
- S - Conservancy District

*proposed (for discussion)*



- CI: Central Ingram District
- R2: Medium Density Residential District
- R3: High Density Residential District
- MU: Mixed-Use District
- S: Conservancy District

0 0.13 0.25 0.5 Miles



# Key Objectives

Crafton Ingram Thrive (2017 Comprehensive Plan)

Working together through an intensive public engagement process, the two boroughs created and adopted a joint Comprehensive Plan in 2017. *Crafton Ingram Thrive* established key issues, strategies and implementation plans to bring consensus visions for the future to life. This zoning update incorporates the land use goals laid out in the Comprehensive Plan and its future land use map.

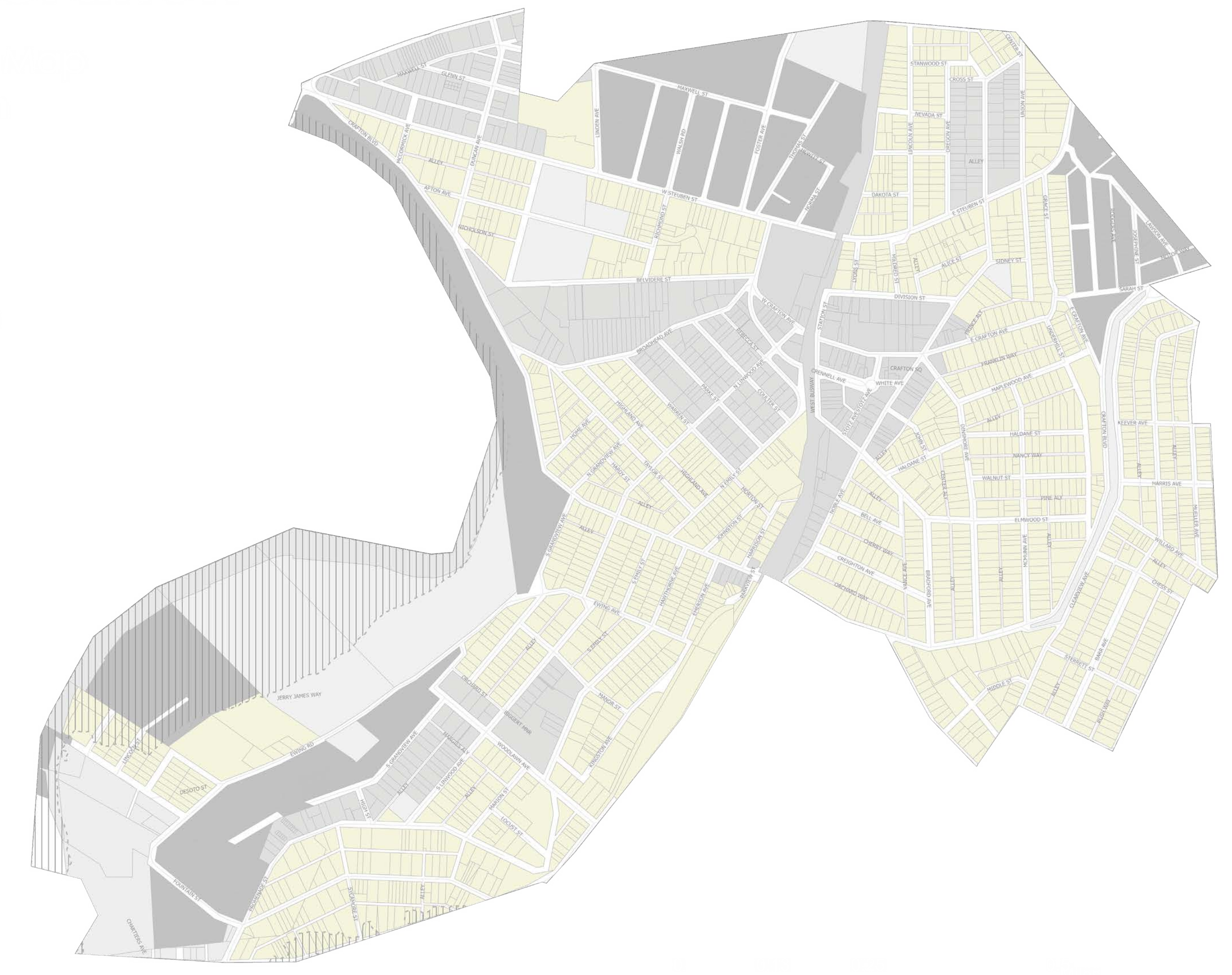
- 1 Facilitate vibrancy through flexibility** to accommodate uses that meet resident and business needs, facilitate new and evolving uses, and facilitate a mix of commercial and residential uses where appropriate.
- 2 Enhance the public realm** through high-quality design standards that reflect and preserve the historic fabric, and thoroughfare and public space standards that facilitate vibrancy and accessibility.

- 3 Ensure compatibility** between uses and implement effective means of buffering and transitioning between uses.
- 4 Protect and enhance natural resources** and implement green/ low-impact design solutions where possible.
- 5 Ensure organizational efficiency** through the exploration of opportunities for joint land use administration and enforcement. Ensure that enforcement is effectively addressing blight.
- 6 Facilitate pedestrian, bicycle and transit utilization** through the coordination of infrastructure and land-use regulations.



# Neighborhood Residential (NR)

- Purpose** Neighborhood Residential (formerly R-1) will not change substantially.
- Form** Smaller-scale residential structures, with scale relative to adjacent buildings
- Uses** Lower-density residential by right, institutional and government with conditions.



## your take:

- 1.** Are there portions of this district that are better suited for CR (multi-family)? Vice versa?
- 2.** How do we ensure that new homes built on infill lots fit the existing scale? Restrict max length of frontage within first 45' of front yard?
- 3.** Do small-scale amenities (e.g. grocer, yoga studio) belong in this district with limitations on signage, etc.?
- 4.** Should we enable infill development of smaller lots to allow for townhomes to match adjacent homes?
- 5.** Are off-street parking minimum requirements working in this district? Could they be reduced?



# Community Residential (CR)

- Purpose** Community Residential (formerly R-2) will not change substantially.
- Form** Medium-scale residential structures, with scale relative to adjacent buildings. Permit a variety of housing types to draw young people and families while still appealing to residents who want to age in place. Reduce minimum lot area to be less restrictive.
- Uses** Medium-scale residential by right, institutional and government with conditions.



## your take:

- 1.** Are there portions of this district that are better suited for NR (lower density)? Vice versa?
- 2.** What small-scale neighborhood amenities would you like to see in this district (e.g. corner market, coffee shop, dance studio)?
- 3.** Off-street parking requirements represent a potential impediment to walkable mixed-use neighborhoods. What would the impact be of reducing off-street parking minimums in this district to one space per dwelling unit and lifting minimums entirely in the areas most central to public transit?





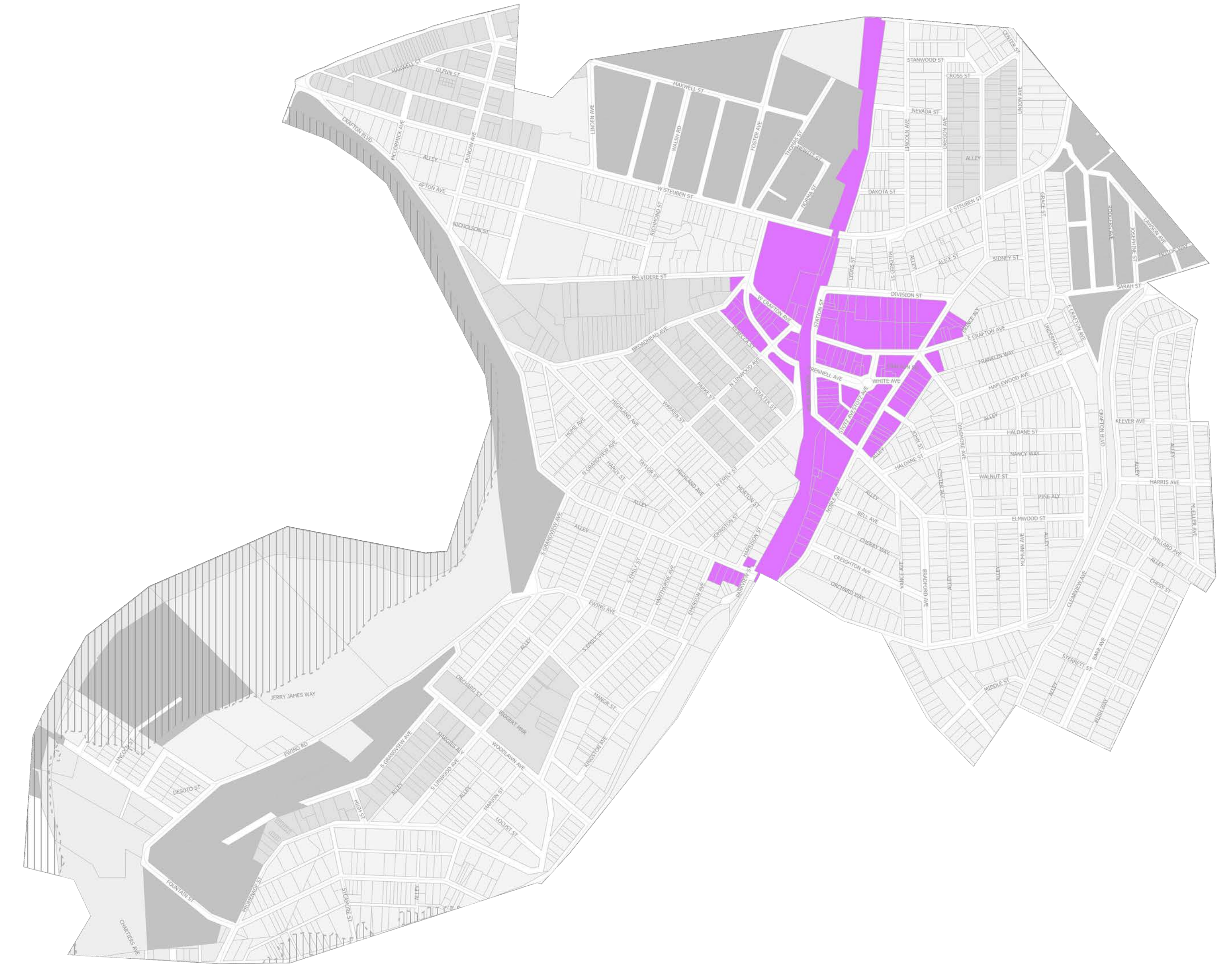
# CTOD District

## Crafton Transit-Oriented Development District

**Purpose** To create a moderate to high density mixed-use district that facilitates connectivity to the West Busway Station. Buildings and site design will orient toward pedestrian and multimodal transportation. Where there are opportunities for redevelopment, community amenities will be encouraged at the street level, while residential development will be encouraged on upper levels.

- Form**
- Encourage pedestrian movement within site design
  - Building form oriented toward pedestrians
  - Encourage higher densities with incentives for affordable housing
  - Consider implementing a facade zone that will foster a continuous street wall
  - Design standards could foster horizontal definition for multi-story buildings and high-quality materials, pedestrian scale, other community objectives

**Uses** A strong mix of uses will be encouraged at a compact scale. Denser residential uses should be encouraged to ensure that there is high commuter access to the bus line. Incentives should encourage inclusion of affordable housing.





# CTOD District

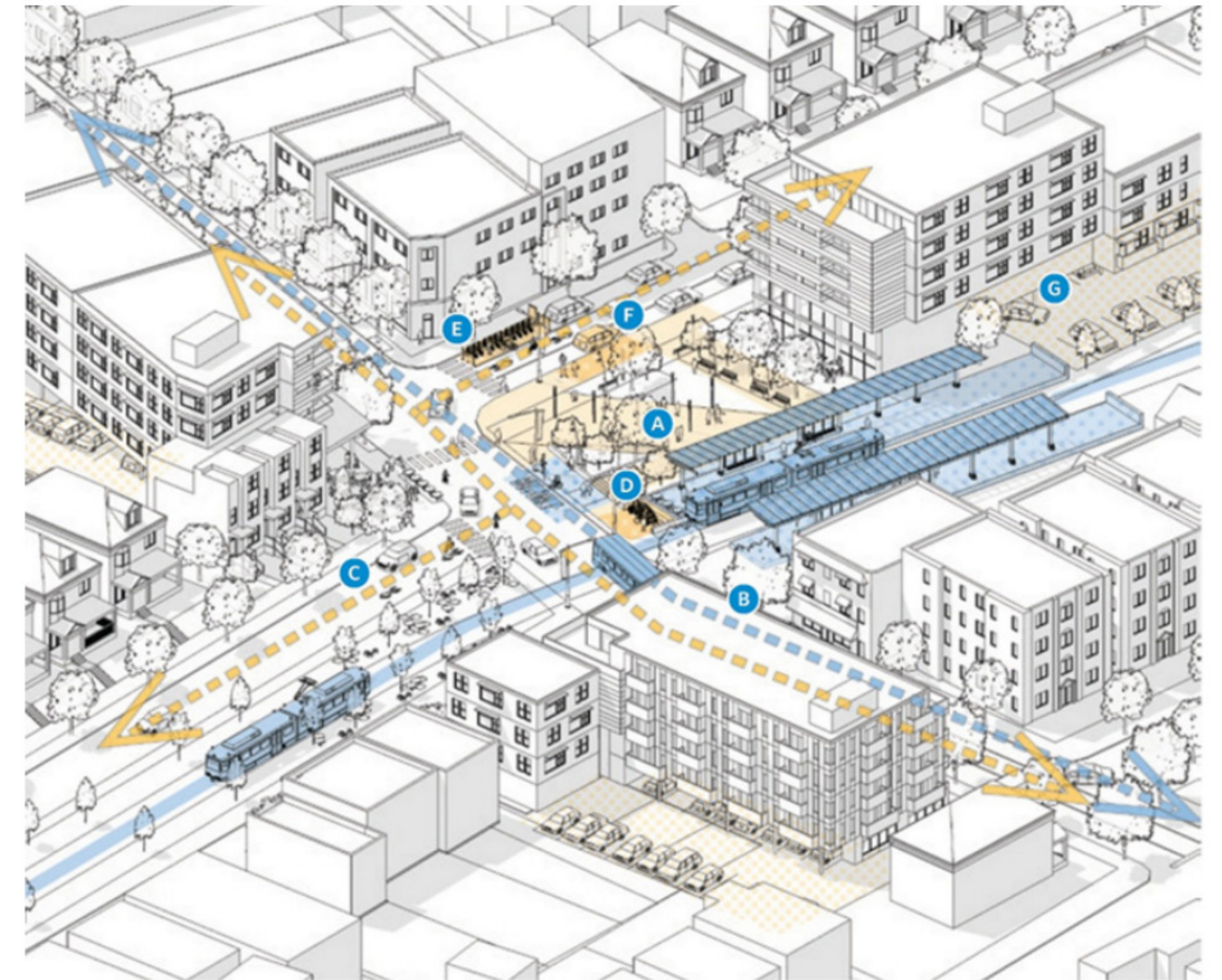
## Crafton Transit-Oriented Development District

Crafton's TOD District incorporates concepts carried forward from the borough's participation in Pittsburgh Regional Transit's TOD Zoning Best Practices workshops in 2017. PRT (then the Port Authority) identified Crafton as one of 10 municipalities with the greatest opportunities for TOD.

### Benefits of TOD:

- **Stronger local economy.** Providing a place where many people can live within walking distance from work, shopping and entertainment enables residents to easily patronize these businesses during the workday or upon returning home.
- **Less expensive to maintain per acre.** Infrastructure for streets, such as water supply, sewer, gas, data and electrical conduit can be more efficient when providing services to more people across less area.
- **Economic freedom from car ownership.** The average cost of owning a car in the U.S. was \$8,100/year in 2017 and has only escalated since. Providing the option to reduce the number of cars per household or eliminate car ownership altogether gives residents the ability to make use of more of their income.
- **Congestion relief.** As more people move to areas with effective transportation, it mitigates the number of cars on the road.
- **Improved health and well being.** TOD encourages walking from place to place, providing physical and psychological benefits.
- **Environmental sustainability.** Reduction in car use reduces car emissions. Effective TOD incorporates park space and street trees, which reduces the heat island effect, cleans the air and absorbs water runoff.
- **Community sustainability.** Successful TOD is accessible to residents of all ages. This maximizes independence for all and helps the community continue to grow and maintain vibrancy.

### TOD Concepts



Source: *Transit-Oriented Development Guidelines Multimodal Connectivity General Principles* diagram. Arrows indicate transit & resident connectivity to the neighborhood.

- A Optimize Pedestrian Connections to Transit
- B Connect to the Transit Network
- C Connect to the Bicycle Network
- D Provide Bicycle Parking
- E Accommodate Bicycle Share Stations
- F Provide Space for Drop-off
- G Balance Parking with T.O.D.



# Industrial

## Industrial District

**Purpose** The Industrial District will be carried forward, however, the boundaries have been adjusted to better reflect where industrial activities are or will be taking place. This district will accommodate higher intensity industrial and employment uses within the Borough.

**Form**

- Flexible scale to accommodate industrial activities
- Ensure adequate buffering where adjacent to other districts

**Uses** Industrial uses and higher-intensity commercial uses shall be permitted.



## your take:

**1.** Can we reduce parking standards to reflect actual needs, thus reducing the amount of prime commercial land taken up by parking?

**2.** What green infrastructure and sustainable features would you like to see here (e.g. permeable pavers, alternative energy)?





# Green Space

Active Public Park, Passive Public Park and Conservancy Districts

**Purpose** The purpose of the Conservancy District in both boroughs is to encourage the conservation of open space and the preservation of steep slopes and other fragile environmental features. Crafton's park districts designate publicly owned lands for active and passive recreation and establish regulations for these uses.

- Form**
- P-1 accommodates naturalized areas and facilities that serve active recreation, such as tennis courts and swimming pools.
  - P-2 accommodated natural areas with limited built amenities, such as gazebos and picnic areas.
  - Conservancy permits limited development but prioritizes preservation of green space and hillsides.

**Uses** Permitted uses will be oriented toward parks, recreation, and conservation. Conservancy Districts conditionally permit small-scale development of residential, institutional, and government uses.

your take:

**Public park space currently sits at 1.6 acres /1,000 people, below the National Recreation Association standard of 2.5 acres/1,000 people. What kind of public green space, park or recreation features would you like to see more of?**







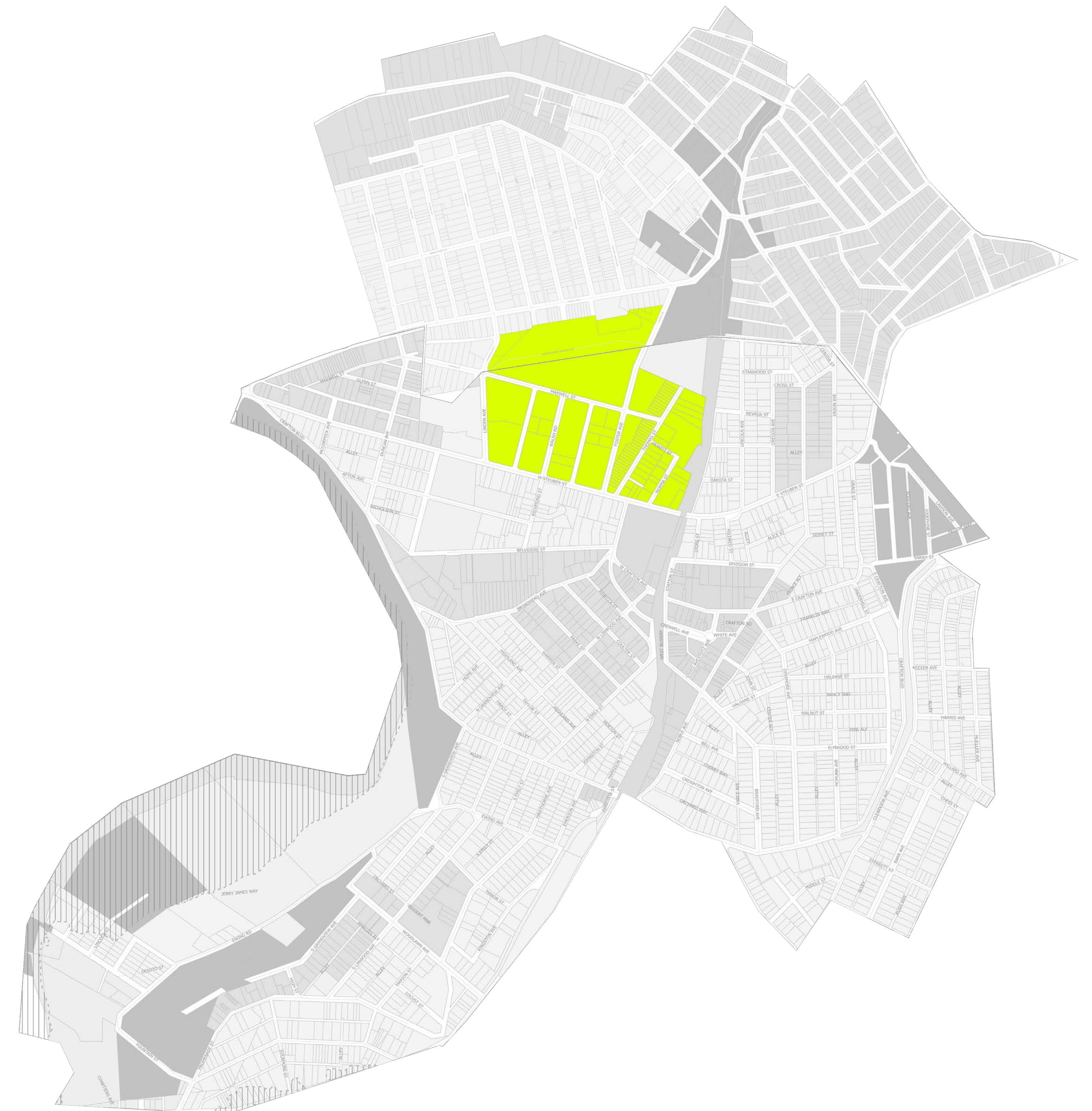
# Mixed Use

## Mixed-Use District (Crafton Ingram Shopping Center)

**Purpose** Each borough will have a Mixed-Use District that covers its portion of the Crafton-Ingram Shopping Center. New standards will promote infill/outlot development and promote a walkable environment. Standards will ensure that any redevelopment will have appropriate buffering between any residential uses, as well as appropriate landscaping/green space.

- Form**
- Internal multi-modal connectivity
  - Pedestrian-facing transparency
  - Building orientation toward pedestrians
  - Pedestrian-oriented signage
  - Pedestrian amenities encouraged (canopies, awnings, outdoor patios)
  - Promote outlot/parking lot redevelopment
  - Mixed-use opportunities within new/redevelopment

**Uses** Uses will encourage flexibility to fill vacancies while also fostering compatibility of uses and new mixed-use development. The mall should continue to service both regional and local businesses.





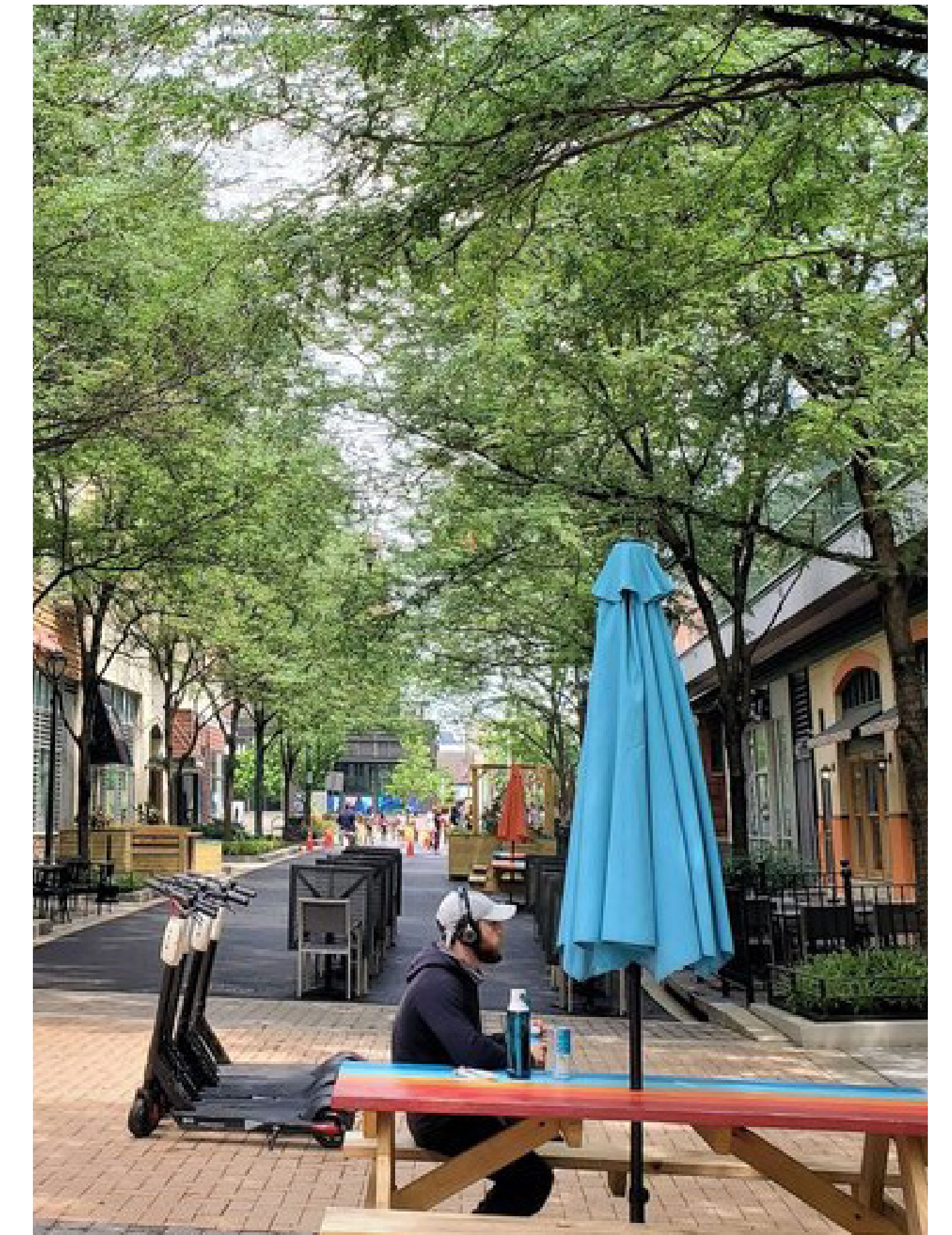
# Mixed Use

## Shopping Center Redevelopment Concepts

The new Mixed-Use District for each community will enable revitalization of the Crafton-Ingram Shopping Center. Based on public comment received during Crafton Ingram Thrive and earlier in the zoning process, these districts envision a fine-grained walkable, mixed-use area that becomes a destination and desirable place to spend time.

This area could follow the example of many shopping center redevelopments occurring across the country: Trade acres of asphalt dedicated for surface parking for tax-productive development that integrates mutually supportive uses.

This board provides some examples of shopping center redevelopment that intensifies and mixes uses.



Far left: Trinity Boulevard, Fort Worth, TX; Center top: Mashpee Commons, Mashpee, MA; Center and below: Woburn Village, Woburn, MA; Left above: Rockville Town Square, Rockville, MD

## your take:

**What do you see here that you would like to see happen at the Crafton Ingram Shopping Center? What should we incentivize?**





# The paradigm:

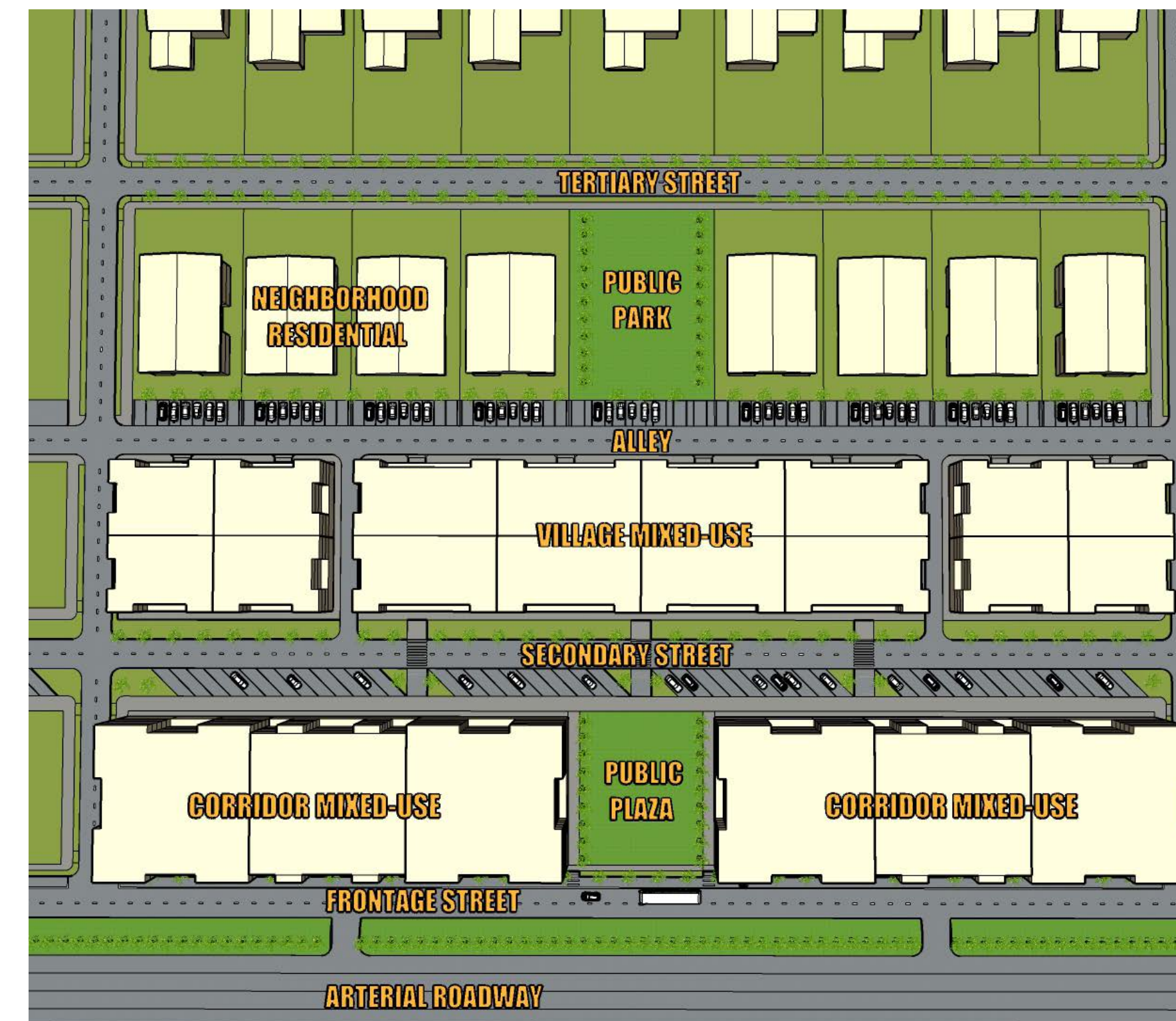
## Village Mixed Use

The Crafton Transit-Oriented Development District and the Mixed-Use Districts for both communities could support a Village Mixed Use model.

Village Mixed Use is a more meaningful paradigm for infill development around arterial roads and highways, on underutilized and/or vacant land within existing urban and suburban areas, as a means of increasing density, reducing sprawl and promoting sustainable growth.

### Key concepts include:

<p><b>Human scale</b></p>	<p>Design spaces that prioritize pedestrians, encouraging walkability and promoting social interaction.</p>	<p><b>Public spaces</b></p>	<p>Incorporate well-designed, functional, and inviting public spaces that are easily accessible, safe, and accommodate various activities for different age groups and interests.</p>
<p><b>Mixed-use development</b></p>	<p>Combine residential, commercial, and recreational spaces to create vibrant and diverse neighborhoods.</p>	<p><b>Local identity</b></p>	<p>Preserve and enhance the unique character of the area by celebrating local history, culture, and architecture. This can be achieved through the adaptive reuse of existing buildings, promoting local arts and crafts, and designing public spaces that reflect the local culture.</p>
<p><b>Connectivity</b></p>	<p>Ensure that these spaces are well-connected through:</p> <ul style="list-style-type: none"> <li>■ Rapid and reliable public transportation to create more equitable communities by providing access to jobs, amenities, services, public and recreational spaces</li> <li>■ Mixed-use development</li> <li>■ Public squares and plazas</li> <li>■ Bike lanes and pedestrian paths</li> <li>■ Greenways</li> </ul>	<p><b>Green Infrastructure</b></p>	<p>By integrating green spaces and sustainable design elements.</p>



As the figure at left illustrates, this model involves creating buffers and zones/districts, and moving the pedestrian scale mixed-use one block in from the busy arterial roadways. The form and uses of the proposed districts scale down from the arterial roadways to the existing single-family residential districts.

The **village mixed-use district** is the heart of this paradigm and the key to the place-making approach focusing on creating diverse, sustainable and thriving neighborhoods.

Access from the arterial roadways is through public and private transportation, and connected to the village mixed-use district via public squares / plazas appropriately interspersed along the corridor district buildings, public pathways, local streets, etc.

The village mixed-use buildings and the village multi-family buildings (located between the Secondary and Tertiary streets) are separated by an alley for the purpose of access to both enclosed and open parking. This will reduce the traffic and on-street parking.

Public parks and spaces are provided and interspersed throughout serving as gathering points, fostering social interaction and connecting surrounding buildings and streets.

Picture it! Left: Crafton Ingram Shopping Center. Below: Precedent images illustrating Village Mixed Use principles





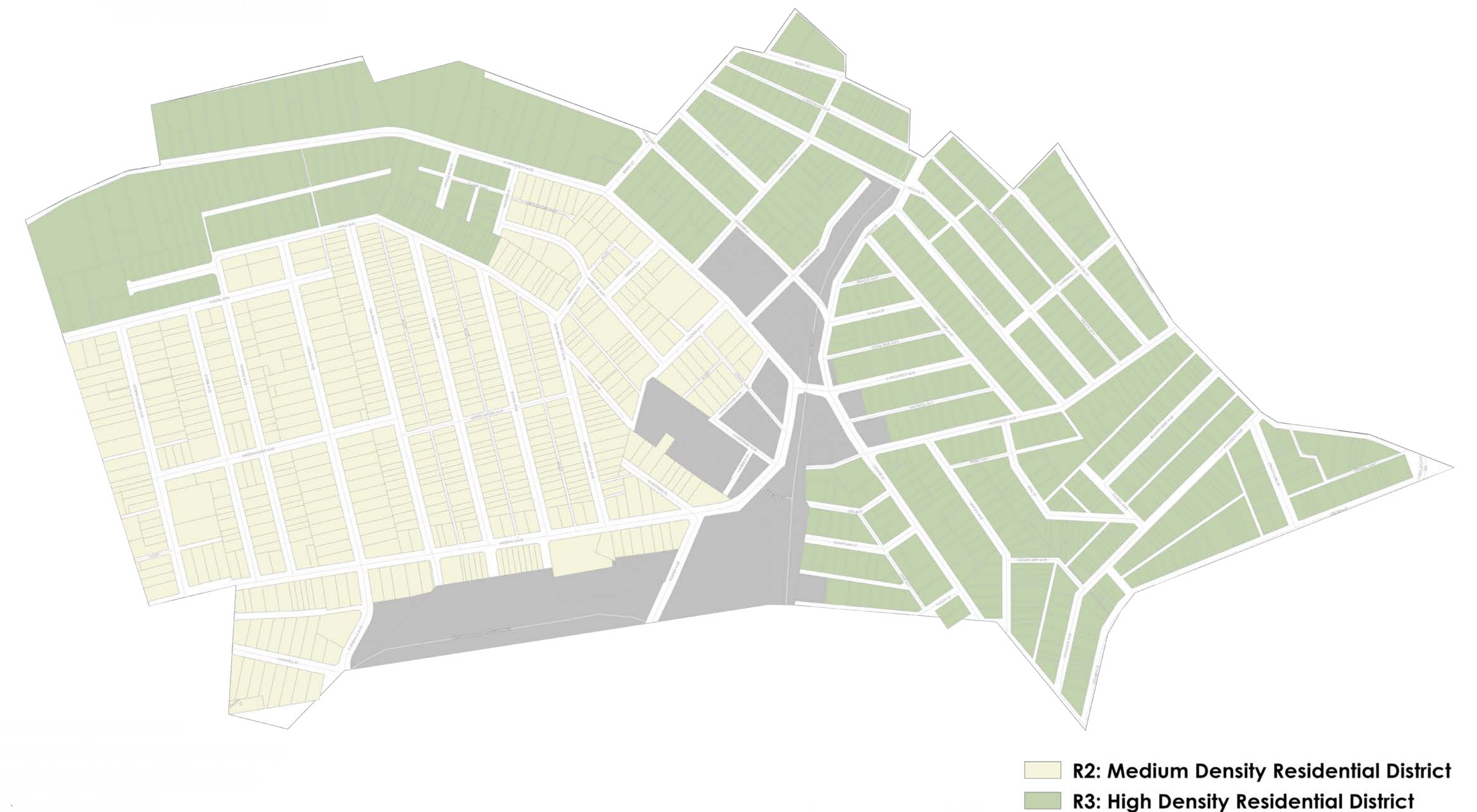
# Residential

## Medium Density and High Density Residential Districts

**Purpose** R2 and R3 will not change substantially. We will maintain the walkable and flexible nature of these residential districts, while making adjustments based on community feedback. This includes a desire to create standards around individual housing typologies to ensure that design prioritizes residents and compatibility with surrounding residential structures.

- Form**
- Maintain the existing traditional neighborhood design
  - Maintain the existing housing type flexibility
  - Ensure that instances where larger structures are permitted, that the facade orients toward the street, that there is adequate green space for residents, and that parking, loading, and dumpsters are located to the rear and screened.

**Uses** Residential uses will dominate these districts.



## your take:

**1.** How do we ensure that new homes built on infill lots fit the existing scale? Restrict max length of frontage within first 45' of front yard?

**2.** Should we enable infill development of smaller lots to allow for townhomes to match adjacent homes?

**3.** Are off-street parking minimum requirements working in this district? Could they be reduced?

**4.** Should we relax the required distance between detached structures?



# Central

## Central Ingram District

**Purpose** To act as a granular, mixed use, historic core for Ingram. The uses will encourage neighborhood amenities that compliment the granularity of the existing historic urban fabric. Buildings and design will orient to toward pedestrians and multimodal transportation.

- Form**
- Zero lot line
  - Street-level transparency
  - Building orientation toward pedestrians
  - Parking and building servicing in the rear for any new development or substantial redevelopment
  - Pedestrian-oriented signage (wall signs, awning signs, canopy signs, projecting signs)
  - Pedestrian amenities encouraged for new construction

**Uses** Uses will reflect the existing mixed-use environment within Ingram's historic core. Neighborhood amenities will be permitted by-right, as well as other compatible uses like offices, business services, and retail in a form that compliments the existing fabric. Maker's spaces and microbreweries will be permitted with standards to ensure that the intensity of production activities. Residential uses will be permitted. Community engagement found a desire for very small-scale retail like local vendor spaces, farmers market stalls and street vendors.

