



Photo Credit: Center Of Life, Pittsburgh



GREATER HAZELWOOD

NEIGHBORHOOD PLAN



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A Note from the Greater Hazelwood Community Collaborative.

We the residents, churches, businesses and service providers of the Greater Hazelwood community are pleased to submit to you, “Our Hands, Our Plan,” the Greater Hazelwood Neighborhood Plan.

Our community has been underserved for generations. We’ve faced unemployment, low wages, loss of local businesses, poor housing, limited choices for education and healthcare and significant loss of young lives. But through our Neighborhood Plan we are turning a corner and presenting a plan to address all of these challenges and more.

As people who live, work, and play in the neighborhood, we have a unique, firsthand view of our neighborhood’s past and present. Everything is about people. From the time when Native Americans first settled in the area we now call Hazelwood Green, to the Scottish immigrants who later called that same area Scots Bottom, to the Hungarian and Italian immigrants and to the diversity that we now enjoy, people have been at the center of everything that has caused Greater Hazelwood to become what it is today.

When we think of any development in Hazelwood, we don’t think about bricks and mortar first. We think of the people first. Beautiful tree-lined streets and fancy new buildings are not the things that make neighborhoods, people do. Families, children, youth and senior citizens are the lifeblood of every community.

When development happens in underserved communities, it typically results in economic distress which leads to displacement. But “Our Hands, Our Plan,” the Greater Hazelwood Neighborhood Plan, calls for development to happen through us and with us. Our plan is re-development, putting people first while putting everything else in the right place at the right time.



Tim Smith

President, Greater Hazelwood Community Collaborative (GHCC)



Neighborhood Plan Purpose

Greater Hazelwood residents and stakeholders, along with the Greater Hazelwood Community Collaborative, developed the Greater Hazelwood Neighborhood Plan to:

- Engage residents and stakeholders to establish a common vision and direction for a changing neighborhood;
- Understand and prioritize community needs and desires, and develop goals, recommendations, and implementation strategies in response;
- Have a community-informed and – supported document to guide future planning activities, neighborhood design, and investment decisions; and proactively manage the changing conditions and dynamics related to the development of Hazelwood Green.

What is the Neighborhood Plan?

Greater Hazelwood’s Neighborhood Plan will be formally adopted as a part of the City’s Comprehensive Plan. Greater Hazelwood’s Neighborhood Plan focuses on ways to strengthen and improve the community while proactively preparing for future growth and change.

Greater Hazelwood’s Plan is distinct in its clear objective: Develop without displacement.

As the neighborhood continues to evolve, the community will use its Plan to ensure it remains an inclusive, family-friendly neighborhood that recognizes that its greatest asset is its people.

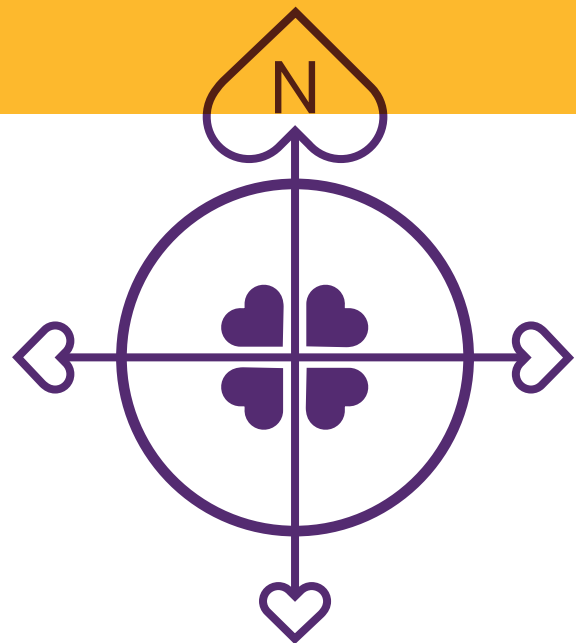


North Star Vision Statement

Greater Hazelwood is a diverse and welcoming community for people of all incomes and backgrounds. Our future is driven by the leadership of community residents, resulting in a community with thriving families and households; affordable, high-quality residential options; family-sustaining career opportunities; successful businesses and business owners; and a fully-integrated Hazelwood Green.

Our community fosters opportunities to build generational wealth and community health to ensure current and future generations benefit from the neighborhood's growth and prosperity. We build strong partnerships with stakeholders throughout the region, while protecting and celebrating the unique landscape, history, culture and spirit of Greater Hazelwood.

The community drafted its North Star Vision Statement as the foundation of its planning process, to serve as a beacon and reference point throughout the plan's development. With it, Greater Hazelwood recognizes that development is but one component of community improvement and makes clear its Vision for a diverse, thriving neighborhood that welcomes new neighbors and investments while lifting up its existing residents and stakeholders.



Acknowledgements

The Greater Hazelwood Community Collaborative (GHCC) would like to thank the residents, stakeholders and organizations that shared, dedicated and gave their time, experiences and knowledge for the Greater Hazelwood Neighborhood Plan. The contributions of the Greater Hazelwood community and stakeholders make this plan achievable and actionable.

Project Leadership

Core Team

The Core Team worked with the Department of City Planning and the consultant team in a decision-making role. The Core Team established the goals and principles of the planning process, developed the engagement process, established the Steering Committee, and provided direction and support to the Department of City Planning and the Consultant Team throughout the process.

Ose Akinlotan Project Manager, Planner,
Pittsburgh Department of City Planning

Charles Alcorn Senior Project Development Specialist,
Urban Redevelopment Authority

Curt Conrad Chief of Staff, Office of Council District 5

Andrew Dash Acting Director,
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Lisa Fuller-Edmonds Greater Hazelwood resident

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Reverend June Jeffries Greater Hazelwood resident

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Department of City Planning

Alexander Phillips Planner (Former),
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Timothy Smith President and Executive Director,
Center of Life; President, Greater Hazelwood Community
Collaborative

Sonya Tilghman Executive Director, Hazelwood
Initiative, Inc.

Michael Wilson Representative,
Glen Hazel Community Resident Management
Corporation, Greater Hazelwood resident

Steering Committee

The Steering Committee was comprised of community stakeholders, including members of the Core Committee, to provide further oversight during the planning process. The Committee represented a diverse array of organizations and groups, and informed and directed major decision points throughout the process.

Kim Allen Owner, Fat RAI's

Dr. Rosemary Anderson Director of After School
Programs, Propel Schools

Fran Bertomaschi Greater Hazelwood resident

Chuck Christen Greater Hazelwood resident

Chad Dorn Research & Policy Advisor,
Leading to Movement

Rebecca Flora Principal, ReMake Group
(on behalf of ALMONO LLC)

Juanita Godfrey Greater Hazelwood resident &
Monongahela Marsden Block Club Chair

Katie McAuley Director of Programs,
ReBuilding Together Pittsburgh

Elaine Price Greater Hazelwood resident, Owner,
Floriated Interpretations Nursery

Thomas Samilson Community Kitchen Pittsburgh

Dianne Shenk Owner, Dylamato's Market

Terri Shields Greater Hazelwood resident & Executive
Director, Jada House International

George Thomas Greater Hazelwood resident

Gavin White Greater Hazelwood resident & Community
Projects Manager, Pittsburgh Parks Conservancy



Document organization

The document is organized into five chapters, four of which roughly correspond with topics addressed by the Action Teams. Each chapter has corresponding priorities, and each priority sets out a series of strategies that will help achieve the identified goals.



Photo credit: Pittsburgh Magazine, March 2016, "The Next Hot Hoods in Pittsburgh"

Community

This chapter focuses on understanding the neighborhood's existing demographics and needs, housing concerns (including affordability), education, employment, public health and safety, and cultural heritage and public art.

PRIORITIES:

- 1 Address barriers to further education / training and employment.
- 2 Address the neighborhood's rates of addiction; and high rates of asthma, diabetes, depression, and anxiety.
- 3 Prepare residents for employment opportunities.
- 4 Design opportunities to foster community in Greater Hazelwood.
- 5 Increase residents' housing security.
- 6 Promote physical activity in Greater Hazelwood.
- 7 Improve access to fresh and healthy food.
- 8 Address crime / perception of crime in the neighborhood.



Development

The Development chapter establishes the agenda for physical change to the neighborhood, including infill in both residential areas and the Second Avenue commercial corridor. It examines existing zoning and land use and makes recommendations for zoning changes, infill development, integration with Hazelwood Green, accessibility, sustainable design, and economic development.

PRIORITIES:

- 1 Prevent displacement through innovative, affordable, and targeted housing.
- 2 Create a strategy to enhance the Second Avenue commercial corridor.
- 3 Develop a strategy to address vacant properties.
- 4 Make Greater Hazelwood into a hub for entrepreneurs and small businesses.
- 5 Complete a zoning review analysis and strategy.
- 6 Determine and achieve an affordability goal for Greater Hazelwood.
- 7 Create Greater Hazelwood-specific Design Principles / Guidelines / Standards.
- 8 Support and grow local business-to-business service providers
- 9 Maximize resident opportunities associated with development, including Hazelwood Green
- 10 Support community-led and -driven development.
- 11 Integrate public art into infrastructure improvement.



Mobility

The Mobility chapter focuses on how people move to, through, and around the neighborhood. It looks at current strengths and shortcomings, and recommends strategic improvements to transit service and stations; pedestrian access, safety, and circulation; bicycle infrastructure; traffic safety; and parking.

PRIORITIES:

- 1 Improve neighborhood walkability and bikeability.
- 2 Ensure residents have access to high-quality transit that increases economic opportunity and supports everyday needs.
- 3 Address gaps in multi-modal network throughout the neighborhood.
- 4 Calm through-traffic.



Infrastructure

The Infrastructure chapter will examine stormwater, neighborhood tree canopy, air quality and neighborhood heat, and the neighborhood's greenway.

PRIORITIES:

- 1 Improve air quality: local & regional
- 2 Strengthen the quality of green spaces
- 3 Encourage new development throughout the neighborhood to go green
- 4 Decrease combined sewer overflow
- 5 Mitigate environmental lead and other hazardous elements / materials



Implementation

The Implementation chapter categorizes strategies as policies, programs, or projects; a timeline for completion; and partners who can assist with their implementation.



Project Process

The Greater Hazelwood Neighborhood Plan was created with the input of residents, key stakeholders, and local organizations. The process was iterative and included coordination with the City of Pittsburgh.

Process & Engagement

The goal of the public engagement process was to ensure that residents and stakeholders would be able to see the impact of their involvement throughout the plan, from visioning to implementation. Special efforts were made to reach residents and stakeholders who are traditionally marginalized from the planning process. Small group interviews, surveys, posters, a neighborhood memoir workshop, and a charrette were combined with large-format public meetings to ensure many voices were heard throughout the process.

Action Teams

Greater Hazelwood's Action Teams originally consisted of:



**Community & Economic
Development**



**Transportation
& Mobility**



**Arts &
Culture**



**Land & the
Built Environment**



**Environmental
Sustainability**

The Transportation & Mobility Action Team joined the Community & Economic Development Team partway throughout the Action Team phase. Action Team members attended regular meetings, collaborated with City departments and representatives, and received information from subject matter experts, in order to identify policies and actions to guide future work and safeguard community interests.



Public Open Houses

Three public open houses were held as part of the neighborhood planning process. Notification postcards were mailed to community residents and social media posts were made on Facebook.



Open House #1

OCTOBER 12, 2017

The first public meeting featured a community mapping exercise titled “Where Do You ...?,” designed to identify where people access jobs, services, programs, retail and other amenities. Each participant received a set of colored dot stickers and a double-sided print with an aerial map of the city on one side, and an enlarged view of Greater Hazelwood on the other. Participants identified where they work, shop, attend school or church, and do other activities. More than 70% of those polled work outside the neighborhood, and also travel to other neighborhoods to access retail. The variety of churches and religious institutions within the community were well-attended by participants.

Other exercises at the first public open house included the development and prioritization of community values (seen in the graphics below), as well as envisioning the future of Greater Hazelwood via the creation of news headlines about the community. Both exercises were done in small groups and utilized teamwork and compromise.

GROUP SURVEYS FROM OPEN HOUSE NO. 1



FIGURE 1.1

GROUP—HIGHEST SIX

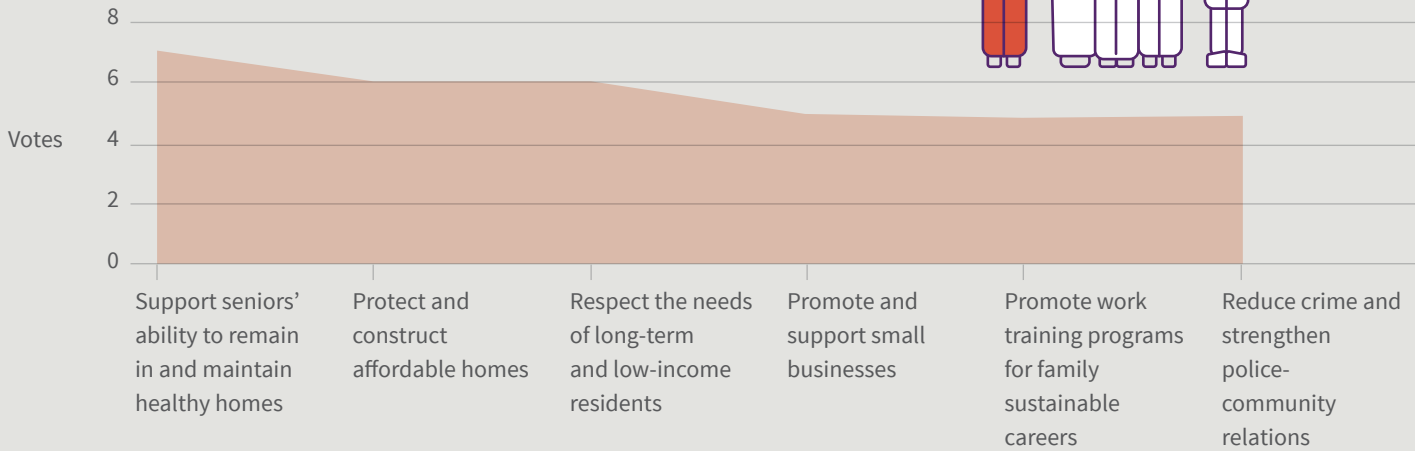
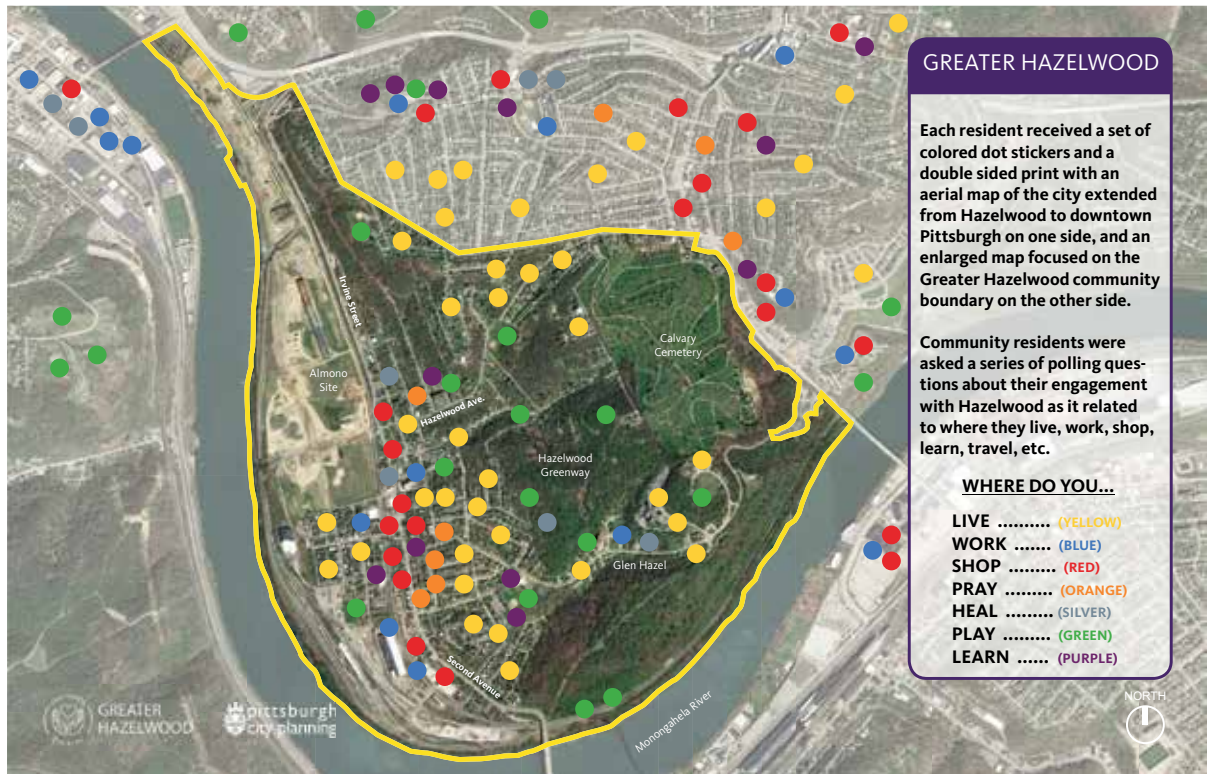


FIGURE 1.2



Open House #3:

JULY 26, 2018

At the third public meeting, the consultant team presented their findings in an open-house format. Attendees could visit topic tables where they would view large banners, and give feedback to staff and volunteers. They could also view a PowerPoint presentation framing the team's findings that was given periodically throughout the event.

In attendance was the Department of Mobility and Infrastructure (DOMI), who asked stakeholders to characterize their experiences along the Second Avenue corridor.



**Irvine St/Second Ave (SR 885)
Transportation & Land Use Context**

Use the designated dots to tell us how you would improve SR 885:

- Intersection Safety** (Red dot) May include: crosswalks, bumpouts, signal upgrades, signage
- Streetscape** (Green dot) May include: street trees, bus shelters, street parking, missing or improved sidewalks

Tell us more! Use the stickies provided to tell us what you'd like to see. How do improvements change based on land use (industrial, commercial, residential)?



Community Surveys

Online surveys were crafted and distributed to Greater Hazelwood residents and stakeholders, including service providers, schools and other organizations. Sixty-eight residents and 33 stakeholders responded to the surveys.



Public Comment Posters

Over two months, Idea Board comment posters were made available at public venues such as recreation centers, the Hazelwood Library, senior centers, and at the Greater Hazelwood Resource Fair. The boards were entitled “Share Your Ideas for Greater Hazelwood” and individuals were invited to write their ideas. These posters garnered over 100 comments from residents and stakeholders.

Neighborhood Memoir Workshop

APRIL 21, 2018

The Neighborhood Memoir Workshop highlighted resident and stakeholder perspectives of neighborhood culture and areas of importance for neighborhood preservation. Held in partnership with the Greater Hazelwood Historical Society, the event brought eight participants – both current and former residents - together to share stories, photos and impressions of the community.

Glen Hazel Interviews

Ten Glen Hazel residents were interviewed; they were recruited through door-to-door outreach and referrals from community leaders. These residents provided insights about the challenges facing residents of Glen Hazel.

Second Avenue Community Preference Activity

This collaborative event invited Action Team members to address, discuss, confirm, and create a collective vision for the development of the Urban Redevelopment Authority-owned 4800 block of Second Avenue and contextualize the character and feel of adjacent blocks. The activity was organized by the Department of City Planning, with support from the Greater Hazelwood Community Collaborative and the URA, and included a discussion of commercial corridor character and a building massing and streetscape design visioning exercise.



Findings

Overall, participants were positive about Greater Hazelwood today. People enjoy the quiet nature of the neighborhood, its family-friendliness, the affordability of its housing, and its proximity to Downtown. The people of Greater Hazelwood were identified as its best and most important asset. Participants identified some of the neighborhood's most valued locations: The Carnegie Library, the Burgwin Playground spray park, the Hazelwood Greenway, La Gourmandine, Elizabeth Pharmacy, Rite Aid, Dylamoto's Market, St. Stephen's / Spartan Center, and the Post Office.

Respondents identified crime and a lack of local businesses as challenges to be addressed, along with crumbling infrastructure and blight, gentrification and displacement, traffic congestion on Second Avenue, a lack of employment and education opportunities, limited opportunities for youth and seniors, and the neighborhood's negative reputation.

Respondents identified major opportunities in the neighborhood's proximity to the riverfront and the potential for riverfront access and the number of vacant lots that could be redeveloped into affordable housing, community centers or recreation areas. They expressed interest in partnering intentionally with socially responsible businesses and developers. Greater Hazelwoodians indicated they would welcome new residents to the neighborhood, and asserted that existing residents should also be acknowledged and cared for as important neighborhood assets.

Participants overwhelmingly desire a neighborhood grocery store, and would welcome locally-owned small businesses. Of particular interest were restaurants; retail stores; and gathering places such as coffee shops, breweries or bars, and entertainment venues. Areas identified for reinvestment included the Second Avenue commercial district, Below the Tracks, and Glen Hazel. Also of particular interest was the intersection at Hazelwood and Second Avenues, as the entry into Hazelwood Green from the neighborhood.

Participants were concerned about social services and supports for existing residents, and expressed a need for healthcare services; youth programs and activities; job training and placement; quality, affordable childcare; improved public transit service; and a community center.

A more detailed write-up of the outreach events by Hazelwood Initiative may be found in the Appendix.

Goals

The public outreach findings led to a series of goals held by the community:

- Develop without displacement.
- Increase Hazelwood's population.
- Improve quality of life for residents.
- Balance needs of current residents with future residential commercial growth.
- Continue to engage current residents in neighborhood improvement efforts and development review.
- Neighborhood improvement should happen throughout the entire community.
- Beautify and maintain vacant lots in the neighborhood; provide encouragement and resources for maintenance of existing structures.
- Build upon current community assets.
- Economic development should include training, incubation and support opportunities for existing residents and business owners.
- Continue to cultivate an atmosphere of safety throughout the neighborhood.
- Improve Greater Hazelwood's connection to other neighborhoods.
- Make mobility to, through, and around Greater Hazelwood safer and easier.
- Increase the neighborhood's resilience.
- Existing and future development should meet high sustainability standards and create healthy environments for living, working, and learning.
- Support a business district that will, in turn, support residents' ability to meet basic needs.
- Integrate Hazelwood Green development with the rest of the neighborhood.
- Create a neighborhood dynamic in which people move back and forth between Hazelwood's hills and Hazelwood Green seamlessly and comfortably.



Community

The Community chapter focuses on understanding the neighborhood's existing demographics and needs, housing concerns (including affordability), education, employment, public health and safety, and cultural heritage and public art.

Priorities:

1

Address barriers to further education / training and employment.

2

Address the neighborhood's rates of addiction; and high rates of asthma, diabetes, depression, and anxiety.

3

Prepare residents for employment opportunities.

4

Design opportunities to foster community in Greater Hazelwood.

5

Increase residents' housing security.

6

Promote physical activity in Greater Hazelwood.

7

Improve access to fresh and healthy food.

8

Address crime / perception of crime in the neighborhood.

Introduction

The Community chapter looks at Greater Hazelwood’s most important asset: Its people. The chapter catalogs the population at present, reviews some changes the neighborhood has seen since 2010, and makes suggestions about how to improve the lives of existing Greater Hazelwood residents while welcoming new neighbors.

A community of 5,099 residents, Greater Hazelwood is comprised of the Hazelwood and Glen Hazel neighborhoods and sits on a curve of the Monongahela River. The community is approximately four miles southeast of downtown Pittsburgh, and one mile southeast of the Oakland neighborhood—the area’s first- and second-largest employment centers.

Greater Hazelwood consists of two Census Tracts: 5629 and 5623. Census Tract 5629 includes the Hays neighborhood and part of Lincoln Place, both areas south of the Monongahela River.

FIGURE 2.1

GREATER HAZELWOOD CENSUS TRACTS

- Census Tract 5629
- Census Tract 5623

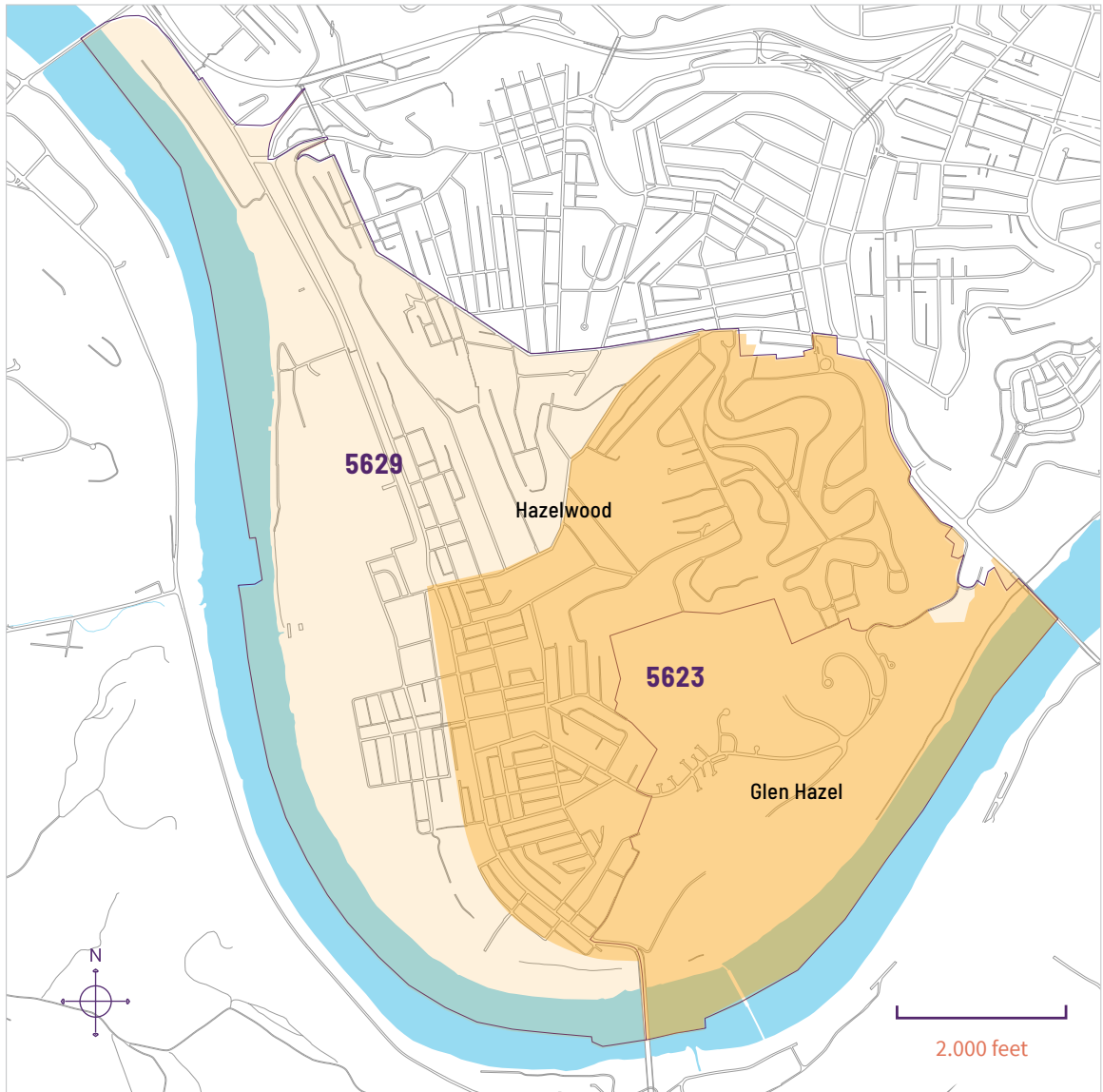


FIGURE 2.2



GREATER HAZELWOOD IN THE PITTSBURGH AREA

1 mile

The community's residential areas sit primarily on steep hillsides that slope down to the Second Avenue commercial corridor before it reaches Below the Tracks and Hazelwood Green, a 178-acre former coke plant site remediated for redevelopment as residential, commercial and modern manufacturing space. A portion of Glen Hazel was initially developed after World War II as public housing for veterans, and is now the site of owner-occupied homes, residences owned by the Pittsburgh Housing Authority, a Community Living Center and a Mercy Behavioral Health facility.

Yesterday

Originally inhabited by Native Americans, the area that is now Greater Hazelwood was settled by Europeans in the late 1700s. It first functioned as an upscale suburb of Pittsburgh until increased industrial activity from the railroad and coke plant (located along Hazelwood's riverfront and owned by Jones & Loughlin Company), and attendant pollution, transformed it into a firmly working-class community. The industrial operations provided jobs and immigrants and migrants, both African-American and white, flocked to the neighborhood for work; Greater Hazelwood's population peaked in the 1960s with 13,000 residents. The densely inhabited neighborhood supported a vibrant Second Avenue commercial corridor, which hosted multiple restaurants, bars, grocery stores, retail establishments and a movie theater.

However, the neighborhood's prosperity didn't last. Between the 1960s and 2000, Greater Hazelwood's population shrank by nearly 60%.

Properties were left vacant, and were demolished or otherwise succumbed to neglect, resulting in fragmented blocks scattered with empty lots. The Second Avenue commercial corridor reflected the decline of the neighborhood's residential sections, and accordingly saw disinvestment and spreading vacancy. In 1998 the coke plant closed, leaving behind a large, vacant, contaminated site.

By the year 2000, Greater Hazelwood had more than its share of seniors and people living in poverty and very low rates of educational achievement. Less than half of Hazelwood's residents above the age of 25 had obtained a high school diploma and less than 1% had obtained a bachelor's degree; compared to the City's average of 75% of the population having completed high school and 25% having obtained a bachelor's degree.



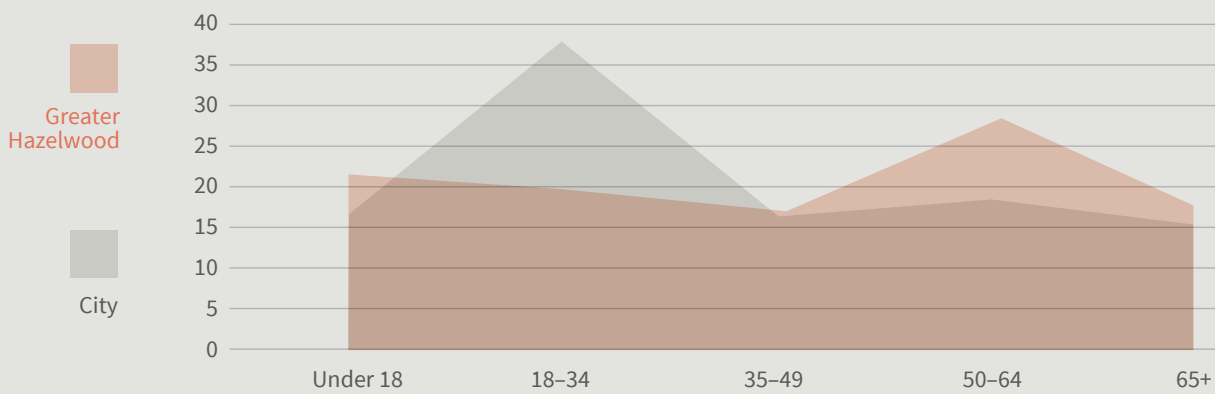
Today

Today, Greater Hazelwood is home to 5,099 residents. The neighborhood exceeds the City averages of number of children (+5%) and residents over the age of 50 (+13%). It has 20% fewer young adults from ages 18 - 34 than the City's average.

Greater Hazelwood has a greater proportion of families than the City average (+11%), and 13% more of its family households are headed by single parents. Sixty percent of Greater Hazelwood families with children under the age of 18 reside in Census Tract 5623.

PERCENTAGE OF POPULATION BY AGE VS. CITY OF PITTSBURGH

FIGURE 2.3



* Any household with three or more members that earns \$20,000 or less is considered to be living in poverty, per the 2017 guidelines set by the U.S. Department of Health & Human Services. [<https://aspe.hhs.gov/poverty-guidelines>]

Income & Poverty

The neighborhood's average median household income is just over half that of the City's (\$25,440 vs. \$44,092).

Greater Hazelwood has a larger proportion of residents living below the poverty level than the City as a whole. Not only that: 53% of Greater Hazelwood's children younger than 18 live in poverty*, compared to 31% of all City children.

Forty-seven percent of households in Greater Hazelwood earn less than \$20,000 a year, compared to only 26% of households throughout the City. Only 1/3 of households in Greater Hazelwood earn more than \$45,000 a year, versus nearly half of City residents who do.

Race

By 2017, 37.6% of Greater Hazelwood residents were African-American, compared to 23.6% of residents of the City of Pittsburgh. However, this percentage used to be higher: Greater Hazelwood's African-American population declined by 7% between 2010 and 2017.

Employment

** Job density measures the number of jobs available in a certain area divided by the number of residents between the ages of 16-64.

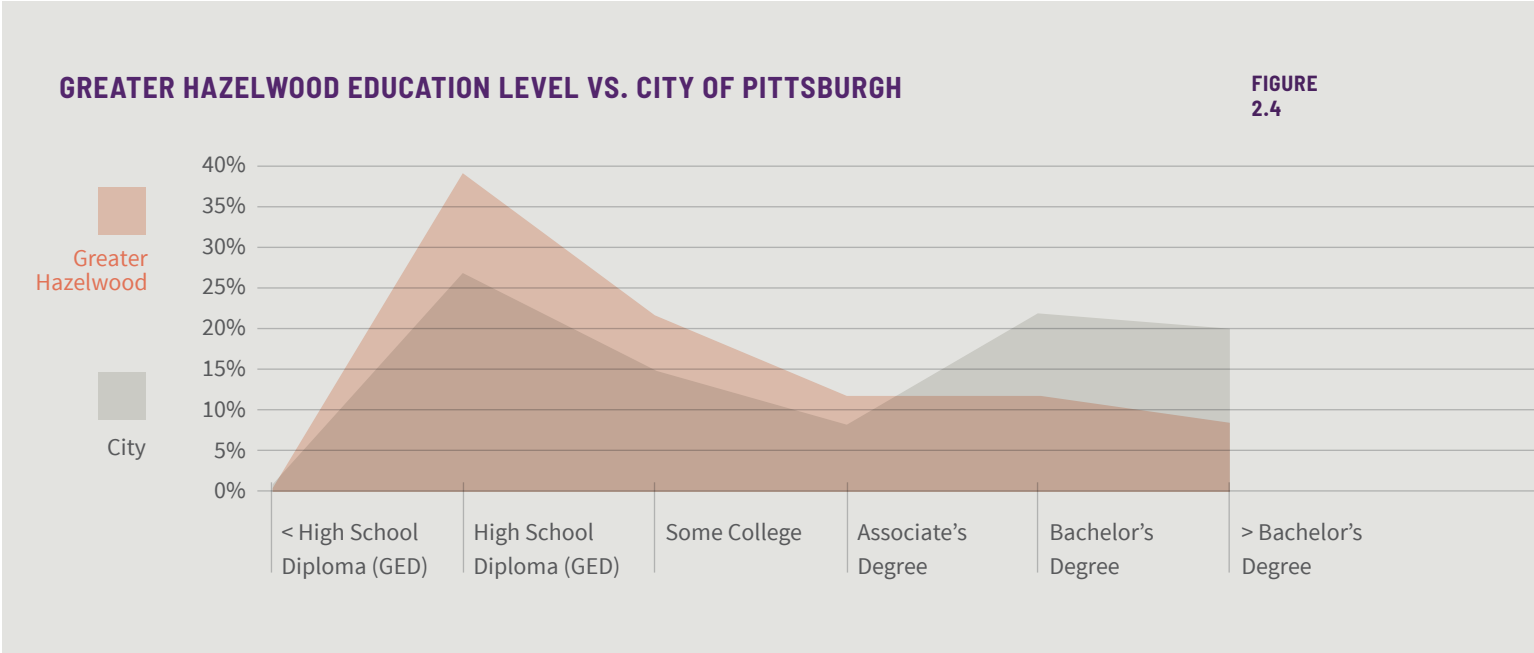
Greater Hazelwood has a smaller proportion of residents participating in the workforce than the City. Fifty-six percent of Greater Hazelwood residents between the ages of 16 and 64 are employed, either full or part time, versus 79% of City residents of the same age range. The 15207 zip code, of which Greater Hazelwood is a part, has the lowest job density** in the City of Pittsburgh. This may be a contributing factor to the community's lower-than-average workforce participation—residents are likely to have to travel out of the neighborhood to find employment.

Only 2.4% of Greater Hazelwood residents are self-employed, compared to the City's rate of 6.3%. Of the 414 SBA7(a) loans made by the Small Business Administration to businesses within the City of Pittsburgh, none went to Greater Hazelwood—although 12% of them were made to businesses within just a mile of the neighborhood. This indicates there is an opportunity to tap into the momentum of the nearby small business community for both ownership and job opportunities for Greater Hazelwood residents.



Education

Although Greater Hazelwood residents between the ages of 25 and 64 earn high school degrees or GEDs, some college credits, and Associate’s Degrees at a higher rate than the City, only 1/5 of residents have earned a Bachelor’s degree—a rate that is itself 20% lower than the City average.



Greater Hazelwood is home to Propel Hazelwood, an elementary charter school operated by a non-profit organization that locates in educationally underserved communities; and the Three Rivers Village School, an independent school that serves children from ages five to 19. However, Greater Hazelwood children attend school across the City, as the Pittsburgh Public Schools’ magnet offerings, other charter schools, and the community’s several feeder schools are all located outside the neighborhood.

In addition to Greater Hazelwood, the 15207 zip code includes part of Greenfield, Schenley Park, and three neighborhoods south of the Monongahela River (New Homestead, Lincoln Place, and part of Hays.) These areas are primarily residential, or, in the case of Schenley Park, uninhabited.

Economic Development

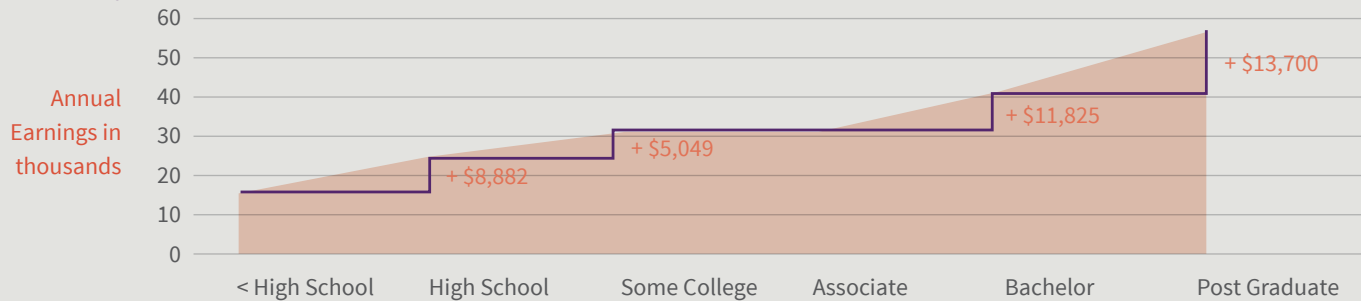
Greater Hazelwood has low job density, its workforce participation is lower than the City average, and its self-employment rate is about one-third that of the City. It has a smaller proportion of workforce-aged residents than the City average. Although Greater Hazelwood residents are exceeding the City’s rate of academic achievement in high school diplomas, GEDs, some college credits and Associate’s Degrees, they greatly lag in obtaining Bachelor’s Degrees or higher—which are tied to higher rates of, and more lucrative, employment.¹

National data from U.S. Bureau of Labor Statistics

¹ See Appendix for Top 10 Sub-Bachelor’s Degree Occupations by Growth Rate and Top 10 Post-Bachelor’s Degree Occupations by Growth Rate.

The nearly 300 Greater Hazelwood residents of workforce age who lack a high school diploma or GED have an earning potential of roughly \$16,993, only \$80 above the poverty threshold for a household of two, and are seven times more likely to be unemployed than a person with a Bachelor's degree.

FIGURE 2.5 INCREASE IN EARNING POTENTIAL BY EDUCATION



Earnings from the Top-10 Post-Bachelor's Degree Occupations would give residents the ability to spend anywhere from \$700 - \$1,400 on rent without being cost-burdened, based on median or mean annual wages.

TOP-10 SUB-BACHELOR'S DEGREE OCCUPATIONS AND ESTIMATED MONTHLY RENT

Occupation ²	Wage Used for Calculation ³	Est. Monthly Amount to Spend on Housing (after assumption of 25% tax)
Physical Therapist Assistants	\$52,100 (Mean Annual Wage, PA)	\$1,084
Occupational Therapy Assistants	\$47,400 (Mean Annual Wage, Pgh)	\$987
Diagnostic Medical Sonographers	\$65,620 (Median Annual Wage, National)	\$1,366
Electrical Power-Line Installers and Repairers	\$69,380 (Median Annual Wage, National)	\$1,444
Industrial Machinery Mechanics	\$50,600 (Mean Annual Wage, PA)	\$1,053
Cardiovascular Technologists & Technicians	\$56,970 (Mean Annual Wage, PA)	\$1,186
Emergency Medical Technicians & Paramedics	\$33,480 (Mean Annual Wage, PA)	\$697
Computer-Controlled Machine Tool Operators	\$39,340 (Mean Annual Wage, Pgh)	\$819
Medical Secretaries	\$34,610 (Median Annual Wage, National)	\$720
Licensed Practical & Licensed Vocational Nurses	\$45,030 (Median Annual Wage, National)	\$937



2 Occupations identified in "Inflection Point 2017-18, Allegheny Conference."
 3 Source: U.S. Bureau of Labor Statistics, Occupational Employment Statistics

However, college can be expensive, and earning a degree often means taking on student debt. In addition, some people may excel better outside the classroom. The cost of a trade school degree can be a fraction of the cost of a Bachelor's degree; the salaries can be comparable; and the length of time spent achieving a trade school degree can be shorter than a Bachelor's program. For these reasons, trade school is another, equally important option for Greater Hazelwoodians.

Greater Hazelwood has an opportunity to help its residents overcome barriers to further education and training. It can encourage and support its residents to pursue further education and training, as well as forge partnerships with organizations that create training pipelines into occupations that have greater projected growth and will provide family-sustaining wages. According to the Allegheny Conference's *Inflection Point*, the Pittsburgh region will require 34,000 new workers per year from 2015 – 2025. The areas projected for most rapid growth are healthcare support (15%), healthcare practitioners (12%), and computer and math (11%). The neighborhood's proximity to Oakland and Hazelwood Green could lead to increased job opportunities for Greater Hazelwood residents with the necessary qualifications.

Housing

Fifty-two percent of occupied structures in Greater Hazelwood are rental units. This percentage is comparable to the City's average percentage of renter-occupied structures. Renters include residents of the Housing Authority-owned community in Glen Hazel, as well as 273 households (as of November 30, 2018) that utilize the Housing Choice Voucher Program (commonly known as Section 8).

Minority ownership

In the City of Pittsburgh, two-thirds of African-American households rent their homes compared to 45% of white households.

Greater Hazelwood's discrepancy is even greater, with 79% of its African-American households renting their homes versus 33% of white households. This discrepancy has increased even since 2010, when 70.8% of African American households were renters.

Cost-burdened Households

Half of Greater Hazelwood households are cost-burdened - that is, they spend more than thirty percent of their income on utilities and rent or mortgage. This rate is higher than the City's of 46%.

Displacement⁴

Displacement is identified by the National Community Reinvestment Coalition⁵ (NCRC) as disproportionately affecting black and hispanic residents who are pushed out of the neighborhood before they can benefit from increased property values and opportunities in revitalized neighborhoods.

Although there is not yet direct evidence of displacement, Greater Hazelwood exhibits the characteristics of neighborhoods whose residents may be vulnerable when property values rise:

- Seniors or residents on fixed incomes;
- Homeowners who have not been able to keep up with repairs and might be inclined to sell to “Cash for Homes” buyers who underpay for houses; and
- Low-income renters who are not living in income-restricted affordable housing.

The increase in both numbers of properties sold and sale price over the last ten years, combined with the high number of seniors and the fact that 50% of Greater Hazelwood households are cost-burdened, are indications that the community will need to take intentional action to ensure that development does indeed occur without displacement.

Public Health

Methodology

Except where noted, data in this section came from the Allegheny County Health Department (ACHD), via the Western Pennsylvania Regional Data Center. The ACHD tracks, by Census Tract and by ailment, people who have health insurance and were treated by at least one of three managed care organizations in Allegheny County. Their statistics do not reflect people who lack health insurance, or people who may have an illness but did not receive treatment.

Youth and Seniors

Greater Hazelwood has a higher proportion of youth under the age of 18 and people over the age of 50 than the City average. Their well-being should be considered a top public health outcome.



⁴ source: NCRC report

⁵ National Community Reinvestment Coalition. (2019). Shifting Neighborhoods: Gentrification and cultural displacement in American cities. Retrieved from <https://ncrc.org/gentrification/>.

Depression: High

In 2016, a quarter of people in Glen Hazel with health insurance were treated for depression. During this time, closer to 18% of Hazelwood residents who have health insurance were treated for depression. Both of these are higher rates than the Allegheny County average of 14.4%.

These higher-than-average rates of depression are confirmed by other sources. According to the Jefferson Regional Foundation⁶, in 2014 households in Greater Hazelwood most often used the Allegheny County Department of Human Service's mental health services.

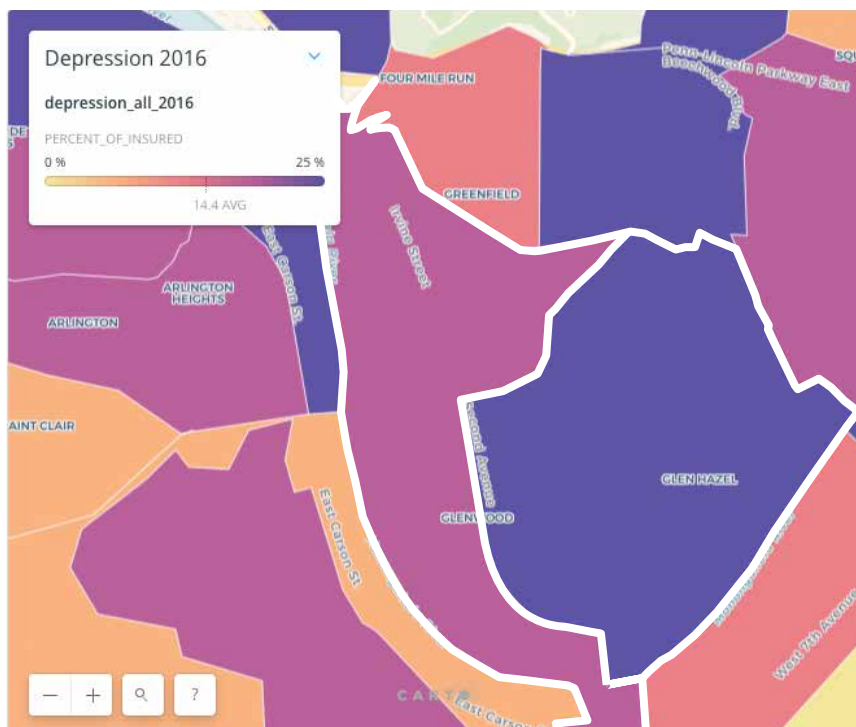


FIGURE 2.6

Hypertension: Low

In 2016, both Census Tracts in Greater Hazelwood had a lower percent of insured residents who received treatment for hypertension than the County average of 24.3%.

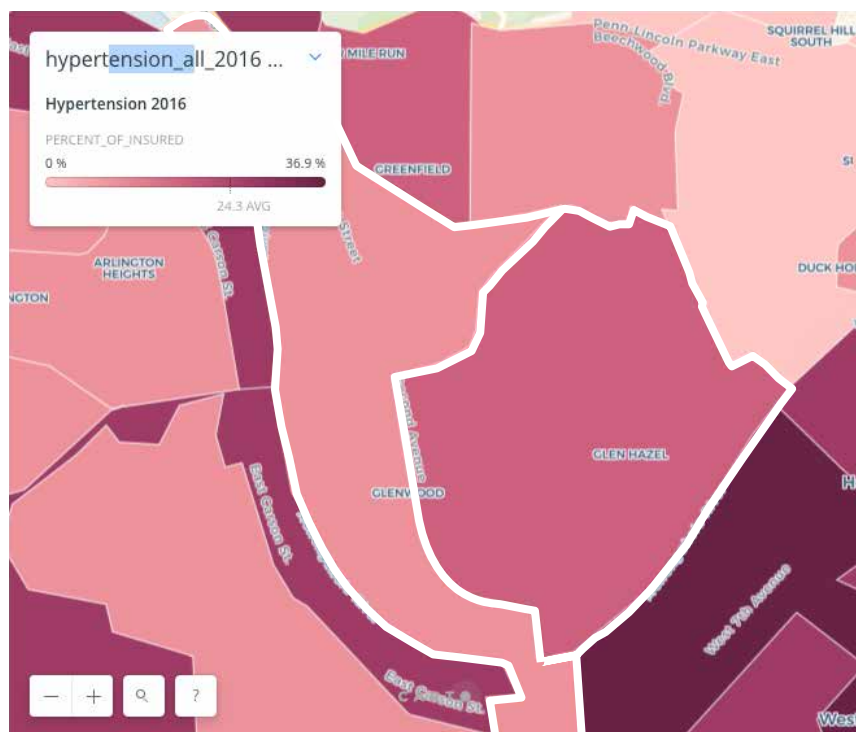
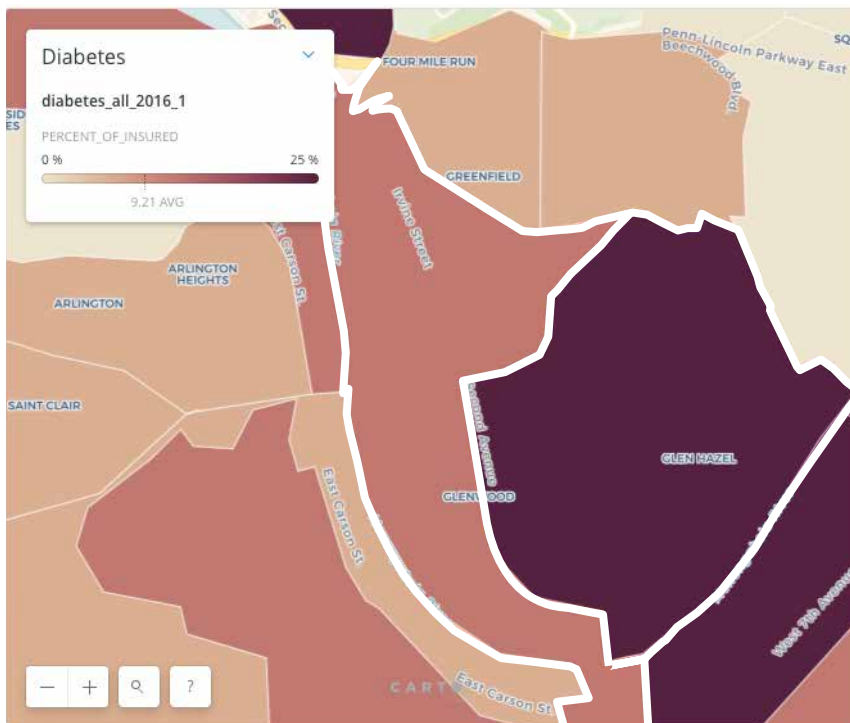


FIGURE 2.7

⁶ The Jefferson Regional Foundation is an organization dedicated to investing in the health and vitality of communities served by Jefferson and Allegheny General Hospitals in the lower Mon Valley of Pittsburgh.



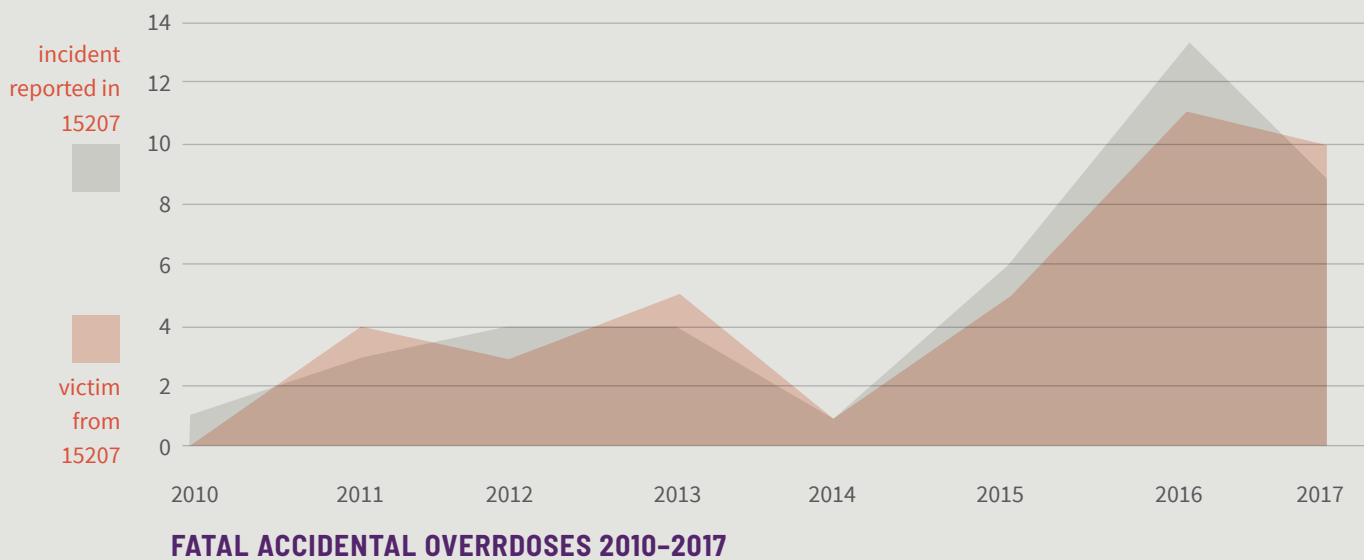
Diabetes: High

Both Hazelwood and Glen Hazel have higher rates of insured residents receiving diabetes treatment than the County average of 9.21. Glen Hazel has the high rate of 25%.

FIGURE 2.8

Fatal Accidental Overdoses

Between 2010 and 2017 the number of fatal accidental overdoses in the 15207 zip code, and among people from the 15207 zip code, has been on the rise.



FATAL ACCIDENTAL OVERRDOSES 2010-2017

FIGURE 2.9



Asthma: High

Allegheny Health Network and Duquesne University discovered that residents of our region suffer from asthma at twice the rate of the nation, the state and the County. Additionally, they identified strong correlations between African-Americans, lower socioeconomic status, and poorer asthma outcomes⁶. The results also showed a strong association between increased exposure to outdoor air pollution and poorer asthma outcomes – those exposed to higher levels of PM2.5 had increased odds of asthma and an even greater chance of having poorly-controlled asthma.

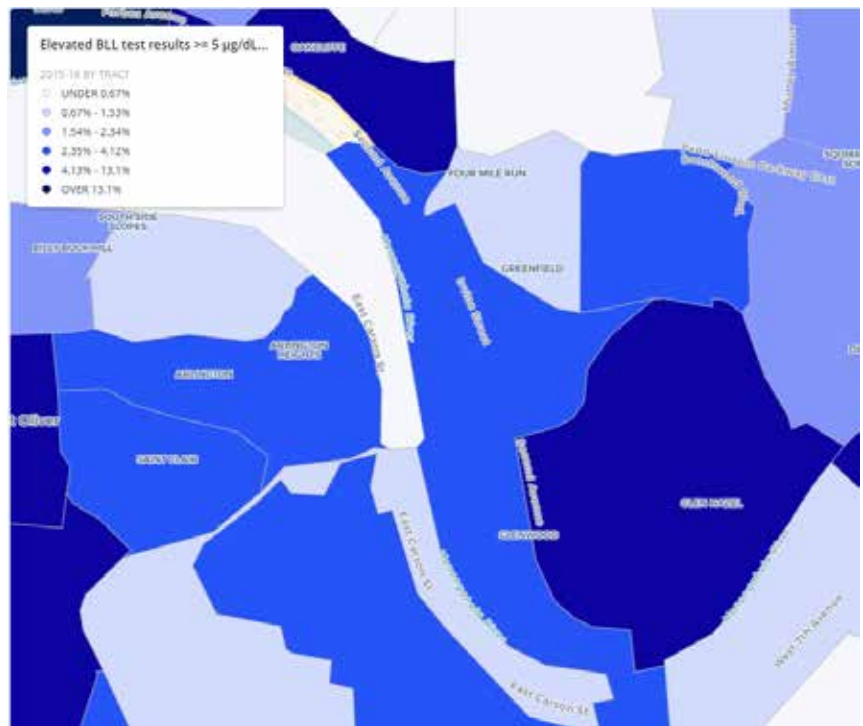
Given the demographic and socioeconomic makeup of Hazelwood as well as exposures to high levels of air pollution, children living in Hazelwood are at increased risk for poorer asthma outcomes. There is a need for continuing programs to identify individuals with asthma and innovative community-based care models.



FIGURE 2.10

Blood Lead Levels: Elevated

Between 2015 and 2018, residents in both of Greater Hazelwood's census tracts tested positive for elevated blood lead levels. A higher percentage of residents tested positive for elevated blood lead in census tract 5623, represented by the dark blue. For both census tracts, the number of residents who tested positive for elevated blood lead levels decreased from 2015 to 2018. There was a greater decrease in census tract 5629.



6 University of California San Francisco, link here: <https://www.ucsf.edu/news/2018/03/410041/genomic-analysis-reveals-why-asthma-inhalers-fail-minority-children>

Food Infrastructure

Greater Hazelwoodians are concerned about the neighborhood's food access.

The neighborhood is served year-round by two markets, Dylamato's Market and Rite Aid; and the seasonal Hazelwood Summer Marketplace.

Located at 5414 Second Avenue, Dylamato's Market provides the community with fresh produce, dairy and meat; healthy food options; sandwiches and salads; and locally-made goods at prices competitive with supermarkets. Part of the market's mission is to partner with other locally-owned micro-businesses.

The Rite Aid is located at 4934 Second Avenue and provides the neighborhood with expanded packaged food options, dairy selections, and a pharmacy.

The Hazelwood Summer Marketplace site is part of the Urban Redevelopment Authority's 4800 Block of Second Avenue, an area slated for future development. It offers food stand space for farmers and local food vendors, as well as space for a recurring art and craft market, open mic nights, and other community gatherings.

Greater Hazelwood is served by several restaurants on Second Avenue.

Greater Hazelwood is home to three community gardens:

The Hazelwood Garden is located at 4713 Chatsworth Avenue, the former site of the YMCA. In 2018 the Hazelwood Initiative purchased the building and garden site, and hired a Garden Manager to administer a bed-allotment program.

Everybody's Garden was established in 2008. It is part of the City of Pittsburgh's Adopt-A-Lot program and is located at 301 W. Elizabeth Street, across from the community-owned playground. The garden includes raised beds, flowers, and a peach orchard.

The Glen Hazel Garden is located on City-owned land, and was established in 2012. Glen Hazel residents secured funding for a perimeter deer-fence. When activity on the site lagged a 2018 outreach effort by Hazelwood Initiative and the Urban Agriculture Team generated increased interest.

Greater Hazelwood lacks a full-service grocery store. The closest grocery stores require bus rides of at least 10 minutes; not all are accessible on weekends or evenings due to constrained service by the 93 bus route. Greater Hazelwoodians can use the 93 bus on weekdays to access the Giant Eagle Supermarkets in Greenfield and Squirrel Hill, and ALDI on the South Side (which requires a walk across the Hot Metal Bridge plus several more blocks). The Giant Eagle Supermarket and ALDI in Homestead, and Giant Eagle Supermarket and ALDI in the South Side, are accessible on weekends via a variety of routes and with one-way travel times ranging from 20 to 45 minutes.



Public Safety⁷

Since 2010, fewer than 2% of offenses reported in the City of Pittsburgh happened in Greater Hazelwood. However, the community feels that many people perceive the neighborhood as unsafe. The community's interest in ensuring Greater Hazelwood is a safe place to be is matched by its commitment to helping visitors feel welcome to visit and comfortable while they're in the neighborhood.

The number of offenses in Greater Hazelwood has decreased since 2010, with the lowest rates in 2017 and 2018. During these years slightly over half of offenses were cleared with arrests, a rate less than the City's. Violent crimes were most commonly committed between 5 and 11 pm, and most commonly on Sundays and Mondays.

Since 2010, almost 90% of the few offenses that took place in Greater Hazelwood happened in Census Tract 5629. Most crime in the neighborhood is reported around the Second Avenue business district and Below the Tracks, with secondary locations off Hazelwood Avenue and Johnston Avenue.

Community Assets

Carnegie Library of Pittsburgh

The Carnegie Library has had a presence in Greater Hazelwood since 1900; its current location on Second Avenue is its third in the neighborhood, and opened in 2014. The Hazelwood branch shares a community space with the Hazelwood Early Learning Hub, and features art by local artist David Lewis and unique reading programs like Hazelwood Reads Together's *Reading Buddies*, which is offered by the Council of Three Rivers American Indian Center. The Library is co-located with the local Head Start at the Family Support Center of the Council of Three Rivers American Indian Center; community meeting rooms; a separate children's room; and courtyard space that is also home to the 3 Rivers Wet Weather Rain Garden site.

Center of Life

Center of Life (COL) is a community empowerment organization located in Greater Hazelwood. Their programs focus on music and arts, athletics, and education. Their vision is to empower and equip families to bring economic revitalization to their communities. Their mission is to provide families and youth with the life-skills, education, training, and resources necessary to be strong and to make their communities strong. They build sustainable partnerships locally, nationally, and internationally. COL believes *"everything is about people."*

Founded in 2002 by Tim Smith, Center of Life stands with the people of Hazelwood as they strive to be strong and to make their communities strong. With its roots planted deeply in the community and supported by extraordinary partners, COL serves Hazelwood and its surrounding communities with rich academic out-of-school programs and outstanding

⁷ Source: Crime in the City of Pittsburgh Categorized for Uniform Crime Reporting (UCR), 2010 – January 2019

experiences in music and arts. COL employs a holistic approach to community through all of its programs, believing that commitment to others is most productive when you walk with those served in their schools, homes, and families.

Council of Three Rivers American Indian Center

The mission of the Council of Three Rivers American Indian Center is to promote the socio-economic development of the Native American community and others who experience the same type of economic difficulties in the Greater Pittsburgh Metropolitan Area. The Center offers Early Head Start, Head Start and pre-kindergarten programs for any eligible children; programs for Native American elders, employment and training programs for Native Americans; and a family center.

Faith Infrastructure

Greater Hazelwood is home to at least nine houses of worship (including but not limited to St. John the Evangelist Baptist, Hazelwood Christian Church, Fountain of Life Church, Hazelwood Presbyterian Church, Church of the Good Shepherd, First Hungarian Reformed Church, St. Stephen Catholic Church, St. Paul's Lutheran Church and Morningstar Baptist Church), representing a variety of denominations.

St. Stephan's
Catholic
Church



Glen Hazel Family Community and Bernice Washington High Rise

These Pittsburgh Housing Authority residences were established after World War II, to house returning veterans and their families. The Family Community offers 127 units, seven of which are Accessible, as well as a high-rise with 97 units for seniors and the disabled, 16 of which are Accessible. The site offers a recreation center, playground, basketball court and baseball field.



Greater Hazelwood Community Collaborative

The Greater Hazelwood Community Collaborative (GHCC) is a dynamic collection of member organizations active in the Greater Hazelwood community that are working together to transform Greater Hazelwood's future. The majority of member organizations are groups based in Greater Hazelwood; others are well-established Pittsburgh non-profits that have been welcomed into the community to participate in its redevelopment. The GHCC exists to align resources to achieve enhanced economic, social, and physical outcomes for all Greater Hazelwood community residents and stakeholders. GHCC membership is open to all non-profits, community groups, businesses, churches and other institutions who are actively involved in working for the betterment of Greater Hazelwood. The organization will be undertaking a housing study in 2019 to identify a strategy for securing existing residents in the neighborhood.

Hazelwood Initiative

Hazelwood Initiative's (HI) mission is to build a stronger Hazelwood through inclusive community development. HI pursues this through community engagement, business district revitalization, and affordable housing. Hazelwood Initiative's activities include communicating regularly with the community, preserving and developing affordable housing, working to revitalize the Second Avenue business district, and protecting low-income residents from displacement. Simultaneous with the GHCC Housing Action Plan, HI is completing a commercial district strategy for Second Avenue.

Healthy Active Living Centers

CitiParks' neighborhood-based senior programs are committed to ensuring that all people 60 years and older live active and healthy lives. They offer focus on improving the lives of older Pittsburghers physically intellectually, socially, culturally and financially. The Centers offer programming addressing health, fitness and wellness; the arts and humanities; and life skills and education.

Hazelwood residents have access to two Healthy Active Living Centers: One on Second Avenue, in the "Glenwood Car Barn" building; and the other in Glen Hazel to serve residents of the Housing Authority's site. The Healthy Active Living Center in Glen Hazel serves residents from the high rise and the lower-density housing units; as of April 2019 they served lunch to between 25 and 30 people daily. The Hazelwood location serves residents not only from Greater Hazelwood, but also from neighborhoods to the south, including Homestead, West Homestead and West Mifflin. As of April 2019 they served lunch to some 30 – 50 seniors daily. The two locations coordinate to share transportation services and ensure full programs.

The City's Open Space Plan identified the Healthy Active Living Center located in the Car Barn for relocation, but no alternative spaces were identified and currently the Center has no plans to move.

Spartan Community Center

The Spartan Center is a 501(c)(3) non-profit organization that has repurposed the former St. Stephen's School building in the heart of Greater Hazelwood for use by a variety of community-driven and/or community-serving organizations.

Historic Assets

Although not home to nationally- or locally-designated historic districts, PRESERVEPGH, the City's Cultural Heritage chapter of the Comprehensive Plan, identifies a variety of historic assets in the Greater Hazelwood community. These include private homes, churches, former school buildings, and occasional commercial buildings. A list of these properties may be found in the Appendix. Four of these historic properties are in the redevelopment pipeline:

John Woods House (4604 Monongahela Street)

Listed on the National Register of Historic Places, this stone house was constructed in 1792 by John Woods, who was later elected to the Pennsylvania Senate. The house was added to the National Register of Historic Places in 1993, and in 2018, was sold by the Urban Redevelopment Authority to a private developer. After years of sitting vacant, it is being renovated and restored to become a Scottish pub.



Photo credit:
Council Member Corey
O'Connor's Office

Architect's
rendering of
the Woods
House when
renovated as a
Scottish pub.



Gladstone School (corner of Hazelwood and Gladstone Avenues)

Constructed in 1915 and situated on nearly seven acres of land, Gladstone School sat vacant for 15 years before the Pittsburgh Public School Board sold it to Hazelwood Initiative. Future uses for the building include mixed-income residential and a new home for Center of Life.

Carnegie Library of Pittsburgh, Original Location (4748 Monongahela Street)

The Hazelwood Branch of the Carnegie Library of Pittsburgh was constructed in 1899 and was added to the list of City of Pittsburgh historic designations in 2004. That same year, the library ceased operations at its original building, which has since been vacant, and moved to a location (not its current) on Second Avenue. The Urban Redevelopment Authority of Pittsburgh is currently working with the community to identify prospective developers of the original branch location.

Mill 19 (Hazelwood Green)

Mill 19 was built circa 1943 by Jones & Loughlin to house munitions production during World War II. Following the war it served several other roles, including as a rolling mill and as storage for coke oven brick. The 1,200-foot-long building is owned by the Regional Industrial Development Corporation, which will develop it in three stages. Future tenants include Carnegie Mellon University's Manufacturing Futures Initiative and the Advanced Robotics for Manufacturing (ARM) and Catalyst Connections. At full buildout Mill 19 will offer 260,000 square feet of office space.



Photo courtesy Hazelwood Green / Annie O'Neill and James Knox

Photo courtesy Heather Mull

Public Art

Greater Hazelwood is home to several art installations, thanks to the Carnegie Library of Hazelwood, which has committed to providing artists with opportunities to form relationships with the community; and to empower the community to tell its own story and communicate its residents' own experiences through a variety of mediums.



Hazelwood Green & Public Art

Hazelwood Green is working with Monmade and the Office of Public Art to incorporate the work of artists, craftspeople, and fabricators in new public spaces on the site. The owners and design team will work with regional artists to develop custom designed elements, including benches, paving, waste receptacles, bollards, bike racks, tree grates, and lighting, for incorporation into the site.



Carnegie Library of Hazelwood (Children's room)

The Carnegie Library of Hazelwood offers a large metal art piece by Homestead artist David Lewis in its separate children's room.



Photo courtesy Carnegie Library system.

Artist in the Public Realm Residency

This partnership between the Carnegie Library of Hazelwood and the Office of Public Art encourages artists in residence to work in a non-traditional environment and become agents for change through sincere collaboration with the host and the community. The two-year residency is structured to give artists one year to work in the community, developing the concept for a creative project that is implemented during the second year.

Hazelwood Time: Part One

A result of the Artist in the Public Realm Residency, and commissioned by Uber, this installation was created by artist Edith Abeyta and eleven members of the Hazelwood community. Together, they formed the United Hazelwood Design Team and transformed a chain link fence owned by Uber into public art. The images on the fence are excerpts of Hazelwood maps from 1872, 1950, and 2017 combined with transportation references relevant to each era. The images are complemented by data visualization of transportation survey results taken by Greater Hazelwood residents.



Community Priorities & Strategies

Greater Hazelwood must address the economic instability of many of its residents. Providing opportunities for youth, stabilizing families, supporting seniors, and addressing public health issues must be done hand-in-hand with community revitalization, so that Greater Hazelwood remains welcoming to its current population. Public art and historic preservation will play an integral role as the neighborhood changes and preserves its existing character while making room for newcomers and people in new, improved situations.

1 Address barriers to further education / training and employment.

There are a variety of factors contributing to neighborhood residents' lack of higher education and employment. The community must continue its organizing work to ensure that residents who require particular services are connected with programs that address those needs. Greater Hazelwood must work to bring in partners and training / education programs that provide support to, and solutions for, participants: Childcare, transportation assistance, income during training, and additional tutoring for those who need it.

Identify challenges that may bar residents from accessing training and engage with partners who provide services to overcome barriers.

Provide Financial Opportunity Center services to residents of Greater Hazelwood.

Having a path to financial stability is key in helping families feel secure enough to pursue other goals. Financial Opportunity Center services should be offered in the neighborhood, to help residents identify goals, draft budgets, put together plans for repaying debt, and begin or continue saving. Given the neighborhood's demographic makeup, services should be offered that target youth and senior financial health. The community should explore partnering with the services that exist in adjacent neighborhoods.



Open an inter-generational center to provide quality affordable care for Greater Hazelwood’s youngest and oldest residents alike.

Greater Hazelwood has higher proportions of seniors, youth, and households headed by single parents than the City’s average. Caregivers will benefit from knowing their loved ones are well taken care of while they are at work; seniors and youth alike will benefit from developing relationships with people in other generations; and Greater Hazelwood will benefit from having a better-connected population. The hours and cost of the center should be responsive to the working hours of care givers.

The Elizabeth Seton Center is an organization local to Allegheny County that is offering such programs that could serve as a model. The City’s Healthy Active Living Centers, which are already providing important services to area seniors, should also be invited to engage.

Support local childcare providers.

Pre-existing in-home daycare providers should be supported to earn certifications so that they can offer high-quality care to their charges. The community should work with such daycare providers to identify barriers to excellence, and strategies to address those barriers.

Ensure access to emergency childcare.

A crisis nursery called Jeremiah’s Place is located in East Liberty and provides emergency care for children ages up to age six for a few hours or a few days based on the needs of the family. It is open 24 hours a day to serve the needs of families when they have no other safe option for childcare. Replication of this program may prove more challenging than ensuring free transportation to and from Jeremiah’s Place for residents of Greater Hazelwood.

2 Address the neighborhood’s rates of addiction; and high rates of asthma, diabetes, depression, and anxiety.

Greater Hazelwood should continue partnerships with organizations such as Duquesne University’s School of Pharmacy, and leverage existing groups such as the faith community, Greater Hazelwood Community Collaborative, and the Healthy Active Living Centers (to name but a few) to engage with and screen residents for these health problems. Community-based care models could remove barriers to health care, improving diagnosis and residents’ ability to receive the treatment and support they need. In addition, community-based care can assist with the de-stigmatization of health problems, including mental illness.

These community-based programs can be paired with training programs to pipeline Greater Hazelwood residents into caregiving, so that they may earn certifications, broaden their expertise, and pursue careers in higher-growth medical fields.

Implement community-based care models for those suffering with asthma and diabetes.

Create a neighborhood public awareness campaign around these health concerns.

Partner with / continue partnerships with local health care institutions to ensure frequent testing available for Greater Hazelwood residents.

Provide opportunities for community members to be evaluated for these illnesses, should they so choose.

Organize community support teams that focus on public health and safety.

Work with informal caregivers in the community to increase their access to resources, education, and opportunities for temporary respite from caregiving.

Support efforts to provide existing informal caregivers with opportunities to earn certifications and pursue careers in caregiving.

Create a neighborhood hub for those who require community-based care and local and regional providers of home support, nursing, physiotherapy and other rehabilitation services.

Develop workforce connections with hospitals and medical facilities for Greater Hazelwood residents who wish to pursue careers in fields providing community-based care.

Work with existing community assets to provide health clinics, low-cost visual and dental services / screenings, and wellness support classes.

Work with local drug abuse support organizations to identify harm reduction strategies.

Provide support for uninsured residents to obtain health insurance.

Prepare residents for employment opportunities.

3

Promote and support local entrepreneurship.

Locally-owned business has the potential to most directly respond to local concerns and needs; local business ownership is a way to ensure that income stays in the community.



Create a neighborhood training and employment forum / hub.

A recurring and well-advertised neighborhood employment forum, featuring organizations that provide benefits for trainees' families, employers that offer living wages, and fields of projected growth that do not require Bachelor's degrees, would be an effective way to connect residents directly and foster relationships. Programming should connect the formerly-incarcerated to training programs and jobs, and mitigate transportation-related challenges (for example, by providing discounted bus fare to participants).

Wrap-around support should be provided for those who would like to take part in training programs but don't meet certain requirements. Special outreach should be offered to attract those fields offering living wages, and programs that work with the formerly-incarcerated.

A dedicated space for such programming would benefit the community, and could be used for other neighborhood activities.

Support existing training programs in the neighborhood.

Identify and create partnerships with programs offering training for well-paying jobs in growth industries that do not require Bachelor's Degrees.

Bring job-training initiatives, including home retrofitting, to Greater Hazelwood to ensure community members are active participants in the improvement of their own neighborhood.

Coordinate and communicate internship and training opportunities to community members, including youth, to increase access and placement.

Connect with local and regional employers to better understand job field projections and tailor workforce programs accordingly.

Work closely with tenants of Hazelwood Green to provide employment and internship opportunities to Greater Hazelwood community members.

4

Design opportunities to foster community in Greater Hazelwood.

One of participants' greatest desires was to ensure that Greater Hazelwood continue to strengthen its community bonds. The community hub suggested as a location for employment, training, and education events can also serve as a space for community events; the creation of an intergenerational daycare will help to foster intergenerational relationships and celebrate neighborhood diversity.

Public art should be woven throughout the community as a way to embed the history and existing character of the neighborhood with new development. The Carnegie Library of

Pittsburgh and KRUNK program are already using public art as a means to engage community residents, and these efforts should be expanded and incorporated into community spaces and new buildings.

Finally, Greater Hazelwood wants to foster relationships with neighboring communities. Ensuring consistent community programming, proactively reaching out to other groups, and providing transportation to other communities' events will help the neighborhood reach this goal.

Utilize existing or planned spaces to serve as a central location for community events, to foster intergenerational relationships and celebrate neighborhood diversity in the development of the space.

Intentionally activate new spaces in Hazelwood Green with community- and family-friendly programming.

Engage the community in the design, placement, and installation of public art.

Utilize public art throughout the community to tell the story of the community, *including its veterans*.

Use public art as a method of integrating neighborhood culture and history into new development.

Continue to use public art as a way to foster community involvement.

Use arts to program community civic spaces.

Explore potential for a digital kiosk to notify residents and visitors of neighborhood events and opportunities.

Establish a neighborhood programming committee to ensure sustainability of public amenities and activities.

Promote networking events for community members and with other neighborhoods.

5 Increase residents' housing security.

With half of households paying more than 30% of their income toward housing costs, Greater Hazelwood residents are at risk for displacement. The neighborhood's existing residents are its most important asset, and it is paramount that they are included in the community's future. Increasing residents' housing security will not only ensure that they continue to be assets of the neighborhood, but also provide households with the mental bandwidth to focus on family and employment, as well as the opportunity to make real choices about their own futures.



Provide home improvement assistance to low-income residents.

Helping seniors to maintain their houses will make their homes more livable and comfortable, and their energy bills lower, providing them with the option of aging in place should they so desire. In addition to continuing to work with Rebuilding Together Pittsburgh, another option for Greater Hazelwood is to explore working with neighborhoods that are developing programs to invest in home improvements for seniors with the understanding that upon sale at a fair market price, the home will enter the local community land trust.

Educate homeowners about predatory investors.

Investors are posting signs around Greater Hazelwood and contacting people directly, advertising fast cash purchases of homes. In other neighborhoods, these predatory investors have been known to resort to harassment to push homeowners to sell their homes. The sales usually do not result in homeowners getting fair market value for their homes. Greater Hazelwood should educate its residents about these investors' predatory methods, and encourage them not to shortchange themselves in the sale of their homes.

Engage landlords, and educate and inform landlords, tenants, and the community, about respective rights and responsibilities.

Construct a variety of new housing types to provide a variety of housing options and price-points.

Work with the Housing Authority and Glen Hazel Tenant Council to address concerns of Glen Hazel residents.

Work with landlords and Housing Authority to promote the continued use of the Housing Choice Voucher program in the neighborhood.

6 Promote physical activity in Greater Hazelwood.

Physical activity has been proven to mitigate symptoms of depression and anxiety, which are present in high rates in Greater Hazelwood. Not only is exercise key to maintaining a healthy weight, it's a great way to build community. The neighborhood can create a variety of options to help people make their lifestyles *and* community healthier.

Provide a variety of physical activity options for Greater Hazelwood residents.

Improve accessibility of City recreation center programs.

Improve pedestrian infrastructure to improve ease and safety of walking through Greater Hazelwood.

Create a Healthy Hazelwood walking route with fitness stations that knits together the hilly and flat parts of the neighborhood.

Engage youth with healthy lifestyle education and activities.



7 Improve access to fresh and healthy food.

Greater Hazelwoodians are concerned about the health of their community, including access to fresh produce and non-processed food. There are several community gardens in the neighborhood, a summer vendor market that includes locally-cooked food, and one small grocer that provides fresh food options. As Greater Hazelwood continues to develop, one phasing strategy is to use vacant lots (that do not exceed specified soil lead levels) to produce food; lots that are not suitable for future development due to landslide-prone designation should also be considered for the less-intensive purpose of community gardening.

Food insecurity, and the importance of fresh food, should be incorporated into community discussions; and vendors and entrepreneurs who wish to bring fresh and healthy food to the neighborhood should be supported. The community could engage with Rite Aid to have them increase the amount of fresh and healthy options available at the store.

Promote and support farmers' markets and farm stands.



Convene stakeholders to better understand food insecurity, and what current initiatives to combat food insecurity could be implemented in Greater Hazelwood.



Encourage a network of corner stores and small-scale food retailers that, like Dylamato's, sell healthy and locally-sourced goods.

The community should work with existing markets to determine how to expand healthy food options in the neighborhood, with the goal of decreasing the amount of groceries and dry goods that community members must travel elsewhere to obtain. The community should also engage with Rite Aid to have them increase the amount of fresh and healthy food options it makes available.

Secure the future of the Hazelwood Summer Market.

The community should work with the City and Urban Redevelopment Authority to identify sites for relocation of the Hazelwood Summer Market upon development of the 4800 block of Second Avenue.

Nurture and support locally-owned food microbusinesses.

Promote development and patronage of community gardens.

As Greater Hazelwood continues to develop, one phasing strategy is to use vacant lots (that do not exceed specified soil lead levels) to produce food; lots that are not suitable for future development due to landslide-prone designation should also be considered for the less-intensive purpose of community gardening.

The community should continue to conduct outreach to educate its members about the three community gardens and community gardening, in general; and encourage more Greater Hazelwood residents to participate. Additional resources are the City's Vacant Lot Toolkit and the Hazelwood Community Greenspace Plan, prepared by Grounded Strategies for the Hazelwood Initiative.

8

Address crime / perception of crime in the neighborhood.

Actual crime in Greater Hazelwood is less of a problem than perceived crime. The number one way to improve public safety, and the public’s perception of safety, is to increase eyes on the street by creating walkable, mixed-use areas whose design will attract people and encourage them to linger.

Improve lighting in areas where most crimes occur.

Locate public safety facility on a site convenient to areas where most crimes occur, but not directly in the commercial corridor.

Strengthen relationships between residents and public safety professionals.

Create a public outreach campaign encouraging neighbors to secure their properties and vehicles during both day and night.

Make conflict resolution resources available on weekends.

Work with neighbors and businesses to increase eyes-on-the-street in areas where most crimes occur.

Increase neighborhood density and mixed-uses to increase eyes on the street.

Equitably reduce poverty in the neighborhood.



Development

The Development chapter establishes the agenda for physical change to the neighborhood, including infill in both residential areas and the Second Avenue commercial corridor. It examines existing zoning and land use and makes recommendations for zoning changes, infill development, integration with Hazelwood Green, accessibility, sustainable design, and economic development.

Priorities:

- 1 Prevent displacement through innovative, affordable, and targeted housing.
- 2 Create a strategy to enhance the Second Avenue commercial corridor.
- 3 Develop a strategy to address vacant properties.
- 4 Make Greater Hazelwood into a hub for entrepreneurs and small businesses.
- 5 Complete a zoning analysis and strategy to reflect preferences of development zones 1- 5
- 6 Determine and achieve an affordability goal for Greater Hazelwood.
- 7 Create Greater Hazelwood-specific Design Principles / Guidelines / Standards.
- 8 Support and grow local business-to-business service providers
- 9 Maximize Resident Opportunities Associated with Development, Including Hazelwood Green
- 10 Support community-led and –driven development
- 11 Integrate public art into infrastructure improvement.



Introduction

The development chapter is a description of existing land use and zoning patterns, and an examination of factors influencing development suitability. It identifies the community's preferences for Greater Hazelwood's future physical development, including changes to zoning and land use; which will serve as the community's guide for future decision-making.



Density

Greater Hazelwood's population of 3.91 people per acre is less than the City's average density of 8.53 people per acre. Greater Hazelwood has 1.4 dwelling units per acre.

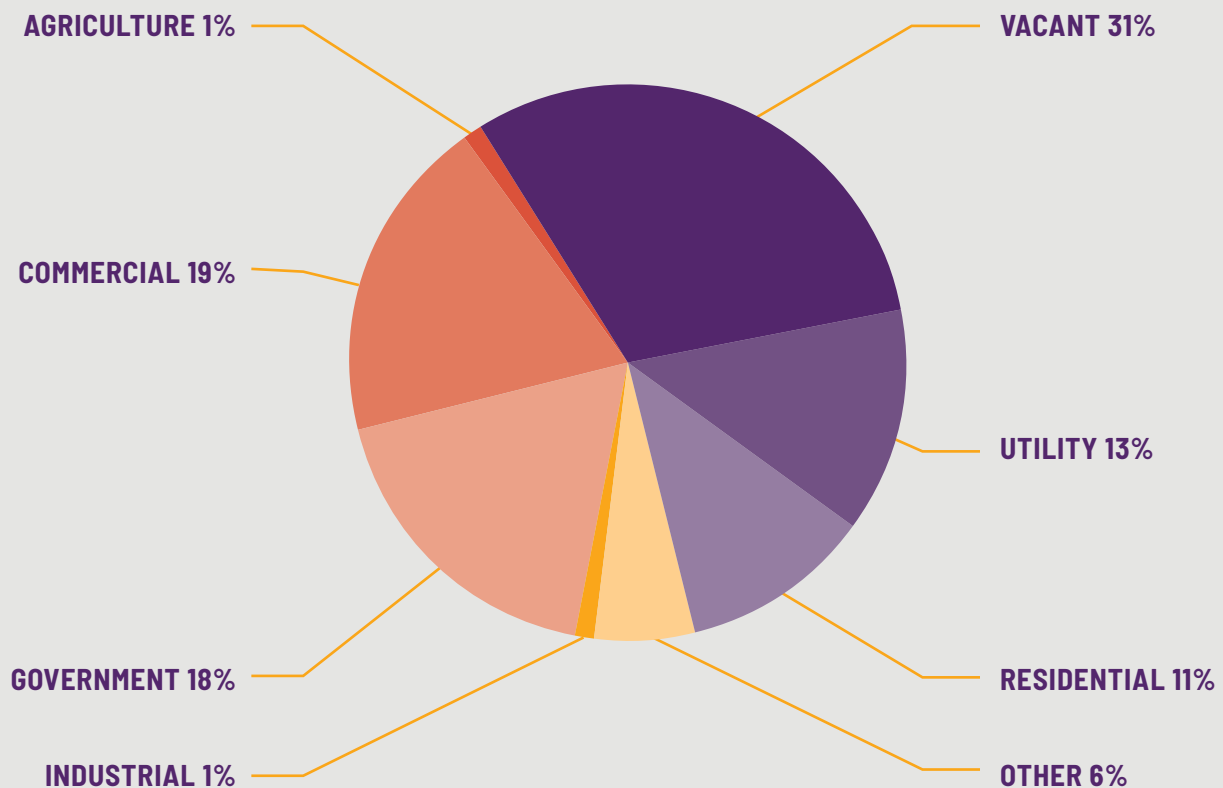
Greater Hazelwood's low density is partly attributable to the large portions of the neighborhood that are not-yet-developed (Hazelwood Green) or undevelopable, (Calvary Cemetery, the Hazelwood Greenway). It is also a consequence of the prevalence of single-family zoning versus zoning that allows for higher-density development.

Based on a population of 302,407 and an acreage of 35,443.2 from the US Census American Community Survey, 2017.

Current Land Use & Zoning

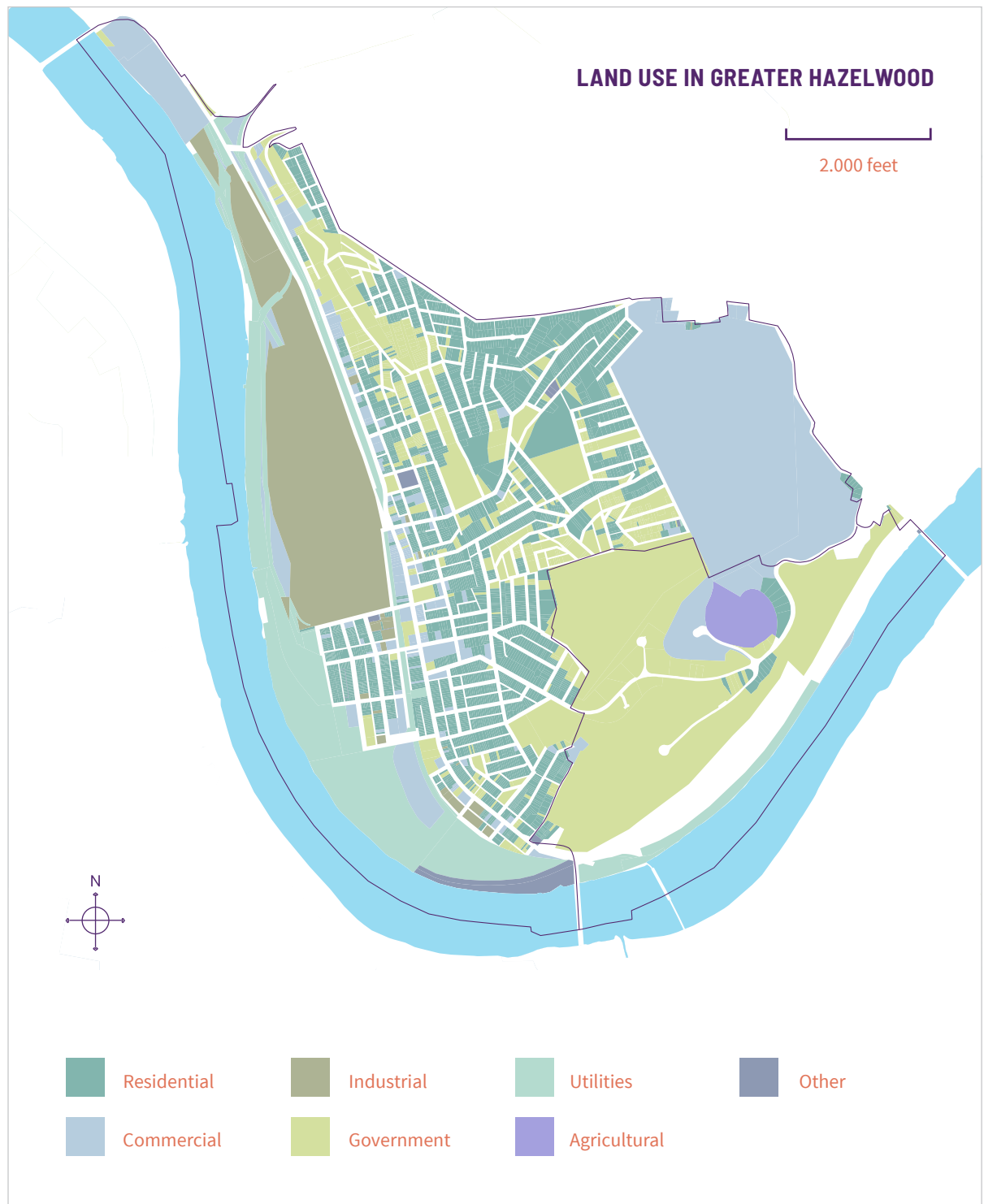
LAND USE IN GREATER HAZELWOOD, 2019

FIGURE 3.1



The City of Pittsburgh's Zoning Code is the legal tool used to guide land use and potential development. The Code text is available online via library.municode.com. Print versions are available at the Department of City Planning.

FIGURE 3.2



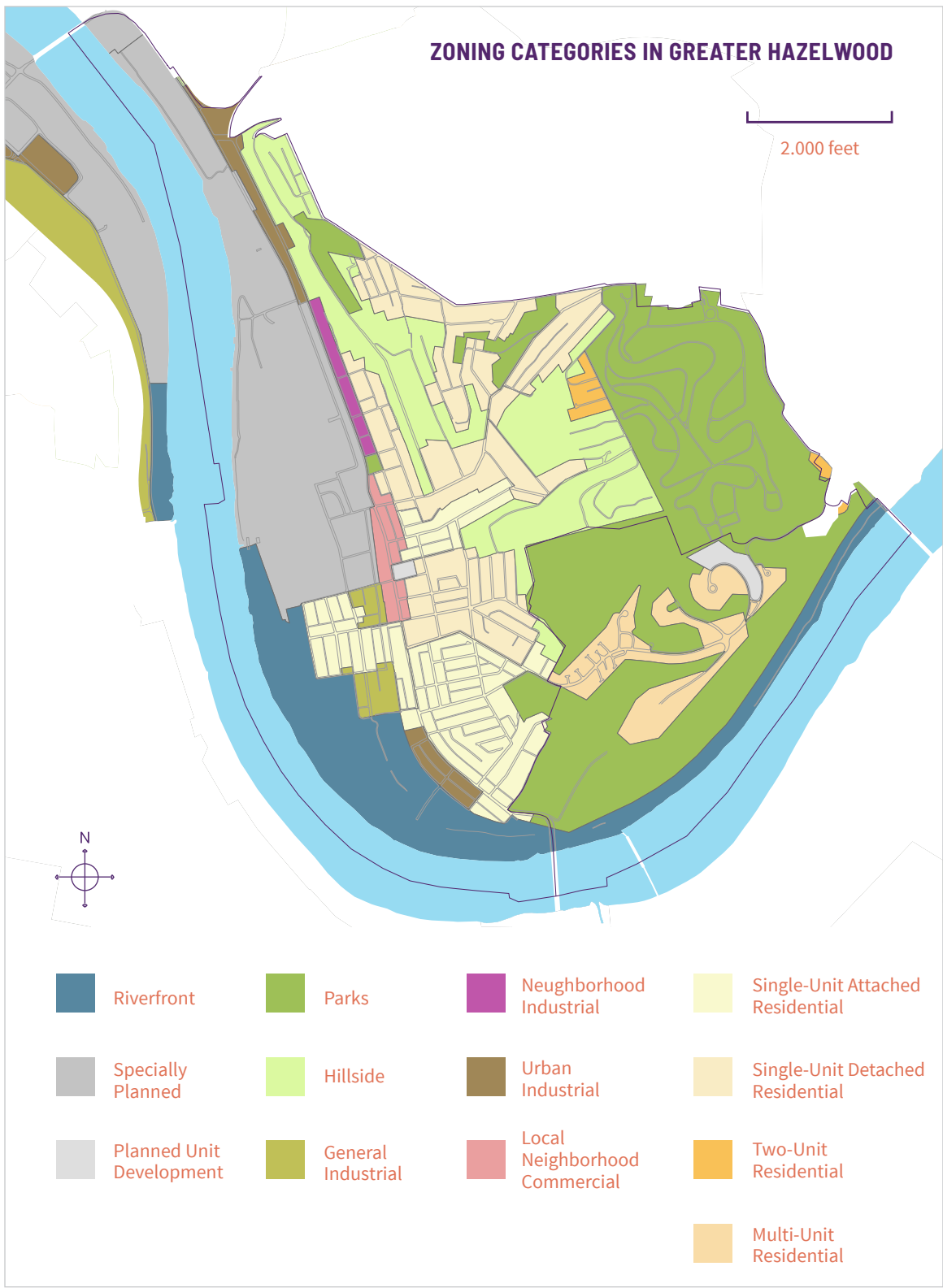


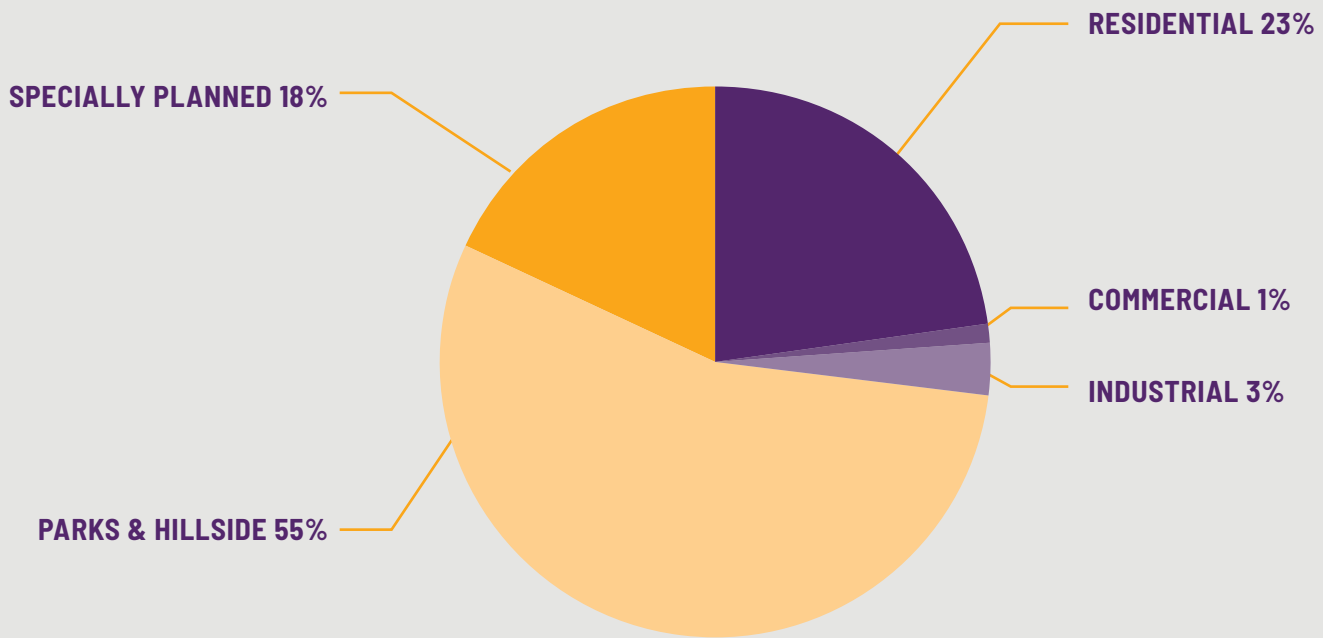
FIGURE 3.3

Zoning regulates how land may be used. Many zoning categories provide for a variety of possible land uses, and some land uses are not directly reflected by zoning categories.

A review of Greater Hazelwood’s zoning and land use shows a prevalence of low- and very-low density zoning categories such as Park, Hillside, and single-family residential; and discrepancies between how the community’s land is zoned and how it is used, a condition which could prove a barrier to future development and densification efforts.

FIGURE 3.4

HAZELWOOD ZONING



Low-Density Zoning Categories

Current zoning is proving a challenge to meeting the community’s preference for increasing Greater Hazelwood’s population. First, 55% of the neighborhood is zoned Park or Hillside, categories that allow only low-density development.

Then, of the 26% of Greater Hazelwood that is zoned residential (RID-M, R1A-H, RM-M, R1D-H, R1A-VH, R2-L, R1D-L), 80% of that is zoned single-family residential. Not only does this zoning type limit the number of residential units that can be built in the specified area, but it also makes it more challenging for Greater Hazelwood to offer a variety of housing types at a variety of price points. Duplexes, triplexes, apartments, and accessory dwelling units (ADUs), known as “the missing middle” are more cost-effective to construct than single-family detached homes. They create opportunities for a larger variety, and greater number, of households to live in the neighborhood and strengthen the customer base of the business district.

Source:
<https://missingmiddlehousing.com>



Missing Middle Housing is a range of multi-unit or clustered housing types—compatible in scale with detached single-family homes—that help meet the growing demand for walkable urban living.

EXAMPLES OF BUILDING TYPES

FIGURE 3.5

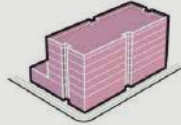
LIVE/WORK



BEDROOMS : 2-3 Bedroom
 RETAIL/COMMERCIAL : 300-500 SQFT
 PARKING : Surface
 HEIGHT : 2-4 Stories



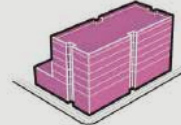
RETAIL + RESIDENTIAL



BEDROOMS : Studio-3 Bedroom
 RETAIL : 80-100K SQFT
 PARKING : Surface/Deck
 HEIGHT : 4-6 Stories



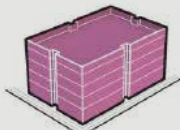
RESIDENTIAL + JUNIOR BIG BOX



BEDROOMS : Studio-3 Bedroom
 RETAIL : 18-20K SQFT
 PARKING : Surface/Deck
 HEIGHT : 4-6 Story



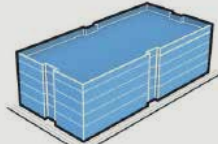
RETAIL + OFFICE



BEDROOMS : N/A
 RETAIL : 80-100K SQFT
 PARKING : Deck/Off Site
 HEIGHT : 4-6 Story



MIDRISE COMMERCIAL/ INSTITUTION



TYPES : Class A, Class B, Creative Office, or Institutional
 PARKING : Surface/Deck
 HEIGHT : 4-6 Story



Discrepancies Between Zoning & Land Use

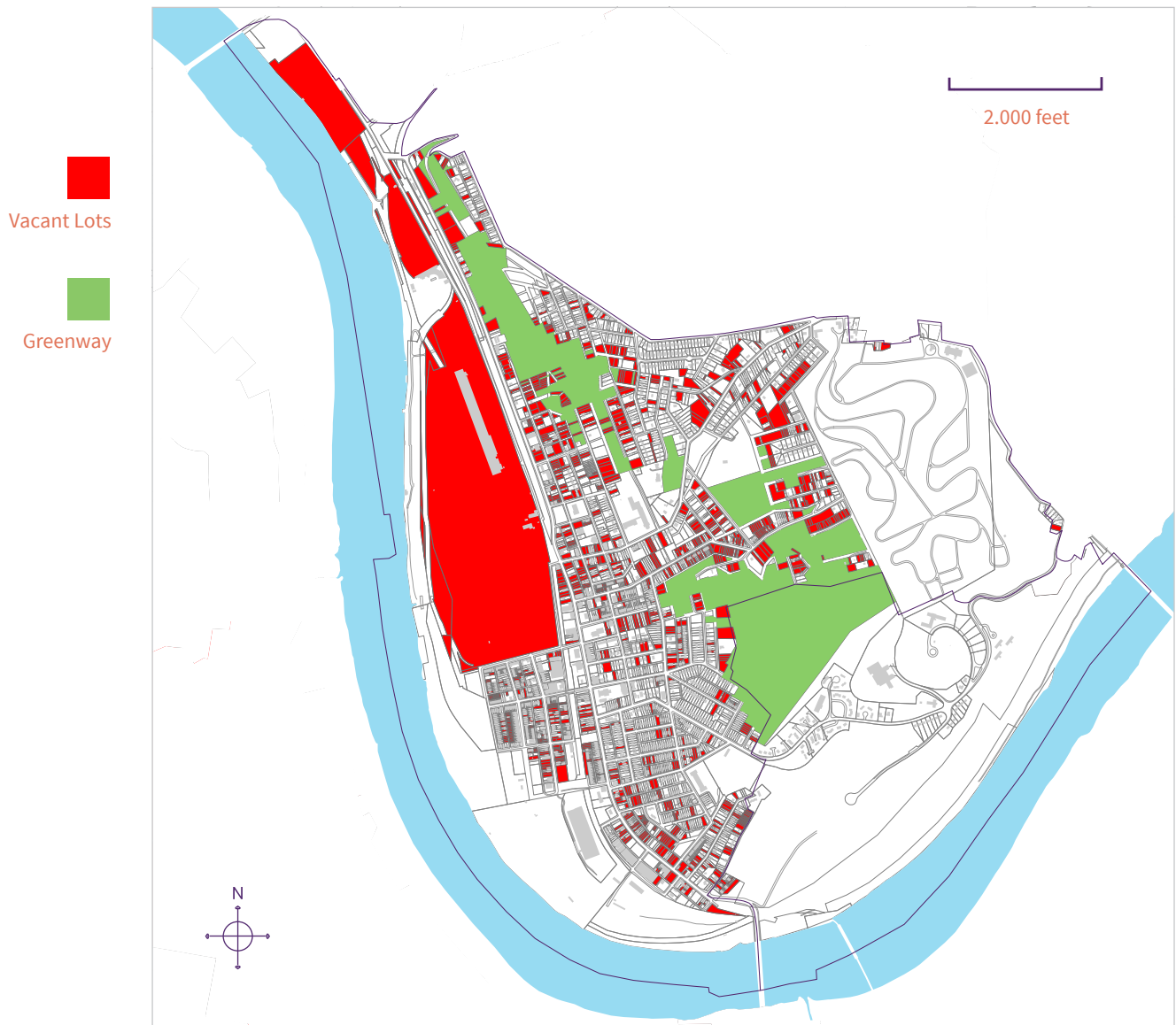
Discrepancies between land use and zoning are indications that zoning should be updated. For example, although 23% of Greater Hazelwood is zoned residential, only 11% is actually used for residential purposes. It would be helpful to reconcile this difference, and determine why land that is zoned residential is being used for other purposes, when one of the community's goals is to increase population density.

Vacancy

Approximately one-third of Greater Hazelwood is classified as vacant. 796 of the neighborhood's residential-use parcels are vacant. Slightly over one-third (31.7%) of these vacant parcels are owned by a public entity (the City, the County, the Housing Authority, or the URA).

As depicted in the map below, the largest parcel of land classified as vacant is Hazelwood Green, which is under development. The remaining vacant parcels are scattered throughout the neighborhood; and many of those are in the vicinity of Hazelwood Greenway.

FIGURE 3.6
VACANT LOTS



Below is an estimation of how Greater Hazelwood’s population could increase if vacant lots in residentially-zoned areas were infilled with new units.

Residential Zoning Category	New Dwelling Units Created Through In-Fill on Vacant Lots	Population Added Through New Units
R1A-H	76	144
R1A-VH	89	169
R1D-L	0	0
R1D-M	65	124
R1D-H	30	57
R2-L	43	82
RM-M	0	0
RP	6	11
Total Added	309	587

TABLE 3.7

Residents per unit were based on the 2017 US Census 1-Year American Community survey estimates of 1.9 persons per unit in both single-family and multi-family zoned areas.



Tax Delinquency

5.4% of land in Greater Hazelwood is tax delinquent—that’s 70 acres out of the neighborhood’s total 1,305.

46% of tax delinquent acreage is vacant (not including vacant residential properties).

Approximately 45% of tax delinquent land (31 acres) is residential, and over 80% of these are single-family homes.” Many tax delinquent properties are located near the Hazelwood Greenway, and in areas designated landslide prone and/or steep slope.

TABLE 3.8

Tax Delinquent Land in Greater Hazelwood	Acres	As % of Tax Delinquent Land
Total Land in G’HAZ	1,305	
Total Tax Delinquent	70.03	
Residential	31.33	44.7%
Industrial	1.75	2.5%
Vacant Land	32.74	46.8%
Commercial / Mixed Use	3.08	4.4%
Misc.	1.13	1.6%

FIGURE 3.9

 Tax delinquent properties

Percentage of Greater Hazelwood Land that is Tax Delinquent

5.4%

Percentage of Greater Hazelwood Land that is Tax Delinquent AND Vacant

2.5%



Environmental Considerations

Greater Hazelwood's environmental conditions present challenges to its redevelopment. 11% of the neighborhood is occupied by Calvary Cemetery, which is almost completely undermined. An additional 8% of the neighborhood is undermined.

Large portions of the neighborhood are designated steep slope (30%) and landslide-prone (34%), and the Hazelwood Greenway occupies 14% of neighborhood land. Although there is overlap between these designations, it's clear that undermining, steep slopes and landslide-prone soils are factors impacting residential properties outside the Greenway and Cemetery.

Although development is permitted on landslide-prone land and steep slopes, with Pittsburgh's recent landslides and the projected increase in weather conditions that cause landslides, such land should not be the site of the most intensive future development.

Undermind areas are places atop former coal mine activity. These areas can be unstable, prone to subsistence, or the movement of the ground, as a result of the collapse or failure of underground mine workings.

Specially Planned District Zoning / Hazelwood Green



By depiction, courtesy of Almono LP

A Specially Planned District is intended to provide a flexible framework for alternative forms of development on very large sites of City-wide importance.

Hazelwood Green is the City of Pittsburgh’s 10th Specially Planned district. The 2018 approval of its Preliminary Land Development Plan (its master plan) codified Hazelwood Green’s vision of a site that will support a socially vibrant and diverse community of workers, residents, and visitors. Both the Greater Hazelwood community and Hazelwood Green share the goal of integrating the 178 acres of new development with the existing Greater Hazelwood neighborhood. In addition to residential and commercial development, Hazelwood Green will establish public access to the riverfront, create an Urban Open Space System, utilize green infrastructure to manage its runoff, and set a high standard for sustainability.

At full build-out Hazelwood Green will include office, manufacturing and residential development. Hazelwood Green is currently the location for Uber’s autonomous vehicle test track. Its future anchor tenants include the Advanced Robotics for Manufacturing Institute (ARM) and nearby Carnegie Mellon University’s Manufacturing Future Initiative (MFI).

There are three planned Districts in Hazelwood Green: The River, Mill and Flats District. All are inclusive of mixed-use development and open space.

TABLE 3.10

Hazelwood Green: Median Development Targets

Gross Land Area	178 acres
Urban Open Space	30.6 acres
Developable Land	98.2 acres
Total Building Area	7,996,000 sf
Non-Residential	4,359,000 sf
Residential	3,637,000 sf
Dwelling Units	3,500 du
Residential Density	27,330 ppl/mi ²
Job Density	46,740 ppl/mi ²
Jobs/Housing Ratio	3.3
Total Parking	3,090,800 sf
Maximum Parking	8,830 stalls



Developable Land

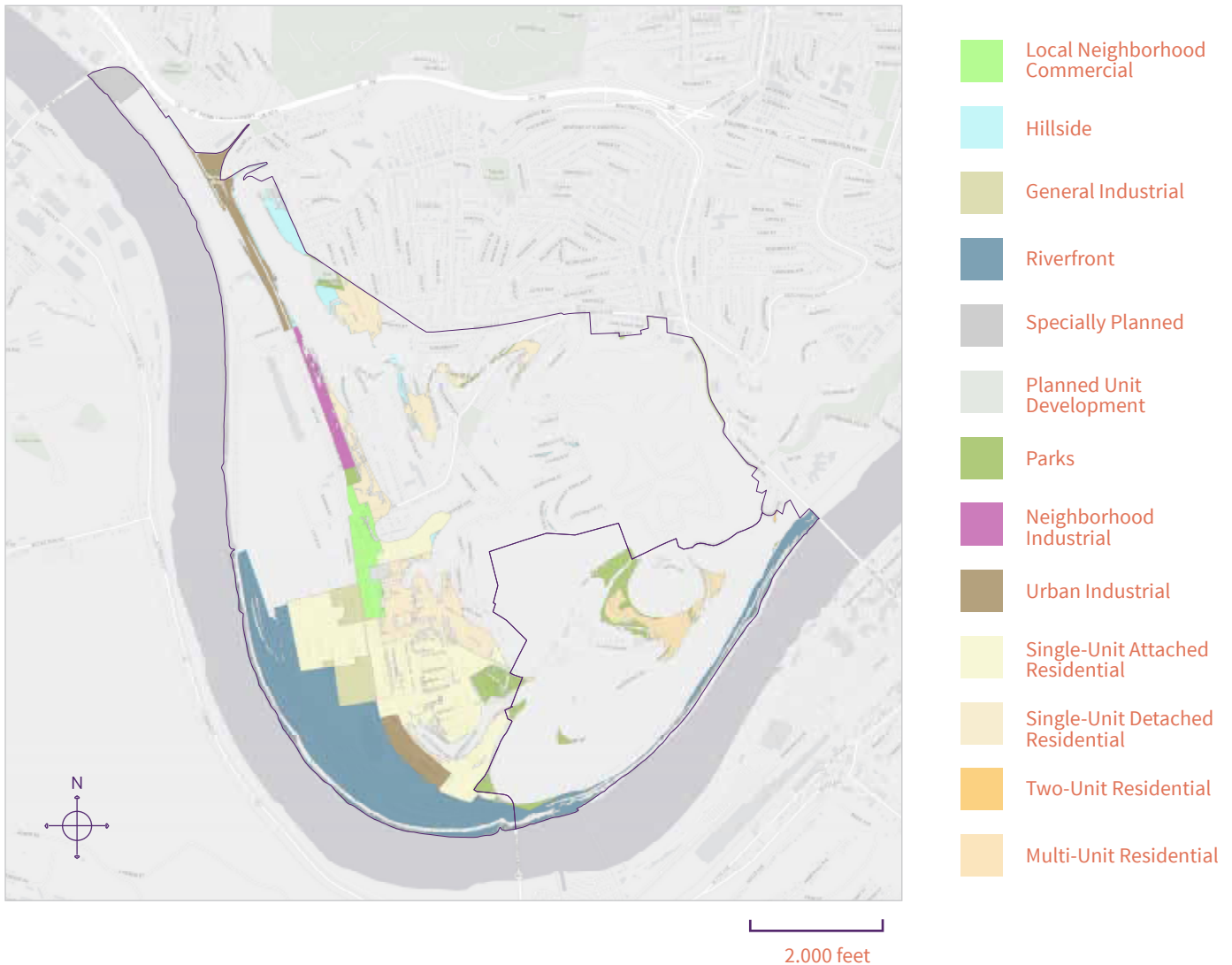
Greater Hazelwood is limited in its amount of developable land outside of Hazelwood Green. Only 355 acres - or 27% of the neighborhood - is not Hazelwood Green, Calvary Cemetery or undermined area (there's a significant overlap between the two), Hazelwood Greenway, or designated steep slope or landslide-prone.

This indicates that most of Greater Hazelwood's future development will happen on Hazelwood Green. It also indicates that much of the development happening outside of Hazelwood Green will need to include increased density in developable areas through updated zoning, infill development, and replacement of current structures.

Parcels in landslide-prone or steep-slope areas should be considered for careful infill or for addition to the Hazelwood Greenway. The community should review existing zoning in areas without environmental considerations, and determine what level of density will help reach their goals for services, mobility options and business district vibrancy.

DEVELOPABLE LAND

FIGURE 3.11



Existing Housing Conditions

Source:
NRC report

Old Housing Stock

The majority of homes in Greater Hazelwood (61%) are over 100 years old, constructed prior to 1920. Only 6% were constructed after 1959. According to the 2010 Census, the median year-built for housing in Greater Hazelwood was 1910, a decade older than the City's median year of construction.

The age of Hazelwood's homes is a concern due to increased cost of maintenance; high cost of utilities due to poor energy efficiency; questionable tenant comfort; and their potential to harbor toxins such as lead, asbestos, or mold.

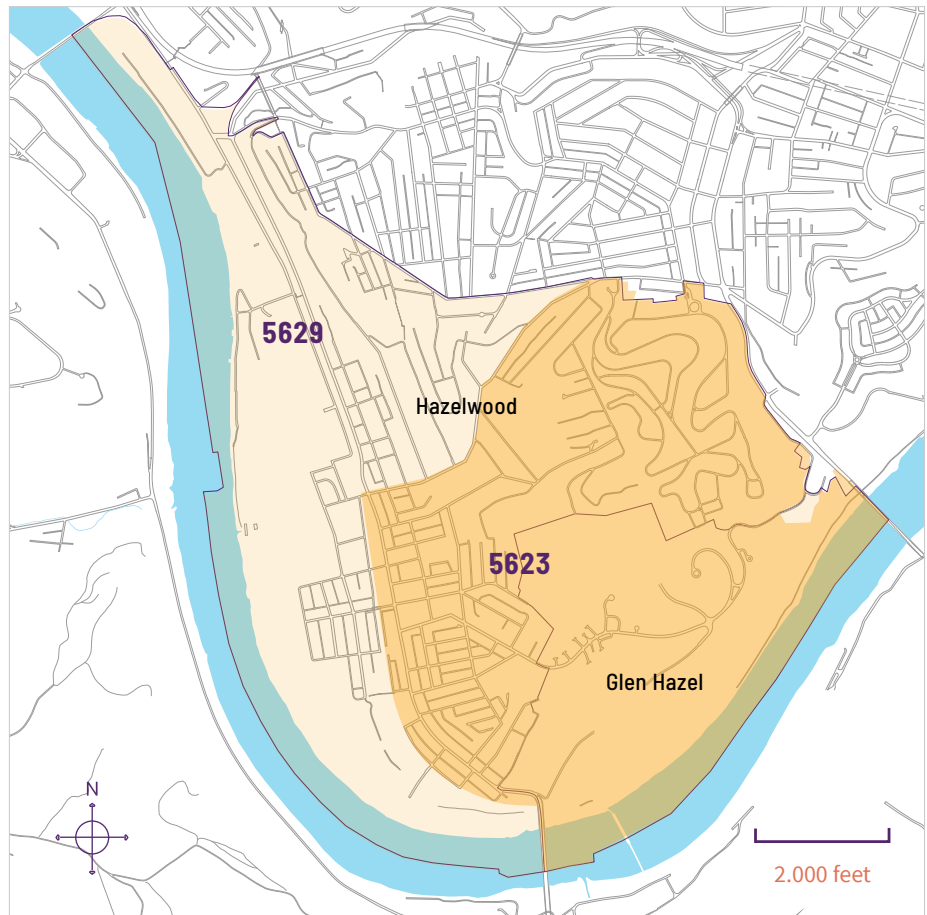
Home Values

Between 2000 and 2010, the median home value in the census tract 5623 rose from \$49,395 to \$60,400, an increase of \$11,005. Census tract 5629 saw median home value rise from \$56,222 to \$70,500 in that same time period, an increase of \$14,278. The same period that saw median home value increase by an average of \$12,642 also saw a decrease in median household income in both census tracts.

Source: "The Hazelwood Neighborhood, 2010." The University of Pittsburgh's University Center for Social and Urban Research. Program in Urban and Regional Analysis. (February 2012)

FIGURE 3.12
GREATER HAZELWOOD CENSUS TRACTS

- Census Tract 5629
- Census Tract 5623

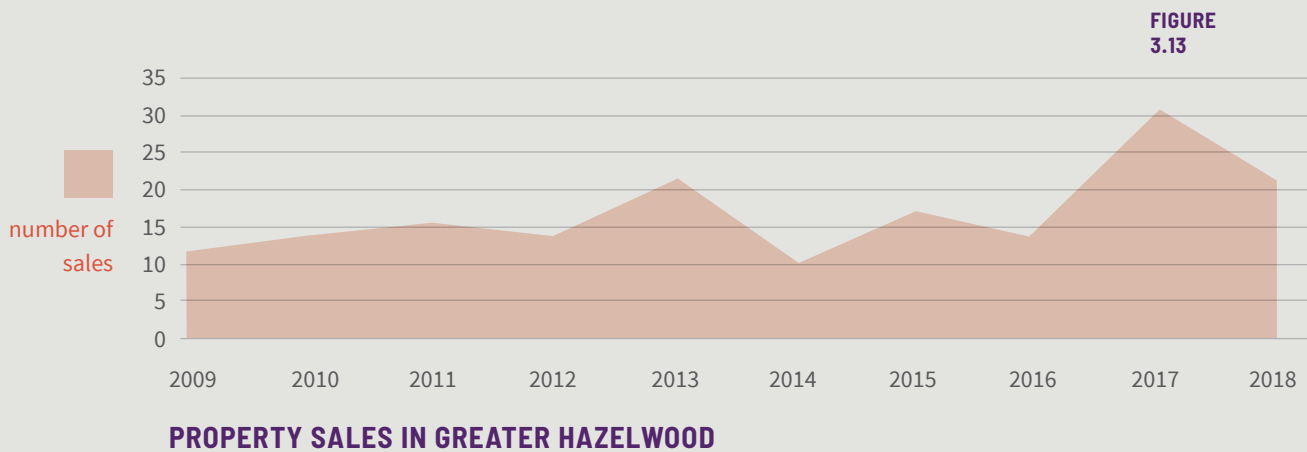


Home Sales

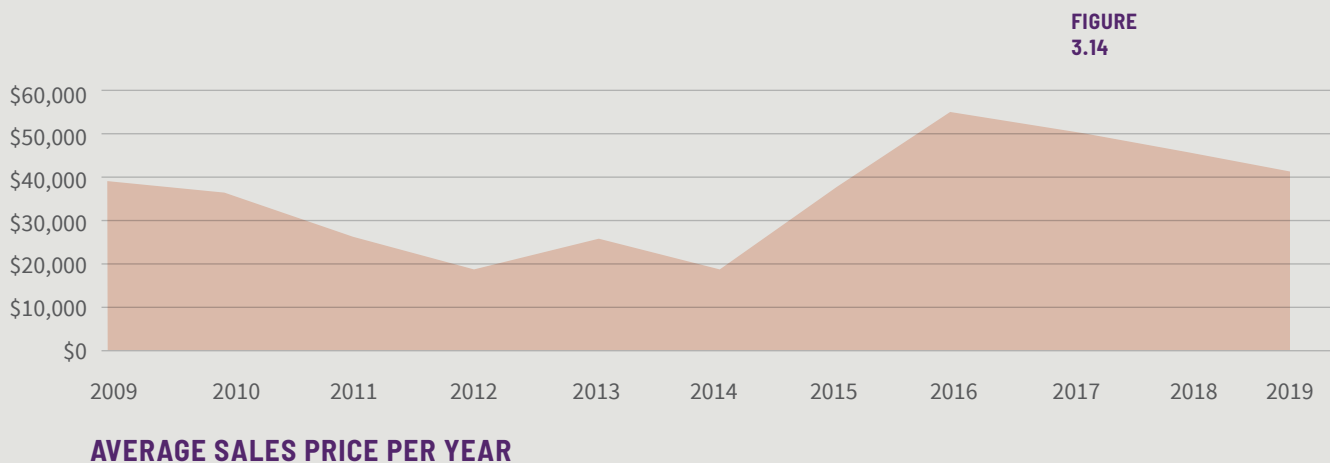
Between Q1 2009 and Q1 2019, 174 structures in Greater Hazelwood that were listed on the MLS sold. Sale prices ranged from as low as \$2,000 (a 6-bedroom, 2-bath home in 2013) to a high of \$153,000 (a 3-bedroom, 1-bath) in 2016.

The number of Greater Hazelwood properties that sold via the MLS over the last ten years spiked in 2013, and again in 2017 and 2018. Where other years ranged between ten and 17 sales (in 2014 and 2015, respectively) and hovered around 14, 2013 and 2018 both saw 21 sales, and 2017 saw 31 sales – over twice the usual number of transactions.

The MLS, Multiple Listing Service, is a private database that is created, maintained and paid for by real estate professionals to help their clients buy and sell property.



During this time period, average sales price of homes listed on the MLS also climbed, with average sale price reaching a high of \$55,182 in 2016.



It is worth noting that 2017 saw a peak in property sales and building permits, and one of the highest average sales prices.

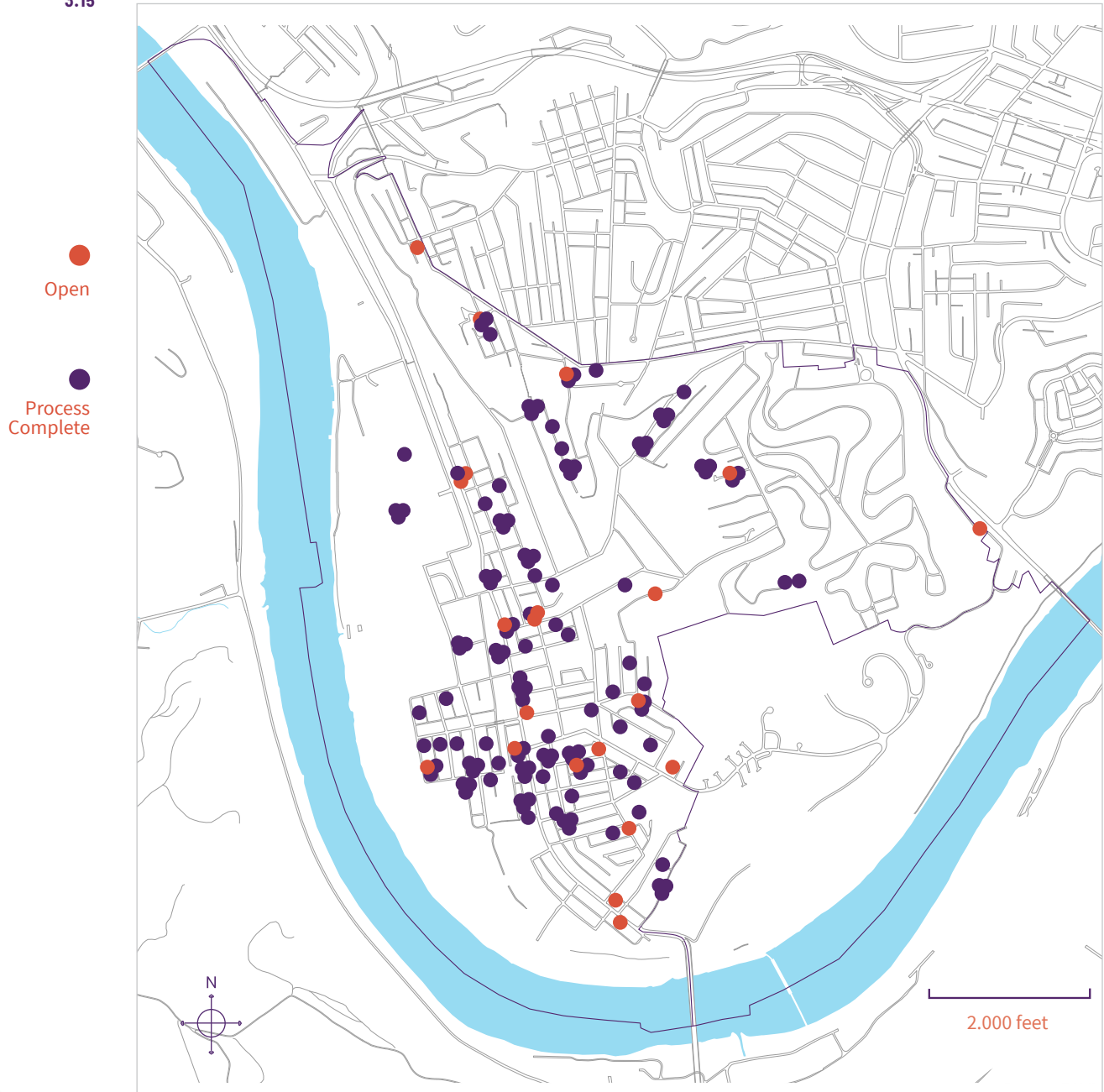
Data provided by BuildingEye, for the date range of 01/01/2016-12/31/2016.

Building Permits

Since 2013, the pace of permitted renovations in Greater Hazelwood has increased, with building permits pulled peaking in 2016 at 151 permits (for comparison, in 2016 the neighboring community of Greenfield saw 195 building permits pulled, and South Oakland saw 120). The locations of these building permits suggest that most of the improvements were made to residential properties.

FIGURE 3.15

GREATER HAZELWOOD PERMITS SOUGHT IN 2016



Publicly-Owned Land

Public agencies that own land in Greater Hazelwood include the City of Pittsburgh, Allegheny County, the Housing Authority of the City of Pittsburgh (HACP), and the Urban Redevelopment Authority (URA). Combined, these agencies own roughly 312 acres, or approximately 2.5% of land in Greater Hazelwood. The City of Pittsburgh owns more than half of this. Of these properties, the majority were acquired due to tax delinquency. Public ownership details are available in table 3.16, below.

The public ownership of these properties can benefit Greater Hazelwood. Often, the community can collaborate with public agencies to redevelop those sites more easily than with private owners. The ability to transfer ownership between the City of Pittsburgh and the Urban Redevelopment Authority requires a public process and allows for easier monitoring/regulating of property use than when those properties are in private ownership. The community has already worked with the URA to ensure their concerns and shared vision are incorporated into acquisition and development, specifically of the 4800 Block of Second Avenue and the original branch of the Carnegie Library.

Land owner	Acres	# of Parcels	# of Vacant Parcels
City of Pittsburgh	114.46	806	757
County of Allegheny	0.07	1	1
Housing Authority City of Pittsburgh	132.7	31	15
Urban Development Authority of Pittsburgh	0	56	56
Grand Total	247.24	894	829

TABLE 3.16

Incentives

Federal Tax Incentive Programs

Greater Hazelwood is designated a Local Opportunity Zone and is eligible for New Market Tax Credits.

The Local Opportunity Zone program offers three escalating tax incentives to investors: Temporarily deferral of taxes, reduction of taxes, and permanent exclusion (forgiveness) of taxes.

Projects eligible for the New Market Tax Credit program include development or rehabilitation of commercial, industrial, retail and mixed-use real estate projects; development or rehabilitation of community facilities; or a business that develops or rehabilitates for-sale housing units located in the eligible area. The City of Pittsburgh's New Market Tax Credit Community Development Entity is Pittsburgh Urban Initiative, LLC which can be a point of contact for more information.

City Tax Abatement Programs

The City of Pittsburgh offers tax abatement programs for both residential and commercial / industrial projects. The City's Department of Finance will work with interested applicants.



Second Avenue / Irvine Street

Running north - south from Downtown Pittsburgh to the Glenwood Bridge, Second Avenue plays many roles. It is home to Greater Hazelwood's commercial corridor; the site of two of the community's four neighborhood gateways; a residential area; a transit corridor; a heavily-used vehicular route; and a seam connecting Hazelwood's hills with its flats, its existing residential areas with future development.

Second Avenue's character and physical profile change several times throughout Greater Hazelwood, from residential (Glenwood Bridge to Johnston Avenue), to commercial (Johnston Avenue to Hazelwood Avenue), to a stretch primarily flanked by greenspace and punctuated with some industrial and residential uses (Hazelwood Avenue to Greenfield Avenue). Its zoning is fragmented and includes Urban Industrial, Residential (at a variety of densities), Local Neighborhood Commercial, Planned Residential, Park, Neighborhood Industrial District and Hillside.

Second Avenue is missing elements as it makes its way through Greater Hazelwood. Vacant lots, vacant homes and vacant storefronts interrupt the corridor's vitality; missing or poor-quality sidewalks make it difficult for pedestrians to travel along the corridor; and bicycle infrastructure is piecemeal and happens mostly on Hazelwood Green due to limited road width – in fact, Second Avenue, itself, is listed as a cautionary bike route.

The heart of the commercial corridor is flanked on its west side by shallow sites whose rear access is limited by the adjacent rail line, meaning loading for buildings there must take place on the street or in adjacent surface lots—which provide needed parking space but detract from the corridor's character.

A quarter of the business district is vacant.



The portion of Second Avenue between Johnston Avenue and Hazelwood Avenue has become more vibrant over the last few years—the new branch of the Carnegie Library of Hazelwood was constructed there, and other nonprofit organizations such as Hazelwood Initiative and Community Kitchen Pgh have intentionally located their offices along Second. The Urban Redevelopment Authority accumulated parcels at Hazelwood and Second Avenues, and is working with the community to seek proposals for development. New businesses, looking to hire locally, have been locating in refurbished storefronts.

Second Avenue has always served as a major economic driver within the community. In order to maintain that status there should be an increase in commercial development along the corridor. Residential development throughout the Hazelwood community and focused development surrounding this corridor will help it to thrive.

Total Potential Development in Identified Development Zones

Retail & commercial:
130,500 Sq²

Residential Units:
232 Units

Town Homes: 22

Structure Parking:
162 Spots

Back surface parking:
150 spots

Office and Commercial:
65,500 Sq²

Economic Development

To thrive, Hazelwood must increase its population while creating deep connections to the city and regional economies. This means developing more business and entrepreneurship opportunities in Hazelwood as well as strengthening ties to business and job opportunities across the region. Within Hazelwood proper, development of a business district strategy is key to supporting the growth and prosperity of Hazelwood residents and stakeholders. Business recruitment, creation of a business incubator, and assistance for locally-owned businesses are all strategies that will help the business district support Greater Hazelwood residents' abilities to meet their basic needs.

Development Zones

Greater Hazelwood residents are eager to match the development of Hazelwood Green with improvements in the rest of the neighborhood that will ensure renewed vitality extends throughout and benefits the entire community. The community process identified five priority areas in which to concentrate infill and focus improvements to connectivity, walkability, and streetscapes: The Hazelwood Avenue corridor, the Commercial corridor, Below the Tracks, Glenwood, and Glen Hazel.



Zone 1: Hazelwood Avenue Corridor

The Hazelwood Avenue corridor is the entry point to Greater Hazelwood and Hazelwood Green. The intersection of Hazelwood and Second Avenues serves as the anchor of this zone. The corridor is characterized by historic sites, like the original Carnegie Library, Gladstone School, and The John Woods House. All of these are slated for rehabilitation. The Hazelwood Avenue corridor is underutilized, with 12.6 acres of vacant land. Of that, over half (7.6 acres) is City-owned, and more than one-third (4.8 acres) are privately-owned.

The activation of this corridor is already underway through a neighborhood partnership with the City of Pittsburgh and the Urban Redevelopment Authority, with the future development of the vacant lots at the intersection of Hazelwood and Second Avenues.

The future buildout of the Hazelwood Avenue Corridor should emphasize its importance as a major route within the community, and take advantage of the bus lines that use the street.

The projections for this zone include more than 250 residential dwellings; mixed-use, office and commercial build-up; and a mixture of structured and rear-lot surface parking. Projected population growth is outlined below:

	Units	Estimated Population
Residential Units	232	545.2
Townhomes	22	51.7
Total	254	597

TABLE 3.17



Zone 2: Second Avenue Commercial Corridor

The Commercial corridor runs from the intersection of Second and Hazelwood Avenues south to the intersection of Second and Johnson Avenues. This part of Second Avenue has historically been the location of heavy commercial and mixed-use activity. Many of the structures offered first-floor retail and upper-floor residential.

Zone 2 contains four major landmarks: St. Stephens Church, the Kip Herring Mural, the Post Office and the Carnegie Library of Pittsburgh. Six acres of this area are vacant lots; more than half of the area is privately owned. Other owners of vacant land in the Zone are the City (1.7 acres) and the URA (1.4 acres)

Redevelopment of this corridor should include mixed-use development. The addition of commercial and residential space will increase pedestrian activity and “eyes on the street,” which will in turn increase the number of shoppers to the area. Possible buildout includes 55 residential units, and 30,500 square feet of commercial space. Structured podium parking with an active first floor is recommended to support additional commercial activity and decrease small, scattered surface parking lots.

This corridor includes the bridge that connects Below the Tracks with Second Avenue. A redesign and beautification of the landmark, involving art, will serve as a neighborhood attraction and will further bolster community pride. Streetscape improvements should include street trees and additional public art, to ensure the corridor is attractive for residents and patrons.

An outline of the projected build-out and population growth are outlined below:

TABLE
3.18

	Units	Estimated Population
Residential Units	55	129.25
Townhomes	15	35.25
Total	70	165



Zone 3: Below the Tracks

Below the Tracks includes the part of the neighborhood also known as “Scotch Bottom,” to the west of Second Avenue and between Hazelwood Green and Glenwood Yards. The majority of the area is zoned for residential use (Single-Family Attached); other zoning categories include General Industrial (GI), Riverfront General Industrial (RIV-GI), and Specially-Planned District. Most of the area is used for residential purposes, although commercial entities such as a brewery have shown interest in locating there. Most of the vacant land in this part of the neighborhood is privately owned and located in the GI or RIV-GI zoning districts.

Suggested development for Below the Tracks is residential infill, both attached and detached. Recommendations include townhomes and walkup units along Tecumseh Street, bordering Hazelwood Green. The previously-suggested Business-to-Business commercial / production space may fit well into this part of the community, to link Greater Hazelwood more directly with the innovation happening on the Hazelwood Green site. Landscaped buffers should go between the residential area and railways / utilities.

	Units	Estimated Population
Residential Units	30	70.5
Townhomes	35	82.25
Total	65	152.75

TABLE 3.19



Zone 4: Glenwood

Glenwood includes everything south of Johnson Avenue, including Hazelwood Greenway and Burgwin Park. This area is home to three community landmarks: The Healthy Active Living Center (aka the Car barn), Dylamato’s Market, and the Hazelwood Drop-off (recycling) Center.

This portion of Second Avenue has seen heavy disinvestment. The residential portion of Glenwood is more densely developed, especially toward Burgwin Park and the Greenway. Unlike the other suggested development zones, there is a smaller portion of sites identified as vacant or underutilized (7 acres). The majority of those that are vacant are privately owned.

Glenwood is primarily zoned single-unit attached, high density (R1A-H). Other zoning classifications include Hillside (H), including the Greenway; Park (P), including Burgwin Playground; and Urban Industrial (UI), along the southern portion of Second Avenue.

Vacant lots within Glenwood should be infilled, especially along Mansion and Almeda Streets. Second Avenue should be developed with buildings that encourage a live-work atmosphere. Streetscape improvements, including improved lighting, crosswalks and signage are a top priority.

TABLE
3.20

	Units	Estimated Population
Residential Units	0	0
Townhomes	20	47
Total	20	47



Zone 5: Glen Hazel

Glen Hazel includes a significant multi-unit residential development and a few mixed-use, institutional and residential developments. Landmarks include the John J Kane Regional Center, Mercy Behavior Health, an assisted living retirement home, a recreation center and parking along Johnston Avenue. Existing zoning aligns with uses in the area, and includes a specially-planned residential zone (AP), Park (P), and multi-unit moderate density residential (RM-M). This Development Zone has the largest amount of vacant land, at 17.6 acres, all of which is privately-owned. A vacant site at the end of Rivermont Drive has been identified as having potential for recreational development: An amphitheater with surface parking. Other suggested transformative projects include the addition of mixed-income housing (single-family and multi-unit), senior family housing, a senior job training and education center, retail space, and a pavilion structure that would also serve as an outdoor classroom. Enhancement of the current trail system would be required to connect the various elements in this development scenario.

	Units	Estimated Population	TABLE 3.21
Residential Units	279	655.65	
Townhomes	20	47	
Total	299	703	



Development Priorities & Strategies

Greater Hazelwood must address short- and long-term development needs, while protecting its long-term and low-income residents. Hazelwood must continue to serve as a beacon of home, spiritually; and a vibrant, innovative, safe and healthy place where people choose to live, work and visit.

1 Prevent displacement through innovative, affordable, and targeted housing.

Gentrification and displacement are a major concern for Greater Hazelwood due to the vulnerability of the population and the future development of Hazelwood Green. Some ways to ensure Greater Hazelwood residents can remain in the community are:

- Transition 100 Greater Hazelwood renting households to homeowners.
- Develop permanently affordable housing.
- Develop housing that allows residents to age in place, equitably and affordably.
- Support Hazelwood Initiative's participation in the Rehab for Resale program.
- Promote community buy-in and partnership with local organizations and financial institutions.
- Explore tax policies to prevent displacement.
- Provide lead and asbestos-abatement information to homeowners; bring existing programs to Greater Hazelwood.
- Promote energy efficiency programs in Greater Hazelwood.

2 Create a strategy to enhance the Second Avenue commercial corridor.

Greater Hazelwood's Second Avenue commercial corridor has served as anchor for the community economically and socially since the rise of Second Avenue as a major transportation route in the early 19th century. Its existence has given rise to a culturally diverse experience that is unique to Greater Hazelwood.



- Concentrate new development efforts around successful existing development in order to generate increased activity and investment in a focused area, rather than diluting investment across the district.
- Rehabilitate business facades to maximize advantage of slow-moving rush hour traffic on Second Avenue.
- Complete a zoning review analysis and strategy for the Second Avenue corridor.
- Develop commercial corridor gateways, incorporating public art.
- Strategically insert public spaces that enhance current strengths.
- Improve safety and ease of crossing Second Avenue.
- Provide amenities at heavily used bus stops along Second Avenue corridor.
- Encourage infill to hold the existing build-to line and respect the historic building form of the street.
- Create shared parking reservoirs, loading and access roads to minimize interruption to the urban fabric and increase pedestrian safety.
- Actively work with the URA to develop the 4800 block of Second Avenue in line with community needs, and include basic design standards.
- Use urban design and public art to increase vibrancy of Second Avenue to decrease crime / improve perception of neighborhood safety.
- Recruit neighborhood-serving businesses and businesses that pay living wages.
- Support existing and locally owned businesses.
- Create business district revitalization strategy.

3 Develop a strategy to address vacant properties.

Half of Greater Hazelwood’s 10% vacancy are residential properties. A strategy to address these vacant structures should address public safety and ownership, as well as how rehabilitation of the properties can contribute to the neighborhood’s goals of development without displacement and sustainability.

- Develop Guidelines and work with the URA and City to coordinate acquisition of key tax delinquent properties for entry into redevelopment, or addition to Greenway.
- Continue to work with public agencies to secure vacant, tax-delinquent properties and develop them in accordance with community goals.
- Examine conservatorship as a tool to address vacancy.
- Educate community members about the City Side-lot program, and provide assistance with applications if necessary.
- Develop a neighborhood strategy for addressing maintenance of privately owned vacant lots.

- Promote community ownership / stewardship through collaborative development.
- Work with seniors to develop wills.
- Use public art to activate (temporarily or permanently) vacant parcels throughout the neighborhood, particularly along highly-traveled roadways.

4 Make Greater Hazelwood into a hub for entrepreneurs and small businesses.

- Focus on neighborhood-level technical assistance for small businesses and entrepreneurs
- Provide education to community members regarding commercial property leasing and ownership, including creative ownership mechanisms.
- Partner with financial institutions and technical assistance providers to provide guidance on securing financing for commercial property purchases.
- Create incubator that offers below-market-rate rents for locally owned businesses, minority-owned businesses and cultural spaces.

Initiative: Support flexible, low-cost retail and entrepreneurship space

The proposed redevelopment of Hazelwood Green will increase demand for retail, restaurants and shared spaces. The estimated \$98.36 Million in retail spending will support approximately 252 square feet of space and up to 1.7 K jobs.

An affordable and low-risk option for the Hazelwood community are pop-up shops and container parks. The container park can contain a combination of food uses, gallery space, office spaces, etc. The container park could also host indoor and outdoor, programming and events. In the container park pop-up program business owners will be matched with the temporary spaces, and provided with marketing and other technical assistance.

Provide capital support to Greater Hazelwood businesses

In order to ensure success and sustainability of Hazelwood Businesses, capital support should be provided. It is suggested that two funding sources be opened to Hazelwood entrepreneurs:

- A** Growth Capital Fund Grant – technical assistance and one time award
- B** Support for Obtaining Small Business Administration (SBA) working capital loans.

Another strategy would be to create a residential and small business retrofit program. This program would allow Greater Hazelwood homeowners and small business owners to obtain health-, money-, and energy-saving retrofits. In tandem with this program, a retrofitting job-training initiative for community members could also be launched.

Re-start Greater Hazelwood's Chamber of Commerce

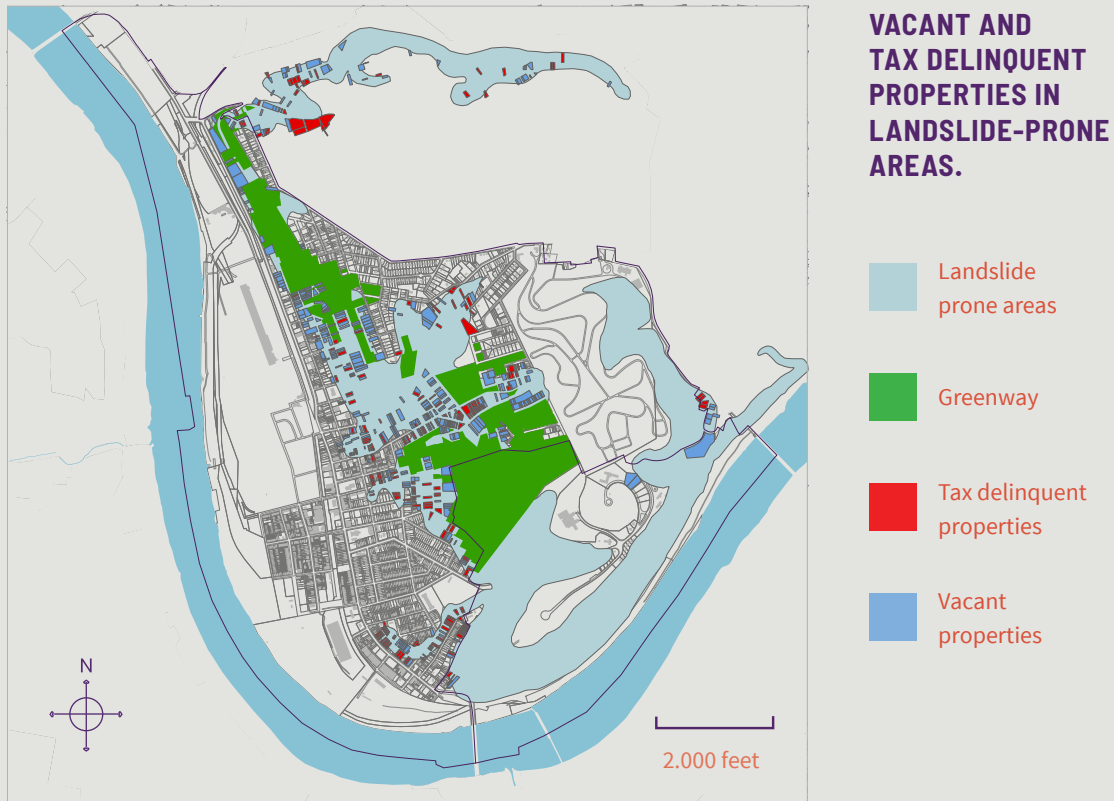


5 Complete a zoning review analysis and strategy to reflect suggested improvements in Development Zones 1-5.

Greater Hazelwood has not been re-zoned in decades. It is evident by the differences between zoning and land use. A thorough review of current land use and zoning will provide a strategic template moving forward.

- Consider re-zoning residentially zoned areas (that are not landslide-prone or steep slope) for greater density - especially near transit corridors. Look at R2, R3, to allow for creation of “missing middle” housing, consider inclusionary zoning, and accessory dwelling units.
- Determine desired mixed uses in Glen Hazel, and update zoning accordingly.
- Review zoning of Second Avenue to allow for a mixed-use zone that reflects the goals and priorities of the neighborhood, including better aligning zoning with existing uses, building types, setbacks, and area-specific parking requirements.

FIGURE 3.22



6 Determine and achieve an affordability goal for Greater Hazelwood.

The City of Pittsburgh has identified a citywide goal of 20%. The Greater Hazelwood community would like to remain socio-economically diverse. This includes remaining affordable, although the new developments as Hazelwood Green and the Gladstone Building will drive up market values. To develop without displacement, a metric must be established.

- Utilize a variety of methods, including changes to allow for increased density and a greater variety of housing types, community land bank participation, new development and rehabilitation of existing properties, rental and owner-occupied housing, and a variety of ownership structures.

7 Create Greater Hazelwood-specific Design Principles / Guidelines / Standards.

Design principles/guidelines will create standards that clarify community expectations and encourage appropriate building rehabilitation and new construction. These standards will outline the overall development context and architectural styles of the neighborhood, and ensure that the work done aligns with them.

- Develop examples for Hazelwood’s Middle housing and commercial market.
- Incorporate equity and sustainability goals.
- Draw from history and existing structures.
- Ensure standards complement the traditional pattern, form, and density of Hazelwood’s traditional neighborhood character.
- Complete Historical Architectural Survey of Greater Hazelwood.

8 Support and grow local business-to-business service providers

Another tactic to drive economic development is the support and growth of local business-to-business service providers. Greater Hazelwood should work with outside organizations to create a “Pittsburgh Procures” program.



Development of a “Pittsburgh Procures” Program would create a Buyers Council of large purchasers (e.g. universities, hospitals, corporations, etc.) to develop a local spending program. Business-to-business firms support local firms with a variety of goods and services. As Hazelwood develops, local B2B suppliers will be increasingly in-demand.

Designing a shared space for B2B entrepreneurs would provide space and services to incubate and grow local firms. The dedicated B2B building would allow for shared space, equipment, trucks, materials, storage, and back-office support/services. The shared space should also be programmed with networking and matchmaking opportunities and technical assistance.

9 Maximize Resident Opportunities Associated with Development, Including Hazelwood Green

The final recommendation to provide economic development within Greater Hazelwood is the maximization of resident opportunities associated with development, including that of the Hazelwood Green site.

While community impact may take multiple forms in relation to the neighborhood’s build-out, areas of economic opportunity may include procurement opportunities, internships, use of space, and other needs as prioritized in the Neighborhood Plan. Internship program elements can include academics, mentorship, hands-on lab experience, college/career counseling, etc.

Greater Hazelwood’s businesses and residents will develop quantitative goals to ensure engagement with the community is done in a coordinated fashion, through expected points of contact. This work will confirm that both the community and incoming developers and businesses have a shared understanding of what each group may expect from the other.

10 Support community-led and -driven development

- Complete a Housing Action Plan that will identify the number, type, and location of enough affordably-priced housing units to achieve Greater Hazelwood’s goal of development without displacement [in progress by the Greater Hazelwood Community Collaborative’s Housing Committee].
- Work with private and public land owners to advocate for development of the five Development Zones as specified.
- Encourage community ownership / stewardship through collaborative development meetings and annual reviews.
- Pursue Registered Community Organization status to formalize Greater Hazelwood’s role in private development review.

- Continue to work with public agencies to secure vacant, tax-delinquent properties and develop them in accordance with community goals.
- Preserve historic homes / properties.
- Work with existing residents to prepare them for home ownership (credit counseling, budgeting workshops, first-time homebuyer classes)
- Promote local entrepreneurship in development, especially youth
- Educate residents and developers about historically sensitive renovation.
- Set standards for community benefits that include hiring Greater Hazelwood residents and utilizing Greater Hazelwood-based businesses.
- Stabilize & target reuse opportunities for vacant historic buildings of significance.
- Retain architectural features with Hungarian ethnic influence that contribute to neighborhood character.
- Work with City to create transparency around community engagement in development and design.



11 Integrate public art into infrastructure improvement

- Target neighborhood gateways for beautification and storytelling efforts.
- Utilize public art and historic interpretation to help orient residents and visitors in the neighborhood while telling the story of Greater Hazelwood.
- Engage local artists and youth to produce and maintain elements.
- Enhance the gateway to Below the Tracks with art.



Mobility

The Mobility chapter focuses on how people move to, through, and around Greater Hazelwood. Greater Hazelwood residents desire closer connections to neighboring communities and increased ease and safety of movement to and through the neighborhood.

Priorities:

1

Improve neighborhood walkability and bikeability.

2

Ensure residents have access to high-quality transit that increases economic opportunity and supports everyday needs.

3

Address gaps in multi-modal network throughout the neighborhood.

4

Calm through traffic.



Photo credit: Port Authority

Some information in this chapter generated by Ose Akinlotan from the U.S. Census Bureau; American Community Survey, 2017 American Community Survey 5-Year Estimates.

The Mobility chapter evaluates existing conditions of the mobility and transportation networks, including pedestrian access, safety, and circulation; bicycle infrastructure; roadways; parking; and transit service and supporting infrastructure. The chapter provides an overview of other transportation-related projects in Greater Hazelwood as well as priorities and strategies as identified by the stakeholder and public outreach process.



Existing Conditions

People move to and around Greater Hazelwood by a variety of modes including vehicle, pedestrian, bicycle and transit.



Roadway Network

Greater Hazelwood's roadway network is fragmented (see figure 4.1, below). There are only three streets that come into or go out of the neighborhood: Second Avenue / Irvine Street, Johnston Avenue, and Hazelwood Avenue. Due to the neighborhood's dynamic topography, the street grid is limited. Only Second Avenue / Irvine Street provides a continuous north-south route through the community. Second Avenue and State Route (SR) 885 are state-owned routes while the rest of Greater Hazelwood's streets are owned by the City. Active rail lines disconnect the flat parts of Greater Hazelwood (Hazelwood Green and Below the Tracks) from the Second Avenue commercial corridor and the neighborhood's hills.

As two of the neighborhood's three inter-neighborhood streets, Second Avenue / Irvine Street and Hazelwood Avenue have the highest volumes of rush hour traffic. Between downtown and the Glenwood Bridge, Second Avenue sees several hundred truck trips per day. It is also a route for three bus lines. The majority of trips on Second Avenue in Greater Hazelwood are made by people traveling through the neighborhood, not those traveling *to or around* the community. This is a challenge – travel during peak hours is often slow – and an opportunity, as between the vehicular volumes and amount of time vehicles are traveling slowly on the corridor, businesses locating along Second Avenue will have high visibility to potential customers.

Much of the parking available in the Greater Hazelwood neighborhood is on-street. There are no residential permit parking areas in the neighborhood. On-street parking is available in much of the Second Avenue business district. Some establishments provide off-street parking. This includes on-site parking, like that offered by the Carnegie Library of Hazelwood, and parking at lots off-site but nearby.

FIGURE 4.1

STREETS AND STEPS OF GREATER HAZELWOOD

-  Steps
-  Primary Roads
-  Secondary Roads
-  Tertiary Roads
-  River



Pedestrian Network

The existing sidewalk network can be challenging for pedestrians to navigate. Some sidewalks are in poor condition. Some streets are particularly steep, and in fact 17 staircases, with over 1,300 steps, are included in the neighborhood’s sidewalk system. The steep grade and staircases can make it difficult for seniors, people with children, people with mobility challenges, or simply people carrying things to easily travel far up into the neighborhood.

Second Avenue has a unique set of circumstances that affect its attractiveness to pedestrians. In some parts of the neighborhood, such as the southern portion of Second Avenue, outside the business district, sidewalks are used as vehicle parking. Conversations with the public revealed that one reason vehicle owners do this is because they are concerned about passing traffic clipping their parked vehicles. In the Second Avenue business district the pedestrian environment is interrupted by curb cuts to surface parking lots that serve the local businesses.



Bicycle Network

Greater Hazelwood has access to protected bicycle trails at its northwestern tip from the Hot Metal Bridge through Hazelwood Green via Hazelwood Trail and Blair River Road to Hazelwood Avenue (see Figure 4.3). It also hosts a portion of the Duck Hollow Trail, which begins just east of the Glenwood Bridge, and runs between the Monongahela River to its terminus at Nine Mile Run, where it provides access to Frick Park. From the Hot Metal Bridge, a person can access the Oakland neighborhood using the bicycle network through Four Mile Run and Schenley Park. None of these bicycle facilities provide access to Hazelwood’s commercial areas. Access to the Oakland business district involves riding along the Hazelwood and Eliza Furnace Bike Trails, and going through Schenley Park via the Junction Hollow Trail, a route that involves an elevation change of more than 120 feet in less than two miles.

There are no dedicated bicycle facilities linking the eastern and western parts of Greater Hazelwood, nor are there dedicated on-street bicycle facilities between Hazelwood Avenue and the Duck Hollow Trail.” Further, there is no dedicated way to cross the Glenwood Bridge to access the Three Rivers Heritage Trail, which offers a route to the South Side, Homestead Works, and the Great Allegheny Passage.

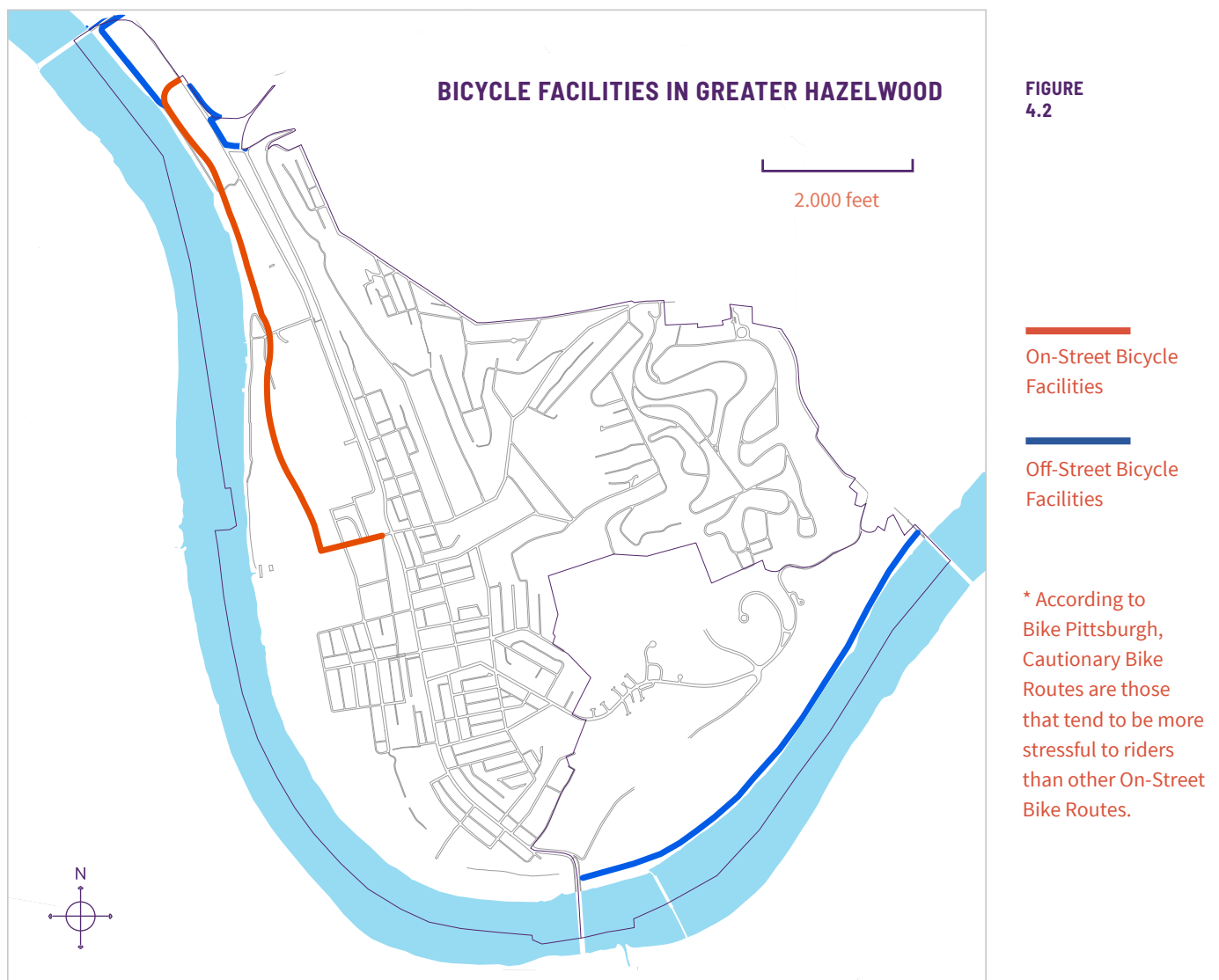


FIGURE 4.2

There is a gap in the riverfront bicycle trail system on both the Glenwood Bridge as it crosses the Monongahela River, and between Hazelwood Green and the Glenwood Bridge due to an active rail yard. Second Avenue is considered a “cautionary” bike route*, and the right-of-way does not have sufficient width to safely accommodate bicycle facilities with the current lane configuration.

Finally, Greater Hazelwood lacks dedicated bicycle facilities linking it with communities to its east, such as Squirrel Hill.

Healthy Ride, a nonprofit operated by Pittsburgh Bike Share, does not currently offer any bike share stations in Greater Hazelwood but is considering locations for future facilities..

Transit Network

According to the Port Authority, in 2018 an average of 2,135 riders per day traveled to or from Greater Hazelwood by bus. Six Port Authority of Allegheny County bus routes serve the neighborhood:

- The 56 (Lincoln Place) provides service between Downtown Pittsburgh and McKeesport via Second Avenue;
- The 57 (Hazelwood) provides service between Downtown Pittsburgh and Homestead via Second Avenue and Johnston Avenue;
- The 58 (Greenfield) provides service between Downtown Pittsburgh and Greenfield via Greenfield Avenue
- The 52L (Homeville Limited) is an express route that uses Second Avenue and I-376, and provides limited service between Downtown Pittsburgh and destinations such as the Homestead Waterfront, the Borough of Munhall, and the City of Duquesne;
- The 53L (Homestead Park Limited) is an express route that uses Second Avenue and I-376 and provides limited service between downtown Pittsburgh and destinations such as the Homestead Waterfront, the Borough of West Mifflin, the Century Square Shopping Plaza, and the Allegheny County Airport area;
- The 93 (Lawrenceville-Hazelwood) utilizes Hazelwood Avenue and Second Avenue, and provides service between the neighborhoods of Hazelwood, Squirrel Hill, Oakland, Bloomfield and Lawrenceville. The 93 does not offer service on weekends, which is a challenge for people in Greater Hazelwood who need to access Oakland and Lawrenceville.

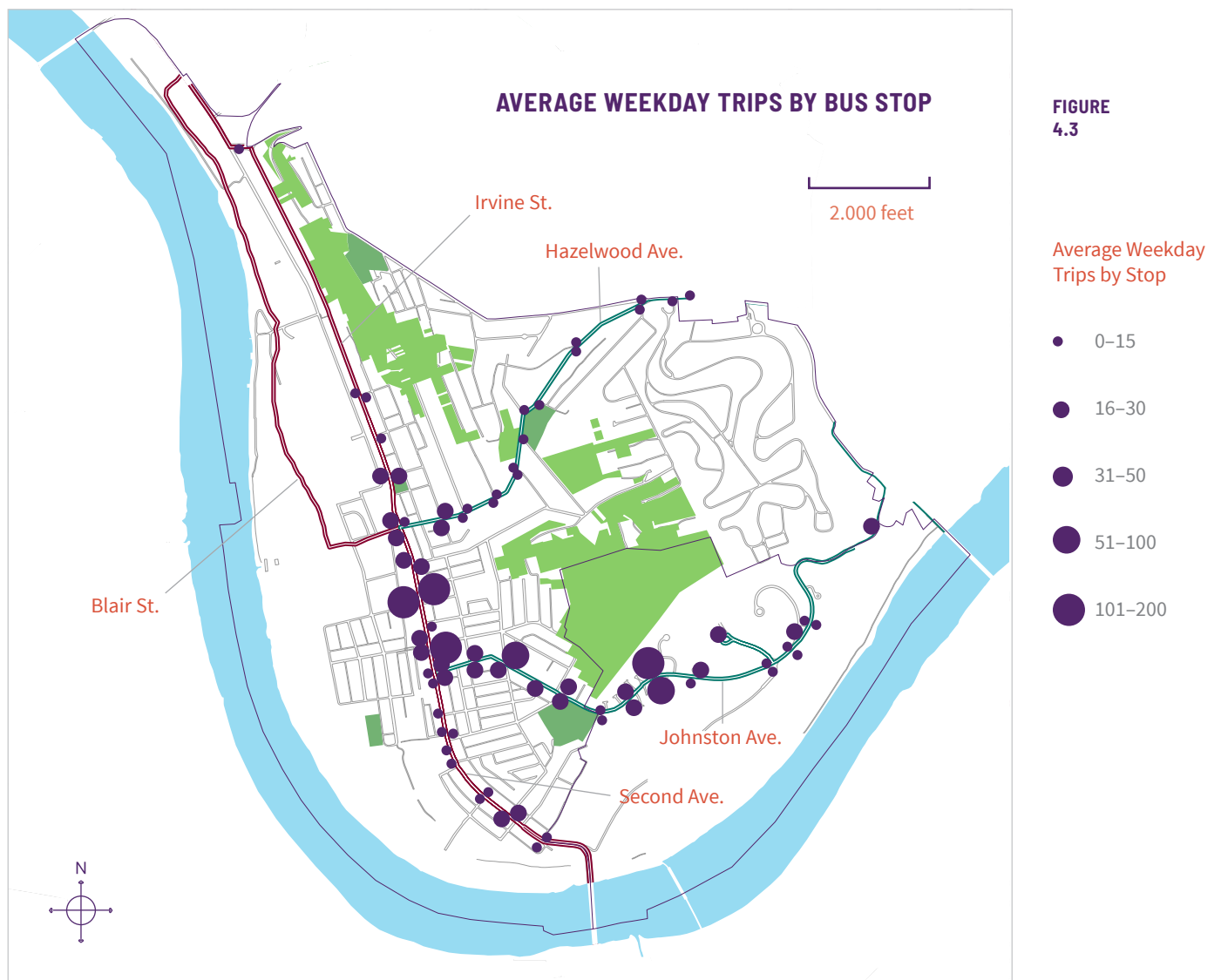
The majority of bus stops lack bus stop amenities such as shelters or benches. Some stops on Johnston Avenue lack sidewalk infrastructure or a flat, paved place from which people can board or disembark.



Transit Use

According to the U.S. Census, a smaller share of Greater Hazelwood residents commute via public transit than the City average (6.6% vs 17.1%). This suggests that existing transit routes to and through the neighborhood may not provide service to the locations at which Greater Hazelwoodians work, or that the bus service schedules may not match the workforce's needs.

The most highly-used bus stops are located at the intersections of Tecumseh Street at Second Avenue (199 average weekday trips); Second Avenue at Glen Caladh Street (168 average weekday trips), and Second Avenue at Elizabeth Street (120 average weekday trips). No weekday trips were made from four stops (Imogene Road at Desdemona Avenue, Johnston Avenue at Naomi Drive, Johnston Avenue opposite Naomi Drive, and Hazelwood Avenue at Gladstone Drive).



ACCESS Use

ACCESS is a coordinated, shared-ride paratransit service, which has been providing door-to-door, advanced reservation transportation in Allegheny County since 1979.

ACCESS offers special discount programs for individual riders, and provides service for groups, human services agencies and other organizations that purchase transportation for their clients. It is also open to the general public at full fare rates.

In 2018, ACCESS provided 10,300 trips to 162 residents of Greater Hazelwood, ranging in age from 3 years of age to 96 years of age, with a median age of 64. The median number of trips per rider was 15.5. Riders from Glen Hazel used ACCESS for more trips than those from Hazelwood, averaging 70.6 trips per rider, while riders from Hazelwood averaged 59.7 trips.

Vehicle Ownership

One-third of Greater Hazelwood households do not own a personal vehicle as compared to approximately 10% Citywide. In Greater Hazelwood, 89% of owner-occupant households also own a vehicle. This is on par with the City’s rate of 90%. Only 44% of renter-occupied households own a vehicle. It is possible that the lack of personal vehicle-ownership is related to the expense of owning a vehicle as opposed to the neighborhood’s pedestrian-friendliness (fragmented street network, sidewalks in poor repair, etc.).

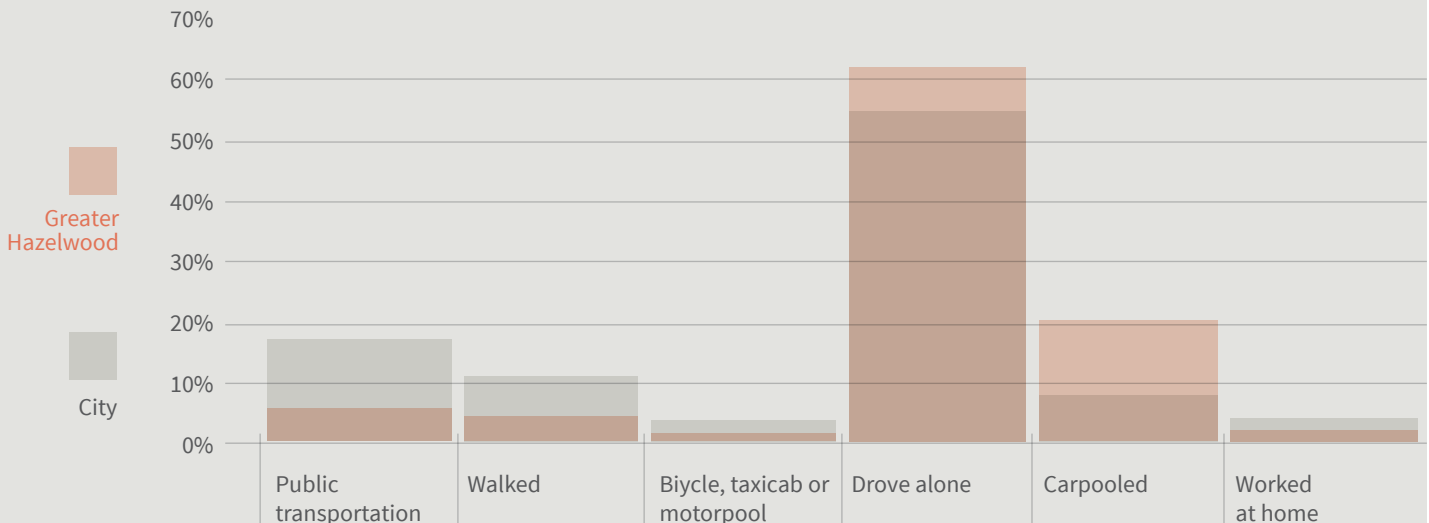
Getting to and from Employment Opportunities

Despite the lower rate of vehicle ownership, Greater Hazelwood workers are more likely to commute by driving alone than the City average (62.5% vs. 55.8%). The neighborhood also has a much higher rate of people who commute via carpool (21.8% vs. 8.5%).

A notably smaller share of Greater Hazelwood workers commute by walking; or by taxi, motorpool, or bicycle than that of the City overall. The smaller rate of people who walk to work could indicate that not many people work in, or within walking distance of, the neighborhood. It could also be a reflection of challenges they have navigating the neighborhood’s existing pedestrian network.

FIGURE 4.5

MEANS OF TRAVEL TO WORK, GREATER HAZELWOOD VS. CITY OF PITTSBURGH, 2017



On-Going Studies

During the Greater Hazelwood community planning process, two mobility studies that affect the Greater Hazelwood neighborhood were initiated. These studies and how they may affect Greater Hazelwood residents are summarized below.

MON-OAKLAND CONNECTOR

As described earlier in this chapter, Greater Hazelwood lacks optimum transit service to Oakland. The Port Authority of Allegheny County offers service to Oakland en route to Lawrenceville, but the route is circuitous and is not provided on weekends.

The Mon-Oakland Connector, being evaluated by the City’s Department of Mobility and Infrastructure, is proposed as a publicly-accessible microtransit option that would operate continuously between the neighborhoods of Hazelwood, Greenfield, Four Mile Run, South Oakland, and Central Oakland. In addition a proposed network of bicycle and pedestrian routes would facilitate non-motorized movement between these neighborhoods. The proposed alignment (shown in Table 4.8) is being further refined to minimize negative impacts on neighborhoods, Greater Hazelwood specifically. Greater Hazelwood residents have expressed mixed feelings about this project. Planning and engineering / constructability efforts associated with this project are ongoing as of the completion of this Plan.



FIGURE 4.6

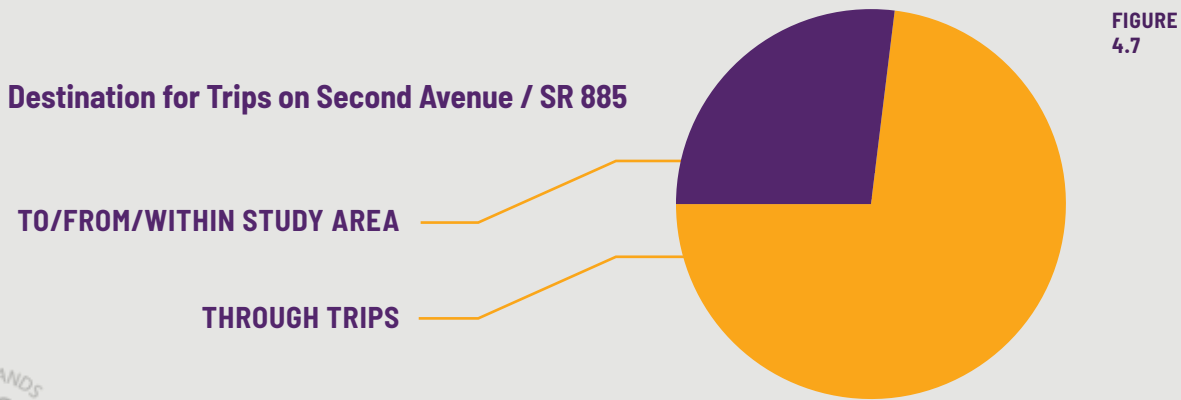
Conceptual Mon-Oakland Connector Route

SECOND AVENUE STUDY

As described earlier in the chapter, Second Avenue is a locally and regionally significant corridor. Locally, it serves as the key transportation link for residents, community activities, goods and services, and industrial sites along and adjacent to the corridor. Regionally, it serves as one of the primary means of connecting the communities of the Lower Monongahela River Valley and the South Hills with major job centers in Oakland, North Shore, and Downtown Pittsburgh.

The Second Avenue study, which is being conducted by the Southwest Pennsylvania Commission (SPC) in association with PennDOT, the City, Allegheny County, and Port Authority of Allegheny County, includes the portion of Second Avenue (SR 885) between the Uptown and Hays neighborhoods. The study is intended to result in a 20-year shared vision and plan for multimodal access, mobility, and livability along the corridor. It will evaluate long-term strategies to manage congestion and delays. The goals of the study include:

- Decreasing the prevalence of single-occupancy vehicle trips and increasing the use of other modes such as transit and carpool;
- Encouraging bicycle travel along the corridor on a complete trail network;
- Preserving and enhancing quality of life and economic prosperity for residents and businesses along the corridor;
- Providing the mobility services and facilities needed to facilitate growth and development in neighborhoods along the corridor including rapid, reliable, sustainable and resilient travel choices to Downtown Pittsburgh and other regional destinations;
- Promoting compact land development patterns and infill development and
- Promoting solutions that are contextual to the changing character of adjacent land uses along SR 885.



Community Feedback: Pedestrian Safety

Throughout the planning process the community emphasized that they want a neighborhood that is safer for pedestrians. The following locations were specifically identified throughout the planning process:

- Key intersections that act as gateways to Hazelwood Green, such as Hazelwood and Second/Irvine Avenues; and
- Second and Greenfield Avenues, an intersection where vehicle speed, congestion, and lack of visibility of pedestrians and bicyclists present concerns;
- The Second Avenue / Irvine Street commercial corridor, which has been the site of car crashes and collisions with pedestrians;
- Portions of Second Avenue / Irvine Street that lack contiguous sidewalks, particularly the east side of Second Avenue to the north of Hazelwood Avenue and on the west side of Second Avenue where bus stops are located.

NEEDS ASSESSMENT

Greater Hazelwood's greatest mobility challenge is its fragmented networks. The neighborhood's topography is dynamic; however, improvements can be made to make it easier and more attractive for people to get people out of their vehicles and travel on foot and by bicycle. Providing a range of mobility options is particularly important in Greater Hazelwood given the high share of:

1. Resident youth and seniors who may not be able to drive;
2. High levels of diabetes, anxiety, and depression which can be improved through increased physical moment; and
3. The desire to improve the neighborhood's poor air quality.

The neighborhood will work with entities including the Department of Mobility & Infrastructure, PennDOT, and the Port Authority of Allegheny County to address the following priorities.

Mobility Priorities & Strategies

1 Improve neighborhood walkability and bikeability.

Provide respite areas along streets with steep slopes.

Provision of seating and shade along streets would make it easier for seniors, people with children, people with mobility challenges, and people carrying things to get from the Second Avenue business district to residential areas further up the hills.

Improve crosswalks in the neighborhood.

High-visibility crosswalks should be installed, especially at intersections on Second Avenue, Hazelwood Avenue, and around Propel School.

Plant street trees.

Greater Hazelwood should be repopulated with street trees. They will serve to provide needed shade for pedestrians, discourage people from parking vehicles on the sidewalks, and improve air quality.

Utilize zoning to increase pedestrian safety.

Finally, the neighborhood should examine zoning that minimizes interruptions to sidewalks and increases pedestrian safety. For example, zoning can require residential projects to access garages and parking spaces from rear yards; or if rear yard access is not available, to locate front-loaded garages so that driveways may be shared and utilize a single curb-cut. Throughout the neighborhood, no curb cuts should be permitted along primary streets when access to a lot is otherwise available via a secondary street or way.

Encourage developments to provide on-site bike amenities.

Developments in Greater Hazelwood should be encouraged to provide shower rooms for employees to promote ridership.

2 Ensure residents have access to high-quality transit that increases economic opportunity and supports everyday needs.

Improve infrastructure at transit stops throughout the neighborhood.

Bus stops throughout the neighborhood should be made safer and more accessible.



Repair of sidewalks, provision of safe places for riders to board and disembark, and high-visibility crosswalks at nearby intersections should be high priorities. Provision of amenities such as seating and shade should be made at stops with the highest use.

Transit modes should have over-lapping stops and facilities to make it easier for residents and visitors to seamlessly move throughout the neighborhood and the region via transit. As the community's population grows, high-capacity transit with more frequent service to Downtown and other destinations should be implemented.

Advocate for and improve access to information about transit organization priorities and plans.

Encourage transit authority to optimize bus service in the neighborhood, including improved weekend services.

Greater Hazelwood should work with its partners, including the Port Authority of Allegheny County, to advocate for optimization of bus service in the neighborhood, and for provision of service on weekends.

Evaluate existing transit connectivity to local and regional job centers and identify opportunities for high-capacity transit with dedicated routes.

3 Address gaps in multi-modal network throughout the neighborhood.

Develop strategies for constructing / improving sidewalks throughout the neighborhood.

Greater Hazelwood would benefit from an improved, more intact sidewalk network. It will be important to identify gaps where sidewalks do not exist, as well as where the sidewalks are in poor repair; and work with adjacent property owners to install / improve them. It is important that the approach to filling in the sidewalk infrastructure follow the community's goals of development without displacement, and not penalize low-income property owners for whom sidewalk repair is cost-prohibitive. Intersections throughout the neighborhood should be updated with ADA-compliant curb ramps.

Address gaps in bicycle infrastructure throughout the neighborhood.

Improving the bicycle network in Greater Hazelwood would provide easier access to areas throughout Greater Hazelwood and to the rest of the City. It would additionally connect the community to regional economic opportunities and recreational amenities, including the Three Rivers Heritage Trail, as well as provide access to national trail networks like the Great Allegheny Passage, and the Great American Rail-Trail.

- Complete a dedicated bike lane connecting the Hot Metal Bridge with the Duck Hollow Trail.

- Create a bicycle-friendly connection across the Glenwood Bridge, linking Greater Hazelwood with both Hays Woods and the Three Rivers Heritage Trail system.
- Install a bicycle route connecting Second Avenue and Hazelwood Green with communities to the east. The community and other stakeholders should work with DOMI to determine the best route(s) for such a connection.
- Create a bicycle route up the hill from and parallel to Second Avenue.
- Ensure that improvements to the Hazelwood Greenway include accessible bicycle trails that can provide a recreational and practical route to help move pedestrians and bicyclists around the neighborhood.
- Ensure signage along the trail to inform people traveling by bicycle about the businesses and amenities available in Greater Hazelwood.
- Utilize placemaking and public art to add interest to Greater Hazelwood bicycle and pedestrian networks.

4 Calm through-traffic.

Install traffic-calming measures on streets with highest amount of traffic at rush hour and near neighborhood schools.

The community has indicated it would appreciate traffic calming along Second and Hazelwood Avenues, as well as on Mansion Street, which climbs the hill to Propel Charter School.

Advocate for regional measures that will increase commuters' use of transit and decrease single-occupancy trips through the neighborhood.



Infrastructure

The Infrastructure chapter examines stormwater, neighborhood tree canopy, air quality and neighborhood heat, and the neighborhood's parks and Greenway.

Priorities:

1

Improve air quality in Greater Hazelwood.

2

Strengthen the quality of Greater Hazelwood's green spaces.

3

Encourage new development throughout the neighborhood to go green.

4

Decrease combined sewer overflow.

5

Mitigate environmental lead and other hazardous elements / materials.

Introduction

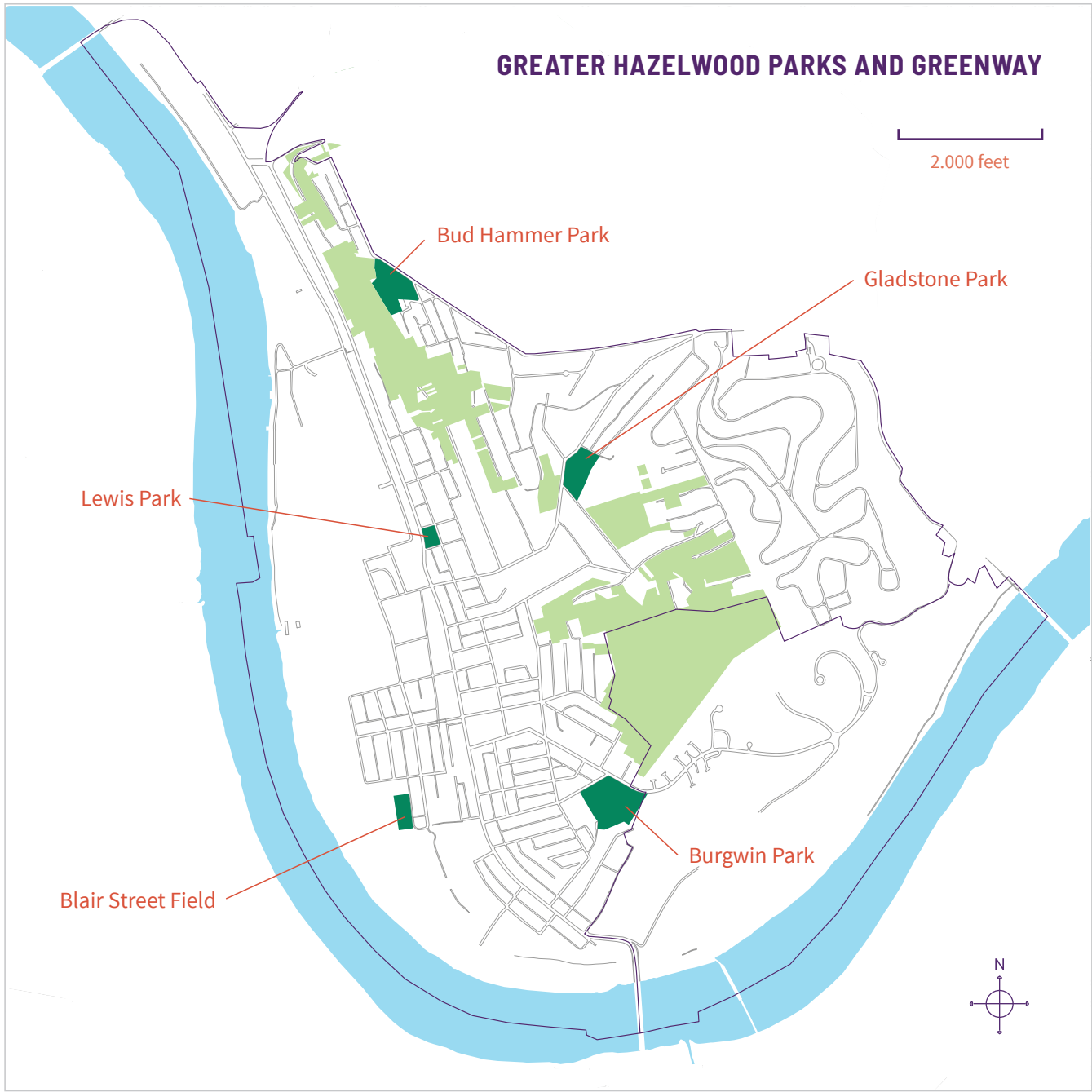
The Infrastructure Chapter looks at environmental sustainability as a solution to the neighborhood's challenges of poor air quality, hazardous soil conditions, poor water quality, and public health concerns. Greater Hazelwood seeks to embed sustainability as a core value in its efforts to improve quality of life for residents and quality of experience for visitors.

Through its efforts to achieve these priorities Greater Hazelwood will also be helping move the City toward meeting the goals set forth in the Climate Action Plan (PCAP 3.0):

- 1 50% emissions reduction below 2003 levels by 2030;
- 2 Power all City facilities with 100% clean electricity by 2030;
- 3 Measure Pittsburgh's climate and ecological impact and report annually;
- 4 Reduce energy and water consumption by 50% in 2030;
- 5 Reduce on-road transportation emissions by 50%;
- 6 Zero waste landfilled by 2030;
- 7 Improve local food systems; and
- 8 Increase carbon sequestration by 100% by 2030.



GREATER HAZELWOOD PARKS AND GREENWAY



Greenway Parks

FIGURE 5.1

Open Space: Existing

Parks

Greater Hazelwood is home to five City-owned neighborhood parks, which are in a variety of conditions. These locally-oriented parks are intended for casual, shorter duration use by those within walking or biking distance. The City of Pittsburgh's Open Space Plan, adopted in 2013, identified these spaces, their physical conditions, and, for some, future actions (e.g., redevelopment or disinvestment).

Burgwin Park, site of a spray park; hockey, tennis and basketball courts; and a ballfield. In 2015 the City installed the Burgwin Spray Park.

Lewis Park, site of a children's play area, and hockey and basketball courts. This playground is slated for repair and rehabilitation.

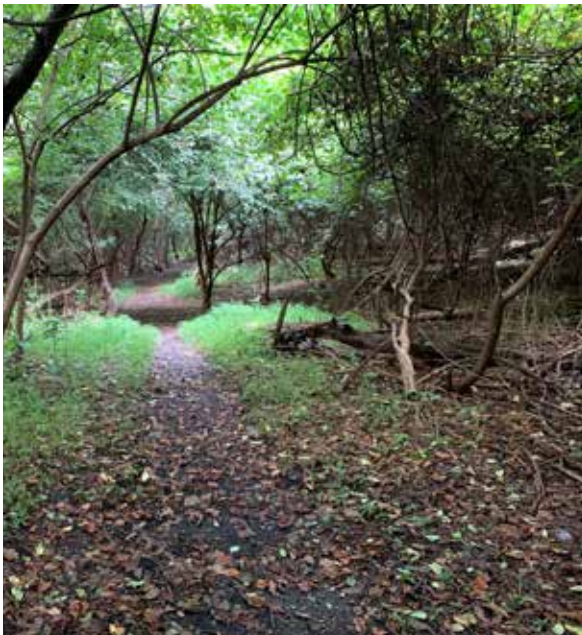
Gladstone Park, a ball field. The Open Space plan identified this being in average condition, and as having access issues. It was identified for redevelopment.

Elizabeth Street Park, a children's playground. The Open Space plan identified this as being in average condition. Over the past two years, it has been renovated through the collaborative efforts of community organizations, residents, and partners, and is now adjacent to a community-owned Kaboom playground. It will be a key stop in the Hazelwood Play Trail.

Bud Hammer Park (accessible from Greenfield), offering a children's play area, a hockey court, a basketball court, and a ballfield.

Blair Street Park is a playing field. This park once offered a children's play area but it was decommissioned.

Hazelwood
Greenway



Hazelwood Greenway

Officially designated in 1986, at nearly 140 acres the Hazelwood Greenway is the City's largest Greenway. Portions are identified as landslide-prone, as steep slope, and /or are undermined. The Greenway encompasses a mix of zoning designations, including Park, Hillside, and several residential zoning types. There are some trails through the Greenway, although of questionable accessibility; and some former City streets.



Open Space: Planned

Hazelwood Green Urban Open Space

Hazelwood Green is designed to make a meaningful impact on the City's overall open space system, and at full development will be offering 30.6 acres of urban open space distributed throughout the site. The urban open spaces have been located to provide ready access to natural spaces within a five-minute walk, to connect residents and workers to the riverfront and other regional amenities, and to provide ecological services such as rainwater management.

Hays Woods

Just across the Monongahela River from Greater Hazelwood, Hays Woods is a large tract of undeveloped land which historically was used for industrial purposes, including coal mining, but now offers a sense of nature in an otherwise urban area. Despite the environmental degradation typical of its former uses, it features areas of significant tree canopy, seasonal streams, steep escarpments and ridgelines with views of the city, and rare native flora and fauna - even a pair of nesting bald eagles. A series of trails crisscross the property, from utility corridors and remnant mining paths to foot trails through deep brush. Use of these trails indicate the site's popularity among outdoor recreation enthusiasts, despite the fact that the land is not currently open to the general public without a permit.

Because of Hays Woods' unique qualities and the potential for conservation, recreation, and education, the City of Pittsburgh and the Urban Redevelopment Authority are currently endeavoring to establish Hays Woods as a public park that will expand its value to patrons for generations to come while preserving and restoring important natural ecosystems.



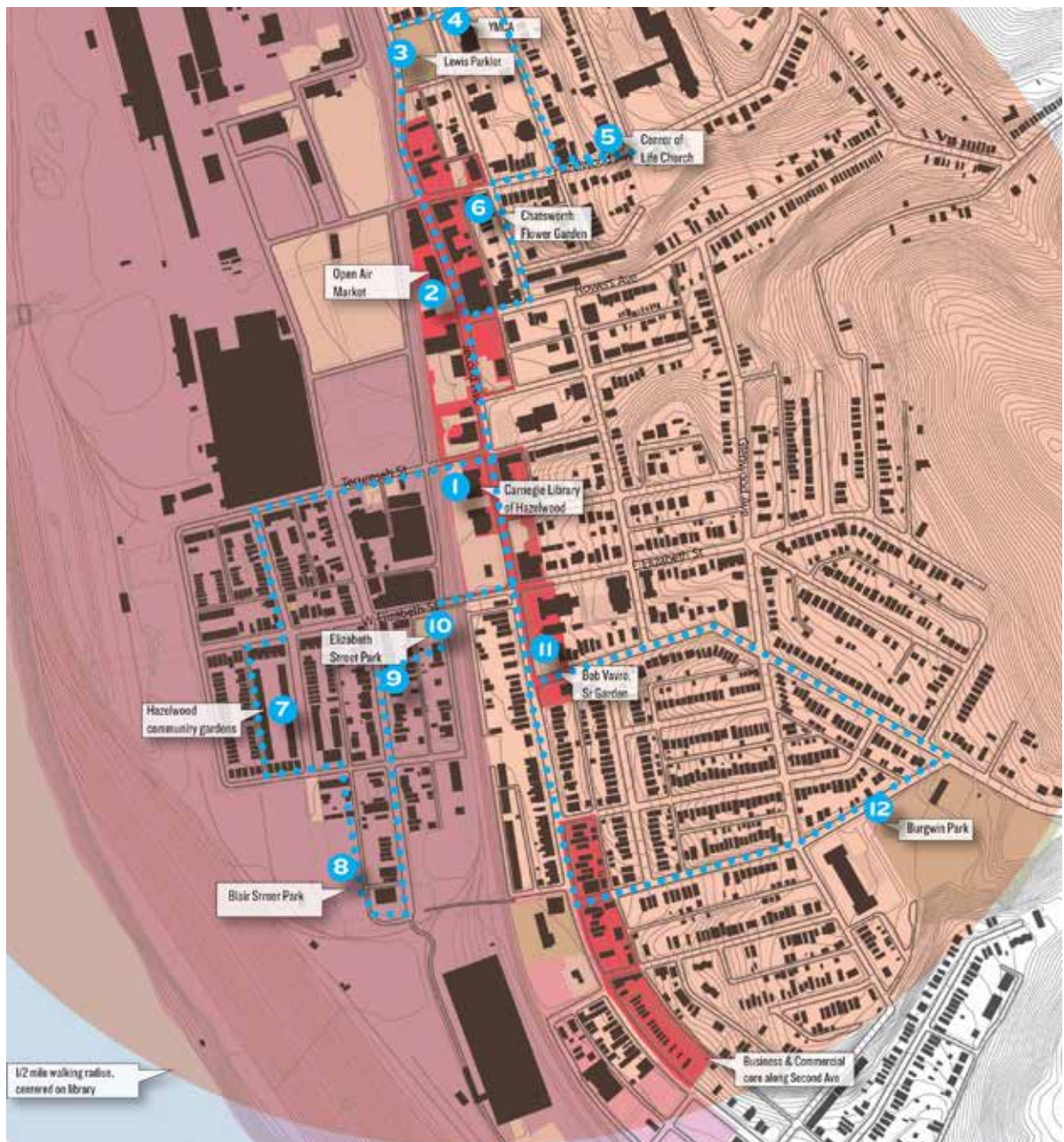
The Hazelwood Play Trail

A project championed by the Playful Pittsburgh Collaborative, the Hazelwood Play Trail (HPT) is a pathway of playful elements that connects to regional bike and walking trails, and raises awareness of the benefits of many different forms of play. The trail will allow for multi-generational public use, play advocacy events, community engagement activities, and educational purposes. It will create a space for people to gather, engage, and share ideas.



Photo: Playful Pittsburgh Collaborative

FIGURE 5.2



Other Open Space

Calvary Cemetery

Established in 1886, this 200-acre Cemetery offers open space and walking paths as well as burial space. Zoned Park, portions of the Cemetery are designated landslide-prone, identified as steep slope, and/or are undermined.



Walksheds

A walkshed is the area of land that is within walking distance of a location. Usually it is calculated based on a 10-minute, half-mile walk. The following map shows the walksheds of Greater Hazelwood's neighborhood parks.

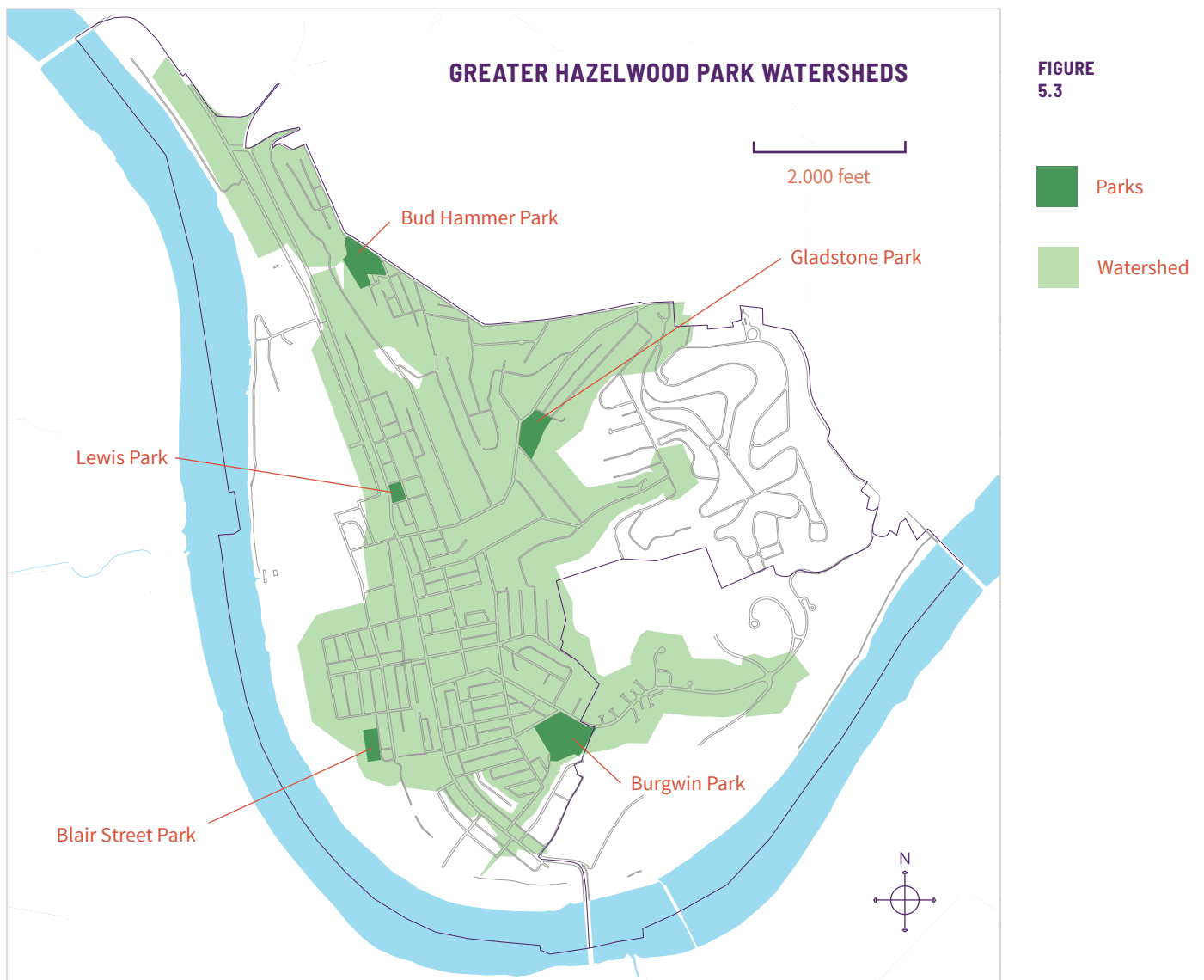


FIGURE 5.3

Environmental Concerns

Air Quality

Poor air quality, both indoor and outdoor, is a major community concern. Poor air quality affects public health conditions, such as asthma and heart disease, that are detailed in the Community Chapter.

Outdoor Air Quality:

According to the American Lung Association’s 20th annual “State of the Air” report, Pittsburgh’s air quality is worse now than it was three years ago: Ground-level ozone levels are higher, and soot pollution is significantly higher and worsening daily. Correspondingly, Greater Hazelwood’s air quality is poor, with particulate matter concentration higher than the national standard.

Local contributors to poor air outdoor air quality include vehicles (single-occupancy, buses, trucks) driving, vehicles idling, and diesel trains. Air quality is also compromised by regional industrial activity.

The highest concentrations of nitrogen dioxide and black carbon are found along the neighborhood’s highest-travelled roadways, (Second and Hazelwood Avenues); and the active rail lines and rail yard located close to the Monongahela. Both air pollutants concentrate on Second Avenue and the Greater Hazelwood business district, a vital gathering place which the community aims to further develop.





Pittsburgh's air quality among worst in nation, study says



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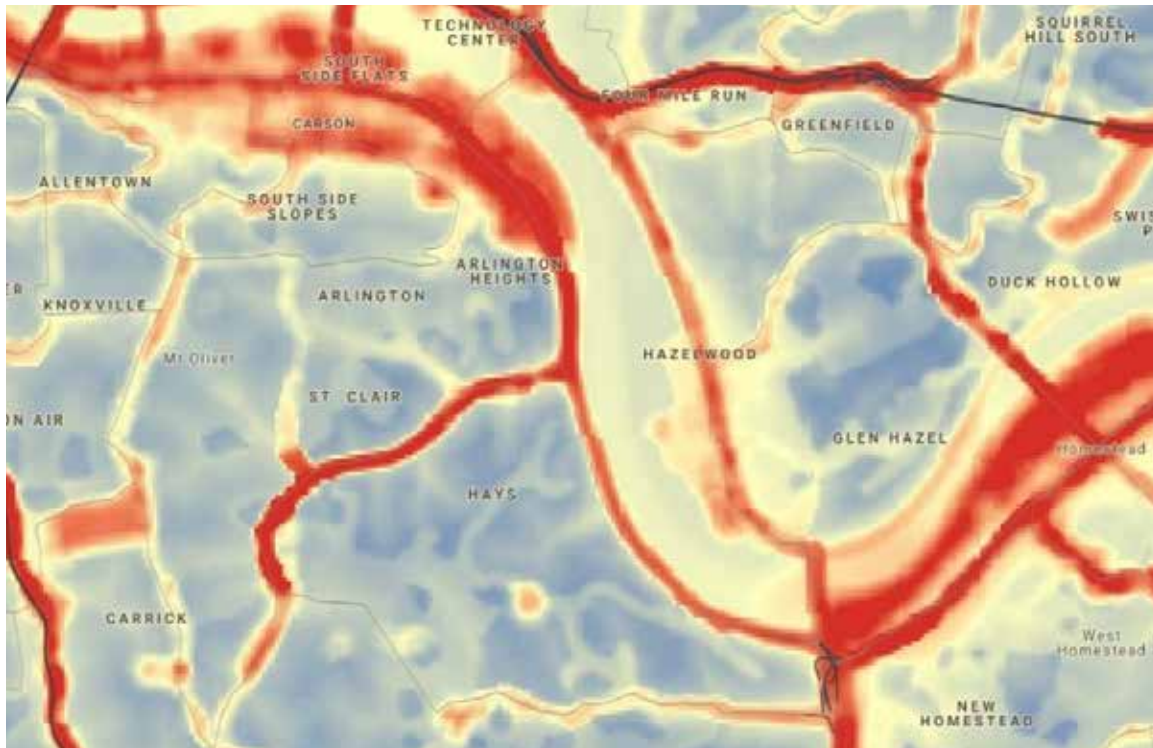


FIGURE
5.4

BLACK CARBON
CONCENTRATION
IN GREATER
HAZELWOOD,
BREATHE
PROJECT'S
POLLUTION MAP

BC ($\mu\text{g}/\text{m}^3$)
High: 5.63
Low: 0.52

Black carbon (BC) is easily identifiable as black or grey “soot” emitted from a diesel truck, industrial facility, or camp fire. BC is a component of fine particulate matter ($\text{PM}_{2.5}$); breathing fine particles increases risks of asthma attacks, heart attacks, reduced lung function, lung cancer, and death. Allegheny County does not meet federal standards for $\text{PM}_{2.5}$ concentrations, and BC is part of the problem. In Pittsburgh, the major sources of BC are industrial facilities and diesel vehicles. Elevated BC (and $\text{PM}_{2.5}$) concentrations are found in communities in the river valleys, and people living in those communities have higher risks of negative health impacts from pollutant exposures than the county average.

Interior Air Quality

Poor indoor air quality is partly an effect of poor outdoor air quality. However, it can be exacerbated by mold, poor ventilation, and presence of hazardous materials such as asbestos and lead. As detailed in the Development Chapter, the majority of Greater Hazelwood’s homes were constructed prior to 1960, and the age of its buildings leave them susceptible to all those factors.

Lead & Heavy Metals

Lead is a particular concern for Greater Hazelwoodians given the neighborhood’s industrial history, the age of its buildings (older than the Pittsburgh average), the composition of some of Pittsburgh’s water pipes (lead), and the high number of children who live in the neighborhood. Lead can linger in soil, in materials used to construct the buildings, and in the water coming out of the tap. The community is also concerned that former industrial activity may have deposited other heavy metals in the soil.

The City of Pittsburgh has guidelines for lead levels that it uses to evaluate allowing the use of City land:

TABLE
5.5

Lead Level in ppm (parts per million)	Guideline
0 -150	May be used without restrictions
151 - 400	Enforce “Clean Hands” policy—washing hands immediately after leaving the parcel. Paths must be covered with grass or mulched to a depth of 3 - 4 inches.
401 - 1,000	Modified use (use of barriers such as mulch or geotextiles to minimize soil disturbance) or no use of lot
1,000 +	No use allowed.

In 2015 and 2016, groups interested in urban gardening tested the soil on 15 City-owned lots in Greater Hazelwood. Only two of those lots had lead concentrations of less than 150 ppm; the rest had soil-based lead ranging between 154 and 252 ppm, rendering them usable with use of precautions.



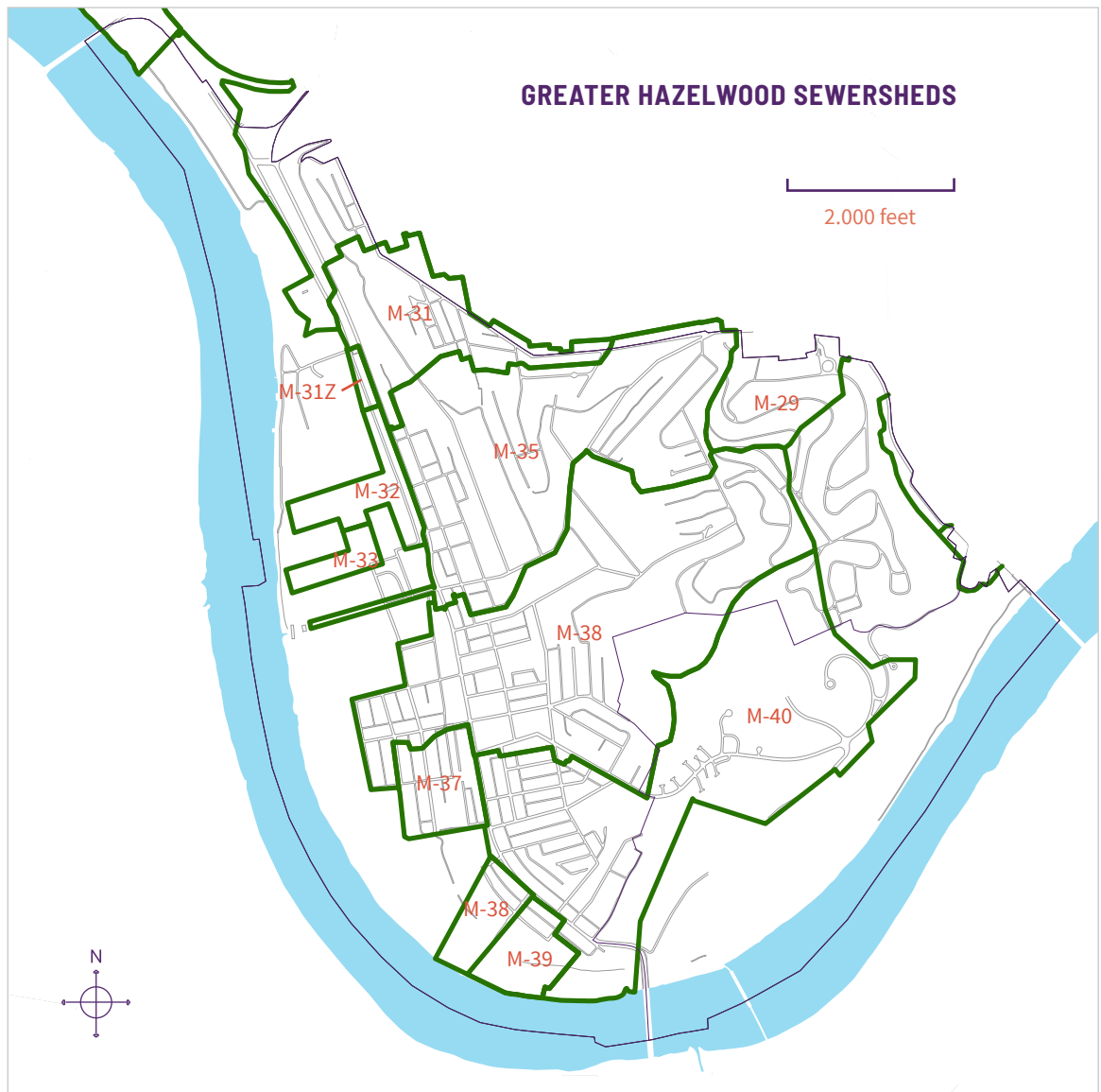


Stormwater

Greater Hazelwood contains 10 sewersheds. Many sewersheds have problems with Combined Sewer Overflow, which happens when runoff from a rain event joins sewage in the pipes and causes it to overflow directly into the river instead of going to the sewage treatment plant. The Pittsburgh Water and Sewer Authority (PWSA) is working to address this problem in part by managing stormwater at the source, through green infrastructure.

A sewershed is the area of land where all the pipes from individual properties, catchbasins in the street, and sewers flow to a single end point, called an outfall. They are named according to the river in which the outfall is located (ex, M = Monongahela) and its distance from the ALCOSAN Woods Run plant.

FIGURE 5.6



Greater Hazelwood is home to two priority sewersheds, M-35 and M-40. Since 2015 PWSA has been setting goals to bring Pittsburgh’s sewers into compliance with state and federal standards. They have set goals for impervious area that needs to be managed by green infrastructure to capture 85% of combined sewer overflow.

TABLE 5.7

Sewershed	Impervious Area that needs to be managed through green infrastructure
M-35	43.52 acres
M-40	25.10 acres

Source: Pittsburgh Water & Sewer Authority



Infrastructure Priorities & Strategies

Greater Hazelwood has an opportunity to address many of its sustainability challenges with improvements to public amenities that will in turn improve public health, offer more activities for youth, and improve perception of public safety in the community.

1 Improve air quality in Greater Hazelwood.

Greater Hazelwood's exterior air pollution is worst in Census Tract 5629, and along its busiest roads (Second Avenue, Hazelwood Avenue). Especially impacted is the Second Avenue commercial corridor, the neighborhood's commercial hub and gathering place which is integral to the community's plans for further development.

The health of Greater Hazelwood's residents is negatively impacted by the neighborhood's poor exterior air quality, and its buildings' poor interior air quality.

A variety of interventions will be needed to improve Greater Hazelwood's air quality; some will impact point sources of pollution in the neighborhood, others will address regional air quality, and still more will address individual households' problems with poor interior air quality.

Evaluate industrial emissions in Greater Hazelwood.

The neighborhood must work with the Allegheny County Health Department to better understand how much of its poor air quality comes from the rail lines that traverse the neighborhood, from CSX's Glenwood Rail Yard at the southernmost tip of the community, and from other industrial operations located in the community.

In addition, with the amount of new construction that will be happening in the community, Greater Hazelwood has an opportunity to work with Hazelwood Green to ensure that contractors commit to using low-emission construction vehicles on each project.

Decrease single-occupancy vehicle use in Greater Hazelwood.

Decreasing the number of vehicle trips coming from, or going through, Greater Hazelwood will decrease the fine particulate matter that is a contributor to the neighborhood's poor air quality. The Mobility Chapter's recommendations will help to achieve this goal by making transit, walking and biking safer and more enjoyable experiences.

Increase tree canopy throughout the neighborhood.

Not only do trees mitigate high levels of carbon dioxide, they also decrease urban heat, which is another contributor to poor air quality. The community should create a ReLEAF Greater Hazelwood Plan to guide location of new street trees, and do a public awareness campaign to grow community support for street trees.

Decrease neighborhood heat.

Decreasing urban heat in turn improves air quality. Increasing the neighborhood's tree canopy is one method to decrease neighborhood heat; another is to ensure that new construction utilize cool or green roofs. This can be encouraged by the community, and ensured by making it a requirement in the zoning code.

Address vehicle idling.

The community should work with local law enforcement to enforce a ban on idling, especially around schools and on construction sites; it should also develop a curbside management strategy for Second Avenue to ensure that delivery vehicles spend the least amount of time possible idling as they wait for space to load or unload vehicles.

Address regional air quality.

Greater Hazelwood's poor air quality is a reflective of the larger region's poor air quality. The community can work to positively impact this air quality by using PA Power Switch to select a power provider that uses renewable sources; and by improving their homes' energy efficiency so that the neighborhood consumes less power overall.

The neighborhood should also explore the potential of solar array installation, a move that would shift energy generation to a renewable method, and decrease residents' energy bills. It should create a plan to familiarize the community with the renewable energy industry and its potential as an employment field.

Finally, Greater Hazelwood should partner with regional nonprofit groups to advocate for cleaner air for the Pittsburgh region.

Improve existing buildings' air quality & energy efficiency.

Greater Hazelwood property owners should be educated about the variety of ways they can improve their homes' or businesses' indoor air quality. This can range from testing existing air quality by checking out the Carnegie Library's Speck Monitors; to utilizing high-MERV air filters or air purifiers and following certain cleaning practices; to doing smart renovations such as remediating mold, lead, or asbestos and replacing carpets.

The community should work with low-income homeowners to help them secure the funding necessary to do such repairs, or connect them to programs that will assist directly. The community must also work to engage with landlords, and determine the best strategies for encouraging them to ensure their properties are not harming their occupants' health.

Construct new energy-efficient buildings with good indoor air quality.

New structures should be built to standards that emphasize healthy indoor air quality, such as LEED (Platinum or Silver), PassivHaus, or the WELL Building Standard. These buildings should also be constructed for efficiency, to reduce emissions associated with energy use.



2 Strengthen the quality of Greater Hazelwood's green spaces.

Support Greater Hazelwood's parks.

This includes working with the City to ensure the neighborhood's parks continue to receive investment and attention per the Open Space Plan, as well as encouraging the development of the Hazelwood Play Trail.

Position Greenway as an amenity.

Greater Hazelwood is located outside the "Green Premium" – that is, it does not benefit from the positive economic impact that a large park has on the valuation and sales price of surrounding and nearby properties. However, the neighborhood does have the largest greenway in the City. Given this, as well as the community's desires, mobility needs (featured in the Mobility chapter), and public health challenges (per the Community Chapter), it is recommended that Greater Hazelwood, with the City of Pittsburgh, explore formally dedicating more resources to the Hazelwood Greenway to position it as a local and regional amenity. This would create the opportunity to transform the neighborhood by offering access to a large natural area, which has been shown to positively impact peoples' physical, emotional and mental health. It could be expanded to act as a naturalized link between Frick and Schenley Parks. Improvements could include not only an accessible trail system, but also increased absorbance of runoff and opportunities for public art. The Greenway could serve to expand the Hazelwood Play Trail and be integrated into a Greater Hazelwood fitness loop (suggested in the Community Chapter). It would serve both residents and visitors, improving public perception of the neighborhood and stimulating the local economy.

Encourage neighborhood connections with Hazelwood Green's Urban Open Spaces.

To achieve this, Hazelwood Green's urban open spaces could incorporate amenities that the neighborhood needs as identified by Pittsburgh's Open Space Plan. Development of the Healthy Hazelwood fitness route could also include spaces in Hazelwood Green.

3 Encourage new development throughout the neighborhood to go green.

Ensure sustainable construction practices.

Greater Hazelwood has a huge opportunity to make sure that the production of sustainable projects happens through a sustainable construction process that addresses

air pollution and toxic materials. Whether or not the project will be using LEED, PassivHaus or WELL Building standard, the community should work with developers to ensure that construction contracts address:

- Responsible demolition practices, including proper mitigation of lead and asbestos, and landfill avoidance;
- Use of efficient construction vehicles and equipment that will emit the least amount of pollution into the neighborhood;
- Minimization and management of construction waste;
- Use of local materials; and
- Use of non-toxic finishes and materials.

Encourage sustainable habitation, maintenance and business practices.

Greater Hazelwood should work with its residents to educate neighbors about the importance of sustainable habitation and maintenance practices that have a variety of benefits including decreasing energy bills, improving indoor air quality, and improving occupant health. The neighborhood should create a hub to connect local businesses and residents with regional organizations that can help with internal sustainability efforts.

Use incentive-based zoning to reflect Greater Hazelwood's sustainability priorities.

Incentive-based zoning can confer benefits such as increased density to projects that meet particular goals that reflect the City's and community's sustainability priorities. Greater Hazelwood should explore the potential to include some of these incentives as it looks at the need to rezone the neighborhood.



Reduce energy burden.

It has been shown that energy efficiency is the most cost-effective way to reduce energy costs and CO2 emissions. Energy efficiency measures that have frequently found to be cost effective range from the expansion of home weatherization programs, to use of building controls that automatically adjust lighting and temperature based on building occupancy, to installation of Smart Meters to increase ease of tracking energy use.

Explore expansion of Hazelwood Green's district energy, water, and transportation systems to other parts of the neighborhood.

Also an objective of Hazelwood Green, this expansion would help the entire neighborhood become more resilient, decreasing the amount of energy wasted in transmission, and decreasing demand on the larger energy grid and water and transportation systems. This expansion must be done in concert with energy efficiency improvements throughout the neighborhood.

4

Decrease combined sewer overflow.

Develop a strategy to implement green infrastructure solutions in priority sewersheds.

Greater Hazelwood has to grapple with its priority sewersheds that are contributing to combined-sewer overflow. The neighborhood must work with the Pittsburgh Water and Sewer Authority on a plan to mitigate runoff through strategic use of green infrastructure. These elements should be designed to beautify the neighborhood, and offer opportunities for inclusion of public art and interpretive signage to help residents understand the important role they play in improving the health of the Monongahela river. The community should also reach out to property owners in the priority sewershed areas with information about rain gardens, and connect those interested with relevant organizations.

5

Mitigate Environmental Lead and Other Hazardous Elements / Materials

A neighborhood like Greater Hazelwood, with its history of industrial activity, old structures, and old infrastructure, must be concerned with the presence of lead and heavy metals, both in buildings, in pipes, and outside. The community will need to work on a series of different levels to address the problems.

Educate residents about the hazards of lead and the importance of testing for elevated blood levels.

The neighborhood should push a major public awareness campaign to residents, and provide opportunities for blood lead level testing in the neighborhood, especially to children and women of childbearing age.

Educate residents about the hazards of indoor lead and practices to mitigate it.

Greater Hazelwood's homes are old. Not only were they constructed using materials that are now recognized as toxic, such as lead and asbestos, but their age also makes them susceptible to mold. Their presence during the neighborhood's industrial heyday means they may also be harboring other toxins and heavy metals. The neighborhood must work with residents to educate them about the hazards that may be present in their homes, and methods to mitigate those hazards short of doing full renovations, such as encapsulation with fresh paint, replacement of windows, strategic use of rugs, and frequent vacuuming.

Educate people undertaking renovations about the importance of, and ways to, mitigate lead and other hazardous elements / materials.

The community should also work to educate stakeholders who are undertaking building rehabilitation projects about the potential presence of hazardous materials, and ensure that they are hiring contractors certified to properly mitigate those materials during the demolition and construction processes.

Test soil for lead and other heavy metals, especially in places frequented by children.

The community should continue testing public land for the presence of lead and other hazardous elements. Community groups can work with residents to understand where children are playing (whether on public or private land), and test those areas to ensure they are safe. The community should work with the City to determine how to best mitigate any risks from soil-based lead and other hazardous elements.

Replace lead water service lines.

Like many older cities, the City of Pittsburgh constructed its water system using lead pipes. This has resulted in increased lead levels in Pittsburgh's water, a clear hazard to human health, especially that of pregnant women and young children. The community must work closely with Pittsburgh Water and Sewer Authority to ensure that Greater Hazelwood receives lead line replacements and that Greater Hazelwood homeowners are aware that there should be opportunities for replacement of lead lines on private property when PWSA is making improvements in the adjacent right-of-way.



Implementation

A Call to Action

The Greater Hazelwood Neighborhood Plan is not just a dormant vision document. These are our ideas for the community we want, not just for ourselves, but our children, friends, and neighbors. To implement this Plan we Greater Hazelwoodians must champion it and hold ourselves and our neighbors accountable. The work continues with us. The Greater Hazelwood Community Collaborative is calling you to action: Greater Hazelwood, this is our Plan, this is our charge. Together we will ensure our vision comes to fruition.

The City of Pittsburgh will partner with the community and other entities to realize implementation.

Priorities and Strategies

The following principles will guide plan implementation. Principles are organized by major topic. They are listed in order of priority as determined by the Greater Hazelwood community. It will take time, effort, and funding to achieve the optimum goal of “Our Hands, Our Plan,” along with partnerships.

Phasing

Implementation of the Greater Hazelwood Community Plan will rely on a phasing strategy that prioritizes actions based on timeframe and duration. The implementation of short-term goals is a critical way to continue the community’s momentum to later achieve intermediate and long-term goals.

Partnerships

Organizations with which to partner have been identified for each strategy. Building and maintaining these partnerships is essential to success.

Community

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Address barriers to further education / training and employment	C.1.1	Identify challenges that may bar residents from accessing training to engage with parnters who provide services to overcome barriers.	Policies	X				
	C.1.2	Provide Financial Opportunity Center services to residents of Greater Hazelwood	Program				X	
	C.1.3	Open a inter-generational center to provide quality affordable care for Greater Hazelwood's youngest and oldest residents alike.	Project & Program		X			Healthy Active Living Center, various univiersities, Center of Life, Hazelwood Initiative
	C.1.4	Support local childcare providers.	Policies				X	
	C.1.5	Ensure access to emergency childcare.	Policies				X	

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Address the neighborhood's rates of addiction; and high rates of asthma, diabetes, depression and anxiety.	C.2.1	Implement community-based care models for those suffering with asthma and diabetes.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.2	Create a neighborhood public awareness campaign around these health concerns.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Address the neighborhood's rates of addiction; and high rates of asthma, diabetes, depression and anxiety continued.	C.2.3	Partner with / continue partnerships with local health care institutions to ensure frequent testing available for Greater Hazelwood residents.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.4	Provide opportunities for community members to be evaluated for these illnesses, should they so choose.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.5	Organize community support teams that focus on public health and safety.	Program	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.6	Work with informal caregivers in the community to increase their access to resources, education, and opportunities for temporary respite from caregiving.	Policies	X			X	Community Organization, DHS, ACHD, Prevention Point Pittsburgh
	C.2.7	Support efforts to provide existing informal caregivers with opportunities to earn certifications and pursue careers in caregiving.	Policies	X			X	Council of Three Rivers American Indian Center
	C.2.8	Create a neighborhood hub for those who require community-based care and local and regional providers of home support, nursing, physiotherapy and other rehabilitation services.	Project & Program	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.9	Develop workforce connections with hospitals and medical facilities for Greater Hazelwood residents who wish to pursue careers in fields providing community-based care.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.10	Work with existing community assets to provide health clinics, low-cost visual and dental services / screenings, and wellness support classes.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.12	Work with local drug abuse support organizations to identify harm reduction strategies.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District
	C.2.11	Provide support for uninsured residents to obtain health insurance.	Policies	X			X	

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Prepare residents for employment opportunities	C.3.1	Promote and support local entrepreneurship.	Policies				X	
	C.3.2	Create a neighborhood training and employment forum / hub	Project & Program			X	X	
	C.3.3	Support existing training programs in the neighborhood	Policies				X	Community Organization, Local Universities, trade unions
	C.3.4	Identify and create partnerships with programs offering training for well-paying jobs in growth industries that do not require Bachelor's degrees.	Policies				X	Community Organization, trade unions
	C.3.5	Bring job-training initiatives, including home retrofitting, to Greater Hazelwood to ensure community members are active participants in the improvement of their own neighborhood.	Policies				X	Community Organization, Local Universities, GreenCorps, AmeriCorps
	C.3.6	Coordinate and communicate internship and training opportunities to community members, including youth, to increase access and placement.	Policies				X	Community Organization, Local Universities, Pittsburgh School District
	C.3.7	Connect with local and regional employers to better understand job field projections and tailor workforce programs accordingly.	Policies	X			X	Community Organization, Local Universities
	C.3.8	Work closely with tenants of Hazelwood Green to provide employment and internship opportunities to Greater Hazelwood community members.	Policies					Community Organization, Local Universities



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Design opportunities to foster community in Greater Hazelwood	C.4.1	Utilize existing or planned spaces to serve as a central location for community events, to foster intergenerational relationships and celebrate neighborhood diversity in the development of the space.	Project		X			Community Organization
	C.4.2	Intentionally activate new spaces in Hazelwood Green with community- and family-friendly programming.	Policies	X			X	Community Organization
	C.4.3	Engage the community in the design, placement, and installation of public art.	Policies	X			X	City Planning, Community Organization
	C.4.4	Utilize public art throughout the community to tell the story of the community, <i>including its veterans</i> .	Policies	X			X	City Planning, Community Organization
	C.4.5	Utilize public art as a method of integrating neighborhood culture and history into new development.	Policies	X			X	City Planning, Community Organization
	C.4.6	Use arts to program community civic spaces.	Policies	X			X	City Planning, Community Organization
	C.4.7	Continue to use public art as a way to foster community involvement.	Policies	X			X	City Planning, Community Organization
	C.4.8	Use arts to program community civic spaces.	Policies	X			X	City Planning, Community Organization
	C.4.9	Explore potential for way-finding amenities.	Project	X				City Planning, Department of Public Works, Community Organization
	C.4.10	Establish neighborhood programming committee to ensure sustainability of public amenities and activities.	Policies	X				City Planning, Department of Public Works, Community organization
	C.4.11	Promote networking events for community members, and with other neighborhoods.	Policies	X			X	Community Organization

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Increase residents' housing security	C.5.1	Provide home improvement assistance to low-income residents.	Policies					Community Organization, AmeriCorps
	C.5.2	Educate homeowners about predatory investors	Policies	X			X	Community Organization, Local financial institutions, Rebuilding Together
	C.5.3	Engage landlords, and educate and inform landlords, tenants and the community about their respective rights and responsibilities.	Policies	X			X	Community Organization
	C.5.4	Construct a variety of new housing types to provide a variety of housing options and price-points.	Policies	X			X	Department of City Planning, Community Organization, Rebuilding Together
	C.5.5	Work with the Housing Authority and Glen Hazel Tenant Council to address concerns of Glen Hazel residents.	Policies				X	Housing Authority, Glen Hazel Tenant Council
	C.5.6	Work with landlords and Housing Authority to promote continued use of Housing Choice Voucher program.	Policies	X			X	Housing Authority, Community Organization



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Promote physical activity in Greater Hazelwood	C.6.1	Provide a variety of physical activity options for Greater Hazelwood residents.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District, City Parks (DPW)
	C.6.2	Improve accessibility of City recreation center programs.	Project & Program	X			X	Community Organization, Local Hospital, Pittsburgh School District, City Parks (DPW)
	C.6.3	Improve pedestrian infrastructure to improve ease and safety of walking through Greater Hazelwood.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District, City Parks (DPW)
	C.6.4	Create a Healthy Hazelwood walking route with fitness stations that knits together the hilly and flat parts of the neighborhood.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District, City Parks (DPW)
	C.6.5	Engage youth with healthy lifestyle education and activities.	Policies	X			X	Community Organization, Local Hospital, Pittsburgh School District, City Parks (DPW)
Improve access to fresh and healthy food	C.7.1	Promote and support farmers' markets and farm stands	Policies				X	Community Organization, City
	C.7.2	Convene stakeholders to better understand food insecurity, and what current initiatives to combat food insecurity could be implemented in Greater Hazelwood.	Policies				X	Community Organization, City
	C.7.3	Expand healthy market availability in the neighborhood.	Project		X			
	C.7.4	Secure the future of Hazelwood Summer Market.	Project	X				
	C.7.5	Nurture and support locally-owned food microbusinesses.	Program				X	
	C.7.6	Promote community gardens.	Program				X	

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Address crime / perception of crime in the neighborhood.	C.8.1	Improve lighting in areas where most crimes occur.	Project	X			X	Department of Public Works, City Planning, Pittsburgh Police Department, Community Organization
	C.8.2	Locate public safety facility in an area convenient to areas where most crimes occur, but not directly in the commercial corridor.	Project	X			X	Department of Public Works, City Planning, Pittsburgh Police Department, Community Organization
	C.8.3	Strengthen relationships between residents and public safety professionals.	Policies	X			X	City of Pittsburgh, Community Organization
	C.8.4	Create a public outreach campaign encouraging neighbors to secure their properties and vehicles both during the day and at night.	Project	X			X	Department of Public Works, City Planning, Pittsburgh Police Department, Community Organization
	C.8.5	Make conflict resolution resources available on weekends.	Program	X			X	Pittsburgh Police Department, Community organization
	C.8.6	Work with neighbors and businesses to increase eyes-on -the-street in areas where most crimes occur.	Policies	X			X	Pittsburgh Police Department, Community organization
	C.8.7	Increase neighborhood density and mixed-uses, to increase eyes on the street.	Policies		X		X	Department of City Planning, Community Organization
	C.8.8	Equitably reduce poverty in the neighborhood.	Policies	X			X	City Planning, Community Organization, Pittsburgh School District, Local Universities



Development

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Prevent displacement through innovative, affordable, and targeted housing.	D.1.1	Transition 100 Greater Hazelwood renting households to homeowners.	Program	X			X	Community Organization, Local Universities, Local financial institutions
	D.1.2	Develop permanently affordable housing.	Program	X			X	City Planning, URA, Housing Authority, Community Organization
	D.1.3	Develop housing that allows residents to age in place, equitably and affordably.	Policy	X			X	City Planning, URA, Housing Authority, Community Organization
	D.1.4	Support Hazelwood Initiative's participation in the Rehab for Resale program.	Policy	X			X	City Planning, URA, Community Organization
	D.1.5	Promote community buy-in and partnership with local organizations and financial institutions.	Policy	X			X	Community Organization, Local universities, Local financial institutions, local hospital
	D.1.6	Explore tax policies to prevent displacement.	Project	X			X	Community Organization, City Planning, City Council Member
	D.1.7	Provide lead and asbestos-abatement information to homeowners; bring existing programs to Greater Hazelwood.	Program	X			X	Community Organization, City Planning
	D.1.8	Promote energy efficiency programs in Greater Hazelwood.	Policy	X			X	City Planning, URA, Housing Authority, Community Organization

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Create a strategy to enhance the Second Avenue business district.	D.2.1	Concentrate new development efforts around successful existing development in order to generate increased activity and investment in a focused area, rather than diluting investment across the district.	Policy	X			X	City Planning, URA, Community Organization, City Council Member
	D.2.2	Rehabilitate business facades to maximize advantage of slow-moving rush hour traffic on Second Avenue	Program				X	Community, URA
	D.2.3	Complete a zoning review analysis and strategy for the Second Avenue corridor.	Project	X			X	City Planning, Zoning, Community Organization
	D.2.4	Develop commercial corridor gateways, incorporating public art.	Program	X			X	City Planning, Zoning, Community Organization
	D.2.5	Strategically insert public spaces that enhance current strengths.	Policy		X		X	City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization
	D.2.6	Improve safety and ease of crossing Second Avenue.	Policy	X			X	City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization
	D.2.7	Provide amenities at heavily-used bus stops along Second Avenue corridor.	Program	X			X	City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Create a strategy to enhance the Second Avenue business district continued.	D.2.8	Encourage infill to hold the existing build-to line and respect the historic building form of the street.	Policy					City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization
	D.2.9	Create shared parking resevoirs, loading and access roads to minimize interruption to the urban fabric and increase pedestrian safety.	Policy		X		X	City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization
	D.2.10	Actively work with the URA to develop the 4800 block of Second Avenue in line with community needs, and include basic design standards.	Project	X			X	City Planning, Department of Mobility and Infrastructure (DOMI), Community Organization
	D.2.11	Use urban design and public art to increase vibrancy of Second Avenue to decrease crime / improve perception of neighborhood safety.	Policy	X			X	City Planning, Department of Mobility and Infrastructure, Community Organization
	D.2.12	Recruit neighborhood-serving businesses and businesses that pay living wages.	Program	X			X	Community Organization, City Planning, URA
	D.2.13	Support existing and locally-owned businesses.	Policy	X			X	Community Organization
	D.2.14	Create a business district revitalization strategy	Project	X				Hazelwood Initiative

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Develop a strategy to address vacant properties.	D.3.1	Develop Guidelines and work with the URA and City to coordinate acquisition of key tax delinquent properties for entry into community land trust, redevelopment, or addition to Greenway.	Project	X	X			City Planning, Zoning, Community Organization, City Council Member
	D.3.2	Continue to work with public agencies to secure vacant, tax-delinquent properties and develop them in accordance with community goals.						
	D.3.3	Examine conservatorship as a tool to address vacancy.	Project	X			X	City Planning, Community Organization, GreenCorp , City Council Member
	D.3.4	Educate community members about the City Side-lot program, and provide assistance with applications if necessary.	Program	X				City Planning, Community Organization, City Council Member
	D.3.5	Develop a neighborhood strategy for addressing maintenance of privately-owned vacant lots.	Project	X				City Planning, Community Organization, GreenCorp , City Council Member
	D.3.6	Promote community ownership / stewardship through collaborative development.	Program	X			X	City Planning, Community Organization, GreenCorp, City Council Member
	D.3.7	Work with seniors to develop Wills.	Program	X			X	Community Organization, Local Law offices, Local Hospital, City Council Member
	D.3.8	Use public art to activate (temporarily or permanently) vacant parcels throughout the neighborhood.	Program	X			X	Office of Public Art, City Planning, Community Organization



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Make Greater Hazelwood into a hub for entrepreneurs and small businesses.	D.4.1	Focus on neighborhood-level technical assistance for small businesses and entrepreneurs	Program	X			X	Community Organization
	D.4.2	Provide education to community members regarding commercial property leasing and ownership, including creative ownership mechanisms.	Program	X			X	Community Organization, Local financial institutions, Local Universities
	D.4.3	Partner with financial institutions and technical assistance providers to provide guidance on securing financing for commercial property purchases.	Program	X			X	Community Organization, Local financial institutions
	D.4.4	Create incubator that offers below-market-rate rents for locally-owned businesses, minority-owned businesses and cultural spaces.	Project		X		X	Community Organization
	D.4.5	Enhance bridge to Below the Tracks with art.	Project	X			X	Community Organization, Public Art
	D.4.6	Re-start Greater Hazelwood's Chamber of Commerce	Project	X				Greater Hazelwood businesses, GHCC

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Complete a zoning review analysis and strategy.	D.5.1	Consider re-zoning residentially-zoned areas (that are not landslide-prone or steep slope) for greater density - especially near transit corridors. Look at R2, R3, to allow for creation of “missing middle” housing, consider inclusionary zoning, and accessory dwelling units.	Project	X				City Planning, Zoning, Community Organization, City Council Member
	D.5.2	Determine desired mixed uses in Glen Hazel, and update zoning accordingly.	Project	X				City Planning, Zoning, Community Organization, City Council Member, Housing Authority of the City of Pittsburgh
	D.5.3	Review zoning of Second Avenue, identify areas to better align with existing uses, building types, setbacks, and more area-specific parking requirements.	Project	X				City Planning, Zoning, Community Organization, City Council Member
	D.5.4	Determine if there are other parts of the neighborhood in which mixed uses could thrive.	Project	X				City Planning, Zoning, Community Organization, City Council Member
Determine and achieve an affordability goal for Greater Hazelwood.	D.6.1	Utilize a variety of methods, including zoning changes to allow for increased density and a greater variety of housing types, community land bank participation, new development and rehabilitation of existing properties, rental and owner-occupied housing, and a variety of ownership structures.	Project	X			X	City Planning, Zoning, Community Organization, City Council Member



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Create Greater Hazelwood-specific Design Principles / Guidelines / Standards.	D.7.1	Develop examples for Hazelwood's "middle housing" and commercial market.	Project	X			X	City Planning, Community Organization
	D.7.2	Incorporate equity and sustainability goals.	Policy	X			X	City Planning, Community Organization
	D.7.3	Draw from history and existing structures.	Policy	X			X	City Planning, Hazelwood Historical Society, Community Organization
	D.7.4	Ensure standards complement the traditional pattern, form, and density of Hazelwood's traditional neighborhood character.	Policy	X			X	City Planning, Hazelwood Historical Society, Community Organization
	D.7.5	Complete Historical Architectural Survey of Greater Hazelwood.						
Support and grow local business-to-business service providers	D.8.1							
Maximize Resident Opportunities Associated with Development, Including Hazelwood Green	D.9.1							

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Support community-led and -driven development.	D.10.1	Complete a Housing Action Plan that will identify the number, type, and location of affordably-priced housing units to achieve Greater Hazelwood's goal of development without displacement [in progress by the Greater Hazelwood Community Collaborative's Housing Committee].	Project	X				City Planning, Community Organization, Housing Authority, URA, Local Universities
	D.10.2	Work with private and public land owners to advocate for development of the five Development Zones as specified.	Policy	X				City Planning, Community Organization, Housing Authority, URA, Local Universities
	D.10.3	Encourage community ownership / stewardship through collaborative development meetings and annual reviews.	Policy	X			X	City Planning, URA, Community Organization
	D.10.4	Pursue Registered Community Organization status to formalize Greater Hazelwood's role in private development review.	Project	X				Community Organization
	D.10.5	Continue to work with public agencies to secure vacant, tax-delinquent properties and develop them in accordance with community goals.	Policy				X	Community, City, URA
	D.10.6	Preserve historic homes / properties.	Policy	X			X	City Planning, Community Organization, Hazelwood Historical Society
	D.10.7	Work with existing residents to prepare them for home ownership (credit counseling, budgeting workshops, first-time homebuyer classes)	Policy	X			X	City Planning, Community Organization
	D.10.8	Promote local entrepreneurship in development, especially youth	Policy	X			X	Community Organization, Pittsburgh School District, City Parks (DPW), Local Universities



PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Support community-led and -driven development continued.	D.10.9	Educate residents and developers about historically-sensitive renovation.	Policy	X			X	City Planning, Hazelwood Historical Society, Community Organization, Local Universities
	D.10.10	Set standards for community benefits that include hiring Greater Hazelwood residents and utilizing Greater Hazelwood-based businesses.	Policy	X			X	City Planning, Community Organization, Local universities, Local financial institutions, local hospital
	D.10.11	Stabilize & target reuse opportunities for vacant historic buildings of significance.	Program	X			X	City Planning, Hazelwood Historical Society, Community Organization
	D.10.12	Retain architectural features with ethnic influence that contribute to neighborhood character.	Policy	X			X	City Planning, Hazelwood Historical Society, Community Organization
	D.10.13	Work with City to create transparency around community engagement in development and design.	Policy	X			X	City Planning, Community Organization, Housing Authority, URA

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Integrate public art into infrastructure improvement.	D.11.1	Target neighborhood gateways for beautification and storytelling efforts.	Policy	X			X	City Planning, Community Organization, Hazelwood Historical society
	D.11.2	Utilize public art and historic interpretation to help orient residents and visitors in the neighborhood while telling the story of Greater Hazelwood.	Program	X			X	Community Organization, Carnegie Library, City Planning & Division of Public Art
	D.11.3	Engage local artists and youth to produce and maintain elements.	Program				X	Community Organizations, Carnegie Library, City
	D.11.4	Enhance Gateway Bridge to Below the Tracks with Art	Project	X			X	City, Community, Property Owner, Rail Yard



Mobility

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Improve neighborhood walkability and bikeability.	M.1.1	Provide respite areas along streets with steep slopes.	Project	X			X	DOMI, City Planning, Port Authority, Community Organization
	M.1.2	Improve crosswalks in the neighborhood.	Project	X				DOMI, City Planning, Port Authority, Community Organization
	M.1.3	Plant street trees.	Project		X			DOMI, City Planning, Port Authority, Community Organization
	M.1.4	Utilize zoning to increase pedestrian safety.	Policy	X				DOMI, City Planning, Port Authority, Community Organization
	M.1.5	Encourage developments to provide on-site bike amenities.	Policy				X	DOMI, City Planning, Port Authority, Community Organization

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Ensure residents have access to high-quality transit that increases economic opportunity and supports everyday needs.	M.2.1	Improve infrastructure at transit stops throughout the neighborhood.	Project	X	X		X	DOMI, City Planning, Port Authority, Community Organization
	M.2.2	Advocate for and improve access to information about transit organization priorities and plans.	Policies	X			X	DOMI, City Planning, Port Authority, Community Organization
	M.2.3	Encourage transit authority to optimize bus service in the neighborhood, including improved weekend services.	Program	X			X	DOMI, City Planning, Port Authority, Community Organization
	M.2.4	Evaluate existing transit connectivity to local and regional job centers and identify opportunities for high-capacity transit with dedicated routes.	Project	X			X	DOMI, City Planning, Port Authority, Community Organization
Address gaps in multi-modal network throughout the neighborhood.	M.3.1	Develop strategy for constructing / improving sidewalks throughout the neighborhood.	Policy	X	X		X	DOMI, City Planning, Port Authority, Community Organization
	M.3.2	Address gaps in bicycle infrastructure throughout the neighborhood.	Project	X			X	DOMI, City Planning, BikePGH, Community Organization
Calm through traffic.	M.4.1	Install traffic-calming measures on streets with highest amounts of traffic at rush hour and near neighborhood schools.	Project	X			X	DOMI, City Planning, Port Authority, Community Organization, PennDOT, SPC
	M.4.2	Advocate for regional measures that will increase commuters' use of transit and decrease single-occupancy trips through the neighborhood.	Policy				X	Community Organization, DOMI, City Planning, Port Authority



Infrastructure

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Improve air quality in Greater Hazelwood.	I.1.1	Evaluate industrial emissions in Greater Hazelwood.	Project	X				ACHD, City, Community Organizations, GASP
	I.1.2	Decrease single-occupancy vehicle use in Greater Hazelwood.	Policy				X	Department of Mobility & Infrastructure, SPC, PAAC, Community
	I.1.3	Increase tree canopy throughout the neighborhood.	Policy				X	Department of Public Works - Forestry Division, TreePgh, Community Organizations
	I.1.4	Decrease neighborhood heat.	Policy				X	
	I.1.5	Address vehicle idling.	Program				X	
	I.1.6	Address regional air quality.	Policy				X	
	I.1.7	Improve existing buildings' air quality and energy efficiency.	Program				X	
	I.1.8	Construct new energy-efficient buildings with good indoor air quality.	Policy				X	Community Organizations, Private Developers, City, URA, Hazelwood Green
Strengthen the quality of Greater Hazelwood's green spaces.	I.2.1	Support Greater Hazelwood's parks.	Policy				X	
	I.2.2	Position Greenway as an amenity.	Project		X			
	I.2.3	Encourage neighborhood connections with Hazelwood Green's Urban Open Spaces.	Policy				X	

PRIORITY	STRATEGY NUMBER	STRATEGY DESCRIPTION	STRATEGY TYPE	TIMEFRAME TO BEGIN STRATEGY				PARTNERS
				0-2 Years	3-5 Years	5-10 Years	On going	
Encourage new development to go green - throughout the neighborhood.	I.3.1	Ensure sustainable construction practices.	Program				X	Community Organizations, GBA, GASP, GBA, City, URA
	I.3.2	Encourage sustainable habitation, maintenance, and business practices.	Program				X	Community Organizations, GBA, Sustainable PGH
	I.3.3	Use incentive-based zoning to reflect Greater Hazelwood's sustainability priorities.	Project	X				Community Organizations, City
	I.3.4	Reduce energy burden.	Policy				X	Community Organizations, GBA, GASP, GBA, City, URA
	I.3.5	Explore expansion of Hazelwood Green's district energy, water, and transportation systems to other parts of the neighborhood.	Program		X		X	ReMake Group, City, GBA, Community Organizations
Decrease combined sewer overflow	I.4.1	Develop a strategy to implement green infrastructure solutions in priority sewersheds	Policy					Community Organizations, City, PWSA
Mitigate environmental lead and other hazardous elements / materials.	I.5.1	Educate residents about the hazards of lead and the importance of testing for elevated blood levels.	Program				X	
	I.5.2	Educate residents about the hazards of indoor lead and practices to mitigate it.	Program				X	
	I.5.3	Educate people undertaking renovations about the importance of, and ways to, mitigate lead and other hazardous element / materials.	Program				X	
	I.5.4	Test soil for lead and other heavy metals, especially in places frequented by children.	Program				X	Community Organizations, City
	I.5.5	Replace lead water service lines.	Program				X	Community Organizations, PWSA, City (DPW)





Appendix

LAND USES ON SECOND AVENUE / IRVINE STREET

Row Labels	Sq Ft	Acres	%
	34190.32415	0.78	0%
Churches, Public Worship	80848.08892	1.86	1%
Comm Aux Building	1673405.317	38.42	17%
Commercial Garage	54603.62487	1.25	1%
Commercial/Utility	23431.71298	0.54	0%
Convenience Store	15195.96883	0.35	0%
Daycare/Private School	16496.48796	0.38	0%
Federal Government	36572.92667	0.84	0%
Funeral Homes	7475.035014	0.17	0%
Hud Proj #221	49246.82948	1.13	0%
Industrial/Utility	316780.9486	7.27	3%
Municipal Government	144160.016	3.31	1%
Municipal Urban Renewal	12312.58282	0.28	0%
Office - 1-2 Stories	13580.28922	0.31	0%
Office/Apartments Over	9267.280302	0.21	0%
Other Food Service	11801.99158	0.27	0%
Parking Garage/Lots	28025.42386	0.64	0%
Pharmacy (Chain)	27829.53712	0.64	0%
R.r. - Used In Operation	1378739.878	31.65	14%
Res Aux Building (No House)	5607.148163	0.13	0%
Retl/Apt's Over	16191.24684	0.37	0%
Retl/Off Over	4718.382302	0.11	0%
Rowhouse	41835.36929	0.96	0%
Single Family	3050074.579	70.02	31%
Small Detached Ret(Under 10000)	4651.04988	0.11	0%
Three Family	8979.625775	0.21	0%
Two Family	25925.35469	0.60	0%
Vacant Commercial Land	2403587.174	55.18	24%
Vacant Land	112388.8323	2.58	1%
Warehouse	245007.0916	5.62	2%
Grand Total	9852930.118	226.19	100%



Education Level**Greater Hazelwood****City of Pittsburgh**

Based on residents of workforce age. GHAZ = 3,679; City = 205,498

Less than a HS Diploma / GED	<1%	1%
HS Diploma / GED	39%	27%
Some college	21%	15%
Associate's Degree	12%	8%
Bachelor's Degree	12%	22%
Higher than a Bachelor's Degree	8%	20%

Row Labels	# Of Parcels	Square Feet	Acres
>10 Acres Vacant	1	597881.92	13.73
Vacant Commercial Land	49	3024215.67	69.43
Vacant Industrial Land	2	4905.31	0.11
Vacant Land	757	2737652.49	62.85
Grand Total	809	6364655.39	146.11

Population by Race, 2010 (UCSUR report)

Race	Greater Hazelwood	City of Pittsburgh	Difference
White	50.7%	66.0%	-15.3%
Black / African-American	44.9%	26.1%	+19%
Asian	1.3%	4.4%	-3.1%
Native American	N/A	N/A	N/A
Other	0.7%	1.0%	-0.3%
Two or more races	2.4%	2.5%	-0.1%

Population by Race, 2017

Race	Greater Hazelwood	City of Pittsburgh	Difference
White	57.7%	66.6%	-8.9%
Black / African-American	37.6%	23.6%	+14%
Asian	4.4%	5.6%	-1.2%
Native American	0.0%	0.2%	-0.2%
Other	0.0%	0.5%	-0.5%
Two or more races	0.9%	3.4%	-2.5%

Greater Hazelwood Population by Race, 2010 vs. 2017

Race	2010	2017	Change since 2010
White	50.7%	57.7%	+7.0%
Black / African-American	44.9%	37.6%	-7.3%
Asian	1.3%	4.4%	+3.1%
Native American	N/A	0.0%	N/A
Other	0.7%	0.0%	-0.7%
Two or more races	2.4%	0.9%	-1.5%

Age as Percent of Greater Hazelwood Population, 2010 vs. 2017

Population	2010	2017	Difference
Under 20	27%	23%	-4%
18-34	18%	16%	-2%
35-54	25%	27%	+2%
55+	25%	35%	+10%



Age as Percent of Greater Hazelwood Population, 2010 (UCSUR report)

Population	Greater Hazelwood	City of Pittsburgh	Difference
Under 20	27%	21%	+5%
20-34	18%	32%	-7%
35-54	25%	23%	+2 %
55+	27%	14%	+13%

Age of Greater Hazelwood Population, 2017

Population	Greater Hazelwood	City of Pittsburgh	Difference
Under 20	23%	20%	+2%
20-34	16%	33%	-17%
35-55	27%	21%	+6%
55+	35%	26%	+9%

2017 Workforce-Aged Population, G'HAZ vs. City

Population	Greater Hazelwood	City of Pittsburgh	Difference
Aged 20-55	2,170	163,033	N/A
As % of total population	42.6%	53.5%	-10.9%

Household Types, Greater Hazelwood vs. City of Pittsburgh, 2017

Households	Greater Hazelwood	City of Pittsburgh	Difference
Family	55.2%	44.5%	+11.2%
% of Families - Married	49.6%	62.9%	-13.3%
% of Families - Single-parent	50.4%	37.1%	+13.3%
Nonfamily	44.8%	55.5%	-10.7%

**Educational Attainment for population 25 to 64 years,
Greater Hazelwood & City of Pittsburgh, 2017**

Highest Level Attained	2010		2017	
	Hazelwood	City of Pittsburgh	Hazelwood	City of Pittsburgh
Less than a HS Diploma	12.7%	7%	8.2%	7.9%
HS Diploma or GED	30.6%	28.5%	39.0%	26.7%
Some college or Associate's Degree	34.4%	26.1%	33.0%	23.4%
Bachelor's Degree or Higher	22.4%	38.4%	19.9%	41.9%

Educational Attainment for population 25 to 64, Hazelwood, 2010 vs. 2017

Highest Level Attained	Hazelwood		
	2010	2017	Difference (2010-2017)
Less than a HS Diploma	12.7%	8.2%	-4.5%
HS Diploma or GED	30.6%	39.0%	+8.4%
Some college or Associate's Degree	34.4%	33.0%	-1.4%
Bachelor's Degree or Higher	22.4%	19.9%	-2.5%



Household Occupancy by Race, Greater Hazelwood and City of Pittsburgh, 2017

Race	Greater Hazelwood			City of Pittsburgh		
	Owner Occupant	Renter	Total	Owner Occupant	Renter	Total
Native American, Hawaiian / Pacific Islander	N/A	N/A	N/A	70	158	228
Asian	40	53	93	1,489	5,306	6,795
Black / African-American	170	641	811	10,230	20,522	30,752
White	867	435	1,302	51,982	41,613	93,595
Other	N/A	N/A	N/A	251	373	624
Two or more races	4	11	15	864	1,962	2,826
Total	1,081	1,140	2,221	64,886	69,934	134,820

Household Occupancy in Greater Hazelwood and City of Pittsburgh, 2017

Occupancy	Number of Households	
	Greater Hazelwood	City of Pittsburgh
Owner	1,081	64,886
Renter	1,140	69,934
Total	2,221	134,820

Rents in Greater Hazelwood and City of Pittsburgh, 2017

Cost of Unit per month	Number of Units	
	Greater Hazelwood	City of Pittsburgh
No Cash Rent	30	1,976
< \$500	475	10,387
\$500 - \$1,000	512	31,447
\$1,001 - \$2,000	89	23,422
>\$2,0001	34	2,702
Total	1,140	69,934

Vehicle Ownership by Household Occupancy, Greater Hazelwood and City of Pittsburgh

Vehicle Ownership Status	Greater Hazelwood			City of Pittsburgh		
	Owner Occupant	Renter	Total	Owner Occupant	Renter	Total
Do not own a vehicle	212	642	763	6,613	24,576	31,189
Own a vehicle	960	498	1,458	58,273	45,358	103,631
Total	1,081	1,140	2,221	64,886	69,934	134,820

Household Income in Greater Hazelwood and City of Pittsburgh, 2017

Household Income	# of Households in Greater Hazelwood	# of Households in City of Pittsburgh
Less than \$10,000	611	15,889
\$10,000 - \$14,999	294	9,648
\$15,000 - \$19,999	135	8,963
\$20,000 - \$24,999	165	7,801
\$25,000 - \$29,999	138	7,008
\$30,000 - \$34,999	49	7,399
\$35,000 - \$39,999	44	5,981
\$40,000 - \$44,499	91	5,597
\$45,000 - \$49,999	49	5,219
\$50,000 - \$59,999	119	9,826
\$60,000 - \$74,999	203	12,377
\$75,000 - \$99,999	115	13,622
\$100,000 - \$124,999	44	9,105
\$125,000 - \$149,999	105	4,716
\$150,000 - \$199,999	41	5,490
\$200,000 +	18	6,179
Total	2,221	134,820



**Means of Transportation to Work for Workers 16 years and over in Households,
Greater Hazelwood and City of Pittsburgh, 2017**

Mode	Workers	
	Greater Hazelwood	City of Pittsburgh
Public Transportation (excluding taxicab)	112	25,648
Walked	81	16,733
Worked at home	64	6,843
Taxicab, motorpool, bicycle	8	4,445
Drove alone	1,057	83,935
Carpool	369	12,702
Total	1,691	150,306

Fatal Accidental Overdoses related to 15207, 2010-2017

Year	Incident reported in 15207	Decedent from 15207
2010	1	0
2011	3	4
2012	4	3
2013	4	5
2014	1	1
2015	6	5
2016	13	11
2017	9	10

Employment of Population Aged 16-64, Greater Hazelwood and City of Pittsburgh, 2017

Employment Status	Greater Hazelwood	City of Pittsburgh
Employed Full-Time	1,100	99,038
Employed Part-Time	726	73,622
Unemployed	1,433	46,851
Total	3,259	219,511



Grant Resources

How to start a housing trust

Overview

1) Set a Goal and a Mission through a Need

The first goal is to determine a market gap and market need in the community. This includes making sure that the residents can afford current rental rates, and have adequate access to job opportunities that provide income levels that allow less than 30% to be set aside for housing costs. Understanding this affordability includes deepening community knowledge on income levels of residents and available housing stock. Once the market need is determined, the mission of the Trust can be tailored around it.

- » **The housing analysis and recommendations included in this Plan should serve as the starting point and catalyst for creating the Trust’s Mission.**

2) Incorporate affordability targets into regulatory structure

It is important to evaluate the need for an ordinance that adequately creates a flexible operating environment for affordability initiatives. This can come in a number of forms, such as the passing of a neighborhood-specific Affordable Housing Ordinance or an Inclusionary Zoning Ordinance. Such an ordinance can provide exceptions to incentivize production of more affordable units in the marketplace. This could mean defraying development costs over a greater number of units or development pattern flexibility for denser developments. Ultimately, this makes the operating environment cheaper, more flexible, and inclusionary. Existing City of Pittsburgh policies, including work from the Affordable Housing Task Force along with the new Riverfront Zoning District, outline specific affordable housing goals.

3) Gather Sponsors

- Grassroots Strategy:** This includes the lead of an institution or individual with market insight and legitimacy with lenders.
- Nonprofit:** Community development corporations, social service organizations, or housing non-profits should be considered in partnerships. Advantages can include foundational capacity from the existing nonprofit, including credibility and compatibility within the nonprofit housing network.
- Government:** This can be key in accessing community development funds, grants and

operational support (staffing, regulatory assistance, etc.).

- d. Local Businesses:** Look for businesses that have a genuine interest in the lack of affordable housing stock their employees can afford. These would typically be businesses paying wages at or below a wage rate that allows them to set aside 30% of their income for area rentals or mortgages.

4) Create a Nonprofit Entity (501(c)(3))

- a. Form a Board of Directors:** Identify founding board members. Boards are legally responsible parties to the nonprofit.
- b. Appoint Elected Officers:** Officer positions need to be established at the time of filing if board members are already appointed
- c. Finalize and Submit a Mission Statement:** From Step 1.
- d. Select a Name**
- e. Adopt Articles of Incorporation:** These will establish the name and purpose of the nonprofit organization as well as any limitations on activities.
- f. Obtain an FEIN Number:** Complete IRS Form SS-4.
- g. Obtain 501(c)(3) Status:** File the business with the Secretary of State's Office, then complete IRS form 1023.

5) Create a Housing Advisory Board

Representation on advisory boards include interagency coordinating bodies with staff from different agencies, housing professionals with a community interest, service providers, bankers, realtors, low-income individuals, apartment owners, developers and others. Most advisory bodies look for members who have experience with low-income housing.

6) Consider Undertaking HUD Training and Hire a Grant Writer

This can be critical in the organization's ability to take advantage of funding opportunities and administer federal programs requiring federal compliance.



A Housing Trust Funding Profile

8. Start-up funding: Fundraise with donors to seed the fund and staff the trust.

9. Dedicated, operational funding sources.

- » Tax Increase – While cities have created dedicated funding sources in a variety of ways, a typical mechanism originates from a percentage increase to a local tax (e.g., insurance, car, hotel, etc.). In Pennsylvania, one example could be to undertake something similar to what the City of Pittsburgh did in 2017 by increasing a City’s Realty Transfer Tax. In this case, the 0.5% increase (1% in 2020) raised a \$10 million affordable housing trust fund. Other sources include:
- » CDBG & HOME
- » Private Institutions
- » Private Donors
- » Grassroots Fundraising
- » Development Fees, Rental Income, & Lease Fees
- » Programming fees such as loan servicing fees, application fees and amendment fees.




10. Programming – to pay for lending, land acquisition, construction and other subsidies.

- i. Federal Options
 - » CDBG and HOME Funds- may require special designation as a Community Housing Development Organization by Local Participating Jurisdiction. HUD Funds for organizational planning and development are also available.
 - » Low Income Housing Tax Credits and Historic Preservation Tax Credits
 - » Federal Home Loan Bank
- ii. State & Local Options
 - » Private Lending Institutions
 - » State Housing Finance Agencies
 - » Tax Increment Financing
 - » Municipal Real Estate
 - » Private Developer Exactions
 - » Private Foundations
 - » Private Land Donations
 - » Development Fees
 - » Lease Fees




Housing Funding Programs

The following are an overview of all of the different affordable housing programs that can be used to reach the target household incomes.

Neighborhood Housing Program & Housing Recovery Program-Developer

 <p>Program Overview</p>	<p>Newly constructed homes in targeted neighborhoods receive financial assistance to attract home owners meeting specific AMI requirements. This includes deferred second mortgages of up-to \$55,000 in some cases (amount depending on construction financing terms and income limits). In addition, a \$3,000 grant is provided for closing costs/down payment assistance.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/neighborhood-housing-program-housing-recovery-program-developer</p>
 <p>Target Income Level</p>	<p>Less than 80% of Area Median Income</p>

Low Income Housing Tax Credits (LIHTC)

 <p>Program Overview</p>	<p>The LIHTC is an indirect federal subsidy used to finance the construction and rehabilitation of low-income affordable rental housing. Claimed over a period of 10 years, the tax credit is designed to subsidize either 30% or 70% of the low-income unit costs associated with a project. The 30% subsidy, which is known as the “automatic 4% tax credit”, covers new construction that uses additional subsidies or the acquisition cost of existing buildings. The 70% subsidy, or “9% tax credit”, supports new construction without any additional federal subsidies.</p> <p>Developers may be limited or may not have the taxable income to fully utilize the credits themselves, as such, most developers choose to find tax credit investors, who provide cash that is channeled into the development. The developer can either work with an investor who invests directly into a partnership (or LLC) and receives tax credits or work with a syndicator who acts as a broker between the developer and investor.</p>
 <p>Contact</p>	<p>Pennsylvania Housing Finance Agency Link: https://www.phfa.org/mhp/developers/lihtc.aspx</p>
 <p>Target Income Level</p>	<p>Less than 60% of Area Median Income</p>



Pittsburgh Home Rehabilitation Program



Program Overview

Homeowners may borrow up to \$25,000 (single unit) or \$35,000 (two-unit). Loans can be up to 20-year terms. An additional \$10,000 and additional 5-year loan term may be added for certain energy efficiency upgrades.



Contact

Pittsburgh Urban Redevelopment Authority

Link: <https://www.ura.org/pages/pittsburgh-home-rehabilitation-program-phrp>



Target Income Level

Less than 80% of Area Median Income

Pittsburgh Development Fund (PDF)



Program Overview

Provides financing to non-profit and for-profit developers for the new construction of market rate rental and for-sale housing. The Fund is also available for the acquisition and rehabilitation of market rate rental and for-sale housing. Loan amounts range between \$450,000 and \$5,000,000 (or 30% of project costs, whichever is less), with a 10% equity requirement.



Contact

Pittsburgh Urban Redevelopment Authority




Link: <https://www.ura.org/pages/for-sale-housing-programs>






Target Income Level

Varies, Market rate

Pittsburgh Housing Construction Fund (PHCF)




 <p>Program Overview</p>	<p>Provides low interest rate construction financing and grants to non-profit and for-profit developers for the substantial rehabilitation or new construction of for-sale housing for the purpose of increasing supply of affordable housing for homeownership and to eliminate substandard housing by ensuring compliance with applicable codes and standards.</p> <p>Loan amounts can be up-to 80% for for-profit developers (4% interest) and 100% (0% interest) for non-profit developers. Grants are capped at \$30,000 per unit, with \$40,000 per units sold to households with less-than or equal to 80% AMI.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/for-sale-housing-programs</p>
 <p>Target Income Level</p>	<p>Less than 80% of Area Median Income (bonus)</p>

Rental Housing Development and Improvement Program (RHDIP)




 <p>Program Overview</p>	<p>Provides financing to non-profit and for-profit developers for the acquisition, new construction and rehabilitation of non-owner occupied residential rental housing primarily for low- and moderate-income households. Loan amount is the lesser of \$30,000 per unit or 50% of total development cost; lesser of \$40,000 per unit or 60% of total development cost for non-profit developers or projects with a minimum of 51% of the units rented to very low income households. Includes Grants of \$5,000 per unit for enhanced accessibility improvements.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/for-sale-housing-programs</p>
 <p>Target Income Level</p>	<p>Less than 80% of Area Median Income</p>






Community Acquisition & Rehabilitation Program (carl)

 Program Overview	<p>Allows borrowers to obtain mortgage financing and home rehabilitation financing in one loan by reducing the cost, time, and complexity of obtaining multiple loans. Only certain census tracts qualify, including the Manchester neighborhood tract.</p>
 Contact	<p>Pittsburgh Community Reinvestment Group Link: http://www.pcr.org/programs/community-acquisition-and-rehabilitation-loan/carl-documents/</p>
 Target Income Level	<p>Varies, Based on census tracts</p>




Residential facade improvement Program

 Program Overview	<p>Provides property owners a matching grant of up-to \$5,000 for façade improvements to residential properties in one of six neighborhoods in Pittsburgh, including Manchester.</p>
 Contact	<p>Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/residential-facade-improvement-program</p>
 Target Income Level	<p>Varies</p>

Pittsburgh Housing Construction Fund (PHCF)




 <p>Program Overview</p>	<p>Provides low interest rate construction financing and grants to non-profit and for-profit developers for the substantial rehabilitation or new construction of for-sale housing for the purpose of increasing supply of affordable housing for homeownership and to eliminate substandard housing by ensuring compliance with applicable codes and standards.</p> <p>Loan amounts can be up-to 80% for for-profit developers (4% interest) and 100% (0% interest) for non-profit developers. Grants are capped at \$30,000 per unit, with \$40,000 per units sold to households with less-than or equal to 80% AMI.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/for-sale-housing-programs</p>
 <p>Target Income Level</p>	<p>Less than 80% of Area Median Income (bonus)</p>

Community Development Investment Fund (CDIF)




 <p>Program Overview</p>	<p>The CDIF is designed to assist non-profit, community-based organizations to participate in real estate projects that benefit low- and moderate-income persons. The fund aims to support development of real estate that is idle or underutilized or blighted, providing needed housing and employment opportunities in Pittsburgh neighborhoods. Grants are up-to \$150,000 per project, however organizations are capped at \$200,000 in assistance per year. Eligible activities include land costs, acquisition, site preparation, legal, testing, site mapping and other soft costs, and building costs including building acquisition, construction, rehabilitation, engineering, architectural, legal and other costs.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/community-development-corporation-cdc-partnerships</p>
 <p>Target Income Level</p>	<p>N/A, neighborhood-based</p>






Local Economic Revitalization Tax Act District (LERTA)

 <p>Program Overview</p>	<p>LERTA was created to improve the economic and business climate of certain residential and commercial districts by lessening the tax burden on new development.</p> <p>Residential LERTA- This program offers a 10-year tax credit for the City of Pittsburgh (up to \$150,000) and City of Pittsburgh School District (up to \$250,000). This program applies to rental residential and hotel properties that occupy former commercial or industrial sites located within four neighborhoods in and around Downtown.</p> <p>Residential Enhanced LERTA- This program offers a 10-year tax credit for the City of Pittsburgh (up to \$2,700) and City of Pittsburgh School District (up to \$3,480). This program applies to for-sale residential (condominium units) that occupy former commercial or industrial sites located within four neighborhoods in and around Downtown.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/real-estate-tax-abatement-programs</p>
 <p>Target Income Level</p>	<p>N/A, neighborhood-based</p>




Community Housing Development Organization (CHDO)

 <p>Program Overview</p>	<p>Grants are available to eligible CHDO organizations for the production of affordable for-sale or rental housing units that are occupied by tenants at target income levels. Grant amounts are \$3,000 per unit, capped at \$35,000 annually.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority</p> <p>Link: https://www.ura.org/pages/community-development-corporation-cdc-partnerships</p>
 <p>Target Income Level</p>	<p>Less than 60% of Area Median Income for rentals</p> <p>Less than 80% of Area Median Income for sales</p>

housing opportunity fund (hof)




 Program Overview	<p>A housing trust fund that was established in 2016 to support the development and preservation of affordable and accessible housing in the City of Pittsburgh. The program includes a rental gap program, downpayment and closing cost assistance program, homeowner assistance program, housing stabilization program, and for-sale development program</p>
 Contact	<p>Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/housing-opportunity-fund-programs</p>
 Target Income Level	<p>Varies</p>

ACT 42 TAX ABATEMENT

 Program Overview	<p>Act 42 Residential is a 100%, 3-year assessment reduction up to \$86,750 in assessed value due to new construction or up to \$36,009 of assessed value due to renovation costs for City of Pittsburgh and City of Pittsburgh School District. The program applies to for-sale or rental residential properties located throughout the city.</p> <p>Act 42 Enhanced Residential is a 100%, 10-year assessment reduction up to \$250,000 in assessed value due to new construction or renovation costs for City of Pittsburgh and the City of Pittsburgh School District. The program applies to for-sale or rental residential properties located in 28 defined neighborhoods, including Manchester.</p>
 Contact	<p>Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/real-estate-tax-abatement-programs</p>
 Target Income Level	<p>Varies</p>



visitability TAX ABATEMENT

 <p>Program Overview</p>	<p>This program offers tax credits as incentives for developers of new construction or renovation housing projects to build access for disabled individuals. The total amount of the tax credit granted shall be the lesser of \$2,500 (over a period of 5 years), or the total amount of all increases in property taxes levied by Allegheny County/City of Pittsburgh as a result of the construction/renovation that is eligible for the Residential Visitability Design Tax Credit. This is a citywide (and countywide) program.</p>
 <p>Contact</p>	<p>Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/real-estate-tax-abatement-programs</p>
 <p>Target Income Level</p>	<p>Varies</p>

Private special assessment districts

Allows property owners to designate an area in which new taxes or fees are assessed on properties that are expected to receive a benefit from their geographic proximity to an improvement. The idea is that certain properties will benefit directly from a particular investment and, as a result, these property owners should pay an allocable share of the investment cost. Assessment districts may be delineated based on distance from an improved facility, property frontage adjacent to an improved facility, square footage and/or property acreage. The revenue collected from the special assessment district is used to help pay for the improvement. The property owner’s payment is above and beyond the real property taxes.

Joint Development Agreements

In joint development, public and private partners can share project costs, revenues, or financial risk depending on the structure of the agreement. Joint development arrangements are often well-received by the public because they are location-specific, and the affected parties are relatively few. Two potential limitations can be that the amount of revenue generated is relatively small or they tend to entail a higher degree of administrative complexity. The permanency of stations along fixed-guideway systems such as a streetcars, however, make station areas on these systems more attractive for joint development than station areas along bus lines or other non-fixed-guideway systems.

Development Impact Fees

These are one-time charges collected by local governments from developers. Such fees help to defray the cost of new or expanded infrastructure and services associated with new development, including capacity-increasing transportation investments. Impact fees are not a primary source of revenue for transportation in most jurisdictions, but they can help finance the share of transportation budgets attributable to new development. Generally, development impact fees are considered politically and administratively feasible. They may not be appropriate for some transit projects, however, because they may discourage investment in the geographic area in which the fee is imposed.

Limited Partnership Arrangements

The sponsoring agency is granted an ownership percentage of each affected property along the line. The arrangement is structured so that any cash flow (recapitalization, sale or annual cash flow) would only come from the increased value achieved by each property that exceeds current cash flows and appraised value. The individual property would enter into a joint value with the sponsoring agency at the current appraised value as of the date of approval of the concept by the property owners. The risk of the property value actually increasing is borne by the public sector, even though it is paid by the private sector, since bonds have to be serviced every month.

Grant funding programs

Overview

Grant funding agencies within the Commonwealth and federal government each have specific and identifiable amenities that must be met prior to funding eligibility. As an overarching theme the funding agencies will want identification of the following items demonstrated before gainful grant funding is applicable:

Substantial community input has been petitioned and a singular community vision/goals has been demonstrated

- » Conceptual design, preferably up to 40% construction documentation, has been completed and projects are shovel ready
- » Matching funds are secured and unencumbered
- » Legislation is passed to allow for swift utilization of funding

It should also be noted that the below funding programs offer minimal notice for funding application creation, so it is strongly advised to work through becoming prepared for such work at the earliest opportunity. This should include a creation for a sub-committee that is tasked with undertaking this work.



Specific funding programs:

Outlined on the following pages are elements of specific programs that can be utilized to offset the costs of enhancements within the Manchester-Chateau neighborhood. A brief description of each funding program is provided and will outline the following:

- » Brief synopsis of funding program.
- » Timing for funding program announcements and application window.
- » Applicable costs or reimbursable expenses for each agency.
- » Award ceiling for each grant.
- » Recent grant awards (average of past 3 years).
- » Anticipated likeliness of funding.

Following the funding program descriptions is a funding strategy matrix for several projects identified in this plan.

PA DCED KCP – Pennsylvania Department of Community and Economic Development – Keystone Community Program (PA DCED KCP) –

Synopsis –

The PA DCED KCP program is a long-standing state level funding program within the Commonwealth that offers assistance for communities, counties, non-profits and redevelopment authorities to assist with economic development initiatives. Work funded by this program must correlate with increased jobs/employment offered, ultimately providing additional tax income to the commonwealth. All projects funded by this program are also judged based upon the applicant's ability to manage the program and ensure sustainability of project enhancements upon completion of the project.

Grant Timing –

This grant program typically offers a semi-annual funding request starting in February and August, though it is dependent on funding availability and budget approvals. The funding period typically stays open for 45-60 days. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified three to four months after funding period closing.

Eligible funds expenditures –

PA DCED KCP program will generally pay for expenditures related to economic development initiatives within a municipality. These items can include, but are not limited to:

- » Streetscapes
- » Building purchase and renovation
- » Façade renovation programs
- » Business incubator start-ups
- » Infrastructure “right sizing”

Award Details –

Program guidelines note an award ceiling of \$1,000,000 for projects of exceptional community importance, noting that an average award ceiling is \$500,000

Recent awards (3-year average) – An average award for construction-based work from the PA DCED KCP program is \$325,000

Anticipated percentage of funding award – As an average roughly 50%-65% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. This funding mechanism is currently experiencing a diminished funding allocation at the state level.

PA DCED MTF – Pennsylvania Department of Community and Economic Development/ Commonwealth Finance Authority, Multimodal Transportation Fund –

Synopsis –

The PA DCED MTF is a multi-jurisdictional program that will pay for transportation alternative and pedestrian safety enhancements along roadway corridors. Eligible applicants include communities, counties, non-profits and redevelopment authorities looking to improve pedestrian and alternative transportation elements within their communities’. All projects funded by this program are also judged based upon the applicant’s ability to manage the program and ensure sustainability of project enhancements upon completion of the project.

Grant Timing –

This grant program typically offers a single application window each year, historically in August. The funding period typically stays open for 30 days. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified three to four months after funding period closing.



Eligible funds expenditures –

PA DCED MTF program will generally pay for expenditures related to economic development initiatives within a municipality. These items can include, but are not limited to:

- » Streetscapes
- » Sidewalks
- » Site Lighting
- » Curb/Gutter
- » Storm Sewer
- » Infrastructure “right sizing”

Award Details –

Program guidelines note an award ceiling of \$2,000,000.

Recent awards (3-year average) – An average award for construction-based work from the PA DCED MTF program is \$700,000.

As an average roughly 30%-50% of well written, community based and acceptable proposals are awarded, at minimum, a portion of their proposed funding. This funding mechanism is currently experiencing a diminished funding allocation at the state level.

PennDOT MTF – Pennsylvania Department of Transportation - Multimodal Transportation Fund (PennDOT MTF) –

Synopsis –

The PennDOT MTF is a multi-jurisdictional program that will pay for transportation alternative and pedestrian safety enhancements along roadway corridors. Eligible applicants include communities, counties, non-profits and redevelopment authorities looking to improve pedestrian and alternative transportation elements within their communities'. Eligible project areas must include a state route or US route. This program is a competitive program and scoring will require communities to demonstrate applicable/required match and necessary construction documentation. Eligible match includes cash or completion of necessary construction documentation.

Grant Timing –

This grant program typically offers a single application window each year, historically in July. The funding period typically stays open for 30 days. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified three to four months after funding period closing.

Eligible funds expenditures –

PennDOT MTF program will generally pay for expenditures related to pedestrian safety and alternative transportation integration. These items can include, but are not limited to:

- » Streetscapes
- » Sidewalks
- » Site lighting
- » Curb / Gutter
- » Storm sewer
- » Infrastructure “right sizing”

Award Details –

Program guidelines note an award ceiling of \$2,000,000.

Recent awards (3-year average) – An average for construction-based work from the PennDOT MTF program is \$1,000,000.

Anticipated percentage of funding award – As an average roughly 30%-35% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. This funding mechanism is currently experiencing a diminished funding allocation at the state level. To increase percentages of funding award, it is advisable to discuss the project with the local PennDOT contacts and invite them to the site for a review prior to application.

PennDOT TAP – PennDOT Transportation Alternative Program –

Synopsis –

The PennDOT Transportation Alternative Program (TAP) is a DOT funded program that will pay for infrastructure projects along state route corridors. Eligible applicants include communities, counties, non-profits and redevelopment authorities looking to improve pedestrian and alternative transportation elements within their communities’. Infrastructure priorities are for pedestrian safety and streetscape enhancements. All projects funded by this program are also judged based upon the applicant’s ability to manage the program and ensure sustainability of project enhancements upon completion of the project.

Grant Timing –

This grant program typically offers a single application window each year, historically in July. The funding period typically stays open for 60 days. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified three to four months after funding period closing.



Eligible funds expenditures –

PennDOT TAP program will generally pay for expenditures related to pedestrian safety and alternative transportation integration. These items can include, but are not limited to:

- » Curb/Gutter
- » Sidewalks
- » Electrical / Utility Burial
- » Site Lighting
- » Storm Sewer

Award Details –

Program guidelines note an award ceiling of \$750,000.

Recent awards (3-year average) – An average award for construction-based work from the PennDOT TAP program is \$400,000.

As an average roughly 60%-70% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. To increase percentages of funding award, it is advisable to discuss the project with the local PennDOT contacts and invite them to the site for a review prior to application.

PennDOT STIP – PennDOT State Transportation Improvement Program – Legislative Award –

Synopsis –

The PennDOT State Transportation Improvement Program (STIP) is a DOT program that provides large transportation-based projects a priority order and funding schedule. This program does not “secure” funding but allows for the legislature to discuss and potentially appropriate proper funding within upcoming year budgets. This program is solely based upon discussions with PennDOT executives and local legislature.

Grant Timing –

This program has an annual funding request window that rotates throughout the year. Local legislature will be able to provide each municipality better funding window notices once discussions are started.

Eligible funds expenditures –

PennDOT STIP program will generally pay for large transportation-based expenditures, such as overpass creation or burial. There are not specific eligible program elements but are specified within the request.

Award Details -

This program does not have an award ceiling.

Recent awards (3-year average) – N/A

Anticipated percentage of funding award – N/A

PA RACP – Pennsylvania Redevelopment Assistance Capital Program - \$500,000 - \$3,000,000 (PA RACP)

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Synopsis -

The PA Redevelopment Assistance Capital Program (RACP) is a commonwealth funded program that provides assistance to economic development projects. Eligible applicants include communities, counties, industrial development authorities and redevelopment authorities. This program requires a specific line item, called an “act authorization” to become eligible for funding. Act authorizations are requested by local elected officials during commonwealth budget negotiations. Each request has specific line item elements that are eligible for reimbursement.

Grant Timing -

This grant program typically offers a single application window each year, historically in February. The funding period typically stays open for 30 days. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified six to ten months after funding window close.

Eligible funds expenditures -

PA RACP will pay for expenditures from the act authorization date forward. Typical items include any and all elements that support economic development, including:

- » Building/structure purchase and construction
- » Streetscapes
- » Business retainage services
- » Infrastructure “right sizing”
- » Other economic development-based project elements



In addition to the work elements available for reimbursements outlined above, there are several strictly ineligible elements, including:

- » Construction documentation
- » Construction administration
- » Legal fees

Award Details -

This program does not have an award ceiling based upon the act authorization line item.

Recent awards (3-year average) – An average award for construction-based work from the PA RACP program is \$800,000 for communities and neighborhoods under 30,000 in population.

As an average roughly 25%-40% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. To increase percentages of funding award, it is advisable to discuss the project with the local Governor's office regional advisor, discussing in detail the project and walking them through a site-visit. It is suggested to initiate this scope of work no fewer than six months before the anticipated funding window.

DCNR C2P2 – Pennsylvania Department of Community and Natural Resources, Community Development program (PA DCNR C2P2) –

Synopsis –

The PA DCNR C2P2 program is a commonwealth funded project that provides assistance to recreational projects, specifically ones that will increase the opportunities for residents to interact with nature. Eligible applicants include communities, counties, and non-profits. This program requires a detailed set of construction documentation, specifically a site development plan, and a detailed budget. It is also suggested that coordination with the DCNR regional advisor be started no fewer than six months before the project application.

Grant Timing –

This grant program typically offers a single application window each year, historically in April. The funding period typically stays open for 30 days. A grant application preparation workshop is held in February of each year. Historically the SW PA region workshop is held at the community center in Wexford, PA. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified six months after funding window close.

Eligible funds expenditures –

Pa DCNR C2P2 will reimburse costs for recreational based enhancements on municipal owned property. Expenditures that are eligible include:

- » Walkways
- » Boat docks
- » Signage
- » Park elements
- » Water features
- » Other recreational based elements

Award Details –

Program guidelines note an award ceiling of \$1,000,000.

Recent awards (3-year average) – An average award for construction-based work from the PA DCNR C2P2 program is \$300,000 for communities and neighborhoods under 30,000 in population.

As an average roughly 40%-70% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. To increase percentages of funding award, it is advisable to discuss the project with the regional advisor, discussing in detail the project and walking them through a site-visit. It is suggested to initiate this scope of work no fewer than six months before the anticipated funding window.

DCNR LWCF - Pennsylvania Department of Community and Natural Resources, Land and Water Conservation Fund (NPS Passthrough) (DCNR LWCF) –

Synopsis –

The PA DCNR LWCF program is a commonwealth program utilizing federal (National park Service) funding to provide assistance for significant recreational projects, specifically ones that will increase the opportunities for residents to interact with nature. Eligible applicants include communities, counties, and non-profits. This program requires a two-part application process, part one is the C2P2 program, and if selected, a NPS application will be necessary for funding allocation. It is also suggested that coordination with the DCNR regional advisor be started no fewer than six months before the project application.



Grant Timing –

This grant program typically offers a single application window each year, historically in April. The funding period typically stays open for 30 days. A grant application preparation workshop is held in February of each year. Final announcements vary depending on Commonwealth budget and funding availability, yet awarded projects are typically notified six months after funding window close. The initial application is prepared in the same application window as the C2P2 program.

Eligible funds expenditures –

PA DCNR LWCF will reimburse costs for recreational based enhancements on municipal owned property. Expenditures that are eligible include:

- » Walkways
- » Boat docks
- » Signage
- » Park elements
- » Water features
- » Swimming pools
- » Other recreational based elements

Award Details –

Program guidelines note an award ceiling of \$1,500,000.

Recent awards (3-year average) – An average award for construction-based work from the PA DCNR LWCF program is \$800,000 for communities and neighborhoods under 30,000 in population

As an average roughly 40%-50% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding. To increase percentages of funding award, it is advisable to discuss the project with the regional advisor, discussing in detail the project and walking them through a site-visit. It is suggested to initiate this scope of work no fewer than six months before the anticipated funding window.

NEA - National Endowment of the Arts (NEA) –

Synopsis –

The National Endowment of the Arts program is a funding program that provides communities funding for local artistic based projects. This funding mechanism is strategic for providing local and regional artists necessary funding for installation of neighborhood specific art displays. This funding mechanism is extremely competitive yet will allow for creation of a “cultural district” within the neighborhood.

Grant Timing –

This grant program does not have a specific funding window but allocates funding on a first come-first serve basis after first of the year. Funding is typically allocated within the first three months of the year. Due to the competitiveness of this grant, it is suggested to work with the local US level elected officials. Final announcements vary depending on budget and funding availability, yet awarded projects are typically notified six months after funding window close.

Eligible funds expenditures –

NEA will reimburse costs for local/neighborhood-based arts installation, including:

- » Painting (under bridge surfaces and facades)
- » Artistic benches/receptacles
- » Historical art installations
- » Art walk creation

Award Details –

Program guidelines note an award ceiling of \$100,000.

Recent awards (3-year average) – An average award for construction-based work from the PA RACP program is \$50,000 for communities and neighborhoods under 30,000 in population.

As an average roughly 20%-25% of well written, community based, and acceptable proposals are awarded, at minimum, a portion of their proposed funding.



PROJECT	PROJECT TYPE	PA DCED KCP	PA DCED MTF	PennDOT TAP	PennDOT MTF	PennDOT STIP	PA RACP	DCNR C2P2	DCNR LWCF	NEA
SR 65 Underpass Improvements	Mobility			X	X		X			
SR 65 Additional Underpass Openings	Mobility					X				
Complete Streets	Mobility			X						
SR 65 Ground Level and Wall Beautification	Mobility			X	X					X
Overall Traffic Study and Plan	Mobility					X				
Streetscape Improvements	Community Development	X	X	X	X					
Gateways/Cultural Heritage	Community	X	X	X	X					
Riverfront Access	Mobility Infrastructure						X	X	X	
Neighborhood Parks	Infrastructure						X			
Neighborhood Trail Connections	Infrastructure						X	X	X	
Land Stabilizations / Infill and Redevelopment	Development						X			

Additional development tools

New markets tax credit program



Program Overview

The New Markets Tax Credit Program attracts private capital into low-income communities by permitting individual and corporate investors to receive a tax credit against their federal income tax in exchange for making equity investments in specialized financial intermediaries called Community Development Entities (CDEs). New Markets Tax Credits create a return of approximately 20% of project costs to the developer. The program requires a federal designation of distress in order to be eligible. Manchester possesses New Markets eligibility.



Contact

Pittsburgh Urban Initiatives

Link: <https://www.ura.org/pages/pittsburgh-urban-initiatives>

Gaming and Economic Development Fund (GEDF)



Program Overview

This program provides grant and loan funding to facilitate economic development projects in Allegheny County. Grant resources are funded through the Pennsylvania Gaming Economic Development Tourism Fund.



Contact

Redevelopment Authority of Allegheny County

Link: <http://www.alleghenycounty.us/economic-development/authorities/gedf-fund.aspx>

Local Economic Revitalization Tax Act District (LERTA)



Program Overview

LERTA was created to improve the economic and business climate of certain residential and commercial districts by lessening the tax burden on new development. The URA will work closely with developers who wish to take advantage of this incentive by explaining the application process and making LERTA as simple as possible to use.

Commercial LERTA- This program offers up to \$50,000 in a City of Pittsburgh tax credit as a result of the new construction or renovation of commercial space. This is a citywide program.



Contact

Pittsburgh Urban Redevelopment Authority

Link: <https://www.ura.org/pages/real-estate-tax-abatement-programs>



Community Infrastructure and Tourism Fund (CITF)



Program Overview

Community Infrastructure and Tourism Fund (CITF) grants and loans allow municipalities, authorities, councils of government (COGs), for-profit businesses (loans only), and others, to carry out important infrastructure-related projects, or, for the acquisition and development of key sites for future use.



Contact

Redevelopment Authority of Allegheny County

Link: <http://www.alleghenycounty.us/economic-development/authorities/citf-grant.aspx>

Transportation Alternative Set-Aside



Program Overview

PennDOT provides construction funding for transportation alternatives such as on- and off-road pedestrian and bicycle facilities; infrastructure projects for improving non-driver access to public transportation and enhanced mobility; community improvement activities; environmental mitigation; trails that serve a transportation purpose; and safe routes to school projects.



Contact

Pennsylvania Department of Transportation (PennDOT)

Link: <https://www.penndot.gov/ProjectAndPrograms/Planning/Pages/Transportation%20Alternatives%20Set-Aside%20-%20Surface%20Trans.%20Block%20Grant%20Program.aspx>

Center for Innovation and Entrepreneurship



Program Overview

The Center for Innovation and Entrepreneurship (CIE) offers a variety of financing products for commercial real estate development and small- and medium-sized business development. Products include Micro-Enterprise Loan Programs, Pittsburgh Business Growth Fund (PBGF), Pittsburgh Entrepreneur Fund (PEF), Business Energy Savings Program, Pittsburgh Enterprise Zone Revolving Loan Fund, Urban Development Fund, and New Markets Tax Credit Loan Fund (NMLF).



Contact

Pittsburgh Urban Redevelopment Authority

Link: <https://www.ura.org/pages/access-to-capital>

Industrial Sites Reuse Program



Program Overview

This program provides grants and loans for Phase I, II and III environmental assessments and remediation of hazardous substances on former industrial sites.





Contact



Pennsylvania Department of Community and Economic Development

Link: <https://dced.pa.gov/programs/industrial-sites-reuse-program-isrp/>



Façade Improvement Programs

 Program Overview	This program offers several different façade improvement programs designed to help commercial building owners and tenants improve or restore their storefronts.
 Contact	Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/facade-improvement-programs



Local Economic Stimulus

 Program Overview	This program offers a 10-year tax credit for the City of Pittsburgh (up to \$250,000). This program applies to residential, commercial, or industrial future uses and is citywide. Total construction costs must be greater than \$1,000,000.
 Contact	Pittsburgh Urban Redevelopment Authority Link: https://www.ura.org/pages/real-estate-tax-abatement-programs

Commonwealth Financing Authority

 Program Overview	The Commonwealth Financing Authority (CFA) administers the Commonwealth's economic stimulus package and manages several programs, including the following funding opportunities listed on this page. Funding for grants is approved through the CFA Board.
 Contact	Pennsylvania Department of Community & Economic Development Link: https://dced.pa.gov/programs-funding/commonwealth-financing-authority-cfa/

Redevelopment Assistance Capital Program (RACP)

 Program Overview	<p>The Redevelopment Assistance Capital Program (RACP) is a Commonwealth grant program administered by the Office of the Budget for the acquisition and construction of regional economic, cultural, civic, recreational, and historical improvement projects.</p> <p>RACP projects are authorized in the Redevelopment Assistance section of a Capital Budget Itemization Act, have a regional or multi-jurisdictional impact, and generate substantial increases or maintain current levels of employment, tax revenues, or other measures of economic activity. RACP projects are state-funded projects that cannot obtain primary funding under other state programs.</p>
 Contact	Pennsylvania Office of the Budget Link: https://www.budget.pa.gov/programs/racp/pages/main%20page.aspx



Pennsylvania Commercial Property Assessed Clean Energy Program (C-PACE)



Program Overview

Commercial Property Assessed Clean Energy (C-PACE) is an innovative financial tool for property owners to obtain low-cost, long-term financing for energy efficiency, renewable energy and water conservation projects. C-PACE allows a building owner to finance clean energy and water conservation projects through their property tax bill. The program must be adopted by counties or a municipality that has a community or economic development department.



Contact

Pennsylvania Department of Environmental Protection

Link: <https://www.dep.pa.gov/Business/Energy/OfficeofPollutionPrevention/FinancialOptions/Pages/C-PACE.aspx>

Greenways, Trails and Recreation Program



Program Overview

The Commonwealth Financing Authority (CFA) administers the Marcellus Legacy Fund for planning, acquisition, development, rehabilitation and repair of greenways, recreational trails, open space, parks and beautification projects.



Contact

Pennsylvania Department of Community and Economic Development

Link: <https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/>

the BizGrid

your guide to the Pittsburgh business support network

1 what is my business stage?

Are you an entrepreneur with an idea, a startup, or an existing business?

2 what are my assistance needs?

We've identified nine categories. If you're unsure about your assistance needs, these categories can serve as a checklist.

3 which organizations can help me?

These questions will guide you to organizations. Be sure to contact them for more details!

	Business Planning & Strategy	Research & Development	Networking	Sales & Marketing	Legal, Licensing & Permitting	Financial Management	Workforce	Funding	Space	Organization	Contact	MWBE
IDEA OR STARTUP										Allegheny Co Health Dept Food Safety Program	achd.net (412) 687.2243	
										AlphaLab	alphalab.org/companies	
										AlphaLab Gear	alphalabgear.org	
										Ascender	ascenderpgh.com	
										Draper Triangle	drapertriangle.com (412) 288.9800	
										Idea Foundry	ideafoundry.org (412) 682.3067	MBE
										Pro Bono Center	pittsburghprobono.org (412) 402.6677	
										Prototype PGH	prototypepgh.com	WBE
STARTUP										Active x-it Acceleration Program	activexit.com	
										Brunoworks	brunoworkspgh.com (412) 434.7080	
										PGH Lab	pittsburghpa.gov/innovation-performance/pghlab	



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STARTUP OR EXISTING BUSINESS	Business Planning & Strategy	Research & Development	Networking	Sales & Marketing	Legal, Licensing & Permitting	Financial Management	Workforce	Funding	Space	Organization	Contact	MWBE
										African American Chamber of Commerce	aaccwp.com (412) 392.0610	MBE
										Bio Breakfast	biobreakfast.com (412) 417.9394	
										Birchmere Ventures	birchmerevc.com (412) 322.3300	
										Bridgeway Capital	bridgewaycapital.org (412) 201.2450	
										Catalyst Connection	catalystconnection.org (412) 918.4300	
										City Dept of Permits, Licenses, & Inspections	pittsburghpa.gov/pli (412) 255.2175	
										Eastern Minority Supplier Devt Council	emsdc.org/contact (412) 391.4423	MBE
										Entrepreneurs' Organization Pittsburgh	eonetwork.org/pittsburgh (703) 519.6700	
										Goodwill Southwestern Pennsylvania	goodwillswpa.org (412) 481.9005	
										Hazelwood Initiative	hazelwoodinitiative.org (412) 421.7234	
										Level	leveloffice.com	
										LifeX Ventures	lifexventures.com	
										National Association of Women Business Owners	nawbogreaterpittsburgh.org	WBE
										New Century Careers	ncsquared.com (412) 258.6620	
										Next Act Fund	nextactfund.com	WBE
										Partner4work	partner4work.org (412) 552.7090	
										Pennsylvania Careerlink	careerlinkpittsburgh.com (412) 552.7100	
										Pittsburgh Life Sciences Greenhouse	plsg.com (412) 201.7370	MBE
										Metropolitan Area Hispanic Chamber of Commerce	pmahcc.org (412) 577.4008	
										Regional Industrial Devet Corporation	ridc.org	
										Riverfront Ventures	riverfrontventures.com (412) 681.1520	
										U.S. Commercial Service - Pittsburgh	2016.export.gov/pennsylvania/pittsburgh (412) 644.2803	
										UPMC Enterprises	enterprises.upmc.com (412) 864.4942	
										URA Center for Innovation and Entrepreneurship	ura.org/pages/businesses-entrepreneurs (412) 255.6600	MWBE
										Urban Innovation 21	urbaninnovation21.org (412) 281.0102	
										Women's Business Network - Allegheny	wbninc.com (412) 767.5290	

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ANY STAGE										Allegheny County Economic Development	alleghenycounty.us/economic-development/businesses (412) 350.4309	
										Alloy 26	alloy26.com (412) 224.5245	
										Avenu	avenu-pgh.org	
										Beauty Shoppe - Ascender, Butler Street, Liberty Bank	beautyshoppe.co (412) 444.7411	
										Carnegie Library of Pittsburgh	carnegielibrary.org (412) 622.3114	
										Catapult PGH	catapultpgh.org (804) 338.2663	
										Chatham Univ: Center for Women's Entrepreneurship	chatham.edu/cwe (412) 365.1253	WBE
										Code & Supply	codeandsupply.co	
										Diversity Business Resource Center	dbrcpittsburgh.org (412) 322.3272	MWBE
										Duquesne Univ: Small Business Devt Center	sbdc.duq.edu (412) 396.1633	
										Factory Unlocked	factoryunlocked.com	
										Greater Pittsburgh Arts Council	pittsburghartscouncil.org (412) 391.2060	
										HackPittsburgh	hackpgh.org	
										IEE - Univ. of Pittsburgh Innovation Institute	entrepreneur.pitt.edu (412) 648.1544	
										Industrious	industriousoffice.com (412) 255.3337	
										Innovation Works	innovationworks.org (412) 681.1520	
										Invest in Her	weinvestinher.org (412) 450.0437	WBE
										Launch PGH (URA Program)	launchpgh.com (412) 255.6600	
										Pittsburgh Technology Council	pghtech.org (412) 687.2700	
										Regus	regus.com (855) 400.3579	
									Riverside Center For Innovation	riversidecenterforinnovation.com (412) 322.3523	MBE	
									SBA, Pittsburgh District Office	sba.gov/offices/district/pa/pittsburgh (412) 395.6560	MWBE	
									SCORE - Pittsburgh Office	pittsburgh.score.org (412) 395.6560	MWBE	
									Southwestern Pennsylvania Commission	spcregion.org (412) 391.5590	MWBE	
									The Indus Entrepreneurs Pittsburgh Chapter	pittsburgh.tie.org (412) 721.9478		
									Women For Economic And Leadership Devt	weldusa.org (866) 614.9353	WBE	
									Work Hard PGH	workhardpgh.com		

