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# 2009

Efficient Growth  
*for Growing Suburbs*  
in Southeastern Pennsylvania

# [EGGS]

Program

*Program Guide and  
Grant Application Form*

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**Delaware Valley  
Regional Planning  
Commission**

190 N. Independence Mall West  
8th Floor  
Philadelphia, PA 19106-1520  
215-592-1800  
[www.dvrpc.org](http://www.dvrpc.org)



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The Delaware Valley Regional Planning Commission is dedicated to uniting the region's elected officials, planning professionals and the public with a common vision of making a great region even greater. Shaping the way we live, work and play, DVRPC builds consensus on improving transportation, promoting smart growth, protecting the environment and enhancing the economy. We serve a diverse region of nine counties: Bucks, Chester, Delaware, Montgomery, and Philadelphia in Pennsylvania; and Burlington, Camden, Gloucester, and Mercer in New Jersey. DVRPC is the federally designated Metropolitan Planning Organization for the Greater Philadelphia Region - leading the way to a better future.



Our logo is adapted from the official DVRPC seal, and is designed as a stylized image of the Delaware Valley. The outer ring symbolizes the region as a whole, while the diagonal bar signifies the Delaware River. The two adjoining crescents represent the Commonwealth of Pennsylvania and the State of New Jersey.

DVRPC is funded by a variety of funding sources including federal grants from the U.S. Department of Transportation's Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), the Pennsylvania and New Jersey departments of transportation, as well as by DVRPC's state and local member governments. The authors, however, are solely responsible for its findings and conclusions, which may not represent the official views or policies of the funding agencies.

*DVRPC fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. DVRPC's website may be translated into Spanish, Russian and Traditional Chinese online by visiting [www.dvrpc.org](http://www.dvrpc.org). Publications and other public documents can be made available in alternative languages and formats, if requested. For more information, please call (215) 238-2871.*

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\*(provided as a separate document)



# 2009

## *Program Overview*

### Why Efficient Growth for Growing Suburbs Program (EGGS Program)?

One of the major issues facing the Delaware Valley region is the redistribution of population and jobs from core cities and older, developed suburban communities into new growing suburbs. Growing suburbs are defined as those communities that have been and are forecasted to continue to experience significant additional growth, including population, employment and retail centers. With zoning ordinances that typically dictate lower-density development and a separation among residential, commercial, and institutional uses, these communities face the challenges of lack of alternatives to driving, traffic congestion, increased demands on infrastructure and services, and loss of natural resources, agricultural heritage, scenic viewsheds, and community identity.

Recognizing that growth will continue in the “growing suburbs”, the Efficient Growth for Growing Suburbs Program (EGGS Program) provides grants to these suburbs to improve growth management and community design and to optimize the efficiency of their existing and planned transportation network, through better linking of land use and transportation planning.

The EGGS Program supports implementation of the principles and concepts outlined in the *Smart Transportation Guidebook*, recently issued by the Pennsylvania Department of Transportation (PennDOT) and the New Jersey Department of Transportation (NJDOT). The goal of the guidebook is to integrate the planning and design of streets and highways in a manner that fosters development of sustainable and livable communities. Both DOTs have recognized that they cannot always solve congestion by building more, wider and faster roadways – that there will never be enough financial resources to supply the endless demand for capacity. The guidebook explains how to utilize “Smart Transportation” to manage capacity by better integrating land use and transportation planning. Smart Transportation can be outlined by six principles: 1) Tailor solutions to the context; 2) Tailor the approach; 3) Plan all projects in collaboration with the community; 4) Plan for alternative transportation modes; 5) Use sound professional judgment; 6) Scale the solution to the size of the problem.

The EGGS Program also supports implementation of The Keystone Principles and Criteria for Growth, Investment and Resource Conservation (see Appendix). Specifically, some of the Keystone Principles that relate directly to the EGGS Program are to provide efficient infrastructure, to concentrate development, to restore and enhancement the environment, and to plan regionally; implement locally. The Criteria are designed to help measure the extent to

which particular projects accomplish these goals, and they are also included in the Evaluation Criteria for EGGS projects.

In sum, EGGS is intended to shape future development in growing communities by combining principles of Smart Transportation and Smart Growth to:

1. Improve community form and design in a way that mitigates the negative impacts of new development;
2. Manage growth and community design in a manner that maximizes the efficiency of transportation investments; and
3. Manage congestion and increase alternatives to single-occupant vehicle travel.

Examples of eligible activities are context-sensitive access management plans, circulation plans that improve connectivity, ordinances requiring mixed-uses and promoting alternative modes of travel to the single-occupant vehicle, and transportation demand reduction measures.

Applications from single municipalities are eligible for up to \$60,000 in grant funds, and joint applications from groups of two or more municipalities are eligible for up to \$100,000. Project applicants must provide a minimum of 20% of the total project budget as either cash or documented in-kind services.

## What Is DVRPC?

The Delaware Valley Regional Planning Commission (DVRPC) is the federally-designated Metropolitan Planning Organization (MPO) for the Philadelphia-Camden-Trenton metropolitan area, defined as the City of Philadelphia and the surrounding counties of Bucks, Chester, Delaware and Montgomery in Pennsylvania; and Burlington, Camden, Gloucester and Mercer in New Jersey. DVRPC was created in 1965 through an agreement between the two states and charged with the “*continuing, comprehensive, coordinated transportation and regional planning*” of the region.

As the designated MPO for the nine-county region, DVRPC has the responsibility of determining the allocation of federal funds for transportation improvements in the region. The federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) directs MPOs to program and administer funds and prioritize projects on a regional basis. These projects are drawn from and must be consistent with DVRPC’s adopted long-range Land Use and Transportation Plan: ***Destination 2030***, and may include a broad range of activities including roadway improvements, transit facilities, bicycle or pedestrian services, goods movement or freight projects, or improved and expanded parking. DVRPC works with the local governments of the region to develop the regional plan and vision, and provides assistance to help implement the Plan over time.

## What Is the Regional Plan?

**Destination 2030** (see <http://www.dvrpc.org/LongRange.htm> ) was adopted by the DVRPC Board in June 2005, and provides an integrated transportation and land use vision and policies for the region's growth and development through the year 2030. The Transportation Element of the Plan presents a vision for the regional transportation system, including a specific set of transportation policies and strategies to achieve the vision and a detailed list of surface transportation project improvements for the region. Several key goals of the transportation plan are to 1) reduce congestion by making the transportation infrastructure more efficient, instituting transportation demand management strategies and providing alternatives to the single-occupant vehicle; 2) enhance the environment by ensuring transportation investments improve or preserve our natural environment; 3) increase mobility by providing additional choices for travel and guaranteeing the transportation system accommodates everyone; and 4) link transportation improvements to land use and economic development policies outlined in the long range plan in order to create a holistic built environment. The plan seeks to achieve this vision by supporting projects and improvements within the growth areas, developed communities, and centers as identified in the Plan.

The Land Use Element of the Plan focuses on building a future that responds to the region's identified challenges and leads to the creation of sound communities, a healthy environment and a stable foundation for economic development and growth. Central to this vision is the need to provide greater choices and equal opportunities, provide essential infrastructure, support local and regional economic development, and link land use and transportation planning. The Plan divides the 353 municipalities of the region into four types of Planning Areas: Core Cities, Developed Communities, Growing Suburbs, and Rural Areas, each with a corresponding policy approach. In addition, the plan identifies "Future Growth Areas" where new development is appropriate based on support from existing or planned sewer, water and transportation infrastructure, and it identifies a hierarchy of "centers" of concentrated residential, commercial, and industrial development where new development and infrastructure will be supported, as well.

### *Planning Area Definitions and Policies*

**Core Cities:** The region's four Core Cities are Philadelphia, Trenton, Camden and Chester. The key policies that should guide the future growth and development of Core Cities are **Redevelopment and Renewal**. Actions such as targeted infrastructure investments, asset maintenance and rehabilitation, comprehensive renewal of local neighborhoods, and concerted efforts to reinforce a network of education and social programs can help to rebuild and restore currently declining portions of these cities.

**Developed Communities:** The region's Developed Communities represent the region's

older suburbs, including: inner-ring communities adjacent to the Core Cities; railroad boroughs and trolley car communities, whether close-in or in outlying locations around the region; and developed townships that experienced the first wave of post-war suburban boom in the 1950s. The key policy approach for these communities is **Stabilization and Revitalization**. Preventive maintenance, economic development activities (like Main Street programs) and streetscape and signage programs can help to reinforce location and physical advantages, while stemming initial decline.

**Growing Suburbs:** The Growing Suburbs of the region are those communities experiencing or forecasted to experience significant growth, including employment and retail centers. With rapid growth in population, jobs and land consumption, these communities face problems of traffic congestion, low density, leap-frogging sprawl, increased infrastructure construction demands, dwindling open space resources and lack of community identity. The key policies for these communities are **Growth Management and Community Design**, reflecting the need to improve the form of development, reduce congestion and mitigate the negative impacts of rapid growth. A “re-imaging” of the growing suburbs would establish a more concentrated development pattern, with higher densities to provide the critical mass that can support new transit services and other mobility alternatives to the single-occupant vehicle. A key approach is to focus on the quality of design and architectural character, in terms of the location and arrangement of buildings and parking areas, landscaping, signage, and other design features. Preservation and creation of a coordinated system of open space and recreation areas is also an important goal and strategy for these communities.

**Rural Areas:** The Rural Areas of the region comprise the municipalities on the fringe with very low-density development, active farming with a strong agricultural heritage and large, intact, natural landscapes. The key policy approach for these communities is **Preservation and Limited Development**, including limited expansion of infrastructure systems, preservation of rural lifestyle and village character, support for continued farming and enhancing further natural resource protection.

### *Land Use Plan Designations and Policies*

**Future Growth Areas:** An important principle of the Plan is to direct new development into appropriate areas – those with either existing or planned sewer, water, and transportation infrastructure. Growth areas are generally located contiguous to existing developed areas and provide appropriate and sufficient land, in combination with the defined Centers, to accommodate the region's forecasted increases in people and jobs.

**Center Types:** Another central tenet of the Plan is to create and maintain the region's Centers. Centers contain concentrations of people, jobs and services, and can serve to reinforce or establish a sense of community. The Plan includes a hierarchy of Center types based on their current or prospective role and status within the region: Metro-centers, Metro Sub-Centers, County Centers, Revitalizing Centers and Growth Centers. Growth Centers are either existing or emerging centers forecasted to have increasing concentrations of people, jobs and services. They have land available for new development, have existing or planned sewage capacity, and are supported by current county and municipal planning policies favoring continued growth and expansion. Most Growth Centers on the Land Use Plan map are located within municipalities classified as Growing Suburbs on the Planning Areas map.

**The EGGS Program is targeted toward the region's Growing Suburbs, Growth Centers and designated Future Growth Areas to support local initiatives that enhance growth management and community design and improve the efficiency of the regional transportation system.**

## How Is the Plan Used?

While DVRPC has the responsibility to prioritize and allocate federal and state transportation funding across the metropolitan area, each of the region's 353 individual municipalities have the responsibility and authority for local land use and economic development planning and projects. The diverse character and needs of the different communities that comprise the Delaware Valley provide a wide range of choices for different lifestyles, transportation modes, housing stock, and community character.

The *Destination 2030* plan provides the regional-scale view of future development patterns and presents a comprehensive long-range blueprint for moving people and goods safely and efficiently. The Plan seeks to "bend the trends" of disinvestment in urban areas and continuing sprawl by providing the transportation infrastructure that supports and maintains existing communities, while prudently allowing for regional growth and community development. The goal of the Plan is a growing, efficient and sustainable region that is attractive as a place to live, work and visit. In seeking to build a successful collective vision for the future growth and development of the Delaware Valley region, better integration of local land use and transportation planning is essential.

Federal legislation requires DVRPC to update the long-range plan every 4 years. Creation of a new plan, titled *Connections – The Regional Plan for a Sustainable Future*, is currently underway, scheduled for adoption by the DVRPC Board in the summer of 2009. The success or plan will build on the principles of *Destination 2030*. For more information on *Connections*, see: <http://www.dvrpc.org/LongRange.htm>

## *Eligibility*

Funding for EGGs is provided through the Pennsylvania Department of Transportation and administered by the Delaware Valley Regional Planning Commission. The EGGs Program is only available for eligible communities as identified in Bucks, Chester, Delaware and Montgomery counties. Two categories of municipalities are eligible to apply:

1. Municipalities identified as "Growing Suburbs" on the 2030 Planning Areas Map (84 municipalities - see Map 1), and
2. Municipalities identified as "Rural Areas" on the 2030 Planning Areas map that have at least 100 acres of "Future Growth Area" designated on the 2030 Land Use Plan Map (28 municipalities - see Map 2).

Map 3: Efficient Growth for Growing Suburbs (EGGS) Program- Eligible Municipalities, shows all eligible communities. For multi-municipal applications (joint applications from more than one municipality), municipalities contiguous to the municipalities meeting the criteria above (the lead applicants) are eligible as partners. Multi-municipal applications are encouraged.

## **EGGS Eligible Municipalities**

### *Bucks County*

#### *Growing Suburbs Identified on the Planning Areas Map*

Buckingham Township  
 Doylestown Township  
 Hilltown Township  
 Lower Makefield Township  
 New Britain Township  
 Newtown Township  
 Northampton Township  
 Plumstead Township  
 Richland Township  
 Warrington Township  
 Warwick Township

#### *Rural Areas with at least 100 acres of Designated Future Growth Area Identified on the 2030 Land Use Plan*

Bedminster Township  
 Durham Township  
 Haycock Township  
 Milford Township  
 Nockamixon Township  
 Springfield Township

Tinicum Township  
Upper Makefield Township

*Chester County*

*Growing Suburbs Identified on the Planning Areas Map*

Atglen Borough  
Birmingham Township  
Caln Township  
Charlestown Township  
East Bradford Township  
East Brandywine Township  
East Caln Township  
East Coventry Township  
East Goshen Township  
East Marlborough Township  
East Nottingham Township  
East Pikeland Township  
Easttown Township  
East Vincent Township  
East Whiteland Township  
Elverson Borough  
Kennett Township  
London Grove Township  
New Garden Township  
North Coventry Township  
Oxford Borough  
Parkesburg Borough  
Penn Township  
Pennsbury Township  
Pocopson Township  
Schuylkill Township  
Thornbury Township  
Tredyffrin Township  
Upper Uwchlan Township  
Uwchlan Township  
Valley Township  
West Bradford Township  
West Brandywine Township  
West Goshen Township  
West Pikeland Township  
Westtown Township

West Whiteland Township  
Willistown Township

*Rural Areas with at least 100 acres of Designated Future Growth Area Identified on the 2030 Land Use Plan*

East Fallowfield Township  
Franklin Township  
Highland Township  
Honey Brook Township  
London Britain Township  
Londonderry Township  
Lower Oxford Township  
New London Township  
Sadsbury Township  
Upper Oxford Township  
West Caln Township  
West Fallowfield Township  
West Sadsbury Township  
West Vincent Township

*Delaware County*

*Growing Suburbs Identified on the Planning Areas Map*

Aston Township  
Bethel Township  
Chadds Ford Township  
Chester Heights Borough  
Concord Township  
Edgmont Township  
Middletown Township  
Newtown Township  
Thornbury Township  
Upper Chichester Township  
Upper Providence Township

*Montgomery County*

*Growing Suburbs Identified on the Planning Areas Map*

Bryn Athyn Borough  
Collegeville Borough  
Franconia Township  
Green Lane Borough

Hatfield Township  
 Horsham Township  
 Limerick Township  
 Lower Gwynedd Township  
 Lower Pottsgrove Township  
 Lower Providence Township  
 Lower Salford Township  
 Montgomery Township  
 Perkiomen Township  
 Red Hill Borough  
 Skippack Township  
 Towamencin Township  
 Trappe Borough  
 Upper Dublin Township  
 Upper Gwynedd Township  
 Upper Pottsgrove Township  
 Upper Providence Township  
 Whitmarsh Township  
 Whitpain Township  
 Worcester Township

*Rural Areas with at least 100 acres of Designated Future Growth Area Identified on the 2030 Land Use Plan*

Douglass Township  
 Lower Frederick Township  
 New Hanover Township  
 Salford Township  
 Upper Frederick Township  
 Upper Hanover Township

## Who May Apply?

EGGS applications must be made by the individual municipality listed as eligible. For multi-municipal efforts, one of the municipalities listed as eligible to apply (Growing Suburb or Rural Area with at least 100 acres of designated Future Growth Area) must be the lead applicant for communication and contracting purposes, and a letter documenting commitment to participation in the project and commitment of a portion of the match is required from all partnering communities. County governments may also apply for individual projects or on behalf of several communities in the case of a multi-municipal effort. County-lead applications require letters documenting commitment from the municipalities involved.

## *Eligible Activities*

EGGS grants can support planning, design, preliminary engineering, ordinance writing, or feasibility studies within eligible communities that promote growth management, enhance community design, and optimize the efficacy of transportation investments. The Efficient Growth for Growing Suburbs Program is an opportunity for eligible municipalities to undertake the planning or analysis needed to support efforts that link land use and transportation to create better communities. In some cases, these studies may identify the need for specific transportation system improvements or enhancements that improve mobility patterns supporting walking, biking, transit, and community cohesiveness and identity. In other cases, projects may be ordinance language that changes the pattern and form of development. In all cases, activities undertaken with EGGS grants should emphasize context-sensitive, cost-effective solutions that serve to manage growth, enhance community character, and maximize the existing transportation system's capacity to reduce the demand on the region's transportation network.

The planning, design, feasibility studies or ordinance language proposed for EGGS funding are intended to initiate, supplement or complement ongoing activities of a municipality. The funding cannot be used to pay for existing personnel or services that are funded through another source.

The following list is illustrative of the types of activities that may be undertaken. Projects may be undertaken for a given site, a neighborhood, a corridor or community-wide, as appropriate. Other proposed activities not identified on this list that meet the selection criteria may also be considered. Municipalities considering other activities not listed here are advised to consult with the DVRPC Project Manager, Patty Elkis, whose contact information is shown at the end of the Program Guide.

### *Eligible Activities*

Eligible planning activities for consideration include, but are not limited to:

1. Transportation and Land Use Plans and Studies Incorporating Context Sensitive Solutions and Smart Transportation Tools featured in the *Smart Transportation Guidebook – Planning and Designing Highways and Streets that Support Sustainable and Livable Communities*. View or download the complete guidebook at:  
[http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub\\_id=08030A](http://www.dvrpc.org/asp/pubs/publicationabstract.asp?pub_id=08030A).  
The Executive Summary is attached as an appendix.
  - a. Access Management Plans
  - b. Right-Sizing and Road Diet Studies

- c. Traffic Calming Plans
  - d. Road Network Plans or Circulation Plans that improve connectivity
  - e. Corridor Plans
  - f. Streetscape Improvement Plans
  - g. Plans that lay the groundwork for mixed-use center development, including town centers/mixed-use villages/transit-oriented developments/traditional neighborhood developments and Transit Revitalization Investment Districts
  - h. Specific Plans as per Section 1106 of the Pennsylvania Municipalities Planning Code, that improve connectivity
  - i. Transit Feasibility Studies with land use and community design components
  - j. Trail, Sidewalk and Transit Accessibility Plans
  - k. Assessments of how ordinances are implementing goals of plans, with specific recommendations for ordinance changes related to growth management and mobility
2. Land Use Ordinances
- a. Transfer of Development Rights ordinances
  - b. Form-based zoning districts, including hybrids
  - c. Ordinances promoting mixed-use, roadway connectivity, and alternative modes of transportation to the single-occupant vehicle, such as Mixed-Use/Town Center/Village/Transit-Oriented Development/Traditional Neighborhood Development/Transit Revitalization Investment District ordinances
  - d. Ordinances or other measures that serve to implement recommendations from corridor plans or regional plans
  - e. Ordinance language with design standards for accommodating pedestrians, bicycles, transit, shared parking and/or parking maximums; requiring street network connectivity and access management
  - f. Official Maps, particularly if they improve connectivity and/or provide alternatives to single-occupant vehicle travel
  - g. Transportation Impact Fee Ordinances
  - h. Transportation Demand Reduction Measures
  - i. Effective Agricultural Zoning

## *Project Review And Selection*

For FY 2009, \$320,000 is available for EGGS projects in eligible southeastern Pennsylvania communities. Projects will be selected on a competitive basis, based on a review of the application using the Evaluation Criteria. A review committee of state, regional, county, and other representatives will conduct the initial assessment, with final selection by the DVRPC Board.

## Schedule

**All applications must be delivered to DVRPC no later than 4 p.m. on Friday, March 13, 2009.** Faxes or e-mail copies will not be accepted. Applications received after the due date and time will not be considered. Selected projects will be approved by the DVRPC Board at their meeting on April 23, 2009. Applicants will then enter into a contract with DVRPC, with all project tasks and deliverable products completed no later than December 31, 2010. Quarterly progress reports and invoices must be submitted to DVRPC during the term of the contract.

The chosen applicants will be required to meet with DVRPC staff after selection to review and refine the scope of work, and to review contract requirements including budget, invoicing and payment terms. Applicants may also be requested to meet with DVRPC staff during the term of the contract to review progress.

**January 20, 2009:** DVRPC distributes EGGS Program Guide to all eligible municipalities in the region

**February 4, 2009:** Pre-proposal meeting 9:30-11:00am at the Montgomery County Planning Commission, Room 202, One Montgomery Plaza, at the corner of Swede and Airy Streets, Norristown. DVRPC staff will present the program and answer questions.

**February 5, 2009:** Pre-proposal meeting 3:00-4:30pm at the Chester County Planning Commission, Government Services Center, Room 171, 601 Westtown Road, Westtown Road exit off of Route 202. DVRPC staff will present the program and answer questions.

**March 13, 2009:** All EGGS applications and required attachments due at DVRPC.

**March - April 2009:** Review by EGGS Program Selection Committee.

**April 23, 2009:** Selected applicants designated by DVRPC Board.

**May – July 2009:** Selected applicants enter into contract with DVRPC and work commences in accordance with application and/or contract scope of work and budget.

**July 2009 -**

**December 31, 2010:** Quarterly progress reports and invoices submitted to DVRPC.

**December 31, 2010:** All tasks and products must be completed.

**June 30, 2011:** Adoption of plans or ordinances must occur in order for the final 10% of the grant to be released to the municipality(ies).

## Bidding and the Use of Consultants

Proposed project activities may be undertaken by the municipal staff, county staff, the existing municipal planning or engineering consultant, an outside consultant or team of consultants, or some combination of the above as appropriate. An existing municipal planning or engineering consultant may be used only if that consultant was previously selected through a competitive selection process. If an outside consultant is sought, selection must be on a competitive basis in accordance with all state and federal requirements. DVRPC can assist the applicant by posting Requests for Proposals (RFPs) on the DVRPC website and providing technical assistance in consultant selection.

## Evaluation Criteria

The following six themes should be addressed by all proposals:

1. Degree to which activity will maintain or enhance the effectiveness of the transportation system
2. Implementing strategy outlining next steps if grant is awarded, including funding sources, opportunities for public input, and timeline
3. Consistency with local, county, and multi-municipal plans, and the DVRPC long-range plan, *Destination 2030*
4. Commitment of 20% of the cost of the project as local match (cash or in-kind services)
5. Support for the Core Criteria of the Keystone Planning Principles (see appendix)
6. Support for Smart Transportation Principles (provided as a separate document)

The following criteria will be used to assess and prioritize projects:

1. Transportation - Land Use Linkage – 30%
  - a. Reduction of single-occupant vehicle (SOV) travel and/or vehicle miles traveled (VMT)
  - b. Increase in transportation options (ie walking, biking and public transit)
  - c. Improvement in form of development as related to transportation
  - d. Management of congestion
  - e. Safety improvement
2. Implementation Strategy -20%
  - a. Degree of community, agency and other stakeholder involvement
  - b. Follow up on recommendations from a previously adopted study
  - c. Ability to leverage other funds
  - d. Detail of implementation approach
3. Project Status – 15%
  - a. Innovative concept or design
  - b. Likelihood to provide knowledge transferrable to other municipalities in the region

- c. Project's consistency with local, county, and multi-municipal plans and the DVRPC long-range plan *Destination 2030*
  - d. Ability of the municipality to manage the project and prior record of performance
- 4. Multi-municipal projects – 10%
- 5. Projects located in identified Congestion Management Process (CMP) corridors that implement suggested strategies in the CMP – 10%  
(see Map 4 and weblink to suggested strategies for CMP corridors – <http://www.dvrpc.org/transportation/longrange/cmp/2008.htm>)
- 6. Complementary Benefits – 15%
  - a. Enhancement in community character and quality of life
  - b. Degree of added benefits that support sustainability including, but not limited to reduction in greenhouse gas emissions, amount of preserved open space or farmland, and enhanced stormwater management.
  - c. Degree of positive physical, economic and social impact on community
  - d. Projects documenting support of Preferential Criteria for Growth, Investment and Resource Conservation Implementing the Keystone Principles (see Appendix)

## *Eggs Application Requirements*

- ❖ A completed and signed 2009 EGGS Grant Application Form
- ❖ An 8 1/2 x 11 inch black and white map indicating the extent of the project area (1 page)
- ❖ A narrative description of the project, consisting of the following: (5 page limit)
  - ✦ Statement of the problem and purpose of the project
  - ✦ A description of the project area including existing conditions and growth trends
  - ✦ Efforts to date to address the problem
  - ✦ Proposed project approach, including scope of work
  - ✦ Discussion of how the project will link land use and transportation to enhance growth management and the efficacy of the transportation network
  - ✦ Proposed approach to achieve public involvement and cooperation, including a list of specific stakeholders
  - ✦ Project results and deliverables

- ✦ Project schedule of activities and deliverables
- ✦ Narrative describing the proposed strategy to implement the plans, ordinances or results of the EGGS project. The narrative should include general implementation approach, community's commitment and identified potential funding sources, where required, to move the EGGS-funded planning project forward.(1 page limit)
- ✦ An assessment of project consistency with the goals of EGGS, including the following: (1 page limit)
  - ✦ Relationship to transportation system and expected project impacts
  - ✦ Ability to link land use and transportation
  - ✦ Consistency with relevant local, multi-municipal, and county plans, and the DVRPC long-range plan
  - ✦ Other similar or related projects completed and their results
- ✦ Supporting materials such as references to related plans or studies (1 page limit), letters indicating commitment of project partners (1 page limit per letter), or other relevant documentation (1 page limit). Do not include general endorsement letters of support.
- ✦ Both a hard copy and an electronic version of the application on a CD are required to be submitted.

***Completed Application Packages Must Be Sent To:***

Patty Elkis, AICP, PP  
Associate Director of Comprehensive Planning  
Delaware Valley Regional Planning Commission  
190 North Independence Mall West  
Philadelphia, PA 19106-1520

**Faxes or e-mail copies will not be accepted. Applications received after the due date and time will not be accepted. For application questions, please contact Patty Elkis at 215-238-2838 or [pelkis@dvrpc.org](mailto:pelkis@dvrpc.org)**

***All Applications Must Be Received No Later Than 4pm on March 13, 2009.***

## EGGS Budget Requirements

- ❖ Project applicants must provide a minimum of 20% of the total project budget as either cash or documented in-kind services. Indicate the source, amount and commitment schedule for the matching funds. Note that federal funds, other than CDBG (if project is CDBG eligible), may not be used as a project match. State, county or local funds are permitted as match.
- ❖ Applicants are encouraged to provide more than 20% of the project cost as match, if possible. The ability to leverage other funding will be used as one of the selection criteria in reviewing project applications.
- ❖ A maximum of \$60,000 in EGGS funding is available for projects involving one municipality, and up to \$100,000 in EGGS funding is available for multi-municipal projects.
- ❖ EGGS funding may be used for planning, design, ordinance language, preliminary engineering, analysis, and feasibility studies only. EGGS funds may not be used for the acquisition of land or buildings, infrastructure or site preparation, final engineering or general construction.
- ❖ Up to 90% of the grant will be awarded upon completion of the work product, and the final 10% will be released upon the adoption of the plan or ordinance by the governing body(ies) awarded the grant. Adoption must occur by June 30, 2011. No extensions to this date will be considered.
- ❖ The purchase of any materials, supplies or equipment necessary to complete the project must be specified and explained. Such purchases are subject to DVRPC budget approval.
- ❖ If selected, the applicant will be subject to the Standard Articles of Agreement as part of a contract agreement with DVRPC. See [www.dvrpc.org/about/rfps/articles\\_agreement.htm](http://www.dvrpc.org/about/rfps/articles_agreement.htm) for example.

# 2009

## *EGGS Application Form*

### Grant Application Form (see list of Required Application Attachments)

*Applicant:*

Municipality and County: \_\_\_\_\_

Chief Elected Official and Title: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Project Contact and Title: \_\_\_\_\_

Phone: \_\_\_\_\_

FAX: \_\_\_\_\_

Email: \_\_\_\_\_

*Project Title:* \_\_\_\_\_  
\_\_\_\_\_

*Project Location:* \_\_\_\_\_

*Include an 8 ½ x 11 inch black and white copy of a map indicating the extent of the project area.*

*Budget:*

Total Budget: \_\_\_\_\_

EGGS Grant Funds Requested: \_\_\_\_\_

Source of Matching Funds: \_\_\_\_\_

*Note that EGGG grant funds can be no more than 80% of the total budget*

*Project Type: (See list of eligible activities)*

Transportation and Land Use Plans and Studies: \_\_\_\_\_  
\_\_\_\_\_

Land Use Ordinances: \_\_\_\_\_  
\_\_\_\_\_

Other: \_\_\_\_\_

*Project Schedule:*

Months to complete: \_\_\_\_\_

*Signature of Chief Elected Official:* \_\_\_\_\_

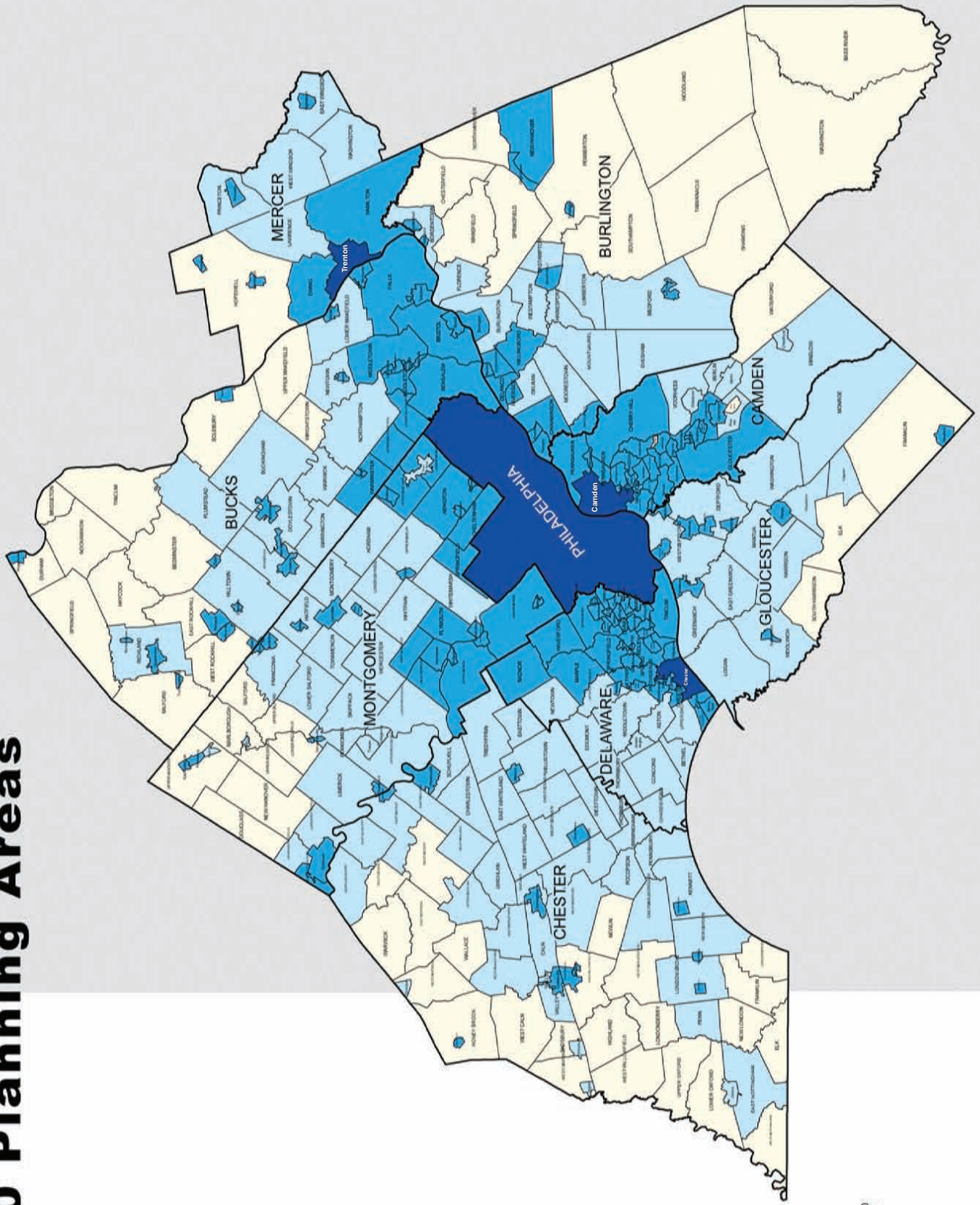


**[APPENDIX]**



# Map 1: Year 2030 Planning Areas

## Legend

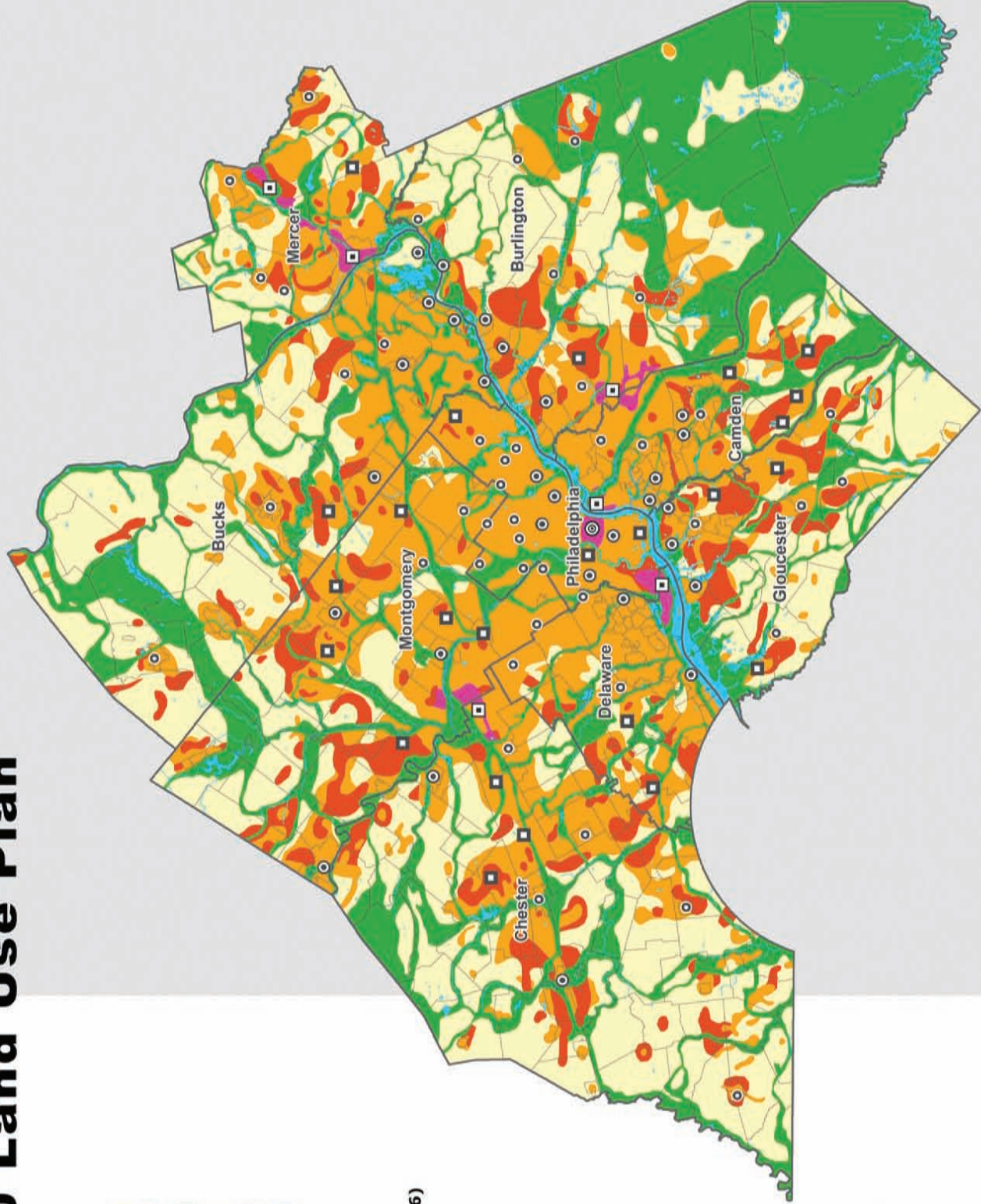


# Map 2: Year 2030 Land Use Plan

## Land Use Categories



- Metropolitan Center (1)
- Metropolitan Sub-Centers (6)
- County Center (41)
- Growth Center (23)
- Revitalizing Center (28)







## Commonwealth Of Pennsylvania Keystone Principles For Growth, Investment & Resource Conservation

### *Preamble*

The Keystone Principles & Criteria for Growth, Investment & Resource Conservation were adopted by the Economic Development Cabinet May 31, 2005. They were developed by the Interagency Land Use Team, a working group of the Cabinet over two years.

The Principles & Criteria are designed as a coordinated interagency approach to fostering sustainable economic development and conservation of resources through the state's investments in Pennsylvania's diverse communities. The Principles lay out general goals and objectives for economic development and resource conservation agreed upon among the agencies and programs that participated in their development. The Criteria are designed to help measure the extent to which particular projects accomplish these goals.

The Criteria do not replace agency program guidelines or criteria. Rather, at each agency's discretion, they will either be integrated into existing program criteria (preferable) or used as additional, favorable considerations in the scoring or decision making process. The Principles and Criteria are designed to encourage multifaceted project development that will integrate programs and funding sources from a variety of state agencies into a comprehensive strategy to address issues affecting whole communities. There are two categories of criteria:

*Core Criteria*, where relevant, should be given primary consideration in all investment decisions made by Commonwealth agencies when making grants or loans to public or private projects using agency funds.

*Preferential Criteria* should be used by Commonwealth agencies in all programs to which they are applicable to evaluate projects and make decisions on grants or loans using agency funds.

Projects are to be evaluated with the recognition that rural, suburban, and urban areas have different characteristics and needs, and that what might work in an urban area might not work in a rural area (the "Be Fair" standard).

The Cabinet also approved a process to implement the Principles and Criteria over the next six months during which each agency will determine how they will integrate the criteria into each of their programs. A committee of the Interagency Team, led by the Governor's Office, will review the plans and offer feedback with the goal of fine tuning the use of the Principles and Criteria for full implementation in the next calendar year.

# Commonwealth Of Pennsylvania Keystone Principles For Growth, Investment & Resource Conservation

## *Principles*

1. REDEVELOP FIRST. Support revitalization of Pennsylvania's many cities and towns. Give funding preference to reuse and redevelopment of "brownfield" and previously developed sites in urban, suburban, and rural communities for economic activity that creates jobs, housing, mixed use development, and recreational assets. Conserve Pennsylvania's exceptional heritage resources. Support rehabilitation of historic buildings and neighborhoods for compatible contemporary uses.

2. PROVIDE EFFICIENT INFRASTRUCTURE. Fix it first: use and improve existing infrastructure. Make highway and public transportation investments that use context sensitive design to improve existing developed areas and attract residents and visitors to these places. Provide transportation choice and intermodal connections for air travel, driving, public transit, bicycling and walking. Increase rail freight. Provide public water and sewer service for dense development in designated growth areas. Use on-lot and community systems in rural areas. Require private and public expansions of service to be consistent with approved comprehensive plans and consistent implementing ordinances.

3. CONCENTRATE DEVELOPMENT. Support infill and "greenfield" development that is compact, conserves land, and is integrated with existing or planned transportation, water and sewer services, and schools. Foster creation of well-designed developments and walkable, bikeable neighborhoods that offer healthy life style opportunities for Pennsylvania residents. Recognize the importance of projects that can document measurable impacts and are deemed "most-ready" to move to successful completion.

4. INCREASE JOB OPPORTUNITIES. Retain and attract a diverse, educated workforce through the quality of economic opportunity and quality of life offered in Pennsylvania's varied communities. Integrate educational and job training opportunities for workers of all ages with the workforce needs of businesses. Invest in businesses that offer good paying, high quality jobs, and that are located near existing or planned water & sewer infrastructure, housing, existing workforce, and transportation access (highway or transit).

5. FOSTER SUSTAINABLE BUSINESSES. Strengthen natural resource based businesses that use sustainable practices in energy production and use, agriculture, forestry, fisheries, recreation and tourism. Increase our supply of renewable energy. Reduce consumption of water, energy and materials to reduce foreign energy dependence and address climate change. Lead by example: support conservation strategies, clean power and

innovative industries. Construct and promote green buildings and infrastructure that use land, energy, water and materials efficiently. Support economic development that increases or replenishes knowledge-based employment, or builds on existing industry clusters.

6. RESTORE AND ENHANCE THE ENVIRONMENT. Maintain and expand our land, air and water protection and conservation programs. Conserve and restore environmentally sensitive lands and natural areas for ecological health, biodiversity and wildlife habitat. Promote development that respects and enhances the state's natural lands and resources.

7. ENHANCE RECREATIONAL AND HERITAGE RESOURCES. Maintain and improve recreational and heritage assets and infrastructure throughout the Commonwealth, including parks & forests, greenways & trails, heritage parks, historic sites & resources, fishing and boating areas and game lands offering recreational and cultural opportunities to Pennsylvanians and visitors.

8. EXPAND HOUSING OPPORTUNITIES. Support the construction and rehabilitation of housing of all types to meet the needs of people of all incomes and abilities. Support local projects that are based on a comprehensive vision or plan, have significant potential impact (e.g., increased tax base, private investment), and demonstrate local capacity, technical ability and leadership to implement the project. Coordinate the provision of housing with the location of jobs, public transit, services, schools and other existing infrastructure. Foster the development of housing, home partnerships, and rental housing opportunities that are compatible with county and local plans and community character.

9. PLAN REGIONALLY; IMPLEMENT LOCALLY. Support multi-municipal, county and local government planning and implementation that has broad public input and support and is consistent with these principles. Provide education, training, technical assistance, and funding for such planning and for transportation, infrastructure, economic development, housing, mixed use and conservation projects that implement such plans.

10. BE FAIR. Support equitable sharing of the benefits and burdens of development. Provide technical and strategic support for inclusive community planning to ensure social, economic, and environmental goals are met. Ensure that in applying the principles and criteria, fair consideration is given to rural projects that may have less existing infrastructure, workforce, and jobs than urban and suburban areas, but that offer sustainable development benefits to a defined rural community.

# Criteria For Growth, Investment & Resource Conservation Implementing The Keystone Principles

## *I. Core Criteria*

- 1 Project avoids or mitigates high hazard locations (e.g., floodplain, subsidence or landslide prone areas).
- 2 Project/infrastructure does not adversely impact environmentally sensitive areas, productive agricultural lands, or significant historic resources.
- 3 Project in suburban or rural area: Project and supporting infrastructure are consistent with multi-municipal or county & local comprehensive plans and implementing ordinances, and there is local public/private capacity, technical ability, and leadership to implement project.
- 4 Project in “core community” (city, borough or developed area of township): Project is supported by local comprehensive vision & plan, and there is local public/private capacity, technical ability, and leadership to implement project.
- 5 Project supports other state investments and community partnerships.

## *II. Preferential Criteria*

### **1. Development/Site Location**

- 1a Brownfield or previously developed site.
- 1b Rehabilitation or reuse of existing buildings (including schools and historic buildings).
- 1c Infill in or around city, borough, or developed area of township.
- 1d If greenfield site, located in or adjacent to developed area with infrastructure.
- 1e Located in distressed city, borough or township.

### **2. Efficient Infrastructure**

- 2a Use of existing highway capacity &/or public transit access available.
- 2b Within ½ mile of existing or planned public transit access (rail, bus, shared ride or welfare to work services).
- 2c Use of context sensitive design for transportation improvements.
- 2d Use/improvement of existing public or private water & sewer capacity and services.

### **3. Density, design, and diversity of uses.**

- 3a Mixed residential, commercial & institutional uses within development or area adjacent by walking.
- 3b Sidewalks, street trees, connected walkways & bikeways, greenways, parks, or open space amenities included or nearby.

- 3c Interconnected project streets connected to public streets.
- 3d Design of new water, sewer & storm water facilities follows Best Management Practices, including emphasizing groundwater recharge & infiltration, and use of permeable surfaces for parking and community areas.

#### **4. Expand Housing Opportunities**

- 4a Adopted county and multi-municipal or local municipal plans include plan for affordable housing; and implementing zoning provides for such housing through measures such as inclusion of affordable housing in developments over a certain number of units (e.g., 50), provision for accessory units, and zoning by right for multifamily units.
- 4b Project provides affordable housing located near jobs (extra weight for employer assisted housing).
- 4c Project adds to supply of affordable rental housing in areas of demonstrated need.

#### **5. Increase Job Opportunities**

- 5a Number of permanent jobs created and impact on local labor market.
- 5b Number of temporary jobs created and impact on local labor market.
- 5c Number of jobs paying family sustaining wages.
- 5d Increased job training coordinated with business needs & locations.

#### **6. Foster Sustainable Businesses**

- 6a Sustainable natural resource industry improvement or expansion: agriculture, forestry, recreation (fisheries, game lands, boating), tourism.
- 6b Business or project is energy efficient; uses energy conservation standards; produces, sells or uses renewable energy; expands energy recovery; promotes innovation in energy production and use; or expands renewable energy sources, clean power, or use of Pennsylvania resources to produce such energy.
- 6c Project meets green building standards.
- 6d Project supports identified regional industry cluster(s).

#### **7. Restore/Enhance Environment**

- 7a Cleans up/ reclaims polluted lands and/or waters.
- 7b Protects environmentally sensitive lands for health, habitat, and biodiversity through acquisition, conservation easements, planning and zoning, or other conservation measures.
- 7c Development incorporates natural resource features and protection of wetlands, surface & groundwater resources, and air quality.

**8. Enhance Recreational/Heritage Resources**

- 8a Improves parks, forests, heritage parks, greenways, trails, fisheries, boating areas, game lands and/or infrastructure to increase recreational potential for residents & visitors.
- 8b Historic, cultural, greenways and/or opens space resources incorporated in municipal plans and project plan.
- 8c Makes adaptive reuse of significant architectural or historic resources or buildings.

**9. Plan regionally; Implement Locally**

- 9a Consistent county and multi-municipal plan (or county and local municipal plan) adopted and implemented by county and local governments with consistent ordinances.
- 9b County or multi-municipal plan addresses regional issues and needs to achieve participating municipalities' economic, social, and environmental goals. All plans (county, multi-municipal, and local) follow standards for good planning, including:
  - 1. Is up-to-date.
  - 2. Plans for designated growth and rural resource areas, and developments of regional impact.
  - 3. Plans for infrastructure, community facilities, and services, including transportation, water & sewer, storm water, schools.
  - 4. Plans for tax base and fair share needs for housing, commercial, institutional, & industrial development.
  - 5. Identification of high hazard areas where development is to be avoided.
  - 6. Identification of and plans for prime agricultural land, natural areas, historic resources, and appropriate mineral resource areas to be conserved.
  - 7. Open space plan for parks, greenways, important natural & scenic areas and connected recreational resources.
- 9c County and local ordinances implement the governing plans and use innovative techniques, such as mixed use zoning districts, allowable densities of 6 or more units per acre in growth areas, and/or clustered development by right, transfer of development rights, Specific Plans, and tax and revenue sharing.