North Scranton Riverfront Plan

2026 Update



Lackawanna River Conservation Association

2043 N Main Ave, Scranton, Pennsylvania

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Introduction

Background: The 2022 Greenway and Trail Study

In 2022, the Lackawanna River Conservation Association (LRCA) initiated a study focused on developing a greenway and trail along the North Scranton Riverfront, spanning the area between Diamond Avenue and Parker Street. This comprehensive study generated more than 40 recommendations aimed at transforming the former railroad corridor into an alternative transportation corridor that provides enhanced access to the Lackawanna River from the Bull's Head, Plot Section, and Parker's Landing neighborhoods in Scranton.

Recent Developments

In 2024, several notable events advanced the goals from the 2022 study:

- The Lackawanna Valley Conservancy (LVC), LRCA's land trust affiliate, acquired the former D&H Canal Company property between Depot, Dean, and Wurtz streets, adjacent to the former railroad corridor already owned by LVC.
- PennDOT started a bridge improvement project on Green Ridge Street, using the former railroad corridor to access the bridge's underside and purchasing/demolishing the former Keen building for construction.
- PennDOT completed the Parker Street bridge rehabilitation, which now includes sidewalks.
- The City of Scranton launched the North Scranton Neighborhood Plan, a strategic framework for future growth and development. United Neighborhood Centers are expected to pursue Elm Street Program funding to support neighborhood revitalization.

Integration into the Updated Plan

This update to the 2022 plan incorporates the significant events and activities that have taken place since the original study, reflecting continued progress toward the development of the North Scranton Riverfront greenway and trail.

Background

Overview of the North Scranton Neighborhood

North Scranton is one of the City of Scranton's established residential neighborhoods, located in the northwestern portion of the city and adjacent to communities such as Providence and Green Ridge. The area developed primarily during Scranton's late-nineteenth and early-twentieth-century industrial growth and retains a strong connection to the city's coal, rail, and manufacturing history.

The neighborhood is characterized by predominantly residential land use, featuring historic housing stock, neighborhood-scale commercial corridors, schools, churches, and local parks. Community assets such as Weston Field and nearby recreational facilities serve as focal points for neighborhood activity.

North Scranton has long been recognized for its tight-knit, community-oriented character, with a mix of long-time residents and families. Recent municipal planning efforts, including the North Scranton Neighborhoods Plan, focus on strengthening housing stability, improving infrastructure and public spaces, and supporting economic revitalization while preserving neighborhood identity.

Railroad and Mining History in North Scranton

North Scranton developed alongside Scranton's rise as a center of anthracite coal mining and railroad transportation in the late nineteenth and early twentieth centuries. Coal extracted in the Lackawanna Valley was moved by an extensive network of rail lines that passed through and near the neighborhood, shaping its physical layout and supporting local industry. The corridor under study was once a two-track line of the New York Ontario & Western Railroad, one of several rail operations that defined movement through the area. Across the river, the Von Storch Colliery occupied a site on Nay Aug Avenue between Green Ridge and Market Streets, served by the Von Storch Slope and ten other sites, which extended across the river to connect the mine to operations on the opposite bank. In the adjacent Plot neighborhood, offices of the Delaware and Hudson Canal Company were located, and the primary railroad corridor through The Plot was constructed as an elevated line, physically and visually influencing surrounding residential development. Housing, churches, and small businesses grew around these mining and rail activities to serve workers and their families. Although mining and rail operations declined in the mid-twentieth century, their legacy remains visible in historic development patterns and former transportation corridors that continue to influence planning and redevelopment today.



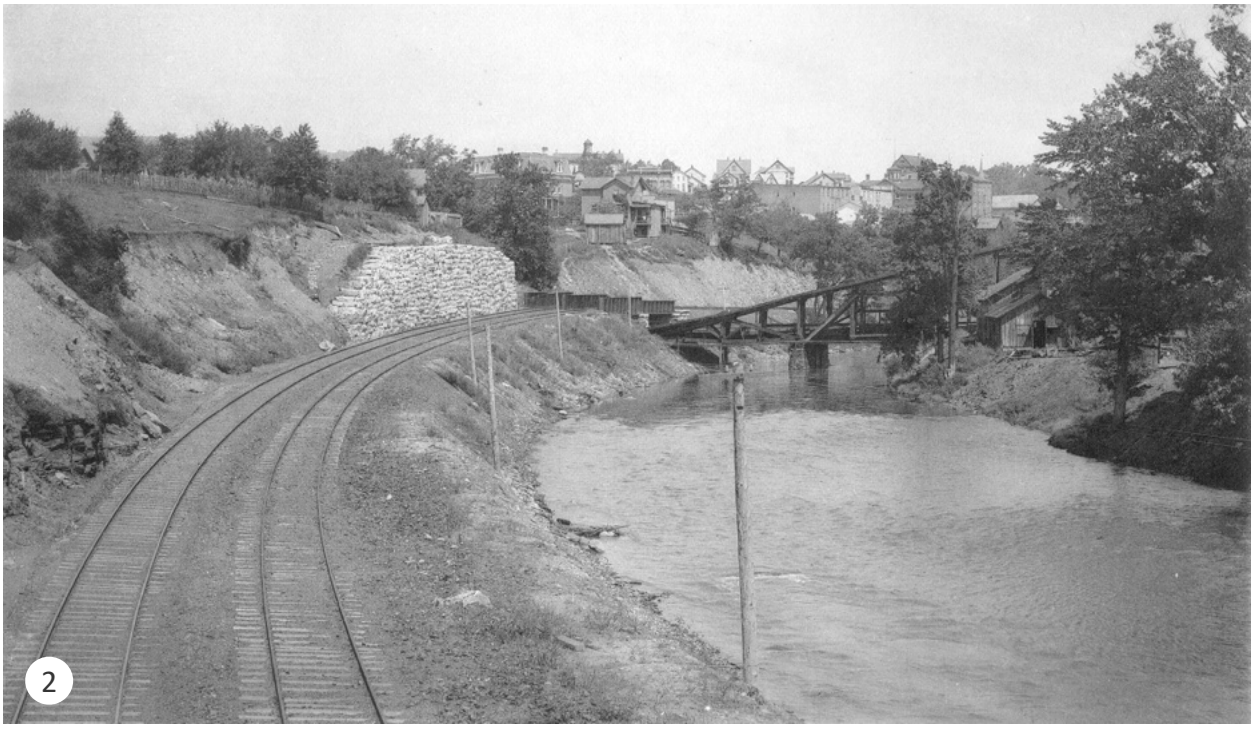


Image 1: Von Storch Colliery on Nay Aug Avenue between Green Ridge and Market Streets.
Image 2: View of the New York Ontario & Western (NYOW) tracks on the northwest side of the Lackawanna River, crossing the Von Storch Slope that had a direct line into the Von Storch Colliery across the river. The trail will use this historic railroad corridor.

Introduction of the Lackawanna River Heritage Trail

The Lackawanna River Heritage Trail (LRHT) is a multi-use recreational and heritage corridor located in northeastern Pennsylvania. It follows the course of the Lackawanna River through the Lackawanna Heritage Valley National and State Heritage Area, linking communities, landscapes, and historic resources shaped by the region's industrial past.

When fully developed, the LRHT is part of a trail system that extends approximately 70 miles, beginning at the confluence of the Lackawanna and Susquehanna Rivers in Pittston and continuing north through Scranton and the Mid Valley communities before connecting with the Delaware & Hudson (D&H) Rail-Trail near Simpson north of Carbondale, which ultimately leads toward the New York state border.

The LRHT is designed to serve both recreational and interpretive functions. It accommodates walking, running, cycling, and other non-motorized uses, while also highlighting the cultural, industrial, and environmental history of the Lackawanna Valley. Along the route, users encounter former rail corridors, riverfront parks, historic structures, public art, and interpretive features that reflect the region's coal mining, railroad, and manufacturing heritage.

The trail network links more than 30 communities across Luzerne,



Image 3: Lackawanna River Heritage Trail Map

Lackawanna, Susquehanna, and Wayne counties, functioning as a connective spine for urban neighborhoods, small towns, and rural landscapes. In more developed areas such as Scranton, the trail incorporates paved riverwalks, levees, and on-street connections, while in outlying areas it transitions to rail-trail segments and quieter river-adjacent paths.

South of Simpson, the Lackawanna River Heritage Trail is managed and promoted by the Lackawanna Heritage Valley Authority (LHVA), which coordinates trail development as part of a broader effort to preserve and interpret the region's historic and natural resources. The trail is widely recognized as one of the most visible and heavily used amenities within the Lackawanna Heritage Valley, supporting tourism, community revitalization, outdoor recreation, and environmental awareness.

In order to build and maintain the trail, Lackawanna Heritage Valley has site control of the trail corridor through either ownership or easements and multi-municipal cooperative agreements for maintenance of completed sections.

Project Area

Based upon the 2022 study, the Riverfront Project starts at Diamond Avenue in North Scranton's Bull's Head neighborhood, following the Lackawanna Valley Conservancy's land along the west bank of the Lackawanna River. It crosses Green Ridge Street, Market Street, Depot Street, Dean Street, and Amelia Avenue, covering about one mile on former railroad right of way. The property is generally 75 to 125 feet wide, narrowing to around 40 feet in places. The project ends at Parker's Landing and the Marvine section of the Heritage Trail.

The historic New York Ontario and Western Railroad corridor between the proposed Diamond Avenue trailhead and Dean Street is owned by Lackawanna Valley Conservancy, LRCA's land trust affiliate. Lackawanna Heritage Valley holds an easement on this land to develop and, upon construction, maintain the trail.

By completing the trail on the northwest side of the Lackawanna River between Albright Avenue and Market Street, the trail will be on both sides of the river creating loop options for walking and biking through the area. Ultimately the North Scranton Riverfront project will connect to the Leggett's Creek Greenway when the trail bridge is complete behind Toyota of Scranton.

The 2022 report divided the trail into four distinct sections:

- Diamond Ave to Green Ridge Street Bridge
- Green Ridge Street to Market Street
- Market Street to Depot Street
- Depot Street to Parker Street

This update offers a concise overview of the 2022 recommendations, incorporating recent developments and activities since the publication of the 2022 study. It updates the recommendations to reflect these changes and presents them in an implementation plan. This

plan outlines tasks, partners, and estimated costs, along with a timeline for implementation, to advance the North Scranton Riverfront Plan.

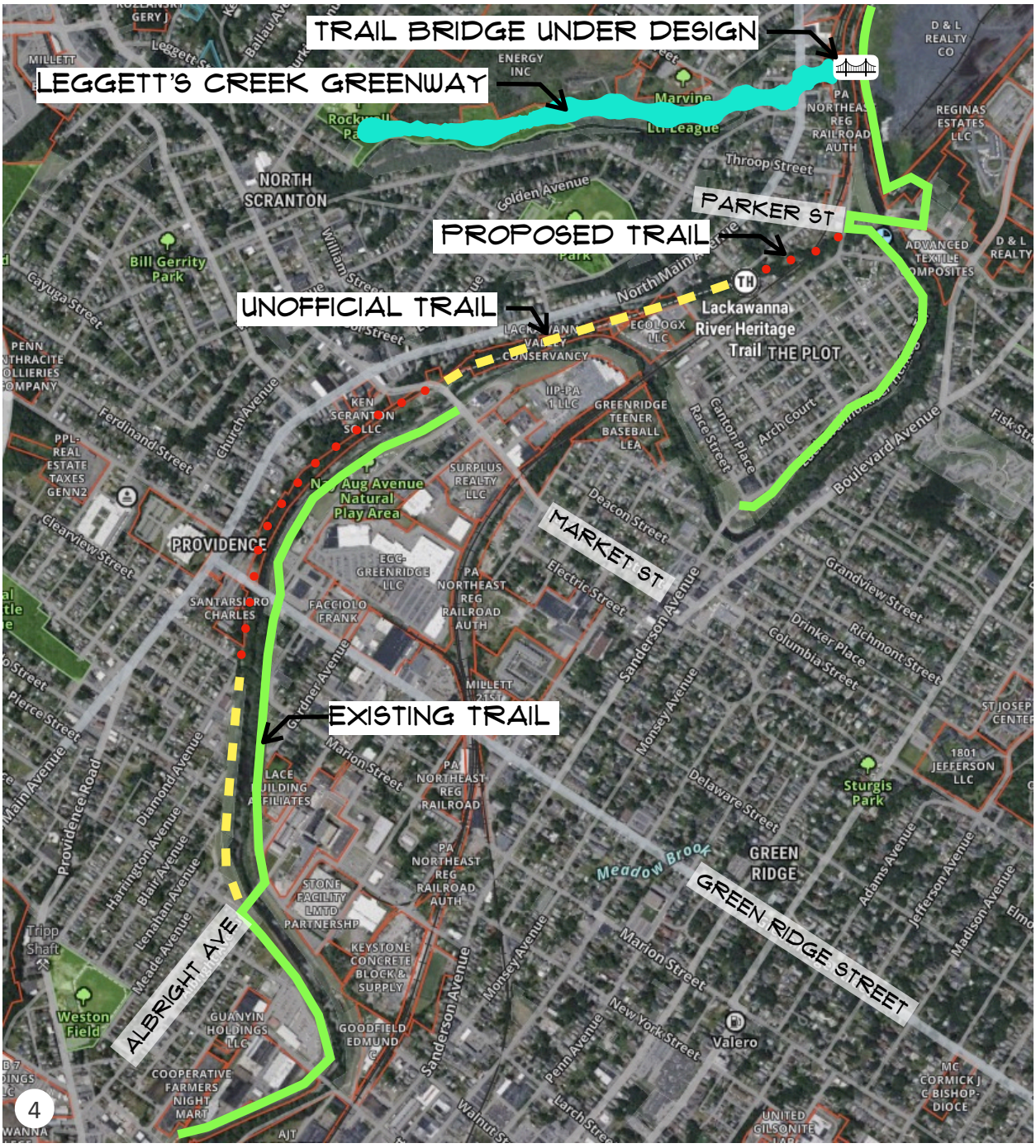


Image 4: Map of Project Area. Solid green line is existing trail. Yellow dashed line is unofficial trail. Red dotted line is proposed new trail. Cyan area is the Leggett's Creek Greenway Corridor.

Goals

New LRCA Vision Statement and Mission

In 2025, Lackawanna River Conservation Association and Lackawanna Valley Conservancy began a strategic planning process. Through that Strategic Plan, LRCA adopted the following Vision and Mission statements and strategic goals:

Image 5: LRCA Logo

Vision

A healthy, resilient Lackawanna River Watershed where ecosystems and communities thrive together.

Mission

LRCA leads the protection and restoration of the Lackawanna River Watershed to advance clean water, healthy ecosystems, and strong communities.

LRCA Strategic Goals

Goal 1: Expand watershed restoration projects, environmental education programs, and community engagement.

Goal 2: Build long-term financial sustainability.

Goal 3: Enhance Board engagement and strengthen organization governance and leadership.

Goal 4: Build community partnerships that support LRCA impact, project activities, and funding.

Goal 5: Strengthen organization capacity to support mission impact and financial growth.

North Scranton Riverfront Project Vision and Goals

Based on the 2022 goal statement, the following Vision Statement, Goals, and Objectives were developed for the North Scranton Riverfront Plan.

Vision Statement

Reclaim the North Scranton Riverfront as the heart of the community by restoring its natural beauty, linking neighborhoods through accessible greenways and trails, and replacing blight with open, inviting space.

Goals & Objectives

Goal 1 - Enhance the Lackawanna River Greenway

1.1 Eliminate urban blight along the riverfront

1.2 Rehabilitate the environmental conditions along the riverfront

1.3 Improve safety and accessibility to the Lackawanna River

Goal 2 - Adaptively re-use buildings for LRCA offices and outdoor recreation facilities

2.1 Adaptively re-use the former D&H offices into LRCA's headquarters and related outdoor recreation space

2.2 Create ample parking for the trail and the re-developed site programming

2.3 Adaptively re-use building on Market Street for an LRCA/LVC Maintenance Facility and Future Vendor Space, referred to as the Boat Yard

Goal 3 - Bring vitality back to North Scranton Riverfront

3.1 Reconnect neighborhoods to the Lackawanna River and Heritage Trail network

3.2 Support the growth of outdoor recreational activities along the river

3.3 Stimulate economic development in the Lackawanna Valley through outdoor recreation and programming

Goal 4 - Enhance the alternative transportation network

4.1 Develop the Heritage Trail on the northwest side of the Lackawanna River between Diamond Avenue and Market Street

4.2 Improve the Heritage Trail between Market Street and Dean Street and develop the Heritage Trail between Dean and Parker Streets

2022 Recap

The following section summarizes the recommendations from the 2022 North Scranton Riverfront study, organized by the four trail sections, and incorporates updates and notable developments that have occurred since the study was completed.

Section 1: Diamond Avenue to Green Ridge Street

Section 1 Summary of 2022 Recommendations

The existing levee serves as an informal trail. Future plans call for paving the levee tops to create a sustainable, multi-use surface that also satisfies FEMA and Army Corps flood protection standards. The proposed trail alignment moves north from the flood levee, rising slightly to street grade at a new trailhead at the dead end of Diamond Avenue, then descending toward the Green Ridge Street bridge.

Bull's Head Landing

A new recreation, picnic grove, and river access area is proposed. Similar to Parker's Landing, this facility will include fish habitat improvements (J-hook structure with boulders), a river access ramp, pedestal grills, picnic tables, benches, and trash receptacles. The final design, engineering and permitting will need to be completed.

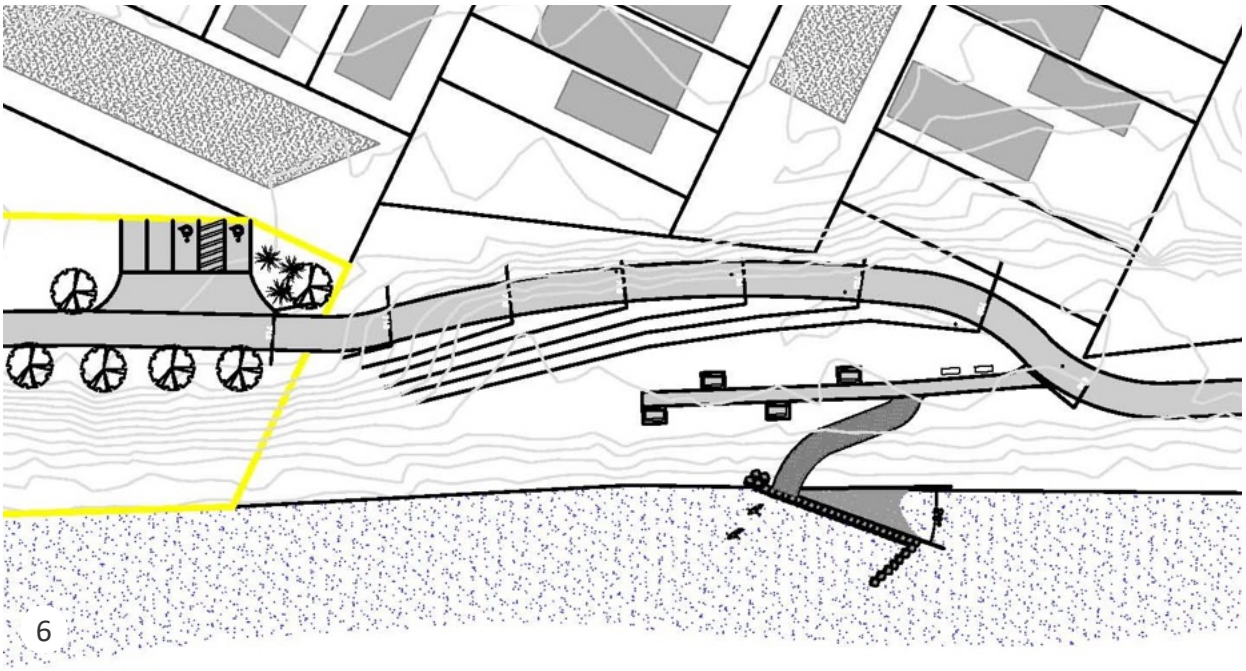


Image 6: Concept Plan for Bull's Head Landing by Thomas J. McLane & Associates.

Green Ridge Street Bridge

The Green Ridge Street Bridge is slated for replacement. It is crucial that LRCA and the Lackawanna Heritage Valley Authority (LHVA) remain engaged with PennDOT to ensure the new bridge provides adequate width and height for a trail beneath it. The bridge project will require removal of the Keen Building and portions of the fill slope that has encroached on the historic rail corridor. Removal and/or recontouring of this slope is essential to achieving an ADA-accessible trail alignment, trailhead, and access ramp through this area.

Keen Fill Slope

Decades of unauthorized fill have created a significant barrier for the proposed trail. Two options are under consideration:

Option 1 — Full Removal: Remove debris and fill from the encroachment, bench-cut the earthen fill slope, and create long ramps with maximum 5% longitudinal slopes. This is a more costly, long-term solution that improves trail maintenance access and reduces erosion risk once native vegetation reestablishes.

Option 2 — Cantilevered Walkway: Construct a mixed bench-cut/cantilevered trail lower on the fill slope using helical piles. This reduces excavation costs and preserves existing vegetation, which provides slope stabilization and stream shading. A more thorough analysis of costs, engineering, and tree health is required.

Regardless of option, the old Keen's parking lot should be converted into a new ADA-accessible trailhead with a Highway Occupancy Permit. The steep grade change may require switchbacks to maintain ADA grades (under 5%).

Section 1 Updates Since 2022

- PennDOT built a temporary access road below Green Ridge Street from Diamond Avenue that extends to the northern edge of the Keen property. PennDOT will leave the access road to serve as the future trail base.
- As part of the Green Ridge Street bridge replacement project, PennDOT acquired the Keen Property. The building was razed and the fill slope was partially removed to allow for a more gradual slope down to the trail grade. This grade remains steep and would require a switchback or stairs to access the trail.

Section 2: Green Ridge Street to Market Street

Section 2 Summary of 2022 Recommendations

Mining & Railroad Remnants

A remnant gravity wall from the railroad era parallels the trail corridor for approximately 150–200 linear feet. Portions are unstable with visible slumping and fallen rock. A full structural









Image 7: PennDOT access below Green Ridge Street Bridge to remain as trail base. **Image 8**: Re-graded Keen slope. **Image 9**: PennDOT access road to below Green Ridge Street Bridge. **Image 10**: Rendering of the Keen Slope by Thomas J. McLane & Associates.

engineering assessment is required. The LRCA's preference is to retain and restore the wall to preserve its historical significance, if economically feasible. Approximately 30 displaced boulders can be reused in restoration or repurposed as landscape elements along the trail. A portion of the wall may be buried under fill to construct an earthen ramp meeting ADA grades.

Remnants of the Von Storch Mine Tunnel remain visible in this section. Fill material from the Keen slope (if classified as suitable) can be relocated here to establish a more level and safer trail grade. There is potential for a switchback pathway down to the water's edge and a J-hook fish habitat structure. Interpretive signage panels telling the story of the Von Storch Mine and Breaker are recommended for this section.

Love Place Access

Love Place dead-ends approximately 30 feet above trail grade. A custom metal stairway is proposed to create a pedestrian trail entry/egress at this location. Improvements should also address stormwater erosion at the road terminus. A trash receptacle and interpretive panels about combined sewer overflows (CSOs) are recommended. Access may be constrained by objections from abutting landowners.

Private Parcels (former Von Storch Mansion & Adjacent)

Two key parcels — the Von Storch Mansion site at Oak Street and North Main Avenue, and an abutting historic funeral home property at 1806 North Main Avenue — are identified as priority acquisition targets. They offer potential for redevelopment as greenspace/pocket parks with passive recreation, interpretive and historical signage, stormwater management, and conservation planting. Acquiring them would also allow construction of ADA-compliant switchback ramps from the neighborhood down to the trail, which is not feasible at Love Place due to steep grades and limited space.

Rear of Castle Site

The approximately 800-foot steep slope behind the Castle site needs cleanup — trash removal and invasive species removal (Knotweed, Ailanthus, Norway Maple). A failing railroad-era timber crib wall is present. A mix of native plants, terraces, gabion baskets, and boulder walls is recommended for aesthetics and slope stabilization. A series of sloped/ramped ADA pathways and stairs should be considered to connect Providence Corners to the Boat Yard at the base of the Market Street MSE wall.

LRCA Boat Yard at Market Street

The Boat Yard is envisioned as the centerpiece of the Providence Riverfront, with an event space, trailhead, multi-use trail, and river access. The LRCA plans to utilize the existing Boat House and patio for events and possible kayak/bike rental concessions. Three options exist for the existing structure: renovate with updated utilities and restrooms; demolish and rebuild on-site; or rebuild in a new location with a redesigned, safer entrance from Market Street. Regulatory agencies must determine what construction is permissible within the floodplain.

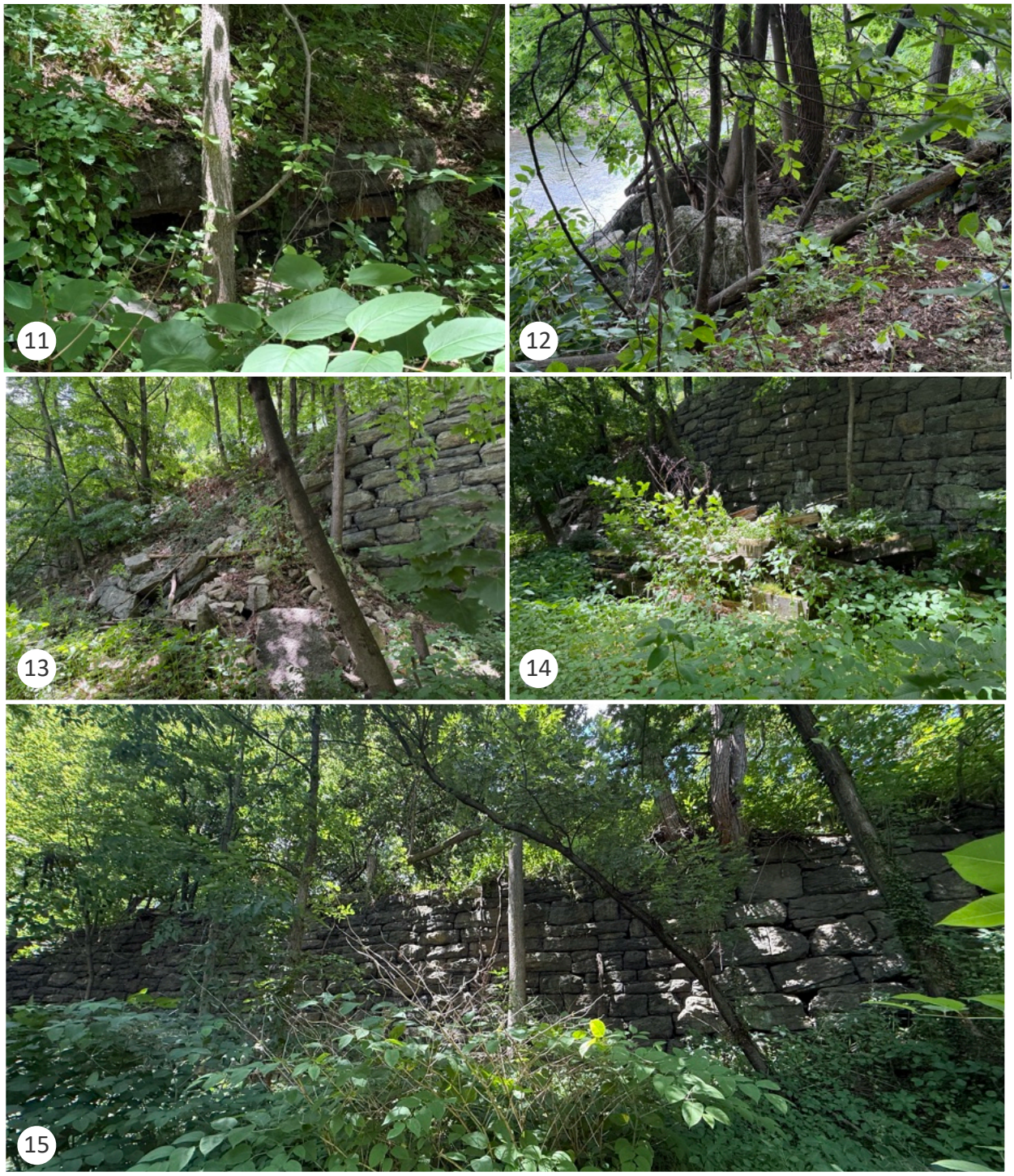


Image 11: Remnants of Von Storch Mine Tunnel. **Image 12**: Remnants of bridge abutments. **Image 13**: Retaining wall failure. **Image 14**: Railroad era ties. **Image 15**: Historic retaining wall in good condition.

An accessible ramp connecting the Boat Yard to the Market Street Bridge, a three-way stop sign at the Market Street/Nay Aug Avenue intersection, improved pedestrian/bicycle lanes on the bridge, and a switchback spur trail to Providence Corners are all proposed. A City of Scranton-owned asphalt lot can serve as a trailhead and event parking area.

Market Street Underpass & Stream Bank Restoration

A long-term goal is installation of a tunnel or culvert underpass to carry the trail beneath Market Street, improving public safety and eliminating the dangerous driveway crossing. Approximately 500–600 linear feet of riverbank requires stabilization work, including soil remediation for brownfield contamination (metals and hydrocarbons from former junkyard activities). Environmental assessments, permits, and coordination with PA DEP will be required. An improved river access ramp from the Boat Yard to the adjacent gravel bar is also proposed.



Image 16: Rendering of LRCA's Boat Yard by Thomas J. McLane & Associates.

Section 2 Updates Since 2022

- In a conversation with the City of Scranton's MS4 Coordinator, the City does not have any plans to separate the CSO at Love Place or have any projects within the North Scranton Riverfront footprint within the next ten years.
- In an email from PA American Water, there is the potential for a large project near the CSO outfall at Love Place with the forecasted substantial completion date of 2030. This project includes the installation of an approximately 90,000 gallon storage tank. Final size and details have not been determined at this time. Other projects in the area include a improvements to facilities on Philo Street and Throop Street.



Image 17: Rendering of Market Street underpass by Thomas J. McLane & Associates.

Section 3: Market Street to Depot Street

Section 3 Summary of 2022 Recommendations

Kosciusko Garden & Silkman House Connection

A new connection is proposed from the Kosciusko Garden and Heritage Trail up to the Silkman House property and North Main Avenue/Providence Square, via a metal staircase or catwalk, ADA grade ramps, or boulder steps in coordination with the abutting property owner. Replacing the deteriorating railroad-tie crib wall between the Silkman House and the rear of the Scranton Revival Baptist Church with a new MSE wall is recommended as the best long-term option. Expansion of the garden along the terrace with additional volunteer programming is encouraged.

New Trailhead at Harry's Scrap Site

LRCA would like to acquire the former Harry's Scrap yard parcel for better trail access, including a trailhead with parking. The main trail alignment will be shifted from the current sidewalk to a new crosswalk across from the LRCA Boat Yard entrance, or to a future tunnel beneath the Market Street Bridge.

Market Street to Pond Avenue Trail Alignment

The Lackawanna Heritage Valley Authority has 60% construction drawings completed for this stretch. The trail alignment is already established and used by residents. Future plans call for upgrading the earthen trail to asphalt, and adding benches, trash receptacles, and river access points. A side-spur Environmental Education Discovery trail is proposed using the existing corridor loop, featuring historical and educational signage, sculptures, bird silhouettes, and wildlife art installations. This spur complements the Kosciusko Healing Garden and enhances the destination appeal of this section.

Pond Avenue Trailhead & Depot Street Gateway

A trailhead with parking is proposed on LVC-owned land along Pond Avenue at Depot Street. Acquisition of an adjacent single-family residence would allow for a larger facility. The remnant bridge abutments at Depot Street (and Dean Street) should be partially deconstructed and redesigned so the trail passes through the stones, creating "Gateway" entry points that demarcate The Plot neighborhood.

The Depot Building

The Delaware & Hudson Canal Company office building, known as The Depot, is currently in private hands but is a high-priority acquisition target. LRCA, LVC, and the Lackawanna Historical Society are working together to acquire it. The building is envisioned for adaptive reuse as a restaurant, event venue, historic site, and organizational offices. The Heritage Trail alignment in this section would run behind the Depot parcel between Depot Street and Dean Street, rather than along Amelia Avenue.



Image 18: Rendering of the Caswell Hall by Thomas J. McLane & Associates.

Section 3 Updates Since 2022

- Lackawanna Valley Conservancy acquired the former offices of the D&H Canal Company at 305 Depot Street, now referred to as Caswell Hall.
- The Agency for Community EmPOWERment of NEPA (ACE) acquired the Silkman House from the Lackawanna County Library System.
- LRCA hired ESC Design to complete a draft set of plans to develop the portion of trail between Market Street and Depot Street.
- LRCA hired LaBella in 2025 to conduct an Initial Site Characterization of 9 East Market Street, two parcels formerly associated with Rudy's Wrecking and the New York Ontario & Western Railroad, to characterize the soil quality with the the ultimate goal of obtaining Liability Protection from PADEP under Chapter 5 of Act 2.

Section 4: Depot Street to Parker Street

Section 4 Summary of 2022 Recommendations

Trail Alignment Through The Plot

The trail continues from Depot Street to Dean Street along the remnant railroad corridor. The Dean Street bridge abutments, if compromised, are best utilized as stone gateway markers. New abutments or major repairs can still be considered; however, since both streets carry low traffic volumes, crosswalks are the most economical method for safe road crossings.

Mini High-Line Park

The signature project for this section is a mini "High-Line Park" within The Plot. Both the railroad corridor and Amelia Avenue abutments are intact and functional, making it feasible to carry the trail on bridges over these crossings, with green space on both sides of Amelia Avenue. Land



Image 19: Rendering of Mini High-Line by Thomas J. McLane & Associates.

between Amelia Avenue, the levee, and Parker Street would be graded for ADA compliance. Interpretive panels at the bridges are recommended to explain the history of the NYO&W Railroad bridges, noting that the O&W was the last anthracite-hauling rail operation to develop in the Lackawanna Valley and the first to cease operations in 1957.

Parker's Landing

The terminus of the North Scranton Riverfront Project is the proposed Parker Street Recreation Area. PennDOT is finalizing designs for replacement of the Parker Street Bridge, which will include streetscape infrastructure and improvements that directly benefit Heritage Trail connectivity and safety from Dickson City into The Plot. A river access ramp and fish habitat improvements (J-hook structure with boulders) have recently been completed at this location.

Section 4 Updates Since 2022

- PennDOT replaced the Parker Street bridge, which included sidewalks.
- The Leadership Lackawanna Core Program Class of 2024 complete the Parker Path project that added a loop walking trail with signage around the Parker Street trailhead.

Recommendations

Based upon meetings with key stakeholders and the updated vision, goals, and objectives, the following recommendations are proposed. They are organized by goal and objective. The following maps show the location of each recommendation.

Goal 1 - Enhance the Lackawanna River Greenway

1.1 Eliminate urban blight along the riverfront

1.1.01 Acquire Von Storch Mansion & adjacent property for pocket park, greenway space.

1.1.02 Remove invasive plant species behind former Castle restaurant.

1.1.03 Remediate Boat Yard site.

1.2 Rehabilitate the environmental conditions along the riverfront

1.2.01 Design, engineer, permit, and construct fish habitat improvements at Bull's Head Landing.

1.2.02 Conduct stream bank stabilization and construct fish habitat improvements in vicinity Von Storch tunnel site.

1.2.03 Reduce erosion and sediment loading at Love Place CSO.

1.2.04 Conduct stream bank restoration below the former Von Storch Mansion.

1.2.05 Conduct stream bank stabilization below LRCA's Boat Yard.

1.3 Improve safety and accessibility to the Lackawanna River

1.3.01 Design, engineer, permit, and construct river access at Bull's Head Landing.

1.3.02 Design, engineer, permit, and repair Gravity Retaining Wall upstream from Keen Property.

1.3.03 Stabilize slope and retaining wall behind former Castle restaurant.

1.3.04 Construct boat launch across high flow channel at LRCA's Boat Yard.

1.3.05 Replace the timber retaining wall below Silkman House.

Goal 2 - Develop the historic D&H Canal Company buildings and lands into LRCA offices and outdoor recreation facilities

2.1 Adaptively re-use the historic D&H Canal Company offices, buildings and lands, now called Caswell Hall, into LRCA's headquarters and related outdoor recreation space

2.1.01 Rehabilitate Caswell Hall into new offices for LRCA and an outdoor recreation destination with trail and river recreation related partners and businesses.

2.1.02 Develop the lands around Caswell Hall into a park with trail related amenities and parking.

2.2 Adaptively re-use building on Market Street for an Event Space

2.2.01 Convert existing garage at Market Street into "The Boat Yard" - LRCA's boat house and event space with parking.

2.2.02 Design, engineer, permit, and construct improved vehicular access and parking lot to Boat Yard.

Goal 3: Bring vitality back to North Scranton

3.1 Reconnect neighborhoods to the Lackawanna River and Heritage Trail network

3.1.01 Develop Diamond Ave Trailhead with parking.

3.1.02 Acquire and develop a trailhead on former Keen site, include parking and a metal staircase with bike rail to trail.

3.1.03 Install metal staircase from Love Place to trail grade.

3.1.04 Construct switchback from Von Storch properties to trail grade.

3.1.05 Construct switchback from Providence Corner to Boat Yard.

3.1.06 Add bicycle lanes and stamped asphalt trail crossing to Market Street.

3.1.07 Improve the trail crossing at intersection of Nay Aug Avenue and Market Street.

3.1.08 At Silkman House, replace wooden staircase with metal staircase.

3.1.09 Acquire remaining parcel of Rudy's junkyard site for improved trail corridor.

3.1.10 Re-use railroad bridge abutment blocks for gateways to The Plot neighborhood at Depot, Dean, and Amelia Streets.

3.2 Support the growth of outdoor recreational activities along the river

3.2.01 Develop Bull's Head Landing with picnic area.

3.2.02 Support the existing Kosciuska Healing Garden by encouraging a Lithuanian community group, such as the Lithuanian Club, to adopt the garden and help with its ongoing maintenance.

3.3 Stimulate economic development in the Lackawanna Valley

3.3.01 Develop and install interpretive signage about the mining history between Green Ridge and Parker Streets.

Goal 4 - Enhance the alternative transportation network

4.1 Develop the Heritage Trail on the northwest side of the Lackawanna River between Diamond Avenue and Market Street

4.1.01 Design, engineer, permit, and construct Heritage Trail between Diamond Avenue and Market Street.

4.1.02 Re-construct the former Ontario & Western grade-separated crossing below Market Street for the trail.

4.2 Improve the Heritage Trail between Market Street and Parker Street

4.2.01 Design, engineer, permit, and construct Heritage Trail on the former Ontario & Western railroad corridor between Market Street and Parker Street.

4.2.02 Develop access from Pond Ave for maintenance and emergency access.

4.2.03 Alternate Trail Design: re-introduce the former Ontario & Western railroad grade through the Plot Section to create a “Mini Highline”.

Key Map

Section 1 Map: Diamond Avenue to Green Ridge Street Bridge

Section 2 Map: Green Ridge Street to Market Street

Section 3 Map: Market Street to Depot Street

Section 4 Map: Depot Street to Parker Street

Implementation Plan

The implementation table assigns a priority, timeframe for implementation, lead and partner organizations, and magnitude of cost for each recommendation. The tasks are organized by the goals and objectives established at the beginning of the project.

Recommendation

The recommendations are the action(s) or task(s) that achieve the goals and objectives established at the beginning of the project. These tasks will help meet the desired outcomes of the project.

Priority

This is the level of urgency to complete the task or action. When determining what to tackle first, review the Priority along with the Timeline. Priorities may change over time, so it is important to update the following table on a routine basis.

- **High Priority:** essential task or action to complete the project goals, often first steps that must be taken in order to accomplish other task(s) or action(s)
- **Medium Priority:** important task(s) or action(s) to accomplish the project goal(s)
- **Low Priority:** nonessential task or action to accomplishing the project goal(s)
- Task or action is **no longer relevant** or **already accomplished**

Timeframe for Implementation

Timeline is the speed to implement the task or action.

- **Short Term**: 1 to 3 years - action(s) or task(s) that needs to be quickly completed or they are “shovel ready”. Often essential first steps necessary to complete other action(s) or task(s). Tend to be small budget items, but not the rule.
- **Mid Term**: 4 to 6 years - action(s) or task(s) that have a ramp up period to be able to implement or are not urgent. May need to raise funds for accomplish.
- **Long Term**: 7 to 10 years - action(s) or task(s) that require other steps to be taken before they can be implemented, items that may have a high cost associated with them and need time to raise the funds, or items that are not essential to accomplish the project goal(s).

Lead Organization & Partners

The **Lead Organization** is the primary organization in charge of the overall action or task. **Partners** are stakeholders that can contribute to a step or portion of the action or task. The following abbreviations are used in the implementation table.

COS	City of Scranton
Friends of	Friends of Kosciusko Healing Garden
LCCD	Lackawanna County Conservation District
LRCA	Lackawanna River Conservation Association
LHVA	Lackawanna Heritage Valley Authority
LHS	Lackawanna Historical Society
LVC	Lackawanna Valley Conservancy
LVTU	Trout Unlimited - Lackawanna Valley Chapter
PAW	Pennsylvania American Water
PSE	Penn State Extension
TU	Trout Unlimited
UNC	United Neighborhood Centers
ViM	Valley in Motion

Magnitude of Cost

The cost column provides a general cost that would be associated with implementing the objective.

$ - New estimated cost up to $50,000

$$ - New estimated cost $50,001 to $100,000

$$$ - New estimated cost of $100,001 to $500,000

$$$$ - New estimated cost of $500,001 to $1M

$$$$$ - New estimated cost of over $1M

OB - Anticipated to be within the existing operating budget

EX - Existing project planned within the next couple of years

Implementation Table

CATEGORY	ACTION / RECOMMENDATION	PRIORITY	TIMEFRAME	LEAD ORG	PARTNER ORG	MAGNITUDE OF COST
Goal 1 - Enhance the Lackawanna River Greenway						
1.1	Eliminate urban blight along the riverfront					
1.1.01	Acquire Von Storch Mansion & adjacent property for pocket park, greenway space.	Low	Long Term	COS		$$$
1.1.02	Remove invasive plant species behind former Castle restaurant.	Medium	Short Term	LRCA, COS, PAW	LCCD, LVTU	$$
1.1.03	Remediate Boat Yard site.	High	Mid Term	LRCA	LVC	$$$
1.2	Rehabilitate the environmental conditions along the riverfront					
1.2.01	Design, engineer, permit, and construct fish habitat improvements at Bull's Head Landing.	Medium	Short Term	LRCA	TU, UNC, COS, Utilities	$
1.2.02	Conduct stream bank stabilization and construct fish habitat improvements in vicinity Von Storch tunnel site.	Medium	Mid Term	LRCA	LVTU	$
1.2.03	Reduce erosion and sediment loading at Love Place CSO.	High	Short Term	PAW, COS		$$$
1.2.04	Conduct stream bank restoration below former Von Storch Mansion.	Low	Long Term	COS	LRCA	$
1.2.05	Conduct stream bank stabilization below LRCA's Boat Yard.	Medium	Mid Term	LVC	LRCA	$$
1.3	Improve safety and accessibility to the Lackawanna River					
1.3.01	Design, engineer, permit, and construct river access at Bull's Head Landing.	Medium	Short Term	LRCA	TU, UNC, COS	$

Implementation Table

CATEGORY	ACTION / RECOMMENDATION	PRIORITY	TIMEFRAME	LEAD ORG	PARTNER ORG	MAGNITUDE OF COST
1.3.02	Design, engineer, permit, and repair Retaining Wall above former Von Storch mine opening.	High	Short Term	LHVA	LRCA	$$$
1.3.03	Stabilize slope and retaining wall behind former Castle restaurant.	Low	Long Term	LVC		$$$
1.3.04	Construct impervious boat launch across high flow channel at LRCA's Boat Yard.	Medium	Long Term	LVC	LVTU	$
1.3.05	Replace the timber retaining wall below the Silkman House.	High	Short Term	LVC	LHVA, LRCA	$$$$
Goal 2 - Develop the historic D&H Canal Company buildings and lands into LRCA offices and outdoor recreation facilities						
2.1	Adaptively re-use the historic D&H Canal Company offices, buildings and lands, now called Caswell Hall, into LRCA's headquarters and related outdoor recreation space					
2.1.01	Rehabilitate Caswell Hall into new offices for LRCA and an outdoor recreation destination with trail and river recreation related partners and businesses.	Medium	Mid Term	LRCA	UNC	$$$$$
2.1.02	Develop the lands around Caswell Hall into park with trail related amenities and parking.	Medium	Mid Term	LRCA	UNC	$$$
2.2	Adaptively re-use building on Market Street for an Event Space.					
2.2.01	Convert existing garage at Market Street into "The Boat Yard" - LRCA's boat house and event space with parking.	Medium	Mid Term	LRCA	UNC	$$$
2.2.02	Design, engineer, permit, and construct improved vehicular access and parking lot to Boat Yard.	Medium	Short Term	LVC	LRCA	$$$
Goal 3: Bring vitality back to North Scranton						
3.1	Reconnect neighborhoods to the Lackawanna River and Heritage Trail network					

Implementation Table

CATEGORY	ACTION / RECOMMENDATION	PRIORITY	TIMEFRAME	LEAD ORG	PARTNER ORG	MAGNITUDE OF COST
3.1.01	Develop Diamond Ave Trailhead with parking.	Medium	Long Term	LHVA, LRCA	COS, LVC, Utilities	$
3.1.02	Acquire and develop a trailhead on former Keen site, include parking and a metal staircase with bike rail to trail.	Medium	Short Term	COS	LHVA, LRCA	$$$
3.1.03	Install metal staircase from Love Place to trail grade.	Low	Long Term	LHVA, COS		$$
3.1.04	Construct switchback from Von Storch properties to trail grade.	Low	Long Term	COS		$$
3.1.05	Construct switchback from Providence Corner to Boat Yard.	Low	Long Term	LHVA	ViM	$$
3.1.06	Add bicycle lanes and stamped asphalt trail crossing to Market Street.	High	Short Term	LHVA	ViM	$
3.1.07	Improve the trail crossing at intersection of Nay Aug Avenue and Market Street.	High	Mid Term	LHVA	COS, PennDOT	$
3.1.08	At Silkman House, replace wooden staircase with metal staircase.	Low	Long Term	LRCA	ACE	$
3.1.09	Acquire remaining parcel of Rudy's junkyard site for trail parking.	Medium	Mid Term	LVC	COS, LHVA	$
3.1.10	Re-use railroad bridge abutment blocks for gateways to The Plot neighborhood at Depot, Dean, and Amelia Streets.	Medium	Mid Term	LHVA	LRCA, COS	$$
3.2	Support the growth of outdoor recreational activities along the river					
3.2.01	Develop Bull's Head Landing with picnic area	Medium	Mid Term	LHVA	LRCA	$

Implementation Table

CATEGORY	ACTION / RECOMMENDATION	PRIORITY	TIMEFRAME	LEAD ORG	PARTNER ORG	MAGNITUDE OF COST
3.2.02	Support the existing Kosciusko Healing Garden by encouraging a Lithuanian community group, such as the Lithuanian Club, to adopt the garden and help with its ongoing maintenance.	Low	Short Term	LRCA	LHVA	OB
3.3	Stimulate economic development in the Lackawanna Valley					
3.3.01	Develop and install interpretive signage about the mining history between Green Ridge and Parker Streets	Low	Long Term	LHVA	LHS	$
Goal 4 - Enhance the alternative transportation network						
4.1	Develop the Heritage Trail on the northwest side of the Lackawanna River between Diamond Avenue and Market Street					
4.1.01	Design, engineer, permit, and construct Heritage Trail between Diamond Avenue and Market Street.	High	Short Term	LHVA	COS, LVC, Utilities	$$$$
4.1.02	Re-construct the former Ontario & Western grade-separated crossing below Market Street for the trail.	Medium	Mid Term	LHVA	COS, ViM	$$$$$
4.2	Improve the Heritage Trail between Market Street and Parker Street on the former Ontario & Western Railroad Corridor.					
4.2.01	Design, engineer, permit, and construct Heritage Trail on the former Ontario & Western railroad corridor between Market Street to Parker Street.	High	Short Term	LHVA	LRCA	$$$$
4.2.02	Develop access from Pond Ave for maintenance and emergency access.	Low	Mid Term	LHVA	LRCA	$

Implementation Table

CATEGORY	ACTION / RECOMMENDATION	PRIORITY	TIMEFRAME	LEAD ORG	PARTNER ORG	MAGNITUDE OF COST
4.2.03	Alternate Trail Design: re-introduce the former Ontario & Western railroad grade through the Plot Section to create a “Mini Highline”.	Low	Long Term	LHVA	LRCA, COS, Utilities	$$$$$

Potential Funding Sources

The following programs represent potential funding sources for implementing the North Scranton Riverfront Plan. Program eligibility, requirements, and deadlines should be confirmed directly with the sponsoring organization or agency. Funding landscapes change regularly; this list should be reviewed and updated on an annual basis.

American Association of Retired Persons (AARP)

AARP Community Challenge Grants: Funds quick-action projects that can help communities become more livable for people of all ages, specifically the needs of people 50-plus; project types include transportation, parks, and community resilience. https://www.aarp.org/livable-communities/community-challenge/aarp-community-challenge/

Appalachian Regional Commission (ARC)

Area Development Program: Funds infrastructure, business development, and workforce training projects in Appalachian communities. https://www.arc.gov/grants-and-opportunities/area-development-program/

Partnerships for Opportunity & Workforce & Economic Revitalization (POWER): Funds entrepreneurship, workforce development, and infrastructure projects that support economic diversification in coal-impacted communities. https://www.arc.gov/grants-and-opportunities/power/

Coldwater Heritage Partnership (CHP)

Coldwater Conservative Grants: Funds planning and implementation projects to protect and enhance Pennsylvania watersheds, especially wild trout resources. https://coldwaterheritage.org/index.php/grant-application-guidelines/

Conservation Fund

Conservation Loans: Funds trail and park projects, habitat restoration, ecosystem services, and nature connection initiatives. https://www.conservationfund.org/focus-areas/land-conservation/conservation-loans/

Federal Emergency Management Agency (FEMA)

Building Resilient Infrastructure and Communities (BRIC) Program: Funds capability and capacity building, mitigation projects, and related management costs to reduce disaster risk and strengthen community resilience. https://www.fema.gov/grants/mitigation/learn/building-resilient-infrastructure-communities

Flood Mitigation Assistance (FMA) Grant Program: Reduce long-term flood risk to NFIP-insured buildings and manufactured homes. https://www.fema.gov/grants/mitigation

Hazard Mitigation Grant Program (HMGP): Funds hazard mitigation planning and rebuilding to reduce future disaster losses after a presidentially declared disaster. https://www.fema.gov/grants/mitigation/learn/hazard-mitigation

Lowe's

Hometowns Impact Program: Funds community revitalization projects like gardens and playgrounds. https://corporate.lowes.com/our-responsibilities/lowes-hometowns

National Fish and Wildlife Foundation (NFWF)

Five Star and Urban Waters Restoration Grant Program: Funds habitat restoration, wildlife conservation, tree canopy enhancement, urban agriculture, community gardens, green infrastructure, runoff management, and related outreach, education, and stewardship. https://www.nfwf.org/programs/five-star-and-urban-waters-restoration-grant-program?activeTab=tab-1

PA Council on the Arts

Creative Communities Initiative: Funds community-led arts projects that address local needs such as economic development, the environment, safety, transportation, housing, health, beautification, social justice, and social cohesion. https://www.pa.gov/agencies/coa/grants-and-loans/creative-communities-initiative.html

PA Department of Community and Economic Development (DCED)

Main Street Matters Program: Funds planning, façade improvements, business support, accessible housing, and district development projects. https://dced.pa.gov/programs/main-street-matters/

Strategic Investments to Enhance Sites Program (PA SITES): Funds gap financing and site improvements that reduce development risk and create shovel-ready sites for business expansion and relocation. https://dced.pa.gov/programs/pennsylvania-strategic-investments-to-enhance-sites-program-pa-sites/

Municipal Assistance Program (MAP): Funds innovative community and economic development plans, especially multi-municipal planning, shared services, and regional initiatives that improve efficiency, effectiveness, and coordination. https://dced.pa.gov/programs/municipal-assistance-program-map/

Neighborhood Assistance Program, Enterprise Zone tax Credit (NAP/ EZP): Funds building and site rehabilitation, expansion, and improvements in designated enterprise zones that support job creation and retention. https://dced.pa.gov/programs/neighborhood-assistance-enterprise-zone-tax-credit-napezp/

Community Development Block Grant (CDBG): Funds community development projects benefiting low- and moderate-income residents or addressing blight, including infrastructure,

economic development, public facilities, housing rehabilitation, public services, code enforcement, and homeowner assistance. https://www.hudexchange.info/programs/cdbg/

Act 13 - Greenways, Trails and Recreation Program (GTRP): Funds planning, acquisition, development, rehabilitation, and improvement of parks, recreation areas, greenways, trails, and river conservation projects. https://dced.pa.gov/programs/greenways-trails-and-recreation-program-gtrp/

Local Share Account (LSA): Funds economic development, community improvement, and public interest projects through gaming revenue. Lackawanna County is eligible for both Statewide and Monroe Programs. https://dced.pa.gov/programs/local-share-account-lsa-statewide/ https://dced.pa.gov/programs/local-share-account-lsa-monroe-county/

Multimodal Transportation Fund (MTF): Funds transportation improvements in existing communities, including streetscapes, lighting, sidewalks, pedestrian safety, connectivity, and transit-oriented development. https://dced.pa.gov/programs/multimodal-transportation-fund/

Act 13 - Abandoned Mine Drainage Abatement and Treatment Program (AMDATP): Funds abandoned mine well reclamation, AMD site construction and repair, remediation operations and maintenance, trust fund establishment, and water quality monitoring. https://dced.pa.gov/programs/abandoned-mine-drainage-abatement-treatment-program-amdatp/

Act 13 - Flood Mitigation Program: Funds flood mitigation projects authorized by local, state, or federal agencies. https://dced.pa.gov/programs/flood-mitigation-program-fmp/

Act 13 - Orphan or Abandoned Well Plugging (OAWP): Funds plugging and cleanup of abandoned and orphan oil and gas wells, including stray gas mitigation and venting projects that address health, safety, or environmental risks. https://dced.pa.gov/programs/orphan-abandoned-well-plugging-program-oawp/

Act 13 - Watershed Restoration and Protection Program (WRPP): Funds watershed BMP construction and rehabilitation, stream and streambank stabilization, riparian planting, and stream restoration monitoring. https://dced.pa.gov/programs/watershed-restoration-protection-program-wrpp/

PA Department of Conservation and Natural Resources (DCNR)

Community and Watershed Forestry Grants: Funds riparian buffer, habitat conversion, and community tree planting planning, design, and implementation. https://www.pa.gov/services/dcnr/apply-for-dcnr-community-and-watershed-forestry-grants.html

Community Conservation Partnerships Program (C2P2): Funds planning, acquisition, and development of parks, recreation and trail projects, river conservation and access, and open space conservation. https://www.pa.gov/agencies/dcnr/programs-and-services/grants/community-conservation-partnerships-program-grants

Partnership Grant Program: Funds collaborative multi-municipal and large-landscape recreation, conservation, and heritage projects in Pennsylvania Heritage Areas. https://www.pa.gov/agencies/dcnr/programs-and-services/grants/community-conservation-partnerships-program-grants.html

PA Department of Environmental Protection (DEP)

319 Non-Point Source Management Grants: Funds implementation of nonpoint source management plans and Tier III monitoring in Pennsylvania Watershed Implementation Plan and other impaired watersheds to track water quality improvements. https://www.pa.gov/agencies/dep/programs-and-services/water/bwrnsm/nonpoint-source/watershed-support/section-319-nps-grants.html

Alternative Fuels Incentive Grant (AFIG) Program: Funds clean, alternative fuel transportation projects in Pennsylvania. https://www.pa.gov/agencies/dep/programs-and-services/grants-loans-rebates/alternative-fuels-incentive-grant.html

Environmental Education Grants: Funds innovative formal and nonformal environmental education projects that align with program priorities, increase public understanding of Pennsylvania environmental issues, and build informed, responsible action. https://www.pa.gov/agencies/dep/residents/environmental-education/environmental-education-grants

Growing Greener Plus: Funds watershed restoration, abandoned mine reclamation, and abandoned oil and gas well plugging projects. https://www.pa.gov/services/dep/water/bwrnsm/apply-for-a-department-of-environmental-protection-growing-greener-plus-grant.html

Level 2 Electric Vehicle (EV) Charging Rebate Program: Funds Level 2 EV charging equipment installation. https://www.pa.gov/agencies/dep/programs-and-services/air/driving-pa-forward/driving-pa-forward-grant-and-rebate-awards

PA Department of Transportation (PennDOT)

Automated Red Light Enforcement (ARLE) Funding Program: Funds traffic signal and intersection control improvements. https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDARLE.html

Green Light-Go: Pennsylvania's Municipal Signal Partnership Program: Funds traffic signal maintenance and operations. https://docs.penndot.pa.gov/Public/Bureaus/BOO/TSPortal/FUNDGLG.html

Multimodal Transportation Fund (MTF): Funds transportation improvements that enhance communities, pedestrian safety, and transit revitalization. https://www.pa.gov/agencies/penndot/programs-and-doing-business/multimodal-transportation.html

Agility Program: Agility enables PennDOT and its eligible Partners to exchange services, equipment and staff without monetary payments. https://www.pa.gov/agencies/penndot/programs-and-doing-business/local-government/agility-program.html

PA Infrastructure Bank (PIB): Low-interest financing of transportation construction projects, including aviation, highway and bridge, rail freight, and transit. https://dced.pa.gov/programs/pennsylvania-infrastructure-bank-pib/

Safety Grants: Funds highway safety improvements that reduce crash-related deaths and serious injuries. https://www.pa.gov/services/penndot/apply-for-penndot-behavioral-highway-safety-grants.html

Transportation Alternatives Set-Aside Program (TASA): Funds transportation alternatives such as pedestrian and bicycle facilities, public transit access improvements, community and environmental mitigation projects, transportation trails, and Safe Routes to School. https://www.pa.gov/agencies/penndot/research-planning-and-innovation/transportation-alternatives-set-aside-program.html

PA Economic Development Financing Authority (PEDFA)

Bond Financing Program: PEDFA administers tax-exempt and taxable bond programs financing land, building acquisition and renovation, new construction, machinery and equipment, infrastructure, refinancing, and working capital. https://dced.pa.gov/business-assistance/private-financing/bond-financing/

PA Fish and Boat Commission (PFBC)

Boating Facility Grant Program: Funds planning, design, acquisition, development, expansion, and rehabilitation of public fishing and boating access facilities on Pennsylvania waters. https://www.pa.gov/services/fishandboat/boating-facility-grant.html

Coldwater Conservation Planning & Implementation Grants: Funds coldwater conservation planning and implementation for stream and trout habitat protection and restoration https://www.pa.gov/services/fishandboat/coldwater-heritage-partnership-grant.html

PA Historical & Museum Commission (PHMC)

Keystone Historic Preservation Construction Grants: Funds rehabilitation, restoration, and preservation of National Register-eligible historic resources. https://www.pa.gov/services/phmc/apply-for-keystone-historic-preservation-construction-grants.html

Keystone Historic Preservation Planning Grants: Funds identification, preservation, promotion, and protection of publicly accessible historic and archaeological resources in Pennsylvania. https://www.pa.gov/services/phmc/apply-for-keystone-historic-preservation-planning-grants.html

PA Office of Budget (OB)

Redevelopment Assistance Capital Program (RACP): Funds the design, acquisition, and construction of regional economic, cultural, civic, recreational, and historical improvement projects. https://www.pa.gov/agencies/budget/programs-and-services/for-people-doing-business-with-the-commonwealth/for-grantees-and-subrecipients/racp.html

PA WalkWorks

PA WalkWorks Funding Program: Funds the development of active transportation plans and policies for pedestrian, bicycle, and transit systems that increase connectivity. https://www.pa.gov/agencies/health/programs/healthy-living/walkworks.html

Pennsylvania Environmental Council (PEC)

PA Organization for Watersheds and Rivers (POWR) Statewide Waterway Access Grant (SWAG): Funds the creation and improvement of access points along rivers, streams, and waterways. https://pecpa.org/news/powr-announces-statewide-waterway-access-grants/

PA Organization for Watersheds and Rivers (POWR) Water Trail Mini-Grant. Fund projects that expand recreational access to Pennsylvania water trails, support sustainable use of natural resources, improve physical and psychological access, and connect water trails to land trails or community assets. https://pecpa.org/news/2024-pa-water-trail-mini-grants-now-available/

Pocono Forests and Waters Conservation Landscape (PFWCL) Mini Grant: Funds projects that support and further conservation, community, and connection goals as they pertain to the PFWCL. https://pecpa.org/news/pfw-grants-announced/

People, Parks and Community Foundation

Capacity and Community Development Grant: Funds building community capacity for improved resource stewardship and operational, programmatic, and financial sustainability. https://peopleparks.org/grant-opportunities/

Organizational Development Grant: Funds initiatives that develop the relevance, capacity and influence of the professional membership association. https://peopleparks.org/grant-opportunities/

Recreational and Educational Development: Funds development of local parks, public spaces, and programs advancing conservation, environmental sustainability, public health, community livability, equity and inclusion, infrastructure improvements, and connections to nature. https://peopleparks.org/grant-opportunities/

Rails-To-Trails Conservancy

Trail Grants Program: Funds completing and connecting trails to improve user experience and support trail organizations nationwide. https://www.railstotrails.org/grants/

Recreational Equipment, Inc. (REI)

REI Cooperative Action Fund: Funds building outdoor culture and improving health and well-being through initiatives that connect people to the outdoors, create outdoor spaces, and center health outside. https://www.reifund.org/

T-Mobile

Hometown Grants Program: Funds shovel-ready construction or improvement of community spaces that foster local connections, completable within 12 months. https://www.t-mobile.com/brand/hometown-grants

The Conservation Fund

Conservation Loans: Funds trail and park acquisition and construction, habitat restoration, ecosystem services, and initiatives connecting people to nature. https://www.conservationfund.org/focus-areas/land-conservation/conservation-loans/

Tree Pennsylvania: PA Urban & Community Forestry Council

Bare Root Tree Program: Provides 10–20 large caliper bare root trees for planting on municipal or nonprofit land to increase tree canopy and support urban and community forests in Pennsylvania. https://treepennsylvania.org/bare-root-tree-program/

UGI Utilities, Inc.

Community Programs: Funds education, community development, disaster response, and environmental initiatives. https://www.ugi.com/community-programs/

US Bureau of Reclamation

Cooperative Watershed Management Program (CWMP): Funds projects promoting sustainable water use, improved water quality, ecological resilience, and collaborative conservation of rivers and streams. https://www.usbr.gov/watersmart/cwmp/index.html

US Department of Agriculture (USDA) Forest Service

Rural Business Development Grant: Funds technical assistance and training for development or expansion of rural small businesses employing fewer than 50 and generating under $1M in revenue. https://www.rd.usda.gov/programs-services/business-programs/rural-business-development-grants

State and Private Forestry Landscape Scale Restoration (LSR) Grant Program: Funds collaborative, science-based restoration of rural forest landscapes, supports State Forest Action Plans; improves fish and wildlife habitat, water quality, watershed function, and forest health while mitigating invasives, disease, and wildfire risk. https://www.fs.usda.gov/managing-land/private-land/landscape-scale-restoration

Urban & Community Forestry Inflation Reduction Act Grants: Funds expanding equitable urban tree canopy access in disadvantaged communities, broadening engagement in urban forest planning, and improving resilience to climate change, pests, and storms. https://www.fs.usda.gov/managing-land/urban-forests/ucf

Conservation Stewardship Program (CSP): Funds technical and financial assistance to identify and address natural resource problems and advance environmental stewardship. https://www.nrcs.usda.gov/programs-initiatives/csp-conservation-stewardship-program

Emergency Watershed Protection (EWP) Program: Funds emergency financial and technical assistance to prevent runoff, erosion, and flood damage following sudden watershed impairment; covers debris removal, streambank stabilization, erosion control, conservation practice repair, and floodplain easement purchase. https://www.nrcs.usda.gov/programs-initiatives/ewp-emergency-watershed-protection

US Department of Transportation (DOT)

Safe Streets and Roads for All (SS4A) Discretionary Grant Program: Funds initiatives to prevent death and serious injury among all roadway users. https://www.transportation.gov/grants/SS4A

Surface Transportation Block Grant (STBG) Program: Funds preservation and improvement of federal-aid highways, bridges, tunnels, public roads, pedestrian and bicycle infrastructure, and transit capital projects. https://www.fhwa.dot.gov/specialfunding/stp/

Thriving Communities Program: Funds transportation improvements and infrastructure projects that foster community development and increase affordable transportation options. https://www.transportation.gov/grants/thriving-communities

US Environmental Protection Agency (EPA)

Brownfields Revolving Loan Fund (RLF) Grant: Funds projects that prevent, assess, safely clean up, and sustainably reuse brownfields. https://www.epa.gov/brownfields/brownfields-revolving-loan-fund-rlf-grants

Brownfields Revolving Loan Fund (RLF) Grant: Funds projects that prevent, assess, safely clean up, and sustainably reuse brownfields. https://www.epa.gov/brownfields/brownfields-revolving-loan-fund-rlf-grants

US Fish and Wildlife Service

North American Wetlands Conservation Act (NAWCA) Standard and Small Grants Programs: Funds long-term protection, restoration, and enhancement of wetlands and upland habitats to increase bird populations, improve water and air quality, reduce flooding and coastal erosion, and recharge groundwater. https://www.fws.gov/service/north-american-wetlands-conservation-act-nawca-us-small-grants