

CARROLL TOWNSHIP – UNION TOWNSHIP  
JOINT COMPREHENSIVE PLAN

WASHINGTON COUNTY, PENNSYLVANIA

SEPTEMBER 2012

Adopted: Resolution 2012-773 Carroll Township

Resolution 2012-12 Union Township

## INTRODUCTION

In January 2005, in partnership with Nottingham Township and Finleyville Borough , Carroll Township and Union Township began a regional planning process for the purpose of developing a multi-municipal comprehensive plan. The planning process resulted in the attached *Multi-Municipal Comprehensive Plan for Carroll Township, Finleyville Borough, Union Township, and Nottingham Township in Washington County, Pennsylvania* dated August 2007. Subsequently, Nottingham Township and Finleyville Borough jointly adopted those parts of the multi-municipal plan that pertain only to their respective municipalities.

Now, in September 2012, Carroll Township and Union Township have decided to adopt only those portions of the multi-municipal comprehensive plan that pertain to their respective municipalities as the *Carroll Township – Union Township Joint Comprehensive Plan* dated September 2012. In doing so, the townships have updated the future land use maps for their communities (Map 4-7 and Map 4-10, respectively) and, correspondingly, the Planning Region Future Land Use Map (Map 4-11) in the multi-municipal comprehensive plan. No other changes have been made to the multi-municipal comprehensive plan.

**CARROLL TOWNSHIP  
RESOLUTION NO. 2012-773**

**A RESOLUTION OF THE TOWNSHIP OF CARROLL, COUNTY OF WASHINGTON,  
COMMONWEALTH OF PENNSYLVANIA ADOPTING A COMPREHENSIVE PLAN  
IN THE COUNTY OF WASHINGTON.**

**WHEREAS,** Carroll Township desires to have a plan to guide the future growth and development of the Township, and

**WHEREAS,** in order to provide such a guide, Carroll Township, in partnership with Finleyville Borough, Nottingham Township and Union Township, and in accordance with Section 301 of the Pennsylvania Municipalities Planning Code, prepared the *Multi-Municipal Comprehensive Plan for Carroll Township, Finleyville Borough, Nottingham Township and Union Township in Washington County, Pennsylvania* dated August 2007 (Plan), a copy of which is attached hereto and incorporated herein by reference as Exhibit A, and

**WHEREAS,** the Plan consists of text, maps, charts, tables and other information intended to form the whole of the Plan, and

**WHEREAS,** the Carroll Township Planning Commission has recommended adoption of those portions of the Plan that pertain to Carroll Township, and

**WHEREAS,** the Pennsylvania Municipalities Planning Code provides for the adoption of a multi-municipal comprehensive plan for the development of communities, and

**WHEREAS,** Carroll Township and Union Township wish to approve and adopt as their joint comprehensive plan only those portions of the Plan that pertain to their municipalities, and

**WHEREAS,** the Carroll Township Board of Supervisors has held a public hearing to hear and consider public comments on the joint comprehensive plan.

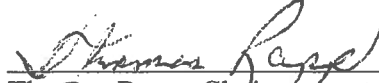
**NOW, THEREFORE, BE IT RESOLVED** by Carroll Township that:


1. Those portions of the Plan that pertain to Carroll Township and Union Township be, and the same hereby are, approved and adopted as the Carroll Township-Union Township Joint Comprehensive Plan, dated September 2012.

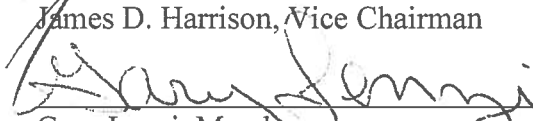
2. A copy of this joint comprehensive plan shall be filed with the minutes of this meeting.

**RESOLVED AND ADOPTED** by the Board of Supervisors of Carroll Township, Washington County, Pennsylvania this 4<sup>th</sup> day of DECEMBER, 2012.

By: CARROLL TOWNSHIP BOARD OF SUPERVISORS

  
Thomas Rapp, Chairman

  
James D. Harrison, Vice Chairman

  
Gary Lenzi, Member

Attest:

  
Sharon Cramer, Secretary

RESOLUTION NO. 2012-12

**TOWNSHIP OF UNION  
WASHINGTON COUNTY, PENNSYLVANIA**

**RESOLUTION ADOPTING A COMPREHENSIVE PLAN FOR  
UNION TOWNSHIP IN THE COUNTY OF WASHINGTON, PA**

WHEREAS, Union Township desires to have a plan to guide the future growth and development of the Township, and

WHEREAS, in order to provide such a guide, Union Township, in partnership with Finleyville Borough, Nottingham Township and Carroll Township, and in accordance with Section 301 of the Pennsylvania Municipalities Planning Code, prepared the *Multi-Municipal Comprehensive Plan for Carroll Township, Finleyville Borough, Nottingham Township and Union Township in Washington County, Pennsylvania* dated August 2007 (Plan), a copy of which is attached hereto and incorporated herein by reference as Exhibit A, and

WHEREAS, the Plan consists of text, maps, charts, tables and other information intended to form the whole of the Plan, and

WHEREAS, the Union Township Planning Commission has recommended adoption of those portions of the Plan that pertain to Union Township, and

WHEREAS, the Pennsylvania Municipalities Planning Code provides for the adoption of a multi-municipal comprehensive plan for the development of communities, and

WHEREAS, Carroll Township and Union Township wish to approve and adopt as their joint comprehensive plan only those portions of the Plan that pertain to their municipalities, and

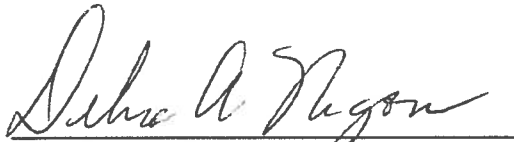
WHEREAS, the Union Township Board of Supervisors has held a public hearing to hear and consider public comments on the joint comprehensive plan.

NOW, THEREFORE, BE IT RESOLVED by Union Township that:

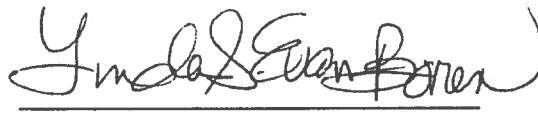
1. Those portions of the Plan that pertain to Carroll Township and Union Township be, and the same hereby are, approved and adopted as the Carroll Township-Union Township Joint Comprehensive Plan, dated September 2012.
2. A copy of this joint comprehensive plan be filed with the minutes of this meeting.

RESOLVED AND ADOPTED by the Board of Supervisors of Union Township, Washington County, Pennsylvania, this 28<sup>th</sup> day of November, 2012.

ATTEST:


  
Debra A. Nigon, Secretary

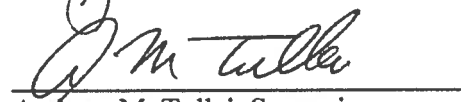
TOWNSHIP OF UNION  
BOARD OF SUPERVISORS

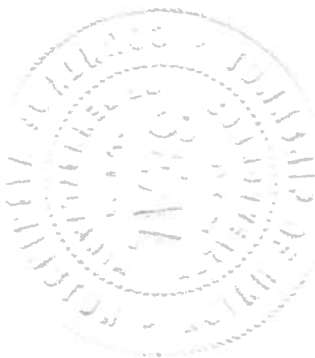
  
Linda S. Evans-Boren, Chairperson

  
Brenda L. Cushey, Vice-Chairperson

Stephen J. Parish, Supervisor

  
Larry A. Spahr, Supervisor

  
Andrew M. Tullai, Supervisor



# **MULTI-MUNICIPAL COMPREHENSIVE PLAN**

**FOR  
CARROLL TOWNSHIP, FINLEYVILLE BOROUGH,  
UNION TOWNSHIP, AND NOTTINGHAM TOWNSHIP  
IN  
WASHINGTON COUNTY, PENNSYLVANIA**

**AUGUST 2007**

## Acknowledgements

### **Carroll Township**

#### Board of Supervisors.

- Louis Resovich, Chairman
- Thomas Rapp, Vice Chairman
- Gary Lenzi

#### Steering Committee Members

- James Bierbower, Zoning Officer
- Sharon Cramer, Municipal Secretary

### **Finleyville Borough**

#### Borough Council

- Michael Kutsek, Mayor
- Tim Kegel, President
- Florence Walls, Vice-President
- Irene Allridge
- Mary Anne Kleppner
- Jessie Seliga
- Mary Lytle

#### Steering Committee Members

- Russ Allridge
- Irene Allridge

### **Nottingham Township**

#### Board of Supervisors

- Raymond Barley, Chairman
- Douglas S. King
- Bruce E. Konsugar

#### Steering Committee Members

- Douglas S. King, Supervisor
- Shirley A. Madar, Municipal Secretary
- Francis Cavalier, Planning Commission
- Peter Marcoline, Planning Commission
- James Sanford, Planning Commission



**Union Township**

Board of Supervisors

- Stephen J. Parish, Jr., Chairman
- Chuck Wilson, Vice Chairman
- George Cheplic
- Scott Tkach
- Larry Spahr

Steering Committee Members

- George Cheplic, Supervisor
- Scott Tkach, Supervisor
- Marc Todd, Zoning Officer

**Redevelopment Authority of the County of Washington**

- Susan Morgan, Community Development Director
- Pete Stefansky, Community Development Specialist

**Washington County Planning Commission**

- Eric A. Large, Land Development Coordinator

**PA Department of Community and Economic Development**

- Denny Puko
- Phil Robbins

**PennDOT**

- Dave Kelly
- Steve Hoyer

**Others**

- Lisa Adams and John Cline, UMWA Career Center
- Jeff Yates, Washington County Director of Public Safety
- Jose Taracido, California University of Pennsylvania
- Edward Repka, Ringgold School District
- Ray Kraynyk, Allegheny Land Trust
- Larry Maher, SAI Consulting Engineers, Inc.
- Mark Remcheck, Penn State University Cooperative Extension
- Michael Filoni, Allegheny Valley Railroad
- Public meeting attendees

This plan was funded with a LUPTAP grant from the Pennsylvania Department of Community and Economic Development and by the Redevelopment Authority of Washington County.

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## **Chapter 1      Overview**

### **Introduction to the Planning Region**

The planning region encompassed by this multi-municipal comprehensive plan includes four municipalities in eastern Washington County: Carroll Township, Finleyville Borough, Union Township and Nottingham Township. These communities formed a partnership for the purpose of developing a long-range plan for their future as a single planning region.

Multi-municipal planning was logical since the four municipalities belong to the same local school district (Ringgold) and share other common interests and issues such as the construction and impact of the Mon-Fayette Expressway and the Southern Beltway, solving the dilemma of abandoned mines and mine drainage, and a strong desire to preserve the quality of life in a predominantly rural environment.

### **Local Planning in Pennsylvania**

Pennsylvania municipalities are empowered by the Pennsylvania Municipalities Planning Code (MPC) “to plan their development” and to “govern development locally through both zoning ordinances and subdivision and land development ordinances.” The MPC authorizes municipalities to prepare comprehensive plans for the purposes of promoting and protecting safety, health and morals; accomplishing coordinated development; providing for the general welfare; guiding uses of land and structures, type and location of streets, public grounds and other facilities, among other things.

Finally, the MPC authorizes two or more municipalities to enter into an intergovernmental cooperative agreement for the purpose of developing and adopting a comprehensive plan. By developing a multi-municipal comprehensive plan, there is the potential to plan more efficiently and effectively on a regional basis. The benefits of multi-municipal planning include several incentives that are available only to municipalities that come together and prepare a comprehensive plan. Some of these benefits include tax revenue sharing, transfer of development rights, and joint zoning.

### **Planning as Policy**

Webster’s Dictionary defines “policy” as “a definite course or method of action selected from among alternatives and in light of given conditions to guide and determine present and future decisions.” As a policy guide for township and borough officials, the comprehensive plan is meant to provide guidance in the day-to-day administrative decision-making encountered by the elected bodies. For example, a request to rezone a large parcel of land from an agricultural use to an intensive commercial use can cause significant impacts, both positive and negative, for a municipality. As part of the

decision-making process, municipal officials, planning staff, and local planning commissions should be able to find justification within the approved multi-municipal comprehensive plan as to whether the rezoning request should be approved or denied.

The comprehensive plan is a policy guide for Carroll, Union and Nottingham Townships and Finleyville Borough as they assess the location, character and extent of future development. Plan policies and recommendations are to be implemented over time through a variety of decision-making actions including subdivision of land, and the location and construction of public infrastructure improvements, among other things. The comprehensive plan was developed to respond to the growing concern that future land use decisions affecting land within the four municipalities should be made in a coordinated and responsible manner to capitalize on potential economic development initiatives and to preserve and enhance the quality of life.

## **The Regional Planning Process**

The regional planning process was initiated with an Intergovernmental Cooperation Agreement executed by and between the participating municipalities. This agreement discusses the process for developing and adopting the multi-municipal plan. The agreement includes a description of the power and scope of delegated authority, the manner and extent of financing the preparation of the plan, the organizational structure necessary to implement the agreement, and outline the planning process in terms of schedule and necessary components like public participation, discuss commitments for participation and withdrawal. While the four municipalities jointly agreed to the terms and conditions of the agreement, executing the agreement did not alter the power or structure of the local units of government.

The regional planning process for Carroll, Union and Nottingham Townships and Finleyville Borough began in January 2005 with the first of several steering committee meetings. Members of the comprehensive plan steering committee were appointed by the elected bodies of each municipality to assist with the development of a community vision statement, community development goals and objectives, and a draft future land use map.

Assisting the municipalities were staff members from the Redevelopment Authority of the County of Washington and Mullin & Lonergan Associates, a planning and community development consulting firm.

In February, a planning workshop was held for steering committee members. Denny Puko, Regional Local Government Policy Specialist with the Governor's Center for Local Government Services, presented a Saturday morning workshop to introduce the committee members and other local planning commissioners to the planning process.

In March, Mullin & Lonergan Associates presented a demographic overview and a photographic survey of existing conditions in the four municipalities to the steering committee. Plans were also made for the community-wide visioning workshop scheduled for the next month.

On April 7, the visioning workshop was held in Carroll Township. Approximately 60 residents attended and participated in small group activities designed to encourage the residents to envision the future of their municipalities on a regional basis. The idea of regionalism was easily understood and accepted by those in attendance. Several individuals commented on the increased political power their state elected officials would have if the officials were able to speak with one voice for the entire planning region. Other residents recognized the benefits of planning for major new developments with significant impact on more than one municipality. Many participants fully recognized the physical impact that current land uses have on surrounding properties without any regard for municipal boundaries. By the end of the workshop, most attendees realized that preserving and enhancing their quality of life would require a proactive response on their part to regional planning.

The steering committee continued their work with a second public meeting on May 12. At that meeting, a progress report was given and the draft comprehensive plan vision statements were presented for public comment. The statements were accepted by those in attendance with only minor revisions.

In June and July, two workshops were held with the steering committee to draft a future land use map for the planning region. Existing land use maps were created for each of the municipalities and a composite map was prepared for review by the committee as a whole. Committee members identified areas appropriate for new development, areas that should remain primarily rural in nature due to infrastructure restrictions and a desire to preserve agricultural areas, and priority areas for new infrastructure development. Based on these concepts, a draft future land use map for the planning region was created. This map, along with land use designations and descriptions, was incorporated into the draft comprehensive plan.

From August through November, sections of the comprehensive plan were drafted and presented to the steering committee for review and comment. In December, a complete draft of the comprehensive plan was provided to each of the four municipalities.

Final revisions were prepared in early 2006 and the draft plan was finalized in late March. Copies of the plan were distributed to all adjacent municipalities, counties, and school districts as well as the Washington County Planning Commission.

## **Using This Plan**

This multi-municipal comprehensive plan is to be used as a guide for making decisions relative to land use and development in the four municipalities. Elected officials of each municipality will continue to act as the governing body for their respective municipalities, but their decisions should be guided by the recommendations included within this document and developed in joint collaboration with each other. This document provides guidance for site plans, subdivision plans, zoning requests, community facility projects and other concerns related to future land use.

It is important to note that while the four municipalities collaborated extensively on the plan, implementation of the plan will be carried out by each of the four elected bodies in their respective municipalities.

The multi-municipal comprehensive plan is divided into thirteen chapters containing nine plan elements, most of which are required by the MPC. Following the Introduction and Regional Profile sections, the chapters include:

- Vision for 2025
- Land Use Plan
- Housing Plan
- Historic & Cultural Resources Plan
- Natural Resources Plan
- Community Facilities Plan
- Transportation Plan
- Economic Development Plan
- Parks, Recreation & Open Space Plan
- Energy Conservation Plan
- Implementation Plan.

The Implementation Plan contains a detailed and descriptive list of the strategies included in each of the plan components. The primary purpose of the Implementation Plan is to provide a step-by-step guide for municipal officials and residents to achieve the community goals and objectives, and ultimately the long-range community vision, established in the multi-municipal comprehensive plan. Goals are broad value-based statements that express a future condition or action that the planning region desires to achieve. Objectives are more specific statements that enumerate action steps that must be taken in order to achieve a desired goal. And strategies are specific projects or programs that enable the planning region to achieve their objectives, which in turn, assists in achieving overall goals.

## **Amending the Plan**

A comprehensive plan is a document that should be used as a frequent resource in the daily administration of municipal business and as a policy document in the long range planning for a municipality. However, times change, economies fluctuate and circumstances can dictate the need to modify or amend the long range vision and plan of a municipality. When this occurs, the comprehensive plan can be amended to reflect the new and projected conditions so that future decisions by elected officials reflect a renewed community vision and strategy. At the very least, the MPC requires that a multi-municipal plan be reviewed every ten years.

## **Interrelationship with Plan Elements**

One of the requirements of the MPC is that a comprehensive plan shall include an explanation of how the individual plan elements (such as land use, housing, transportation, economic development, natural resources, historic resources, etc.) are interrelated and impact one another. This may be best explained by the new Mon-Fayette Expressway interchange in Union Township and the planned Southern Beltway interchange in Nottingham Township. It becomes impossible to describe the future physical impact of these two major thoroughfares without touching upon how the land on either side of the roadways for a significant distance will be physically changed. Furthermore, these potential physical changes are viewed by many as economic development initiatives because of the new employment opportunities and increased tax revenues that they may generate. As a result, there exists an obvious interrelationship among various plan elements such as land use and housing, transportation, community facilities and economic development in the very least.

Because of this interrelationship among plan components, basic planning principles can provide guidance when making recommendations, and eventually approved policies, for future land use decisions. The comprehensive plan's Land Use Plan allocates land uses and specifies the recommended types of land uses and densities for those uses. The availability of sanitary sewer and water facilities influence the shaping of development patterns, including location and density. Coordination of land use and infrastructure planning is critical to ensure that future land use reflects the availability of public sewer and water facilities, and public sewer and water facilities are not proposed for those areas not intended for future development.

Through land use planning, such as designation of rural resource areas, watersheds and wellhead protection areas for community water supplies can be established. Intensive residential development is not proposed where sewer infrastructure is not planned, available, or in close proximity, and where soils are not suitable for on-site sewage disposal.

It is important that community facilities, including recreation and open space, are available to serve the residents of the area. The Parks, Recreation and Open Space Plan notes existing recreational facilities, proposed recreational facilities, and potential opportunities for recreational facilities. The Plan discusses greenways for recreational purposes and linking residential areas to community facilities.

Future public facilities should be sited to be consistent with the community goals and objectives of the Land Use Plan, such as maintaining open space and recreation uses.

The Land Use Plan encourages economic vitality by providing areas for commercial and industrial development and agricultural activities. Preservation of residential communities can provide support for local businesses and a local workforce. Providing for open space and preservation of community resources supports the quality of life in the area and can encourage additional private investment.

It is necessary to maintain a transportation circulation system, which can accommodate generated traffic volumes. In turn, future development should not adversely affect the circulation system. Land use decisions are influenced by the existing circulation system, while at the same time those land use decisions affect circulation systems and their functions. Existing rural and residential areas should be protected as much as possible from the impacts of through-traffic, which can be accomplished by proposed improvements to the circulation network.

## **Compatibility with Other Plans**

Another regulatory requirement of the MPC is that a comprehensive plan must indicate how the recommendations contained within this plan are compatible with the comprehensive plans of neighboring municipalities and Washington County.

The municipalities of New Eagle Borough and Monongahela City are surrounded by the planning region covered by this comprehensive plan. These two communities have comprehensive plans dating back to 1962 and are now initiating a joint comprehensive planning process.

Fallowfield Township adopted its current comprehensive plan in 1998. The area of the township that lies adjacent to Carroll Township is primarily rural in nature, which is consistent with abutting lands in Carroll. The goals in the Fallowfield plan are also consistent with the goals of this multi-municipal plan in that the rural areas are to be preserved and protected, and the more intensive land uses are to be directed to where adequate sewer service can be provided.

North Strabane Township adopted its current plan in 2003. Located directly to the west of Nottingham Township, North Strabane is also very rural in nature with a strong desire to protect the municipality's natural, cultural and historic resources. Furthermore, North Strabane proposes to capitalize on the physical and economic benefits anticipated from the Southern Beltway, which will extend into Nottingham Township as well. These goals remain consistent with those of Nottingham's.

Peters Township adopted its comprehensive plan in 2001. While similar in rural characteristics to Nottingham Township (immediately to its south), Peters Township is much more developed due to its adjacent location to Allegheny County and the employment centers in and around the Pittsburgh metropolitan region. The degree of land use and development regulation desired by the township is further evidence of a significantly higher level of development activity in a rural environment. Specific to this multi-municipal plan, Peters Township seeks to create a neighborhood commercial corridor along Venetia Road, which appears to be consistent with the regional commercial corridor proposed along the same thoroughfare in Nottingham Township. Furthermore, Peters Township seeks to develop a low density residential / agricultural district to preserve open space and other rural qualities. This, too, would be consistent with the goals and objectives proposed by Nottingham Township.



The Washington County Comprehensive Plan was adopted in November 2005 and reviewed extensively for this multi-municipal plan. This document is primarily a public policy guide to decision-making regarding the physical development of the county as a whole. The goals and objectives contained within this multi-municipal plan are intended to be consistent and compatible with the county comprehensive plan.

In April 2006, the Washington County Planning Commission received a draft copy of this multi-municipal comprehensive plan for review and comment.

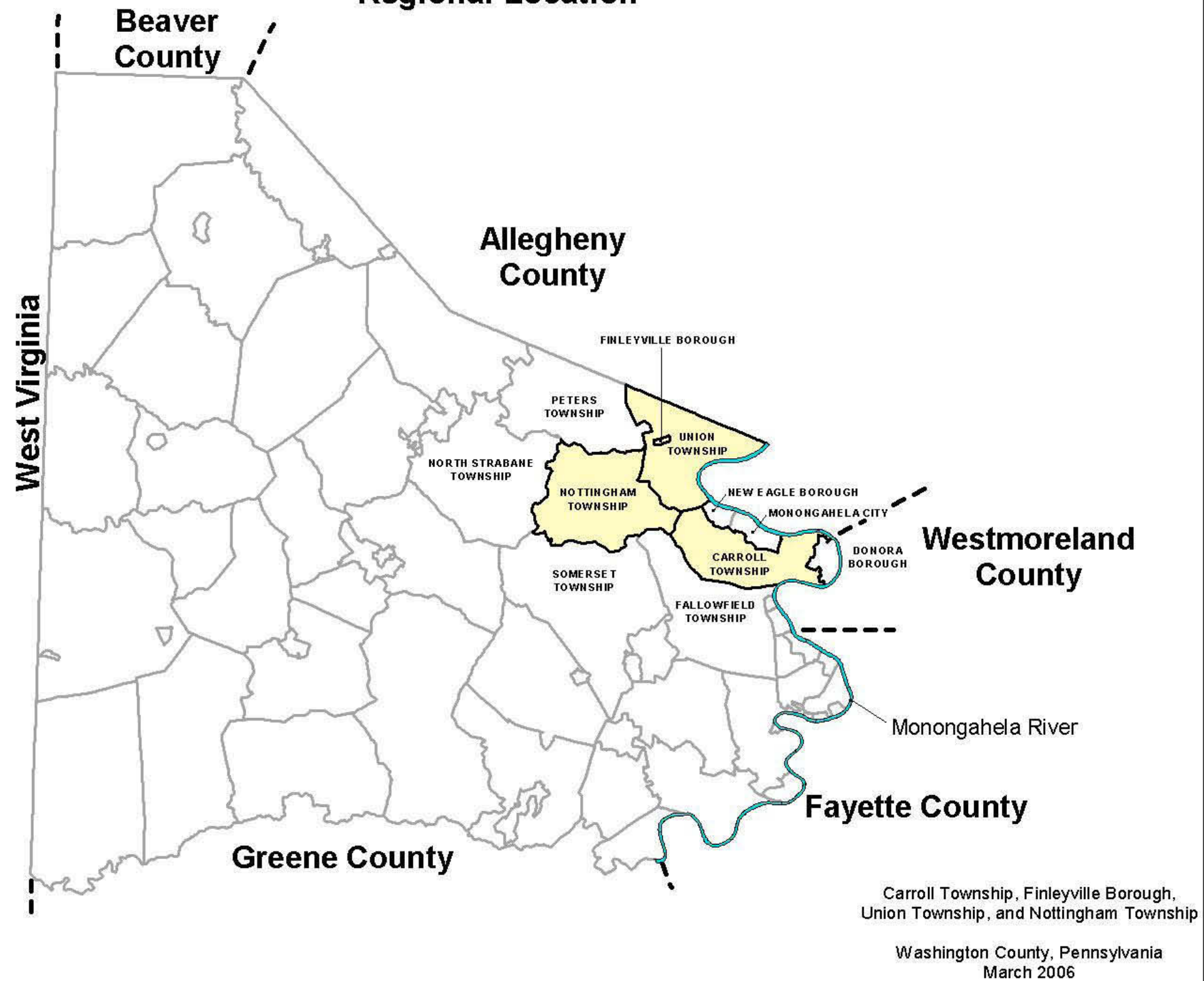
### **Relationship to Adjoining Municipalities**

The existing and proposed development in Carroll, Union and Nottingham Townships and Finleyville Borough are, in many cases, compatible with the existing and proposed development and plans in adjoining municipalities.

Where there are some instances of adjacent incompatible uses, buffering techniques are recommended to be included in subdivision and land development ordinances and zoning ordinances.

With the Monongahela River forming a large part of the eastern boundary for most of the planning region, land uses in adjoining Allegheny County will have minimal impact on the region.

**Map 1-1  
Regional Location**



## **Chapter 2      Regional Profile**

### **Regional Context**

Four municipalities are the focus of this comprehensive plan: Carroll Township, Finleyville Borough, Nottingham Township and Union Township. Located on the eastern edge of Washington County, these four communities have forged a partnership to promote a regional planning initiative.

Three of the four municipalities were originally formed (at least partially) from portions of other municipalities. Consequently, the four municipalities share a common history. Nottingham Township, one of the original 13 municipalities in Washington County, was organized in 1781. A portion of the township was annexed in 1834 to form part of Carroll Township, and another portion of Nottingham was annexed in 1836 by Union Township. Finleyville was part of Union Township until 1896 when it was incorporated as a borough. Today, the four municipalities total 49.3 square miles.

European settlers first arrived in the area around 1770. The region's early economy centered on the coal industry, as area mines supplied the needs of local businesses and residents. Soon after, numerous saw mills and grist mills were operating in the area, as were several tanneries.

Finleyville was located at the crossroads of several early regional highways, including the road connecting Brownsville in Fayette County to Pittsburgh (now Route 88). The Row Galley, an early tavern/stage coach stop in Finleyville, was a regional landmark to the many travelers on these roads.

The region's population grew steadily throughout the 19th century, and began to burgeon in the 1870s and 1880s with the advent of rail service to Pittsburgh. Trolley service to Pittsburgh was established in 1903.

During the first half of the 20th century, the region's economy and population continued to grow. However, the latter half of the century ushered in numerous changes, including the conversion of farmland and open space to suburban development, especially in the areas closest to Allegheny County. The decline of the regional steel industry produced vacant or underutilized industrial land along the Monongahela River and changing demographics have resulted in some population loss.

As the 21st century begins, the area continues to experience new residential development, and Finleyville remains a vibrant crossroads community with a robust business district. The region provides most of its residents with a scenic country setting, but the area's Mon Fayette Expressway and Southern Beltway interchanges pose a challenge to the four municipalities' efforts to guide development and minimize the highway's impact on the prevailing rural atmosphere.

## Population Trends

Population trends among the four municipalities varied between 1970 and 2000. Union and Carroll experienced declines while Finleyville and Nottingham saw increases in the number of residents.

Carroll Township's population peaked in 1970 with 6,636 residents but then began a gradual decline over the next thirty years. By 2000, the township lost 959 residents – 14.5% of its 1970 population.

**Table 1. Population Trends in the Planning Region, 1970-2000**

	<b>1970</b>	<b>1980</b>	<b>1990</b>	<b>2000</b>	<b>% Change 1970-2000</b>
Carroll Township	6,636	6,590	6,210	5,677	-14.5%
Finleyville Borough	379	402	446	459	21.1%
Nottingham Township	1,862	2,270	2,303	2,522	35.4%
Union Township	6,071	6,692	6,322	5,599	-7.8%
<b>Planning Region Total</b>	<b>14,948</b>	<b>15,954</b>	<b>15,281</b>	<b>14,257</b>	<b>-4.6%</b>
Pennsylvania	11,793,909	11,863,895	11,881,643	12,281,054	4.1%
Washington County	210,876	217,074	204,584	202,897	-3.8%

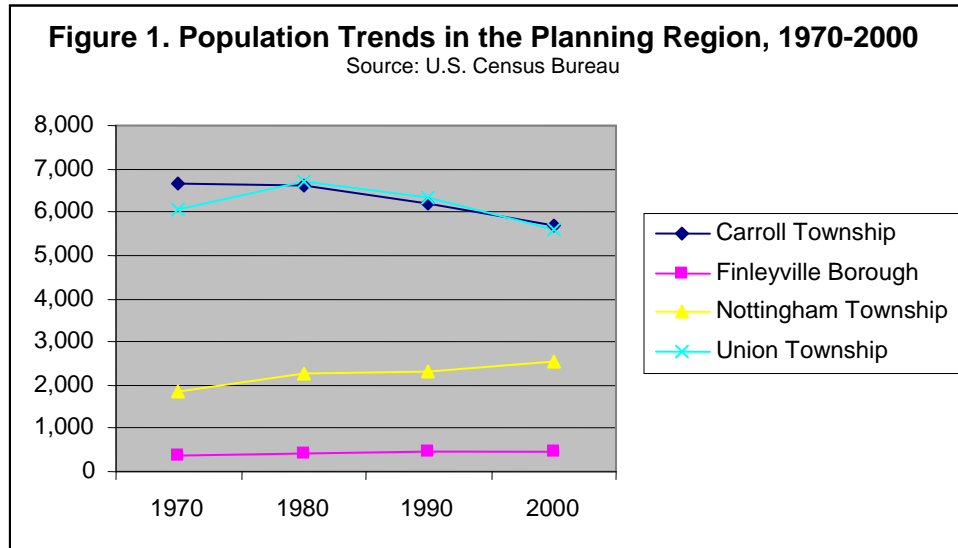
*Source: U.S. Census Bureau*

The population of Union Township peaked in 1980 at 6,692 residents, and then it too began a gradual decline which continued into 2000. By then, there were 1,093 fewer residents than twenty years earlier. This represented a 16% rate of population loss which was a much higher loss rate from its peak population than that experienced by Carroll Township over thirty years.

By comparison, Finleyville's population peaked at 699 residents in 1940 before slowly declining over the next thirty years. Beginning in 1970 when residents numbered 379, the borough's population slowly increased by 21.1% to 459 in 2000.

The trend in Nottingham has been a steady increase in population, and the township's population of 2,522 in 2000 is its peak population. Between 1970 and 2000, the municipality experienced a net gain of 660 residents. This trend is expected to continue as new families take advantage of the new housing construction occurring in Nottingham.

The following graph illustrates the rate of increase or decrease for each municipality from 1970-2000.



Penn State Data Center (PSDC) provides population projections to the year 2020, but only at the county level. The PSDC has projected the county population will continue a gradual decline from 202,897 in 2000 to 196,872 in 2010 and 191,085 in 2020.

Although PSDC projects a decline in Washington County's population over the next fifteen years, the Mon Fayette Expressway and Southern Beltway will most likely result in population gains for the four municipalities.

## Racial Composition

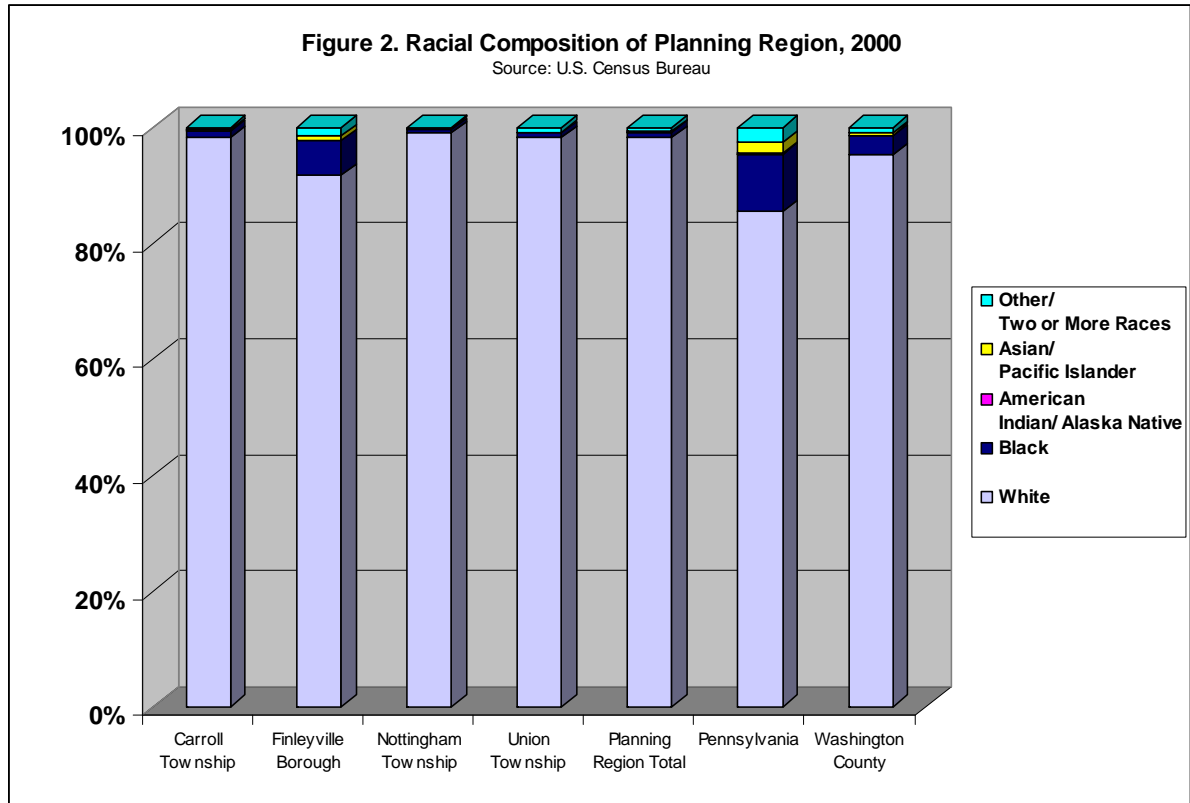
Across the planning region, the racial composition of the population is 98% white. Blacks and residents of all other races combined represent less than 2% of the total population, but in Finleyville, blacks represent nearly 6% of the total population, while all other races equal 2%.

**Table 2. Racial Composition in the Planning Region, 2000**

	Total	White	Black	American Indian/ Alaska Native	Asian/ Pacific Islander	Other/ Two or More Races	Hispanic
Carroll Township	5,677	5,578	62	3	9	25	42
Finleyville Borough	459	421	27	-	4	7	3
Nottingham Township	2,522	2,499	14	-	2	7	5
Union Township	5,599	5,501	38	2	9	49	30
<b>Planning Region Total</b>	<b>14,257</b>	<b>13,999</b>	<b>141</b>	<b>5</b>	<b>24</b>	<b>88</b>	<b>80</b>
Pennsylvania	12,281,054	10,484,203	1,224,612	18,348	223,230	330,661	394,088
Washington County	202,897	193,297	6,606	175	769	2,050	1,170

Source: U.S. Census Bureau

Persons of Hispanic descent of any race also represent a very small percentage of the total population. In 2000, Hispanics accounted for less than 1% of the population.



## Age Distribution

The age profile of a planning region influences the labor supply, the demand on education facilities, the need for various types of social services and the need for different types of housing. The following figure illustrates the age distribution of the four municipalities. Several trends are evident.

Both Nottingham Township's and Union Township's age distributions are very similar to state and county patterns. In Carroll Township, however, the 20-24 year age group is significantly larger and the 25-44 year age group is significantly smaller (as segments of the total population) than elsewhere in the planning region.

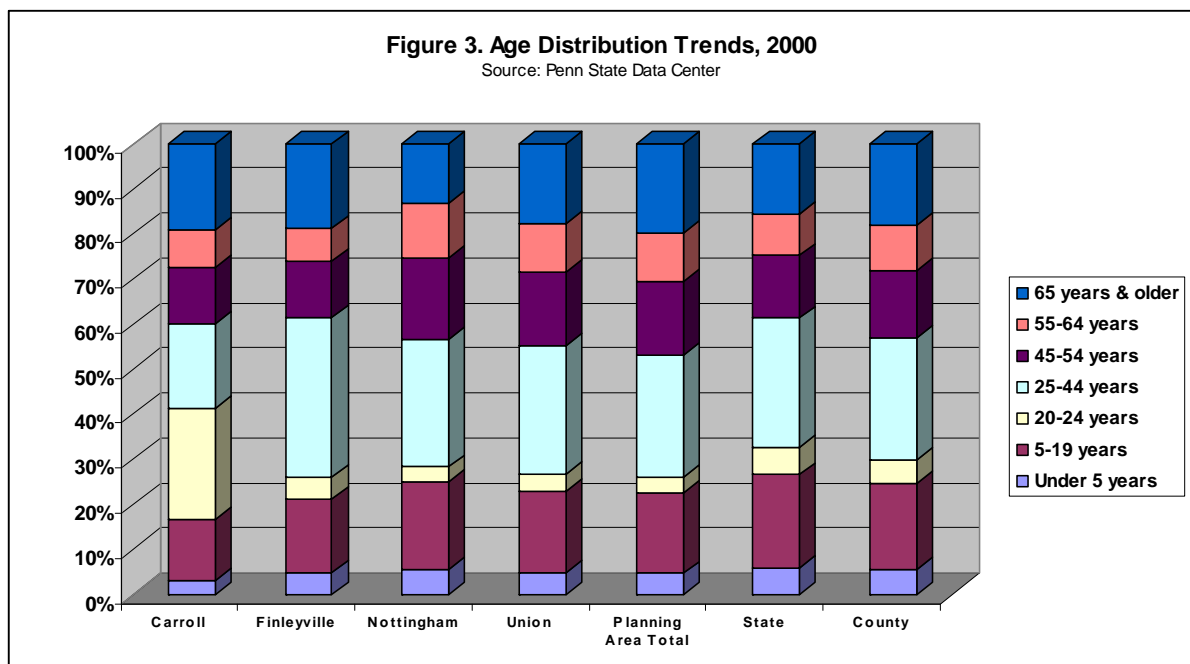
The second distinction in Figure 3 is the significantly larger 25-44 year age group in Finleyville Borough. The significance of the 25-44 age group is that this is the group that is most involved in getting married, starting families and buying homes. This is also the primary labor force contingent. Commercial and industrial establishments locate to areas where the

demographic makeup will prove profitable and/or where a skilled labor force is available to meet their needs.

Another important trend is the aging of the baby boom generation (45-54 years) and the continued prominence of the 65 and older age group. As life spans continue to increase and as the baby boom generation ages, this bracket will continue to grow significantly. Social services and housing types to fit the needs of these segments of the population will be important development factors.

The median age in the four municipalities also provides a snapshot of the residents. Finleyville had the youngest median age in 2000 at 37.9 years. This would be expected with the higher rate of 25-44 year old residents.

Carroll Township had the oldest median age (47.8) among the municipalities but also the largest group of 20-24 year old residents. Nottingham and Union had the same median age of 41.8 years with nearly identical age cohort distributions. By comparison, the median age of Washington County was 40.8 years while Pennsylvania's median age was 38 years.



## Households

Household type and size illustrate the domestic situation of a community. Higher average household size usually indicates more families with children. Communities with larger households often must consider more family-oriented planning and educational services, as well as school facilities. Larger households require larger houses and children require specific social and educational services.

For planning purposes, particularly as it relates to housing, the number and type of households are more relevant than total population. Households create the demand for housing rather than individual people. As the table below illustrates, the planning region experienced a net increase of only 4 households between 1990 and 2000. However, on a municipal basis, the differences are much more dramatic.

Nottingham experienced a net gain of 150 households during the 1990s, increasing its household population by 18.3%. Nottingham is also where the planning region's most active housing market is located, which explains the increase in households.

Finleyville's household population increased by 7.6%, a net gain of 17 households. Both Carroll and Union saw declines in households. The implication of these trends is multi-faceted. A decline in households may indicate a higher housing vacancy rate, a shrinking labor supply, a higher out-migration rate, and declining school enrollment.

**Table 3. Household Trends, 1990-2000**

	<b>1990</b>	<b>2000</b>	<b>% Change</b>
Carroll Township	2,329	2,265	-2.7%
Finleyville Borough	223	240	7.6%
Nottingham Township	818	968	18.3%
Union Township	2,399	2,300	-4.1%
<b>Planning Region Total</b>	<b>5,769</b>	<b>5,773</b>	<b>0.1%</b>
Pennsylvania	4,495,966	4,777,003	6.3%
Washington County	78,533	81,130	3.3%

*Source: U.S. Census Bureau*

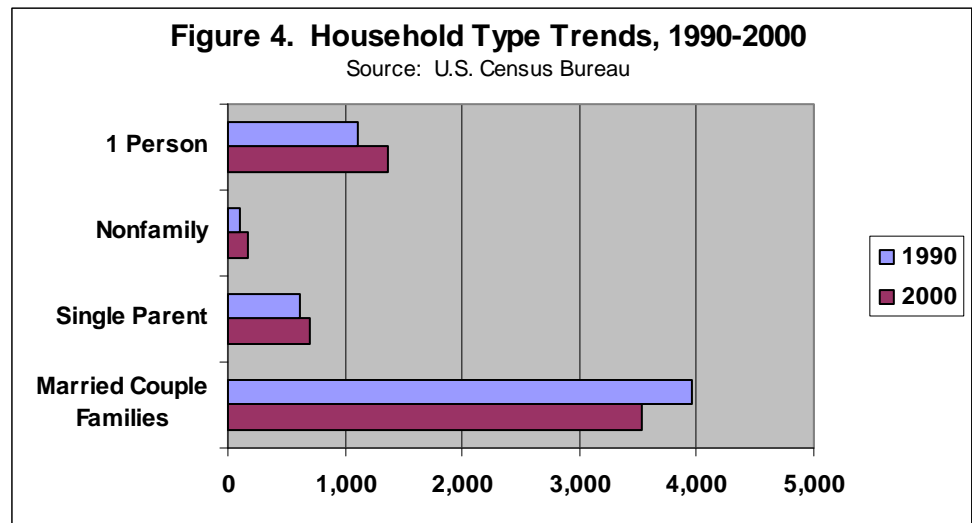
Trends in household type and size are changing the planning region's housing patterns and future housing needs. Overall household size in the planning region decreased from 2.64 persons in 1990 to 2.45 in 2000. This was accompanied by an increase in all types of households except married couple family households. (See Figure 4.) One person, non-family and single parent households comprised 31.4% of all households in 1990, but increased to 38.7% in 2000. This shift to smaller households will mean a greater demand for smaller units and multi-family dwelling units accompanied by a decreasing demand for the more traditional larger, single-family homes in the planning region.



**Table 4. Trends in Average Household Size, 1990-2000**

	1990	2000
Carroll Township	2.65	2.45
Finleyville Borough	2.00	1.91
Nottingham Township	2.82	2.61
Union Township	2.64	2.43
<b>Planning Region Total</b>	<b>2.64</b>	<b>2.45</b>
Pennsylvania	2.57	2.48
Washington County	2.54	2.44

*Source: U.S. Census Bureau*



## Housing

Housing trends indicate growth or decline in a community. Housing markets where new construction activity is high and continuous means that the locale is marketable as a desirable place to live. A decline in the number of housing units may indicate a concurrent loss of population and an active demolition program to eliminate vacant and deteriorated units.

Between 1990 and 2000, there was a net loss of just 13 housing units in the planning region. However, like household trends during the same time period, the trends on a municipal basis were very different. Both Finleyville and Nottingham experienced net gains in their housing stock, while Union and Carroll saw declines.

**Table 5. Housing Trends, 1990-2000**

	1990	2000	% Change
Carroll Township	2,434	2,344	-3.7%
Finleyville Borough	237	271	14.3%
Nottingham Township	844	1,003	18.8%
Union Township	2,492	2,376	-4.7%
<b>Planning Region Total</b>	<b>6,007</b>	<b>5,994</b>	<b>-0.2%</b>
Pennsylvania	4,938,140	5,249,750	6.3%
Washington County	84,113	87,267	3.7%

*Source: U.S. Census Bureau*

During the 1990s, Nottingham's housing stock increased by 159 units. Since 2000, the increase has continued. During the five year period of 2000-2004, 178 building permits were issued for new single family and multi-family units as shown in the following table. This activity accounted for 63% of all new housing permits issued in the planning region during that time span.

Mirroring their household trends, Carroll and Union lost housing units during the 1990s. Between 2000 and 2004, Carroll issued building permits for 59 new units and Union issued 45 permits. On the other hand, with very little land available for development, Finleyville issued only 7 permits for new housing construction.

**Table 6. Total New Residential Building Permits Issued, 2000-2004**

	2000	2001	2002	2003	2004	Total
Carroll Township	12	10	13	16	8	<b>59</b>
Finleyville Borough	2	0	0	5	0	<b>7</b>
Nottingham Township	44	29	48	39	18	<b>178</b>
Union Township	6	9	11	6	13	<b>45</b>
<b>Planning Region Total</b>	<b>64</b>	<b>48</b>	<b>72</b>	<b>66</b>	<b>39</b>	<b>289</b>
Washington County	876	891	834	1,000	1,004	<b>4,605</b>

*Source: U.S. Census Bureau*

Housing occupancy is described in several ways by the Census Bureau. First, all housing units are classified as either occupied or vacant. In the planning region, occupied housing units numbered 5,773 and accounted for 96.3% of the total housing stock in 2000.

**Table 7. Occupancy Status of Housing Stock, 2000**

	<b>Occupied</b>	<b>Vacant</b>	<b>For Rent</b>	<b>For Sale</b>	<b>Other Vacant</b>
Carroll Township	2,265	79	4	22	53
Finleyville Borough	240	31	21	6	4
Nottingham Township	968	35	5	5	25
Union Township	2,300	76	20	11	45
<b>Planning Region Total</b>	<b>5,773</b>	<b>221</b>	<b>50</b>	<b>44</b>	<b>127</b>
Pennsylvania	4,777,003	472,747	105,585	55,891	311,271
Washington County	81,130	6,137	1,946	1,110	3,081

Source: U.S. Census Bureau

All occupied housing units were classified as either renter-occupied or owner-occupied, with the latter providing the rate of homeownership. The homeownership rate in the planning region increased from 88.4% in 1990 to 89.4% in 2000. Both of these rates were significantly higher than the state rates of 70.6% in 1990 and 71.3% in 2000.

**Table 8. Housing Tenure in the Planning Region, 1990-2000**

	<b>1990</b>			<b>2000</b>		
	<b>Occupied Units</b>	<b>Owner Occupied</b>	<b>Renter Occupied</b>	<b>Occupied Units</b>	<b>Owner Occupied</b>	<b>Renter Occupied</b>
Carroll Township	2,329	91.2%	8.8%	2,265	91.4%	8.6%
Finleyville Borough	223	45.7%	54.3%	240	52.9%	47.1%
Nottingham Township	818	92.3%	7.7%	968	93.3%	6.7%
Union Township	2,399	88.4%	11.6%	2,300	89.5%	10.5%
<b>Planning Region Total</b>	<b>5,769</b>	<b>88.4%</b>	<b>11.6%</b>	<b>5,773</b>	<b>89.4%</b>	<b>10.6%</b>
Pennsylvania	4,495,966	70.6%	29.4%	4,777,003	71.3%	28.7%
Washington County	78,533	75.6%	24.4%	81,130	77.1%	22.9%

Source: U.S. Census Bureau

## Type of Housing

The predominant housing type in the planning region in 2000 was single-family, which accounted for 85.1% of the housing stock. Multi-family housing units in the planning region were primarily found in Finleyville.

**Table 9. Type of Residential Units in Planning Region, 2000**

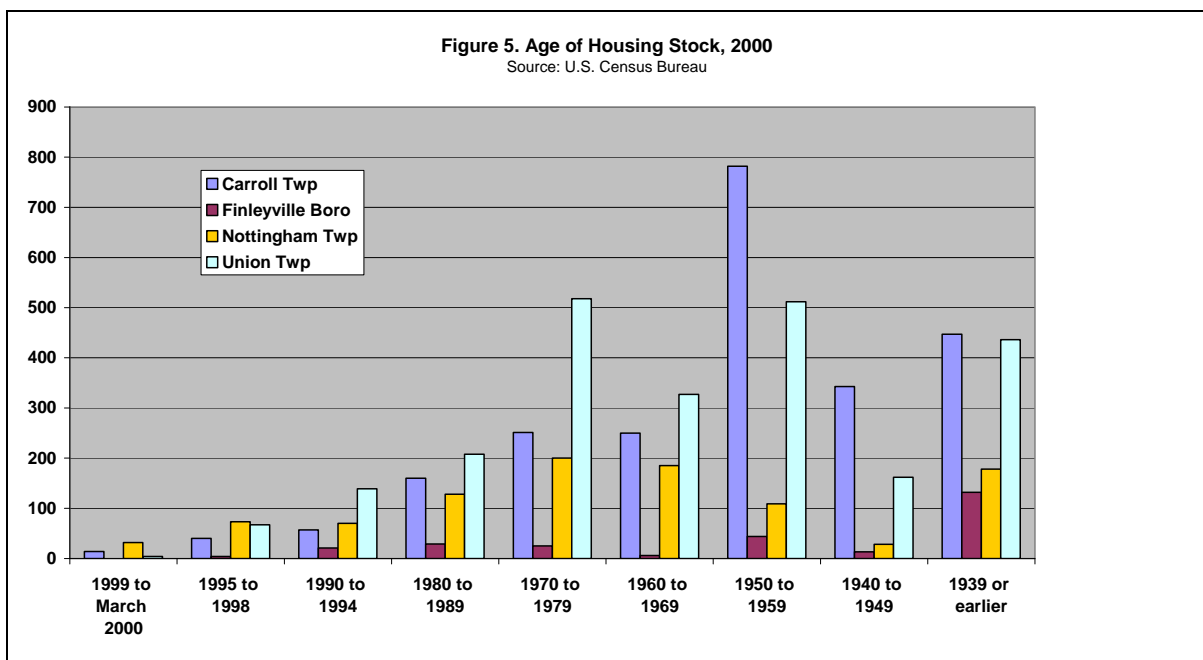
	Total Units	Single Family	Multi-Family Units			Total	Mobile Home	Other
			2-4	5-9	10 or More			
Carroll Township	2,344	2,228	18	7	-	25	91	-
Finleyville Borough	271	150	65	40	19	124	-	-
Nottingham Township	1,003	886	12	-	-	12	105	-
Union Township	2,376	1,838	38	25	-	63	472	-
<b>Planning Region Total</b>	<b>5,994</b>	<b>5,102</b>	<b>133</b>	<b>72</b>	<b>19</b>	<b>224</b>	<b>668</b>	<b>-</b>
Pennsylvania	5,249,750	3,875,644	515,543	179,909	415,405	1,110,857	258,551	4,698
Washington County	87,267	67,913	7,080	2,205	3,891	13,176	6,161	17

Source: U.S. Census Bureau

## Age of Housing

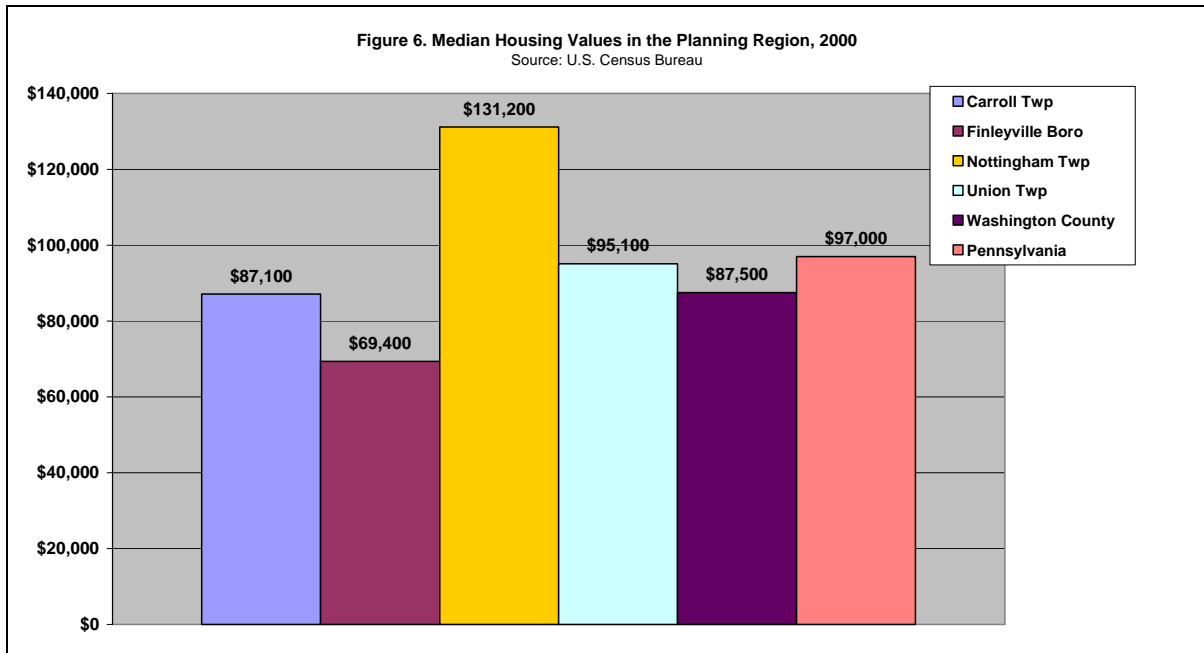
The age of a structure is used to show the time the unit has been in the housing inventory and the duration of time over which substantial maintenance is necessary. The age threshold commonly used to signal a potential deficiency in structural conditions is 40 years old or over.

Figure 5 illustrates the age of the municipalities' housing stock. Most of the housing in Finleyville was built prior to 1940. In Union, the majority of housing was constructed prior to 1960. In Carroll, the majority of housing also was built before 1960, with a significant percentage built during the 1950s. Nottingham has the newest housing stock with the majority of units built since 1970.



## Median Housing Value

Median housing values across the planning region are indicative of the age of the housing stock as illustrated in Figure 6. Nottingham, with the newest housing units and the most active new construction market in the planning region, had the highest median value in 2000 at \$131,200. Conversely, Finleyville with the oldest housing stock had the lowest median value at \$69,400.



The following table illustrates the disparity between income and the cost of housing. Between 1990 and 2000, housing value rose 19.6% in the planning region; rents increased by 5.1%. (These percentage changes reflect adjustments for inflation in order to compare dollar amounts on an equal basis.) During this same period, income increased by 20.7%. As a result, for the planning region as a whole, income slightly exceeded housing values and was significantly greater than rent increases.

On a municipal basis, however, the picture is much different. In Carroll, rising housing values outpaced income 16% to 10.7%. The disparity faced by renters was even greater – rental rates increased 17.9%. In this community, income is not keeping up with the cost of housing.

In Union, rising housing values exceeded income, but rental rates were lower than the changes in income. In Union's case, it has become more difficult to afford homeownership but renting remains affordable.

Finleyville remains an affordable housing market where income outpaced housing value 39.9% to 9.9%. Rental units also remain affordable.

In Nottingham, where the highest rate of new construction is occurring, housing values are slightly outpacing income, while rental rates have significantly decreased.

**Table 10. Change in Median Household Income Compared to Cost of Housing in the Planning Region, 1990-2000**

	% Change in Income	% Change in Rents	% Change in Housing Value
Carroll Township	10.7%	17.9%	16.0%
Finleyville Borough	39.9%	8.6%	9.9%
Nottingham Township	30.2%	-10.2%	33.0%
Union Township	9.5%	5.4%	14.2%
<b>Planning Region Total</b>	<b>20.7%</b>	<b>5.1%</b>	<b>19.6%</b>
Pennsylvania	4.9%	0.0%	6.8%
Washington County	12.3%	0.5%	25.1%

*Source: U.S. Census Bureau*

## Education

Education plays a critical role in the economic viability of a community. Business and industry analyze regional demographics when searching for new locations and plant expansions. They scrutinize the level of high school and college graduates, the quality of local schools and the availability of worker-readiness programs.

Across the planning region, 44.1% of residents 25 years and older in 2000 were identified as high school graduates. This was slightly higher than the county rate and significantly higher than the state rate. The percentage of residents with associate degrees also was higher in the planning region than at the county and state levels. However, the percentage of residents with bachelor degrees and graduate/professional degrees was higher at the state level. The table below indicates the highest level of educational attainment. For example, 42.8% of persons age 25 and older in Carroll Township were high school graduates. Of these, 6.8% went on to obtain a graduate or professional degree.

**Table 11. Highest Level of Educational Attainment in the Planning Region, 2000**

	High School Graduate	Associate Degree	Bachelor's Degree	Graduate/ Professional Degree
Carroll Township	42.8%	7.9%	13.3%	6.8%
Finleyville Borough	37.8%	10.0%	14.2%	3.0%
Nottingham Township	40.7%	6.6%	16.4%	9.4%
Union Township	47.4%	8.9%	7.7%	4.0%
<b>Planning Region Total</b>	<b>44.1%</b>	<b>8.1%</b>	<b>11.7%</b>	<b>6.1%</b>
Pennsylvania	38.1%	5.9%	14.0%	8.4%
Washington County	42.6%	6.6%	12.8%	6.0%

*Source: U.S. Census Bureau*

## **Labor Force & Commuting Patterns**

The civilian labor force is comprised of non-military persons 16 years of age older. In 2000, 74.2% of the civilian labor force in the planning region was employed. This was significantly lower than the state and county levels because of the older populations residing in the planning region, primarily in Carroll and Finleyville. Persons who are retired are included in the labor force count even though they are no longer actively working. Conversely, Nottingham and Union had higher employment rates that reflected their younger populations.

**Table 12. Labor Force and Commuting Patterns in the Planning Region, 2000**

	<b>Labor Force</b>	<b>% Employed</b>	<b>Worked in State</b>	<b>% of Workers</b>	<b>Worked in County</b>	<b>% of Workers</b>
Carroll Township	4,737	52.8%	2,423	99.3%	1,380	56.6%
Finleyville Borough	289	84.8%	245	100.0%	97	39.6%
Nottingham Township	1,322	97.8%	1,260	98.4%	510	39.8%
Union Township	2,920	97.2%	2,773	99.0%	830	29.6%
<b>Planning Region Total</b>	<b>9,268</b>	<b>74.2%</b>	<b>6,701</b>	<b>99.1%</b>	<b>2,817</b>	<b>41.6%</b>
Pennsylvania	6,000,512	94.2%	5,298,536	95.4%	4,023,014	72.4%
Washington County	96,043	94.6%	87,476	97.7%	53,268	59.5%

*Source: U.S. Census Bureau*

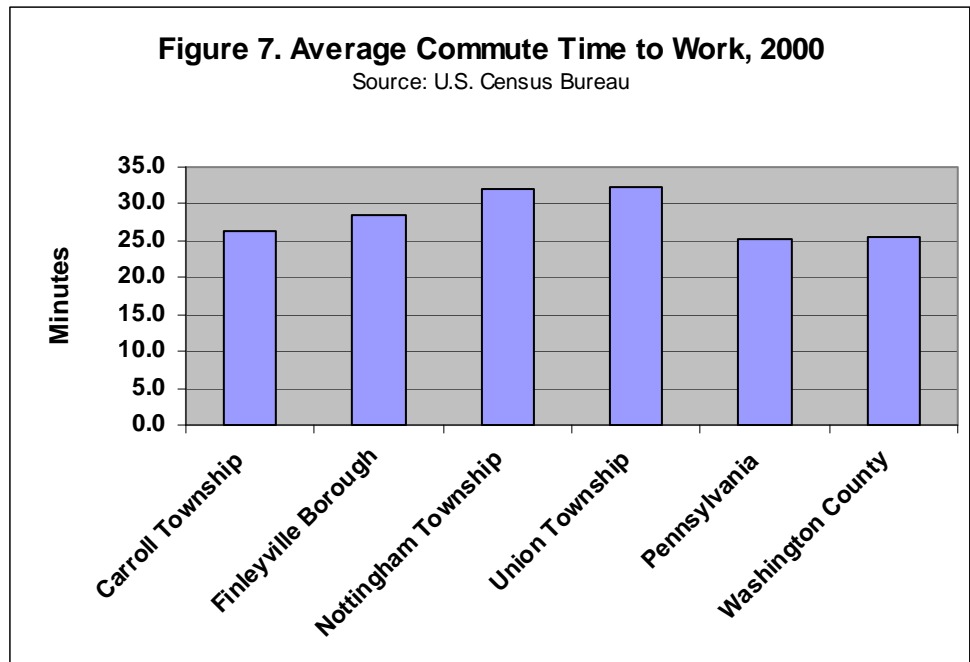
Analyzing commuter travel patterns is important for regional planning. Commuting patterns indicate where people work and how far people must drive to get to work. Commuting time is the best criterion for assessing commuter travel patterns. The average commute length is usually dependent on the distance from home to work. However, poor traffic management, inefficient highways, traffic delays, speed limits, and a host of other factors affect commuting time.

The two most important commuting characteristics in the planning region are the travel patterns (who is traveling where for employment) and the length of time spent commuting. The average commute time for Pennsylvanians was slightly more than 25 minutes in 2000; however, it was as high as 32.4 minutes in Nottingham. The long commuting time for residents in the planning region has several implications.

First, it can indicate that there are not enough jobs close to where residents live to satisfy the employment needs of the population. Because much of Washington County and the planning region are rural, workers must commute longer distances to reach their place of work. The lack of urbanized areas in closer proximity to planning region residents exacerbates this dilemma because cities offer more employment opportunities. Conversely, longer commuting times may also be indicative of residents who

choose to live further away from employment centers and in the more rural areas of the region.

Second, within the planning region, only 41.6% of the labor force is employed in Washington County, further increasing average commuting times. If new commercial and industrial developments are located in appropriate locations in the planning region, more jobs will be generated in closer proximity to where residents live.



## Employment

The municipal employment trends in the planning region were similar to county and state trends. Agriculture, forestry, fishing, hunting and mining continued to be a very small segment of the regional economy. Construction employment trends reflect the new housing market activity in Nottingham, whose rate of 11.9% was the highest in the planning region and exceeded county and state levels as well.

Manufacturing employment rates were slightly lower in the planning region than at the state and county levels, although employment at the Flexsys plant in Carroll is reflected in a higher rate for that municipality.

Retail trade employment in the municipalities was equal to or greater than in the county and across the state. State and county employment rates in educational, health and social services were generally higher than the rates for these industries in the planning region.

Professional, scientific, management, administrative and waste management services trends in Nottingham were higher than elsewhere and reflected a



labor force with a large number of residents who were more than likely employed outside of Washington County.

**Table 13. Employment by Industry, 2000**

	<b>Carroll</b>	<b>Finleyville</b>	<b>Nottingham</b>	<b>Union</b>	<b>State</b>	<b>County</b>
<b>Agriculture, forestry, fishing, hunting and mining</b>	1.6%	0.8%	3.3%	1.3%	1.3%	2.0%
<b>Construction</b>	8.2%	8.6%	11.9%	9.8%	6.0%	8.1%
<b>Manufacturing</b>	14.0%	10.2%	9.4%	11.3%	16.0%	14.9%
<b>Wholesale trade</b>	2.6%	4.5%	1.4%	4.3%	3.6%	3.8%
<b>Retail Trade</b>	14.5%	19.6%	13.2%	15.3%	12.1%	13.3%
<b>Transportation, warehousing, and utilities</b>	4.2%	4.1%	8.4%	8.4%	5.4%	5.9%
<b>Information</b>	1.0%	6.5%	3.2%	1.2%	2.6%	2.1%
<b>Finance, insurance, real estate, rental and leasing</b>	4.0%	7.3%	5.7%	5.8%	6.6%	5.3%
<b>Professional, scientific, management, administrative, and waste management services</b>	7.0%	9.4%	10.9%	8.1%	8.5%	7.2%
<b>Educational, health and social services</b>	26.7%	16.7%	14.5%	17.2%	21.9%	21.1%
<b>Arts, entertainment, recreation, accommodation and food services</b>	8.2%	6.1%	6.3%	6.2%	7.0%	7.9%
<b>Other services</b>	6.2%	4.5%	7.3%	7.1%	4.8%	5.2%
<b>Public administration</b>	1.7%	1.6%	4.3%	3.8%	4.2%	3.3%

*Source: U.S. Census Bureau*

The civilian labor force in each of the municipalities remained relatively stable between 1990 and 2000; however, unemployment rates declined significantly. With the exception of Carroll Township, unemployment rates in the planning region mirrored county rates, all of which fell by more than two full percentage points during the decade. In Carroll, the labor force decreased by 91 persons while the unemployment rate increased very slightly. In Finleyville, the labor force remained virtually the same but unemployment fell to 5.0% from 8.4%. In Nottingham, the labor force increased modestly while unemployment dropped dramatically from 5.8% to 2.2%. In Union, a slight decrease in the labor force was accompanied by another dramatic decrease in unemployment from 5.3% to 2.8%.

**Table 14. Civilian Labor Force and Unemployment Trends, 1990-2000**

	1990		2000	
	Civilian Labor Force	Unemployed	Civilian Labor Force	Unemployed
Carroll Township	2,780	6.8%	2,689	6.9%
Finleyville Borough	250	8.4%	258	5.0%
Nottingham Township	1,166	5.8%	1,322	2.2%
Union Township	3,070	5.3%	2,920	2.8%
<b>Planning Region Total</b>	<b>7,266</b>	<b>6.1%</b>	<b>7,189</b>	<b>4.3%</b>
Pennsylvania	5,779,327	5.9%	5,992,886	5.7%
Washington County	90,524	7.6%	95,899	5.3%

Source: U.S. Census Bureau

## Income

Households with sufficient disposable income for purchasing goods and services are vital to the economic viability of a community. The amount of local spending in a community affects both the type and the amount of products and services available in a community.

In 2000, the median household income for residents in the planning region was \$42,948, which was equivalent to 107% percent of the state median household income and 114% of the county level. This represented an increase of 20.7% from 1990 income levels, when adjusted for inflation.

Within the planning region, median household income levels ranged from \$29,375 in Finleyville to \$57,109 in Nottingham. The largest increase in income levels occurred in Finleyville where the median income increased by 39.9% during the 1990s.

**Table 15. Median Household Incomes in the Planning Region, 1990-2000**

	1990 Income		2000 Income	% Change 1990-2000 (adjusted)
	Actual	Adjusted to 2000 Dollars	Actual	
Carroll Township	\$29,765	\$39,141	\$43,347	10.7%
Finleyville Borough	\$15,972	\$21,003	\$29,375	39.9%
Nottingham Township	\$33,350	\$43,855	\$57,109	30.2%
Union Township	\$29,140	\$38,319	\$41,962	9.5%
<b>Planning Region Total</b>	<b>\$27,057</b>	<b>\$35,580</b>	<b>\$42,948</b>	<b>20.7%</b>
Pennsylvania	\$29,069	\$38,226	\$40,106	4.9%
Washington County	\$25,469	\$33,492	\$37,607	12.3%

Source: U.S. Census Bureau

## Poverty

In 2000, 5.7% of the population in the planning region lived in poverty. This was lower than the 1990 rate of 7.5%. In both years, the poverty rate in the planning region was significantly lower than the county and state levels.

On a municipal basis, however, the disparities were obvious. In 2000, the poverty rate was 11.1% in Finleyville, the highest rate in the planning region. The borough also had the highest rate in 1990, although poverty fell by 33.8% by 2000. The remaining municipalities had lower poverty rates than the state and county in 1990 and 2000. Across the board, poverty decreased in all locales between 1990 and 2000.

**Table 16. Poverty Rates in the Planning Region, 1990-2000**

	1990	2000	% Change 1990-2000
Carroll Township	7.0%	6.4%	-9.6%
Finleyville Borough	16.8%	11.1%	-33.8%
Nottingham Township	7.3%	5.3%	-27.8%
Union Township	7.2%	4.9%	-32.9%
<b>Total</b>	<b>7.5%</b>	<b>5.7%</b>	<b>-23.2%</b>
Pennsylvania	11.1%	11.0%	-1.3%
Washington County	12.8%	9.8%	-22.9%

*Source: U.S. Census Bureau*

## Conclusions

The demographic analysis of the planning region reveals several important conclusions for planning. These implications serve as the basis for the goals and objectives developed to assist the planning region in achieving its long-term regional vision. Based on the demographic analysis, the following conclusions can be made:

- Low in-migration rates (the number of persons who move into an area) and high out-migration rates (the number of persons who move away from an area) caused by a loss of job opportunities in the region hinder economic expansion and development. While the overall population growth rate is important, it is not as important as other regional characteristics such as age distribution and educational opportunities in creating, attracting and retaining a skilled workforce.
- The changing population distributions need to be understood and anticipated in order to provide services equitably and focus development attention on the most appropriate areas in the planning region.
- The planning region shares with the rest of Southwestern Pennsylvania the problems of declining older boroughs and sprawling new development in the rural townships, though to a much lesser degree. Areas in Nottingham Township and Union Township are experiencing higher rates of new housing construction than elsewhere in the planning region. In order to preserve and maintain the rural environment that contributes to a high quality of life in the region, great care must be taken to plan for the management of future growth and development in ways that efficiently utilize existing

infrastructure systems, conserve open space, and preserve environmentally sensitive features.

- Less than one-half of the employed labor force in the planning region works in Washington County. This means that 6,451 of the 9,268 employed residents in the region commute significant distances on a regular basis to their jobs. While many may have no choice due to a lack of local job opportunities, there is a sizable number that choose to live out in the country, on larger acreage, in larger single family homes and commute to out-of-county jobs. This situation raises the issues of transportation, increasing housing costs, air pollution and sprawl as pressure increases to develop farmland and other open space areas.
- Household characteristics are changing significantly in the planning region. Smaller households consisting of one person, single parents with children and nonfamily households are increasing in number and will demand smaller housing units, more multi-family units and a greater variety of housing types (such as townhouses and garden apartments, for example).
- New housing construction activity is highest in Nottingham Township but is typically out of the financial reach of most of the region's households. Infill opportunities, however, do exist in Finleyville Borough and Carroll Township. By directing new housing development to areas with existing public water and sewer service, the planning region can promote more affordable housing development and preservation of its valuable rural resource areas.
- Median household income levels increased in the planning region at a significantly higher rate than in the county or the state. Between 1990 and 2000, the median household income increased by more than 20% in the region, but only by 12.3% in the county and by 4.9% across the state. Actual incomes in the three townships were also higher than the county and state income levels.
- Poverty rates were lower in the planning region than in the county or state in 2000. Across the region, poverty stood at 5.7% compared to 9.8% in Washington County and 11% in the state. Only Finleyville Borough at 11.1% had a higher poverty rate than the county or state.

## Chapter 3 Vision for 2025

### The Visioning Process

To lay the groundwork for creating a regional consensus of the future of the planning region, a visioning workshop was held. Press releases were issued throughout the four municipalities and flyers were placed in conspicuous locations to encourage public participation.

The visioning workshop was held in April 2005 at the Carroll Township Municipal Building. Approximately 60 persons attended and actively engaged in discussion and debate. Steering Committee members from all four municipalities were on hand to guide the dialogue.

After a brief overview of existing conditions in the planning region, a SWOT Analysis was conducted. A SWOT Analysis is a valuable exercise in the comprehensive planning process to identify the strengths, weaknesses, opportunities and threats (SWOT) facing a planning area.

To conduct the SWOT Analysis, participants were divided into small groups and asked to identify the strengths, weaknesses, opportunities and threats of the planning region as a whole. To enforce the regionalism concept, efforts were made to ensure that each small group had residents from each of the four municipalities. After twenty minutes of brainstorming, the small groups reconvened and their responses were reported to the larger group.

Strengths are conditions or issues that make a community stand out when compared with other communities. A strength can be a physical asset (recreational trails), a program (excellent schools), or an impression or feeling (a good place to raise a family). These assets are valuable and should be preserved or improved upon. The strengths of the planning region identified by workshop participants are listed below.

<b>Strengths</b>	Mon Valley Hospital
	Developable land
	A common school district
	Churches-diversity of religions
	Proximity to public transportation
	Recreation resources
	Small town / rural atmosphere
	Low taxes
	Affordable housing
	Mon-Fayette Expressway
	Finleyville central business district
	Shared municipal services
	Proximity to Allegheny County
	Trax Farms
	Infrastructure improvements
	Finleyville Airport
	Monongahela River
	Roads
	Railroads
	Planned Southern Beltway

Weaknesses are the opposite of strengths. These are drawbacks or short-term challenges that need to be addressed so that they do not cause long-term problems to the quality of life or the regional economy of the municipalities. Workshop participants identified the following weaknesses in the planning region.

<b>Weaknesses</b>	Quality of public education
	Cost of public education
	Lack of sewer service
	Aged infrastructure
	Flooding
	Mine damage / drainage
	Lack of zoning enforcement
	Lack of affordable housing for the elderly
	Limited police service
	Lack of multi-family housing
	Lack of recreational resources
	Mine subsidence
	Lack of commercial areas
	Outdated zoning regulations
	Traffic problems are worsening
	Lack of a county health department
	Presence of numerous dumps / landfills
	Mine refuse
	Blighted properties
	Lack of jobs
	Out-migration of young people

In some cases, participants considered a community element or characteristic both a strength and a weakness. This was the case with local schools. Participants viewed the fact that the four municipalities in the planning region belonging to the same school district a strength. However, some perceived the poor quality of the schools and the tax burden on residents as a weakness. This was the same situation with local recreation facilities. These provided opportunities for residents of all ages (a strength) but the current condition of some of the facilities (poor, deteriorating) and their cost to the local municipalities to maintain and operate were perceived as weaknesses.

Opportunities are the long-range positive trends affecting the planning region as well as the positive paths that the communities might follow. These are things that could be done to improve the region. Workshop attendees identified the following opportunities in the planning region.

<b>Opportunities</b>	Access / usage of river
	Developable land for affordable single family housing
	Infrastructure
	Underutilized commercial properties
	School district could be unifying force
	Multi-municipal approach to issues
	Underutilization of parks and playgrounds
	Potential for increased shared municipal services
	Potential for economic growth
	Enhanced political power via multi-municipal approach

Threats include long-term weaknesses that could jeopardize the future success of the planning region if not reversed in a timely and effective manner. The following threats were identified through the workshop.

<b>Threats</b>	Out-migration, especially of young people
	School district funding mechanism
	Illegal drug activity
	Inadequate fire and police services
	Mine drainage / underground mine water
	Ash dumps and impact of water wells
	Inappropriate development (size, type, location, etc.)
	Flooding / poor drainage
	Abandoned industrial sites
	Runoff from development
	Inadequate infrastructure (roads, water, sewer)
	Planned Southern Beltway
	Economic costs of unfunded mandates

From the SWOT Analysis, a Balance Sheet of Assets and Constraints was developed.

**Assets**

- Mon Valley Hospital
- Developable land
- Common school district
- Churches; diversity of religions
- Proximity to public transportation
- Recreation resources
- Small town / rural atmosphere
- Low taxes
- Affordable housing
- Mon-Fayette Expressway; planned Southern Beltway
- Finleyville central business district
- Shared municipal services; potential for more
- Proximity to Allegheny County
- Trax Farms
- Infrastructure improvements

- Finleyville Airport
- Monongahela River
- Roads
- Railroads
- Access / usage of river
- Underutilized commercial properties
- Underutilization of parks and playgrounds
- Potential for economic growth
- Enhanced political power via multi-municipal approach
- Historic sites / structures.

**Constraints**

- Quality and cost of education
- Damage caused by mines; mine drainage; subsidence; refuse piles; underground water
- Lack of zoning enforcement
- Lack of different housing types, especially multi-family and elderly
- Lack of recreation resources
- Lack of commercial areas
- Outdated zoning regulations
- Worsening traffic problems
- Lack of a county health department
- Presence of numerous dumps / landfills
- Blighted properties
- Lack of jobs
- Out-migration, especially of younger people
- Illegal drug activity
- Inadequate police and fire services
- Inappropriate development (size, type, location, etc.)
- Flooding, poor drainage and runoff from new development
- Abandoned industrial sites
- Inadequate infrastructure
- Planned Southern Beltway
- Economic costs of unfunded mandates
- Growth pressure in some areas, decline in other areas
- Air quality; could limit new industry from locating in an EPA non-attainment area.

Based on the assets and constraints identified by workshop participants, a draft vision statement was developed. A vision involves articulating when and how things should be accomplished and believing it can be achieved. Visioning is the ability to see the end results of a planning process. A vision statement is simply the expression of a community's long-term vision.

The visioning process in comprehensive planning is important because:

- It creates a shared vision and generates public enthusiasm
- It lets elected officials know what really matters to the community



- It results in a comprehensive plan that reflects community values, and
- It results in a commitment towards implementation of a comprehensive plan.

Vision statements become the basis for the community goals, objectives, and implementation strategies found in a comprehensive plan. The following vision statements reflect the plan elements required by the Municipalities Planning Code. The vision statements are written from a perspective of twenty years into the future. They express what the planning region envisions for the year 2025 and reflect what has been accomplished since the multi-municipal plan was developed in 2005. The vision statements approved by the Steering Committee, following a public meeting in May 2005, are included below.

### ***Land Use***

- We have experienced growth and change but remain a predominantly rural community with well-defined growth areas. Planned growth and development is directed to those areas which are supported by infrastructure and which minimize conflicting or incompatible land uses.
- Development in rural areas is of a character and density that is appropriate for the rural landscape. The rural landscape has been preserved and enhanced through emphasis on roadway and scenic corridors and by discouraging dispersed, low density and inefficient uses of land that characterize sprawl. Clustered development (i.e., development that seeks to preserve most of a site or area in its natural or farmed state) is encouraged to preserve the overall rural character and to allow for more efficient use of land. Existing commercial areas have been preserved and enhanced as the continued centers of opportunity for businesses and services in the rural areas.

### ***Housing***

- We have provided a wide range of housing resources for a variety of household types and income levels. Future generations will be able to obtain affordable housing and achieve homeownership.
- Rural areas provide a variety of residential options. Housing is primarily single family with rural village areas providing a broader mix of land uses and services.
- Urban areas can accommodate a range of housing densities and types and are the focus of most of the new, higher density residential development.

***Physical Environment, Natural and Historic Resources***

- Continued environmental and resource protection is encouraged to improve and preserve the natural environment. Vast expanses of abandoned mines and a former military site have been appropriately reclaimed and provide new and expanded wildlife habitat areas, recreation opportunities and other appropriate development.
- The open lands, forests, farmlands, river and stream corridors are essential resources which provide the wildlife habitat, recreational opportunities, scenic beauty and aesthetic qualities that make the planning region a desirable place to live.

***Community Facilities***

- Growth is supported by adequate public services. Extension of public services is guided to those areas that will become the focus of new development.
- The level of services provided to rural and urban areas reflects the distinct differences in land use and development patterns. New technologies are encouraged where they will provide logical and efficient solutions to the planning region's utility service needs.
- Our community excels at intra-municipal collaboration and cooperation including shared municipal services and infrastructure investments.
- Residents have access to adequate parks and playgrounds. Our school district is well-funded and provides an excellent education to local students.

***Transportation***

- We have an integrated transportation system that provides for the efficient and safe flow of people, services and goods.
- Centers of employment and residential development are connected by public transit, adequate roadways and linkages to nearby metropolitan areas. Opportunities for pedestrian, bicycle and equestrian trail networks are encouraged.
- Land uses around major transportation hubs are well-planned and focus on appropriate development for a regional service area.

***Economic Development***

- Our traditional central business district in Finleyville has experienced downtown revitalization, appropriate in-fill development and creative re-use of historic structures.
- Growth areas are well-defined and serve as centers for employment and services, which contain adequate levels of infrastructure and community facilities. Underutilized commercial and industrial sites

have been revitalized, redeveloped and adapted for use by new business and cleaner industries.

### ***Parks, Recreation & Open Space***

- Park and recreation areas are well-maintained and equipped, and enjoyed by residents and visitors of all ages and abilities.
- Expanses of rural open space are protected from inappropriate and encroaching development through regulatory ordinances, agricultural security areas, and designated sewage priority areas.

### ***Energy Conservation***

- Growth in the planning region has occurred where roads offer opportunities for shorter vehicular trips, adequate service and carpooling.
- Structures are built to current code standards to ensure maximum efficiency of energy consumption in buildings.
- Residents and building owners are more familiar with and more likely to use geothermal, solar and other renewable energy resources.

## **Future Land Use**

Once the Steering Committee approved the vision statement for the planning region, work began on the development of a regional future land use map. Using existing base maps and existing zoning maps, members of the committee were asked to seriously consider how the region should grow and progress over the next twenty years. Committee members discussed and debated where to guide future growth, where to proactively preserve valuable agricultural lands, where to plan for future infrastructure expansions that could adequately support future growth, and where to restrict infrastructure extensions to manage future growth pressures.

Once the future land use map was prepared, copies were distributed to each of the four municipalities. Committee members then presented the regional future land use plan to their respective local elected officials and planning commission members for consideration and comment. No comments were received that necessitated revising the future land use plan for the time being.

To continue the comprehensive planning process, the future land use map became the basis for developing the individual plan elements. A draft of the comprehensive plan was prepared and presented to the Steering Committee for review and comment.

## **The Next Steps**

In December, copies of the draft plan were provided to each of the four municipalities for review and comment.

In early January 2006, a Steering Committee meeting will be held to identify the top five issues of the comprehensive plan for presentation and discussion at a public meeting on January 19. Comments received at the public meeting will be considered by the Steering Committee and revisions made to the draft plan, if appropriate.

The required 45-day public review period is tentatively scheduled to run from early April through late May 2006.

## Chapter 4      Land Use Plan

### Introduction

This element of the multi-municipal comprehensive plan provides guidance on future land use in the planning region. Land use should be evaluated in conjunction with all the other plan elements, including transportation, community facilities and open space. Existing land use patterns have a significant impact on the future land use plan for the planning region, as well as traffic circulation within the area and demand for community facilities and services.

The Future Land Use Plan map included in this section is intended to be general in nature, therefore land use boundaries are not specific. The map is intended as a general guideline and is not intended to serve as a zoning map. Currently, the three townships in the planning region have zoning ordinances, but Finleyville Borough does not.

### Analysis of Existing Land Use Patterns \*

Residential land use, and particularly rural residential land use, is the primary type of development in the townships located in the planning region. Finleyville, a built-out borough, includes traditional town development patterns such as a central business district surrounded by a few industrial areas but predominantly by single family housing on historically small lots. The townships have retained much of their rural characteristics. The rural atmosphere also has contributed to vast expanses of open space, consisting predominantly of woodlands, wetlands, steep slopes and other environmentally constrained land areas.

Maps 4-2, 4-3, 4-4, and 4-5 are Existing Land Use maps for each of the four municipalities. Map 4-6 is a composite Existing Land Use map of the entire planning region.

#### *Agricultural*

Agricultural areas include lands that are cultivated or pasture. Large farm structures on residential lots contribute to the attractive pastoral scenes that are commonplace throughout the townships. Rolling pastureland with narrow country roads have made the area a desirable place to live.



**Pastoral scene in Nottingham Township**

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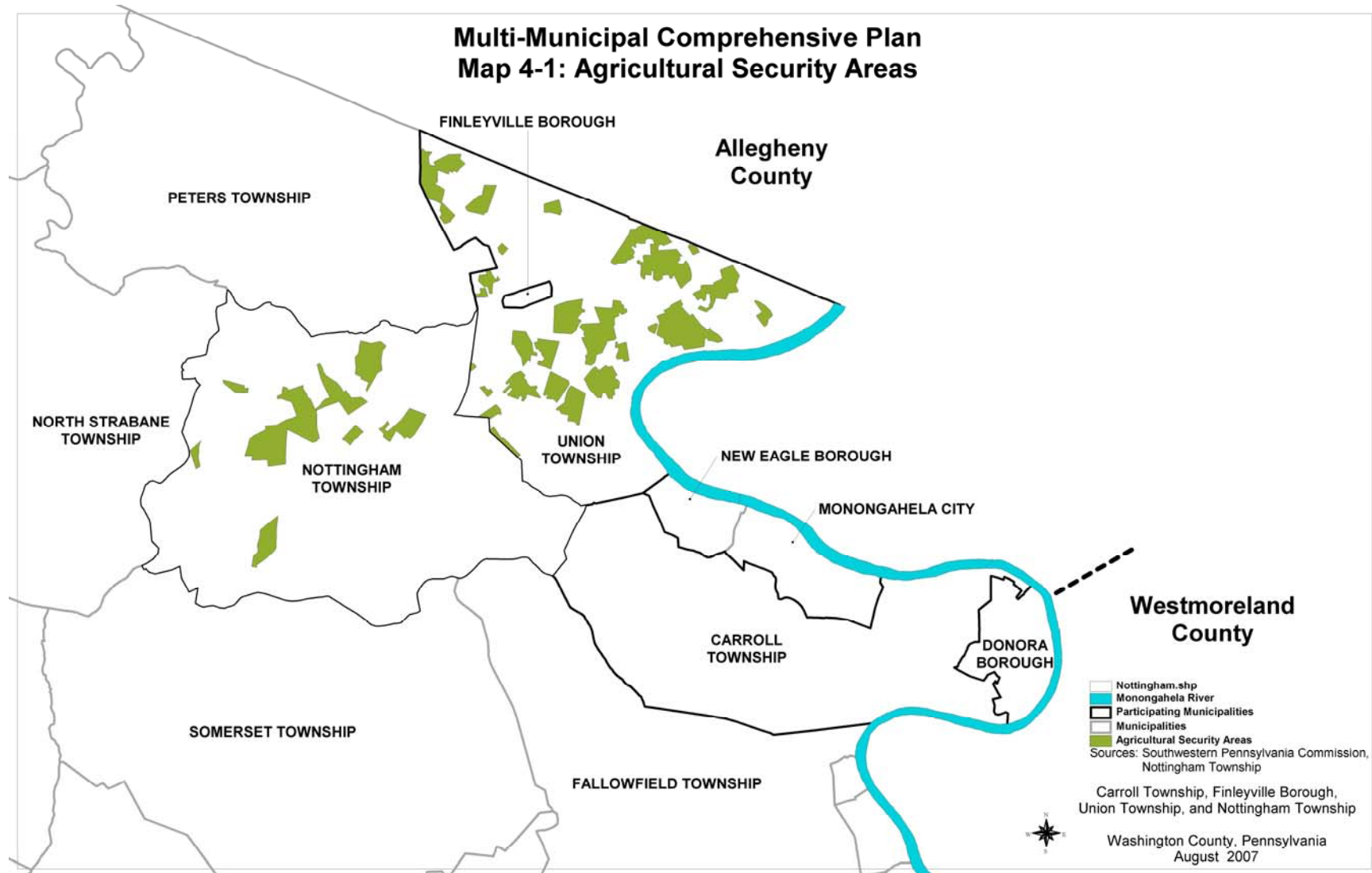
\* Existing land uses within the planning region were determined through visually observed land uses without regard to the land's underlying zoning classification.

Concentrations of farmland exist in the southern portion of Carroll Township, in the eastern and southern portions of Union Township, and in the southern section of Nottingham Township. Most of the agricultural area is without public sewer service.

In Union Township, approximately 20% of the municipality is designated as agricultural security areas, as illustrated on Map 4-1. There is also one small agricultural security area in the southwestern corner of Nottingham Township and two of the areas in Union Township crossover into Nottingham Township. These areas are intended to promote more permanent and viable long-term farming operations by strengthening the farming community's sense of security in land use and the right to farm. Agricultural security areas are created by local municipalities in cooperation with local landowners who agree to collectively place at least 250 acres in an agricultural security area.

Participating farmers are entitled to special consideration from local and state government agencies, thus encouraging the continuing use of the land for productive agricultural purposes. Limitations are placed on the ability of government to condemn farmland located in an agricultural security area for new schools, highways, parks or other governmental projects. Local municipalities must agree to support agriculture by not passing nuisance ordinances which would restrict normal farming operations. Property designated for agricultural security areas must be zoned to permit agricultural uses.

Agricultural security areas differ from agricultural easements. In Pennsylvania, the Agricultural Conservation Easement Purchase Program provides a mechanism and funding for the purchase of development rights on farmland. The perpetual easement ensures that the farmland will be available for agricultural use in perpetuity. Any local government unit that has created an agricultural security area may participate along with an eligible county and the Commonwealth in the preservation of farmland through the purchase of agricultural conservation easements and may purchase agricultural conservation easements.



### ***Residential***

Rural residential uses are found interspersed with agricultural uses in the vast rural areas. Homes are located on single large lots, in planned subdivisions, and along the major thoroughfares in the townships. There are also scattered farmhouses and non-farm dwellings in the townships.

Low density residential uses are found in the region's villages and concentrated along the major transportation routes of the townships. Homes are primarily single-family detached dwellings, and lot sizes are usually larger. Many of the newer housing units are located in Nottingham Township, with some new construction also occurring in Union and Carroll Townships as well. These uses primarily rely on on-site water and sewer facilities to meet their needs.



**New Single Family Housing on Large Lot in Union Township**

Medium density residential uses are found primarily in and near Finleyville and in the areas adjacent to Donora in Carroll Township in traditional neighborhood settings. These areas are also primarily detached single family units. Lot sizes are generally more compact and smaller. These areas are typically served by public water and sewer systems.



**Established Single Family Housing in Union Township**

There is very limited multi-family housing in the planning region, with almost all of it located in Finleyville. Several small apartment complexes and a moderately sized townhouse development can be found in close proximity to the borough's central business district. Residential units also occupy upper floors in the business district.

Finleyville also contains the largest number of manufactured housing units in the planning region.



**Townhouses in Finleyville Borough**



### ***Commercial***

Commercial uses are found throughout the planning region and include neighborhood as well as small regional shopping centers. Commercial development is centralized in Finleyville's central business district, which is the only traditional downtown area in the planning region. Other types of commercial uses can also be found along major transportation routes throughout the townships.



**Finleyville's Traditional  
Central Business District**

Commercial nodes, or pockets of development, are typically found at the intersection of major transportation routes such as the intersection of Routes 88 and 837 in Carroll Township.

Commercial uses range from small businesses on single lots along a rural road to strip development along a major corridor to small shopping centers at major intersections.



**Regional Shopping Center in  
Carroll Township**

### ***Industrial***

Industrial uses are scattered throughout the planning region. Traditional riverfront manufacturing can be found in Carroll and Union Townships, and along Venetia Road and in the southeastern corner of Nottingham Township. Newer facilities such as Flexsys are located in Carroll Township.

Industrial land use also includes abandoned mining sites scattered throughout the townships.



**Flexsys, a Major Regional Employment  
Center in Carroll Township**

### ***Park and Open Space***

Vast expanses of open space contribute to the rich rural environment across the townships. Dedicated public park space is also plentiful with Mingo Creek County Park in Nottingham Township and smaller community-oriented park and playground areas in all the municipalities.

Typically, open space refers to land that is not specifically agricultural in nature.

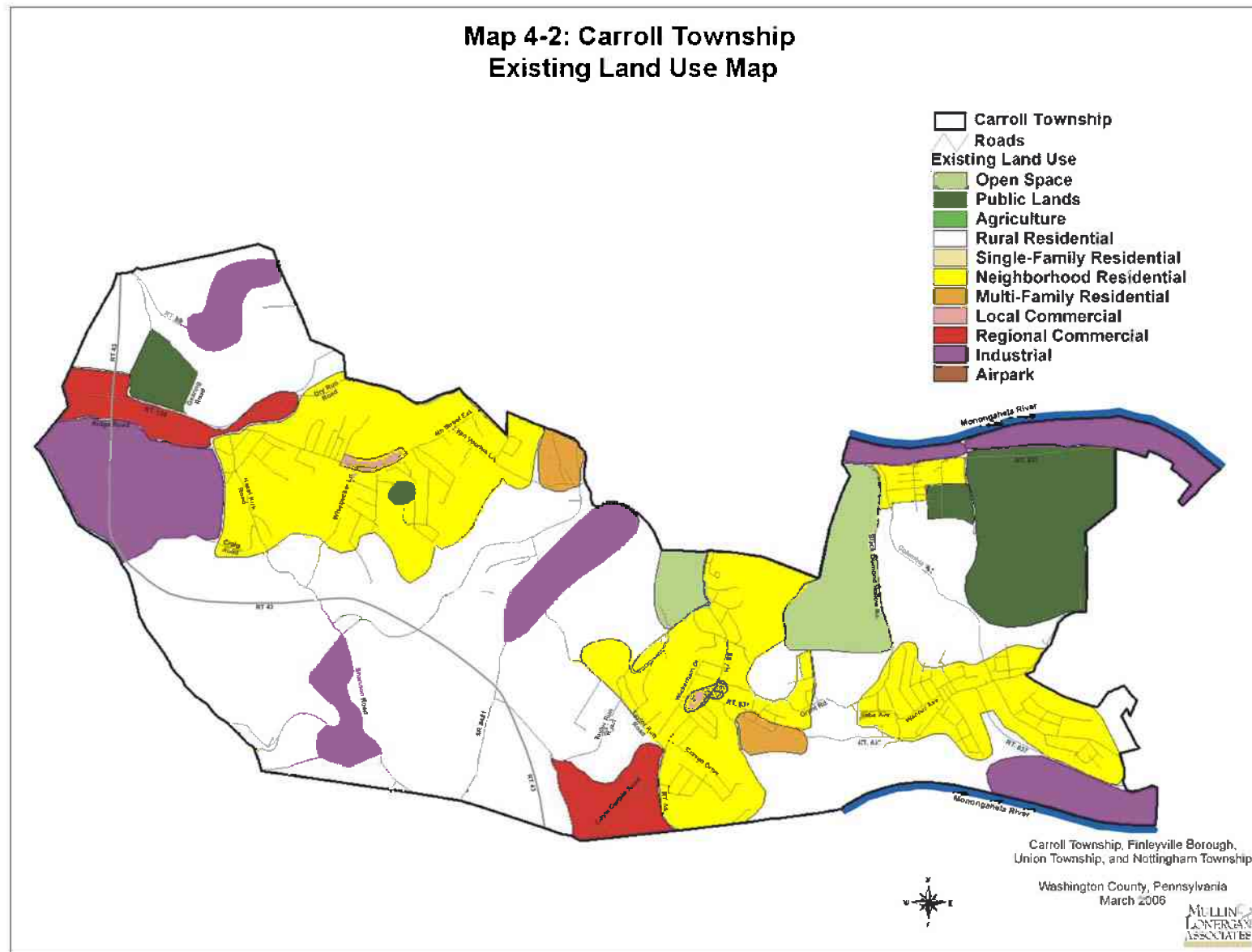


**Mingo Creek County Park in  
Nottingham Township**

### ***Community Facilities***

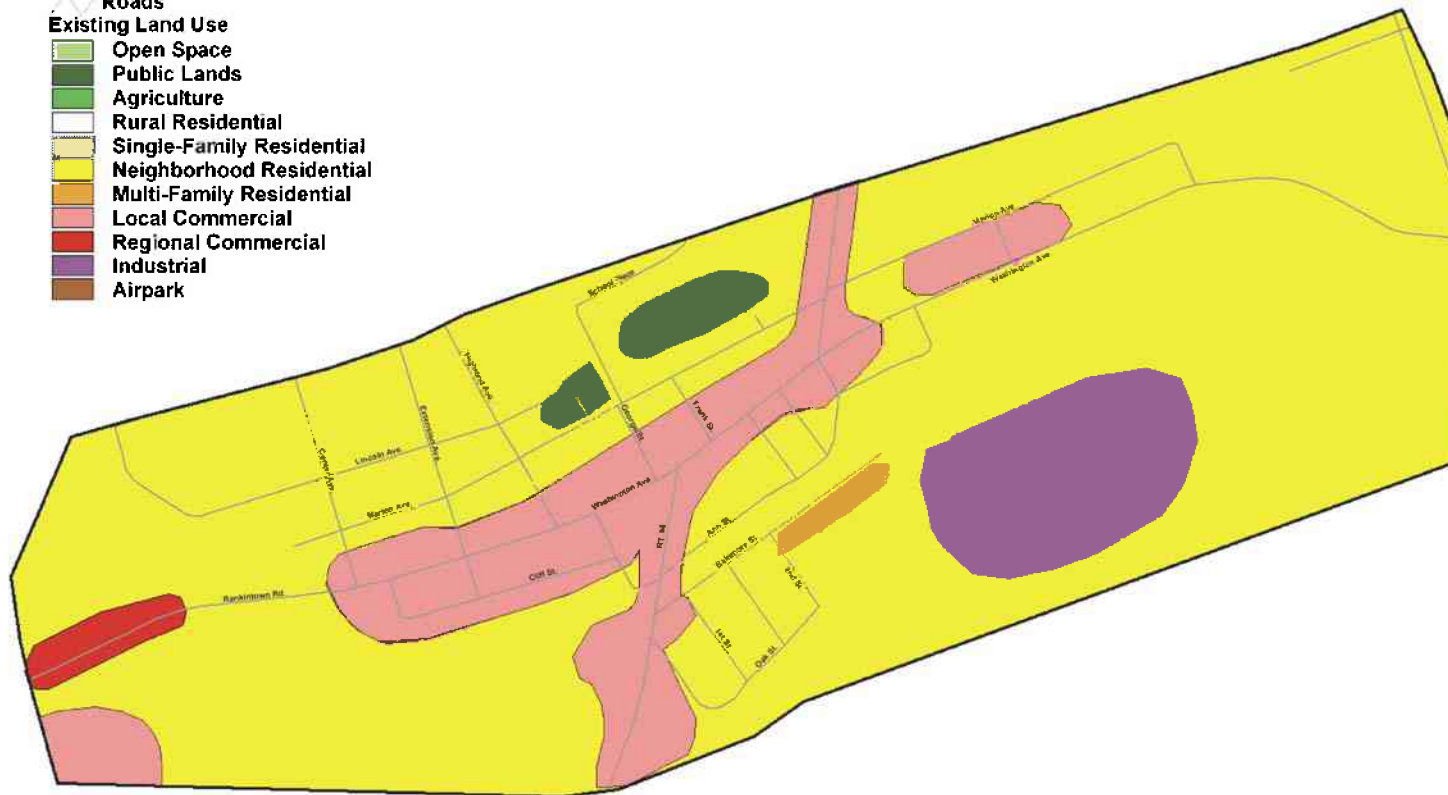
Other land uses in the planning region include community facilities such as government buildings, post offices, volunteer fire departments and the park facilities at Mingo Creek County Park.

**Map 4-2: Carroll Township  
 Existing Land Use Map**



Map 4-3: Finleyville Borough  
 Existing Land Use Map

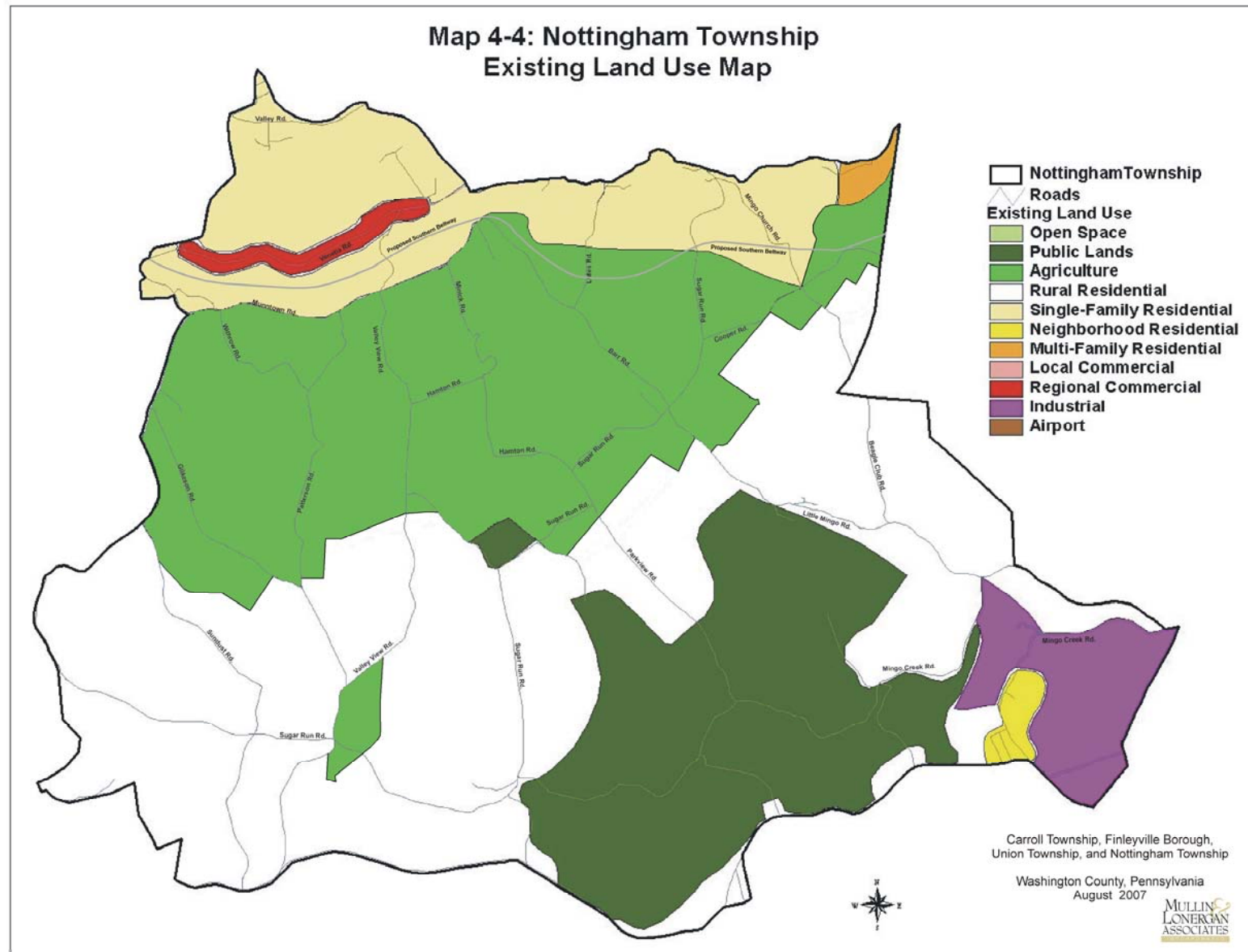
- Finleyville Borough
- ▬ Roads
- Existing Land Use
  - Open Space
  - Public Lands
  - Agriculture
  - Rural Residential
  - Single-Family Residential
  - Neighborhood Residential
  - Multi-Family Residential
  - Local Commercial
  - Regional Commercial
  - Industrial
  - Airpark



Carroll Township, Finleyville Borough,  
 Union Township, and Nottingham Township

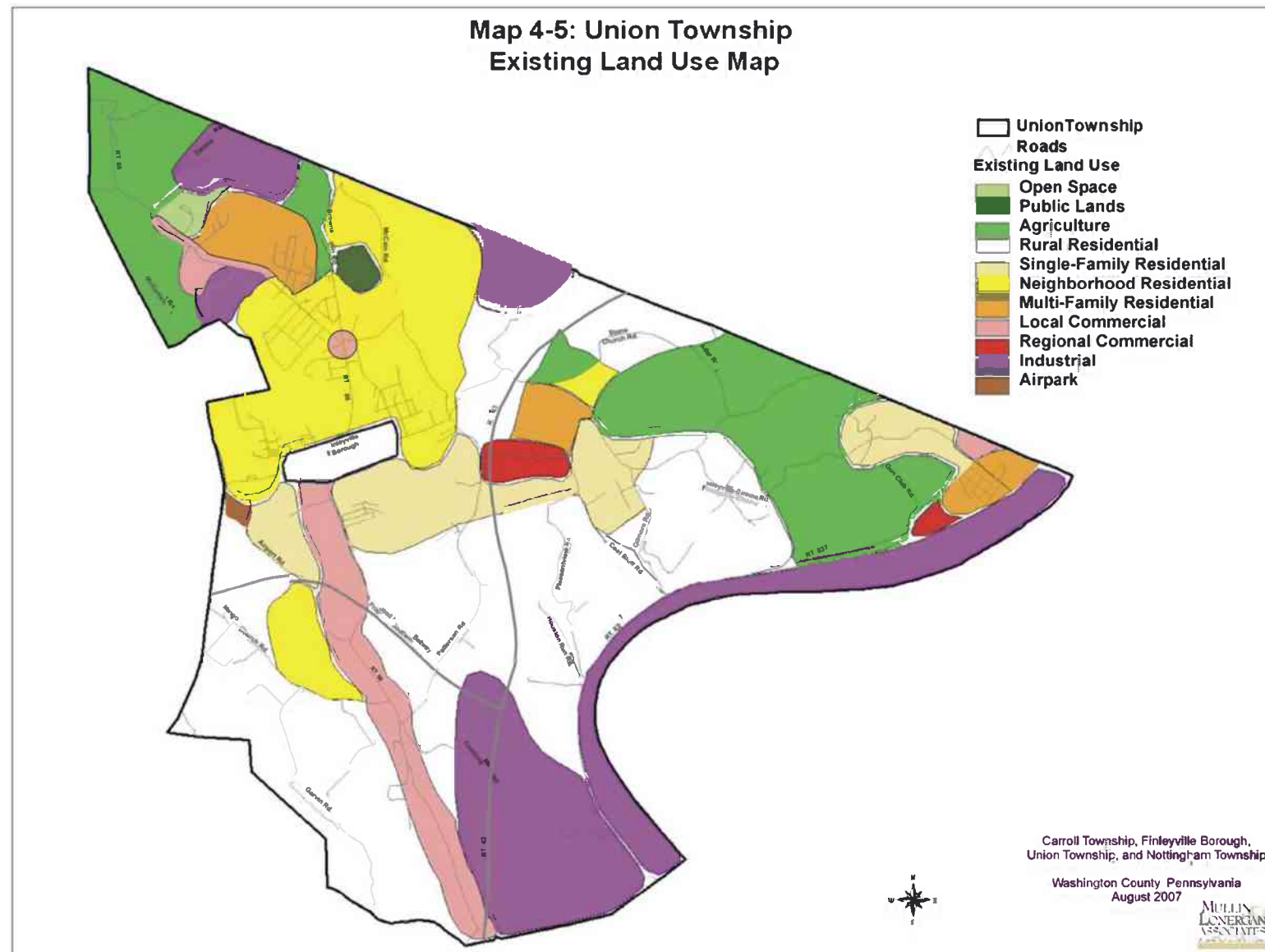
Washington County, Pennsylvania  
 March 2006

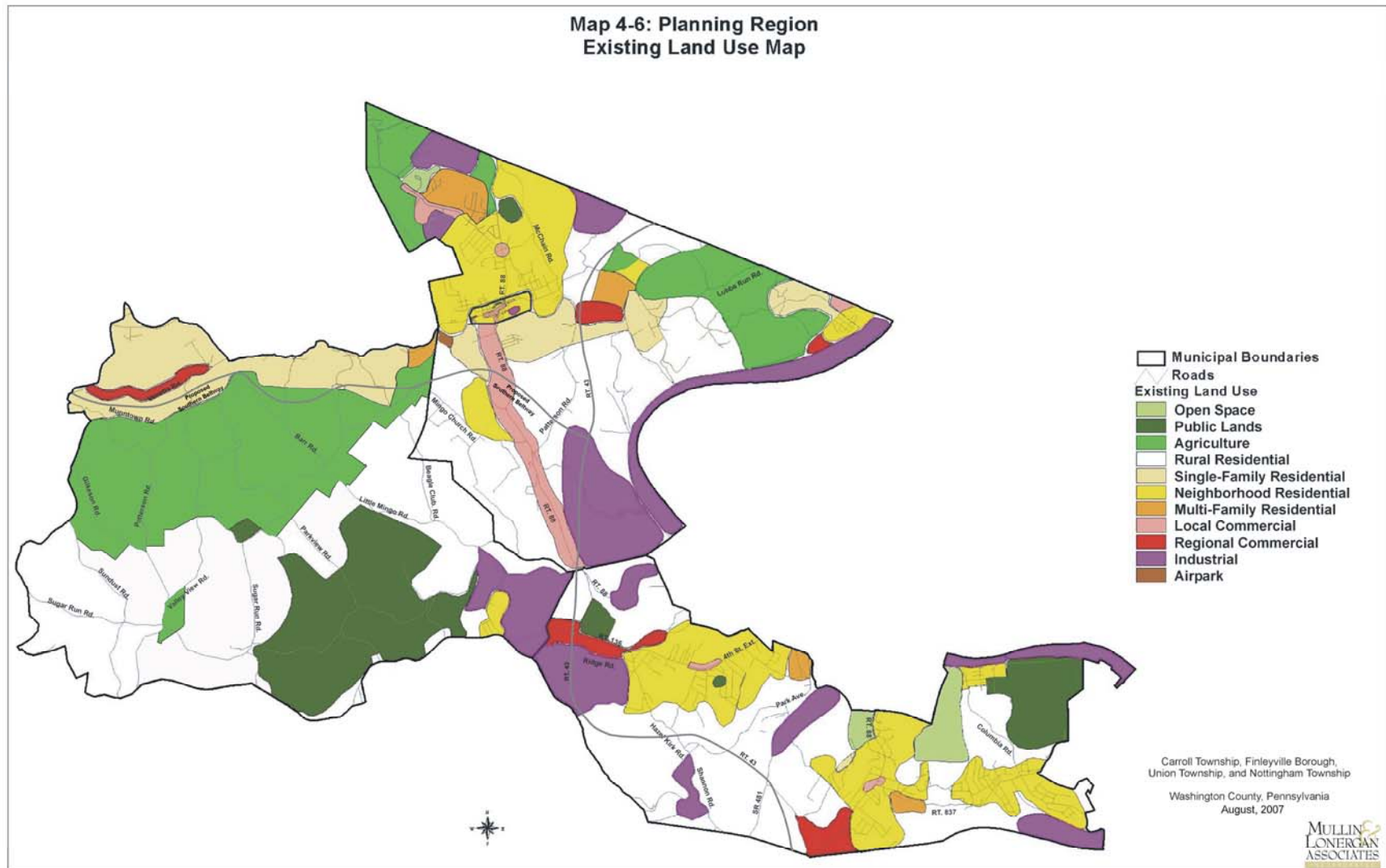
MULLIN  
 LOWERY  
 ASSOCIATES





Map 4-5: Union Township  
 Existing Land Use Map





## Land Use Planning Principles

The land use principles discussed below describe types of physical environments in general, but do not refer to specific land uses.

### *Urban*

In an urban setting, mixed uses of a higher density are appropriate for a variety of reasons. Most importantly, there is an economy of scale in terms of the amount of infrastructure and services needed per capita. Every dollar invested in water, sewer, and highway improvements will serve a higher number of people. The economic return on infrastructure investment is higher in urban areas. Vacant buildings can be rehabilitated or retrofitted for new uses, substituting infill development for new development outside of the urbanized area. Due to dense, compact, mixed-use development, there is a greater tendency for pedestrians in urban areas to walk from their homes to the store, library or work. A denser neighborhood with a variety of land uses provides the community with a sense of place and identity.

### *Suburban*

In an ideal suburban setting, desired densities of residential subdivisions range from low to medium, and commercial land uses are typically found in shopping centers and plazas accessible chiefly by automobile. Employment is found in the neighboring urban areas or in suburban employment centers, office complexes, and industrial parks. Infrastructure and public services have been extended from the urban areas to the suburban areas to accommodate this style of growth. Open space can be preserved by clustering the residential uses in order to save contiguous tracts of land, or through conservation easements and the purchase of key properties.

County and municipally owned parks provide recreation and open space amenities to residents choosing to live in suburban areas. Many residents in the planning region prefer the suburban townships as a place to live. Assuming that this is an irreversible trend, efforts should be aimed at higher quality development that is functional and aesthetically appealing. The planning goal in suburban areas involves reducing curb cuts, providing additional landscaping in commercial concentrations, clustering lots and buildings in order to preserve open space, and instilling a sense of attractive design and architecture.

### *Rural*

In a rural setting, lower residential densities are appropriate. Large-lot residential subdivisions may be suitable where on-site septic systems are not detrimental to the existing ground water. Conversely, small lot sizes can be combined with clustered houses in an effort to preserve contiguous large tracts of open space in rural townships. Rural villages may require public water and sewer service in order to overcome threats to public health and safety, and to prevent the environmental degradation of natural resources.



Some peripheral growth and development may result from public water and sewer improvements. The character of this development should be in scale with a village setting.

### ***Greenways***

Greenways is a term used to describe a variety of linear corridors (often referred to as “green ribbons”) across the land that contain natural features and provide people with recreation and transportation opportunities. Often greenways are associated with off-road trails, although not all greenways include trails. Greenways provide a mechanism by which communities can create linkages between land uses. They can serve as recreation and trail corridors and support natural resource conservation, preservation and protection, e.g., by buffering water resources from non-point sources of pollution. Greenways connect both human-made and natural systems.

Greenways are often established and managed through partnerships between municipalities, counties, and non-profit organizations. Pennsylvania's statewide Greenways Program was established in 2001 to promote and support the many local and regional greenway efforts in all 67 of Pennsylvania's counties. The vision is to create a network of greenways throughout the Commonwealth, with a greenway in every community by 2020.

Washington County is currently developing a greenways plan and anticipates completing a draft plan in late summer 2006.

Pennsylvania has successful greenways of many types that can serve as examples for Washington County and its municipalities.

There is a growing national movement to promote greenways, especially since 1987 when the President's Commission on American Outdoors recommended establishing a national greenways network to connect all kinds of destinations through a linear system.

## **Future Land Use Plan**

Future land use designations recommended for the municipalities in the planning region are discussed below. These designations are also illustrated on Maps 4-7, 4-8, 4-9, and 4-10. Map 4-11 is a composite Future Land Use map of the entire planning region. Future Land Use maps should be consistent with the Future Land Use Plan element of the comprehensive plan.

### ***Agriculture***

This land use category would be used for areas designated for the preservation of agricultural lands and scenic landscapes where existing farms can continue and expand while protected from the encroachment of higher density and incompatible land uses. Agricultural security areas and rural resource areas would also be included. Appropriate land uses include agriculture and associated structures such as barns and storage buildings,

agricultural-related businesses, woodlands, parks, community facilities, and greenways.

Agriculture areas would also accommodate rural residential development which can be a combination of farmland, woodland, open space, and low density residential development. Some low density residential subdivision has occurred in these areas, and such growth pressure will continue. These areas are typically found away from major thoroughfares. Public water and sewer services for these areas are not planned in the near future, and in some cases, may not be constructed in order to maintain the rural environment. Furthermore, some of the land designated as Agriculture is restrictive to development because of steep slopes.

Single family residential development is appropriate in the Agriculture areas with 1 dwelling unit per 2 acres with on-lot septic systems and 1 dwelling unit per 1 acre with public sewer service.

### ***Single Family Residential***

These areas are intended generally for residential development of 1 dwelling unit per quarter-acre or half-acre lot (depending on the municipality) with public sewer service. With on-lot septic systems, 1 dwelling unit per 2 acres should not be exceeded.

Typically, areas recommended for the Single Family Residential designation reflect residential development that has occurred along existing township roads and within subdivisions containing new roads. Land adjoining existing development, which is considered appropriate for expansion of residential development because of the absence of severe building limitations, has also been included in this category. Single Family Residential areas are appropriate as future growth areas.

Other appropriate land uses include agriculture and associated structures, mobile home parks, parks, community facilities, and greenways.

### ***Neighborhood Residential***

Neighborhood Residential areas are found around the core area of the planning region's existing settlements. The Neighborhood Residential areas contain existing developed areas and have the potential for new infill development to occur. As such, these areas are appropriately designated as future growth areas. These areas are within existing service areas of public sewer and water or have the potential to be served by public sewer and water in the near future. Residential development for new single family housing units would be appropriate with 1 dwelling unit per 6,000 to 8,000 square feet (depending on the municipality) with public sewer service. Otherwise, 1 dwelling unit per 2 acres should be the minimum lot size with on-lot septic systems.

Encouraging development to locate in areas where public sewer and water exist allows for a greater density of development to occur, thereby minimizing the amount of land necessary to accommodate future growth and

protecting groundwater supplies by not relying on on-site sewage disposal and individual wells. Providing for compact, orderly growth within the municipalities allows for more efficient provision of utilities. Encouraging infill growth near areas where the road system is most developed and where improvements are proposed can help reduce traffic pressures on rural roads not intended for higher traffic volumes.

Other appropriate land uses include planned residential developments, assisted living facilities, parks, community facilities, and greenways.

### ***Multi-Family Residential***

The intent of the Multi-Family Residential designation is to allow a continuation of the existing higher density housing types that occur in and around some of the planning region's more built-out areas. As such, these areas are appropriately designated as future growth areas. Residential uses would include single family dwellings in addition to townhouses, apartments, assisted living facilities, parks, community facilities, greenways, cluster housing developments, duplexes, personal care homes, group care homes and nursing homes (depending on the municipality). (Cluster housing developments generally site houses closer together on smaller parcels of land, while the additional land that would have been allocated to individual lots is converted to common, shared open space for subdivision residents.) Higher densities of residential development would be appropriate with the availability of public sewer and water services at a maximum density of 8-12 dwelling units per acre (depending on the municipality).

### ***Mixed Use District***

The purpose of creating the Mixed Use District designation is to accommodate the development of professional service establishments in single family residential corridors located along major thoroughfares. This mechanism may allow a municipality to preserve and maintain a single family residential setting by permitting limited and appropriate professional service uses within existing dwelling units as well as in new structures that are compatible with the surrounding area. As such, these areas are appropriately designated as future growth areas. Since professional service establishments typically are dependent upon clients who arrive for scheduled appointments (compared to walk-in retail customers), it is expected that any exterior modifications made to an existing dwelling unit will be minimal in terms of parking and signage, for example.

Appropriate land uses in this district include single family dwelling units and professional services such as offices for doctors, attorneys, accountants, dentists, as well as some personal service uses such as beauty salons and barber shops, and other services where clients are typically received by appointment.

Where this district is permitted, a minimum lot size of 10,000 square feet with public sewer service should be required.

### ***Local Commercial***

Local Commercial areas are intended to accommodate a wide range of low to medium density commercial uses at appropriate locations where a nucleus of commercial uses exist. These would include businesses primarily serving the day-to-day needs of local residents. Examples of low density commercial uses would include small personal service establishments (beauty salons, barber shops, in-home repair businesses of small appliances or computers, etc.) and small retail establishments (video rental store, florist shop, coffee shop, newsstand, bakery, etc.). Examples of medium density commercial uses might include small scale commercial strips and neighborhood convenience stores. Local Commercial areas are appropriately designated as future growth areas.

Minimum lot sizes of 20,000 square feet with public sewer service would be appropriate; with on-lot septic systems, the minimum lot size should be determined in accordance with DEP requirements.

### ***Regional Commercial***

Regional Commercial areas are intended to accommodate a larger, more regional customer base including travelers through the planning region. Medium to high density commercial uses and light industrial development dependent on access to major thoroughfares would be appropriate. Regional Commercial areas are appropriately designated as future growth areas. The recommended minimum lot size is 20,000 square feet with public sewer service. Parcels with on-lot septic systems should be developed in accordance with DEP requirements. New development near the Mon-Fayette Expressway interchanges in Carroll and Union Townships and along the planned Southern Beltway in Nottingham Township would be appropriately designated for Regional Commercial.

### ***Industrial***

The intent of the Industrial areas is to accommodate a wide range of light and heavy industrial land uses with access to major transportation routes and which would have limited impact on nearby residential areas. Appropriate land uses might include offices, light industry, mixed commercial uses, research and development, warehousing and distribution, transportation-related land uses, and extraction industries. Industrial areas are appropriately designated as future growth areas. A minimum lot size of 20,000 square feet is recommended if public sewer service is available; otherwise, DEP requirements should govern the development standards.

### ***Open Space***

The intent of the Open Space land use category is to limit, and in some cases prohibit, development in areas with severe limitations to development due primarily to steep slopes, floodplains, wetlands, and wet soils. Open Space areas include areas of steep slopes, headwaters of streams, and woodlands. It

also includes floodplains, wetlands, and hydric soils along stream corridors. For these reasons, Open Space areas are appropriately designated as rural resource areas.

Open Space areas are shown across the planning region. As each site would be proposed for development, the density of development that could be accommodated on that land would have to be established through analysis of the natural, scenic, and historic features and resources of each site. On privately owned land, single family detached dwellings would be permitted at 1 dwelling unit per 2 acres, depending upon land characteristics, and with on-lot septic systems. Limited development should occur in this area in order to protect watersheds and water supplies, vulnerable wooded steep slopes, and woodlands; maintain rural character; and, conserve ecosystems by maintaining an adequate critical mass through connecting the ecosystems. In addition to limited residential development on large lots, other appropriate land uses include parks, playgrounds, greenways, recreation trails and conservation uses.

The Future Land Use designations illustrated on the Future Land Use maps are summarized in Table 4-1.

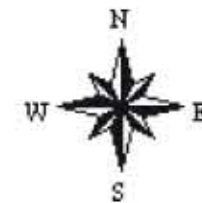
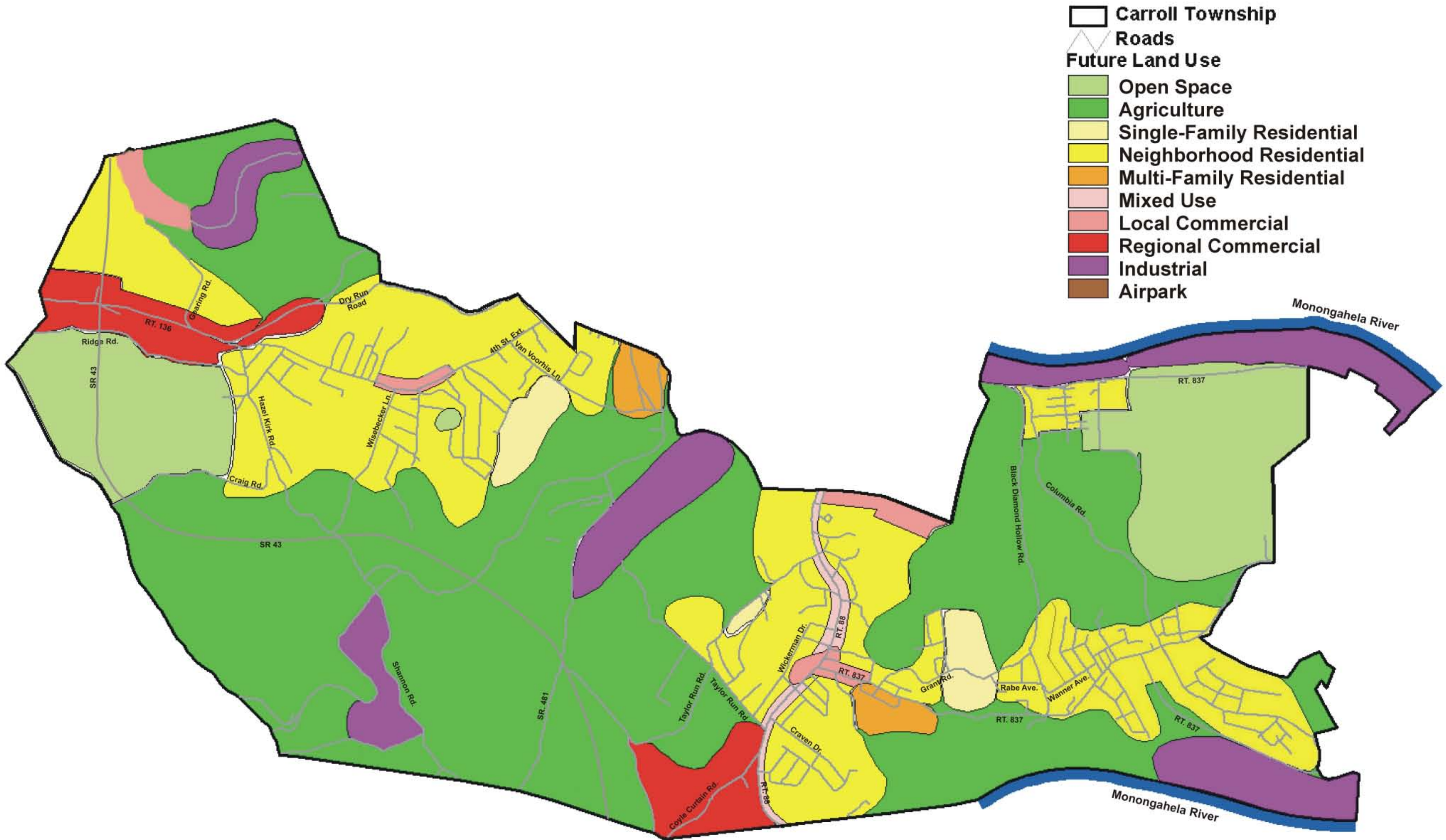
**Table 4.1 Future Land Use Designations**

<b>Land Use Category</b>	<b>Purpose</b>	<b>Appropriate Land Uses</b>	<b>Recommended Minimum Lot Size</b>
<b>AGRICULTURE</b>	Areas designated as rural resource areas where the preservation of agricultural lands, scenic landscapes and rural open spaces can continue and expand, protected from the encroachment of higher density and incompatible uses	Agricultural uses and associated structures, Single-family detached dwellings, Agricultural-related businesses, Woodlands, Parks, Community facilities, Greenways	1 dwelling unit per 2 acres with on-lot septic; 1 dwelling unit per 1 acre with sewer
<b>SINGLE FAMILY RESIDENTIAL</b>	Designated growth areas where the greatest amount of residential development has and should occur	Single family detached and attached dwellings, Agricultural uses and associated structures, Mobile home parks, Parks, Community facilities, Greenways	1 dwelling unit per 0.25-0.5 acres with sewer, depending on municipality; 1 dwelling unit per 2 acres with on-lot septic
<b>NEIGHBORHOOD RESIDENTIAL</b>	Designated growth areas where the greatest amount of residential development has and should occur	Single family detached and attached dwellings, Assisted living facilities, Parks, Community Facilities, Planned residential developments, Greenways	1 dwelling unit per 6,000 to 8,000 square feet with sewer, depending on municipality; 1 dwelling unit per 2 acres with on-lot septic
<b>MULTI-FAMILY RESIDENTIAL</b>	Designated growth areas where the greatest amount of residential development has and should occur	Single family detached and attached dwellings, Townhouses, Apartments, Assisted living facilities, Parks, Community facilities, Cluster housing developments, Duplexes, Personal care homes, Group care homes, Nursing homes (depending on municipality), Greenways	8-12 dwelling units per 1 acre with sewer, depending on municipality

<b>Land Use Category</b>	<b>Purpose</b>	<b>Appropriate Land Uses</b>	<b>Recommended Minimum Lot Size</b>
<b>MIXED USE DISTRICT</b>	Designated growth areas designed to accommodate both single family residential with professional service establishments along heavily traveled State routes	Single family detached and attached dwellings; Professional service establishments such as doctor, attorney, accountant and dentist offices, beauty salons and barbershops, and other services where clients are typically received by appointment	10,000 square feet with sewer
<b>LOCAL COMMERCIAL</b>	Designated growth areas appropriate for low to medium density commercial development at appropriate locations where a nucleus of commercial uses exist	Commercial uses which serve the day-to-day needs of local residents, Nursing homes (depending on municipality), Single family dwellings (depending on municipality), Multi-family dwellings (depending on municipality)	20,000 square feet with sewer; with on-lot septic systems, in accordance with DEP requirements
<b>REGIONAL COMMERCIAL</b>	Designated growth areas appropriate for medium to high density commercial and light industrial development on major thoroughfares	Commercial and light industrial uses which serve the needs of a larger region and market area; Highway-oriented commercial uses and light industrial uses that are dependent on access to major arteries	20,000 square feet with sewer; with on-lot septic systems, in accordance with DEP requirements
<b>INDUSTRIAL</b>	Designated growth areas designed to accommodate a wide range of industrial land uses due to the location of transportation facilities and/or current and past land uses	Offices, Light industry, Mixed commercial, Research and development, Warehousing and distribution, Transportation-related land uses, Extraction industries	20,000 square feet with sewer; with on-lot septic systems, in accordance with DEP requirements
<b>OPEN SPACE</b>	Areas designated as rural resource areas designed to protect sensitive natural features by limiting, and in some cases prohibiting, development in areas with severe limitations due to steep slopes, floodplains, wetlands, etc.; Also includes existing and proposed uses such as State Game Lands, County parks, Municipal parks, golf courses and game preserve	Parks, Playgrounds, Woodland, Recreational trails, Greenways, Conservation uses, Pastureland, Single family dwelling units on slopes of 15%-25%, Greenways	1 dwelling unit per 2 acres with on-lot septic



## Map 4-7: Carroll Township Future Land Use Map















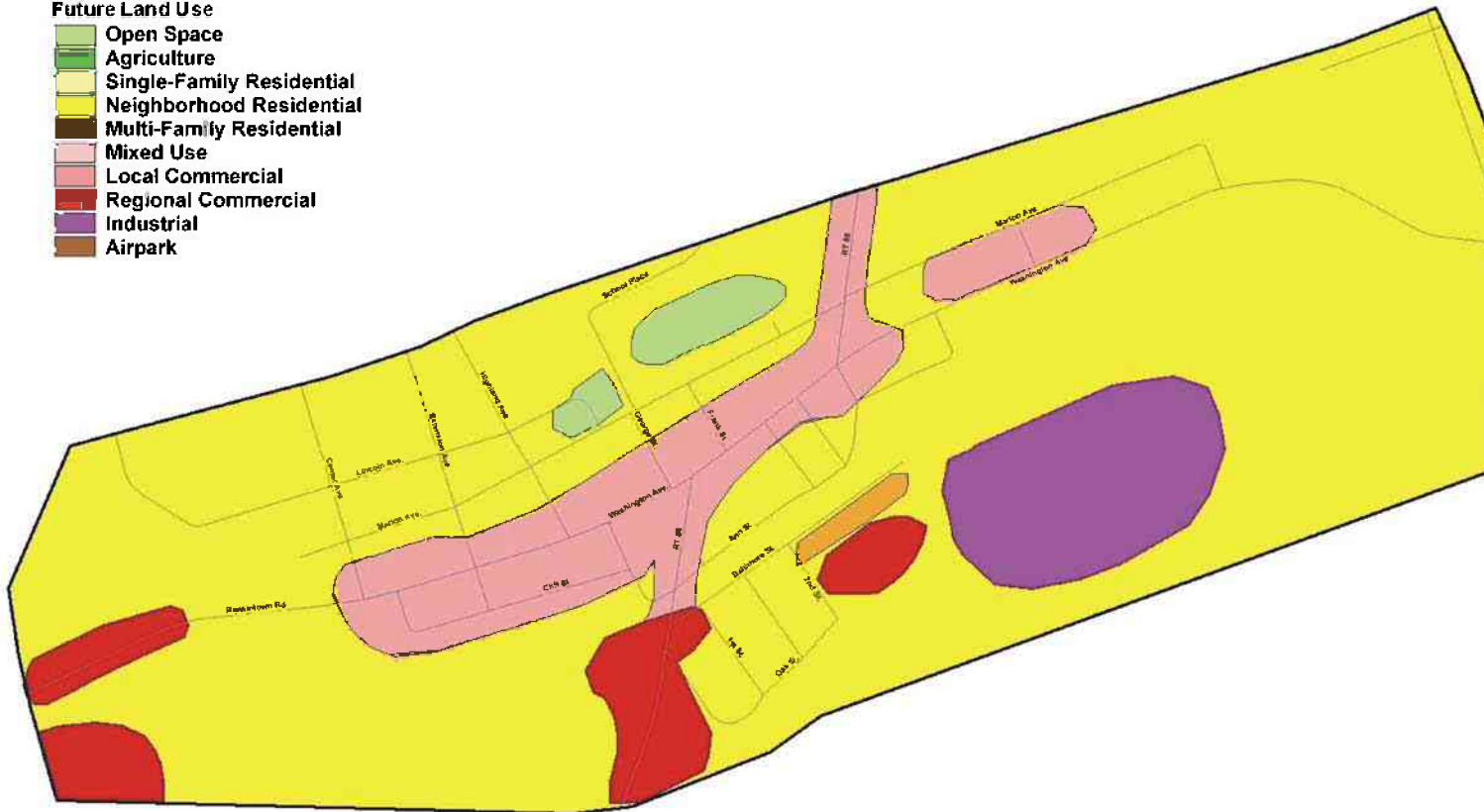
Carroll Township, Finleyville Borough,  
Union Township, and Nottingham Township

Washington County, Pennsylvania  
August 2007



**Map 4-8: Finleyville Borough  
 Future Land Use Map**

-  Finleyville Borough
-  Roads
- Future Land Use**
  -  Open Space
  -  Agriculture
  -  Single-Family Residential
  -  Neighborhood Residential
  -  Multi-Family Residential
  -  Mixed Use
  -  Local Commercial
  -  Regional Commercial
  -  Industrial
  -  Airpark

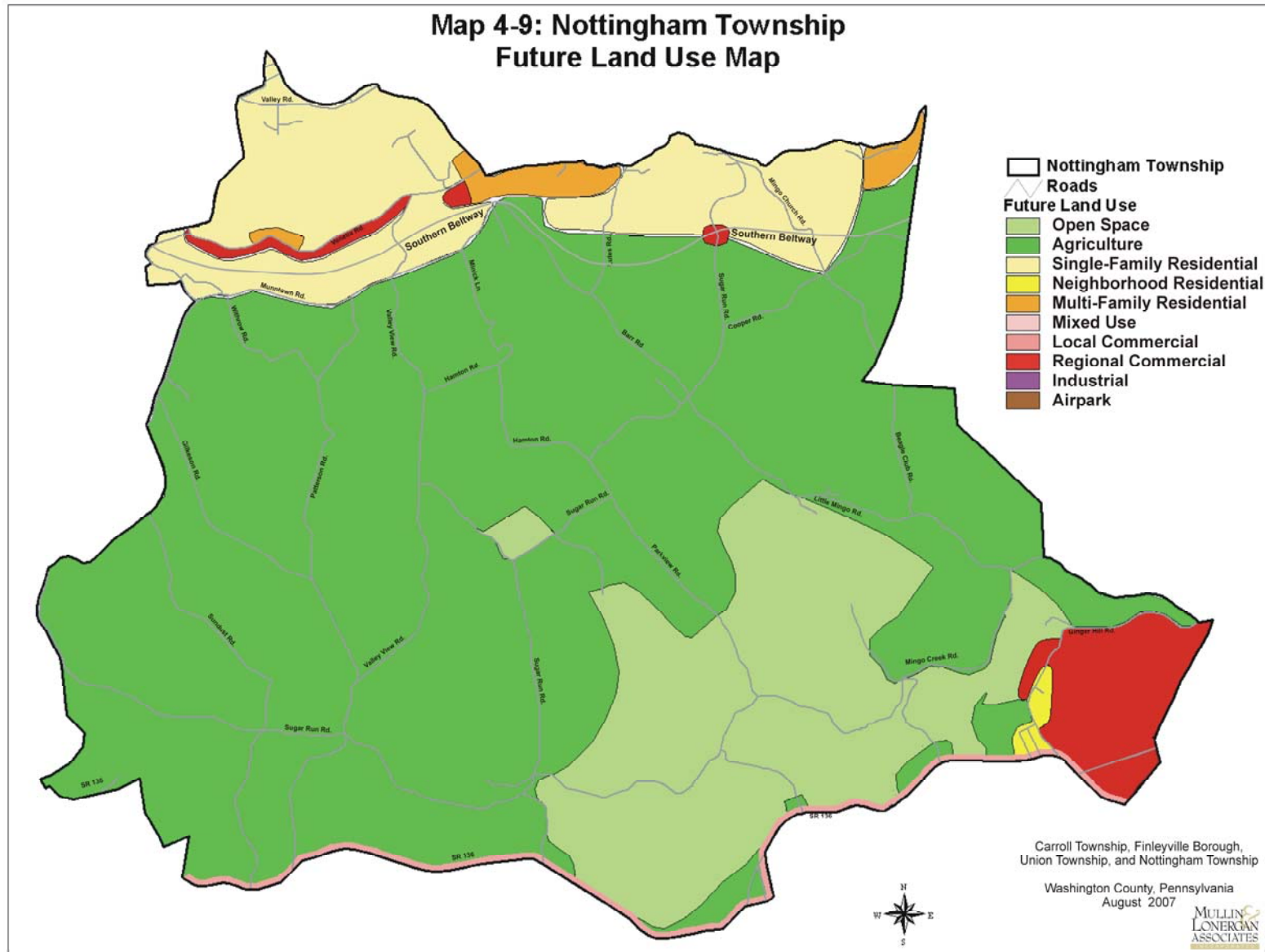


Carroll Township, Finleyville Borough,  
 Union Township, and Nottingham Township

Washington County, Pennsylvania  
 March 2006

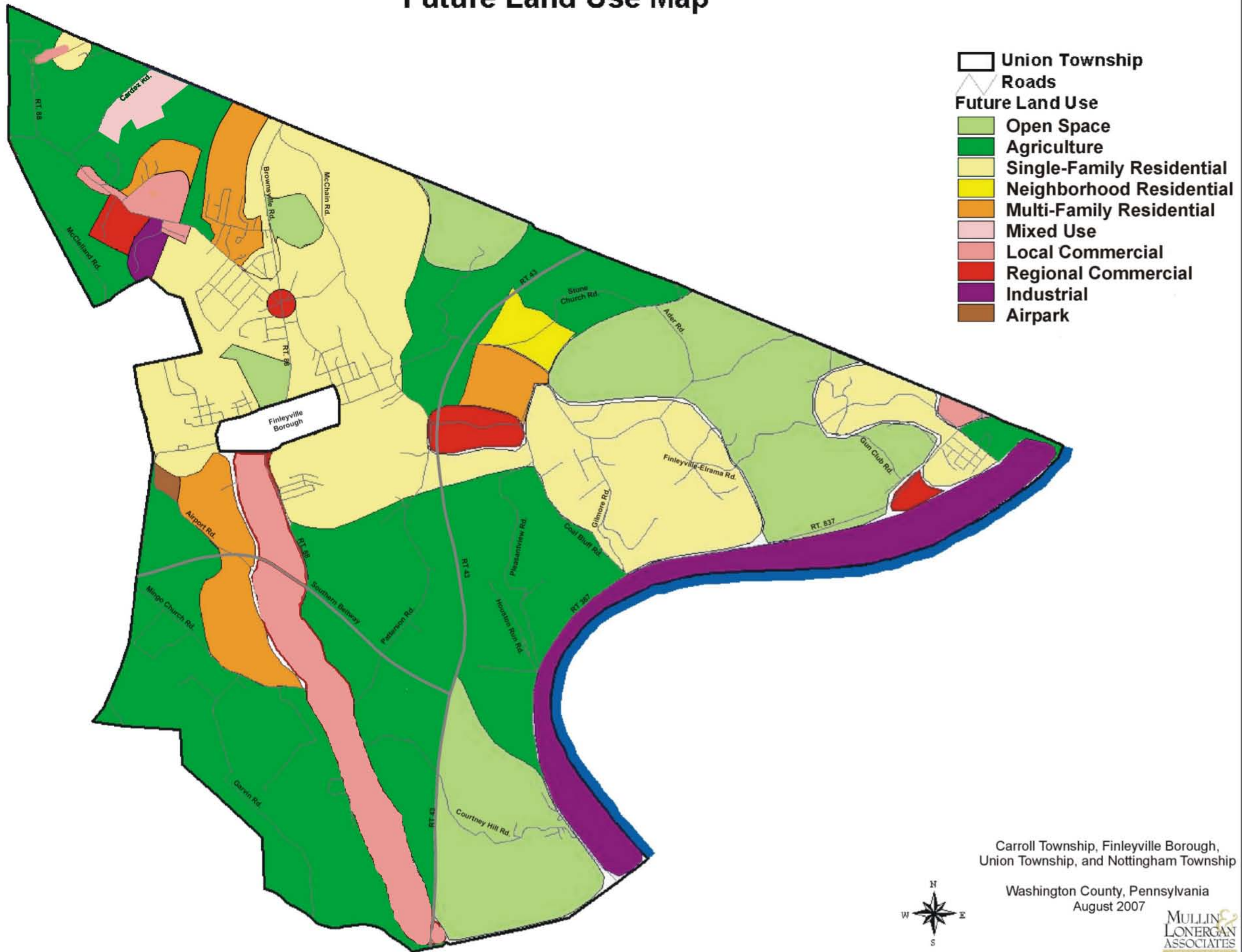
MULLIN  
 LANTIER  
 ASSOCIATES

**Map 4-9: Nottingham Township  
 Future Land Use Map**



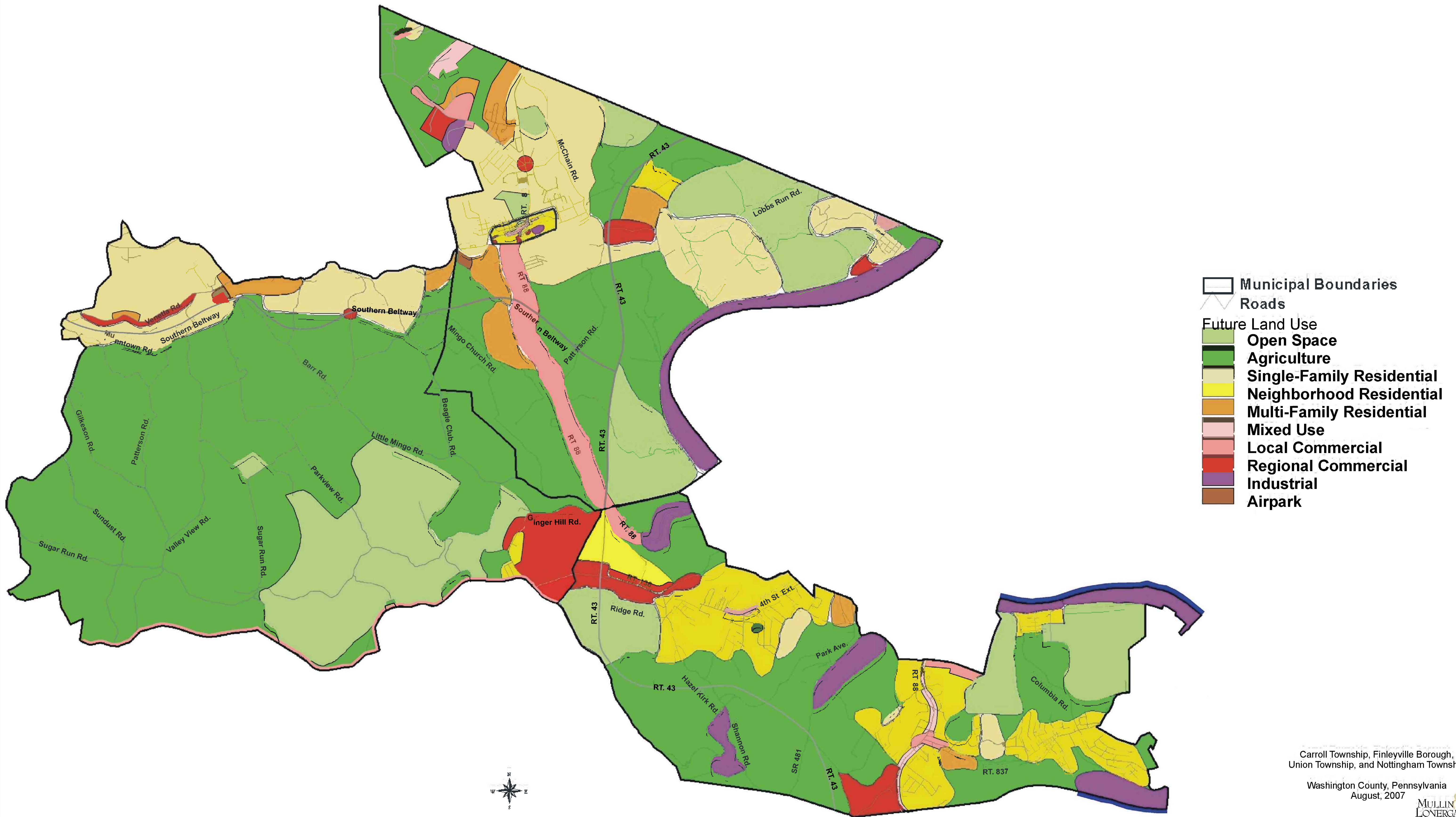


# Map 4-10: Union Township Future Land Use Map





# Map 4-11: Planning Region Future Land Use Map



Carroll Township, Finleyville Borough,  
Union Township, and Nottingham Township

Washington County, Pennsylvania  
August, 2007

MULLIN &  
LONERGAN  
ASSOCIATES



## **Anticipated Growth Areas**

Land use is a critical component of the planning region's comprehensive plan. Public policy relative to the desirable use of land will play a key role in defining the community's future. The planning region's Future Land Use plan has been designed to reflect the vision of residents regarding their desires and hopes for their municipalities. The goal of this comprehensive plan is to describe the characteristics of areas where future growth is appropriate.

The following criteria can be used to define where growth should occur in the planning region:

- Proximity to transportation corridors
- Proximity to existing population centers
- Proximity to existing and proposed utilities (e.g., water and sewer lines)
- Proximity to areas projected to incur population and housing unit increases
- Economic impact (e.g., job creation, re-use of existing brownfields and vacant buildings)
- Distance from land with environmental constraints (e.g., steep slopes, floodplains, open space, natural resources), and
- Preservation of prime agricultural soils and forested lands.

These guidelines are meant to provide a general framework for the location of future development. It is anticipated that economics will generally guide the overall future development patterns in the planning region.

In the planning region, the designated growth areas include the Single Family Residential, Neighborhood Residential, Multi-Family Residential, Mixed Use, Local Commercial, Regional Commercial and Industrial land use categories.

## **Anticipated Rural Resource Areas**

In addition to designating growth areas, the planning region may also designate rural resource areas. The MPC defines a rural resource area as one "within which rural resources uses including but not limited to, agriculture, timbering, mining, quarrying and other extractive industries, forest and game lands and recreation and tourism are encouraged and enhanced, development that is compatible with or supportive of such uses is permitted, and public infrastructure services are not provided except in villages." The rural resource area designation is intended to restrict development in designated rural areas and to limit the availability of infrastructure in such areas. The MPC further provides that publicly financed water and sewer services will not be provided in these areas.

Through the comprehensive planning process, large expanses of agricultural, woodland and open space areas were designated as areas where the

municipalities sought to preserve the existing characteristics. These included active and productive farmland, land with the potential to become active farmland, undisturbed or minimally disturbed woodlands and open space, as well as public parks such as Mingo Creek County Park. It was recognized that these rural and natural characteristics were valuable indicators of the quality of life enjoyed by current residents and sought out by new residents. To preserve these areas in a state as close as possible to their current condition became a high priority. Guiding future development in the planning region to designated future growth areas would complement the preservation of rural resource areas.

On the Future Land Use maps, rural resource areas include Agriculture and Open Space land use categories.

## **Implementation**

The Land Use Plan establishes policies for guiding future land use within the planning region and serves as a framework on which to base regulatory controls, such as zoning ordinances and subdivision and land development ordinances. The following goals and objectives will enable the planning region to achieve its Land Use vision.

### ***Residential Development***

**Goal:** Provide for safe and adequate housing for a variety of household and income types.

**Objectives:**

1. Provide for a variety of housing types including single family, duplexes, townhouses, apartment complexes, assisted living facilities, and independent living facilities for households of all income levels.
2. Promote the public health, safety and general welfare of residents through the provision of quality housing through sound planning and appropriate enforcement of zoning, floodplain management, stormwater management and the Uniform Construction Code.
3. Guide future development to designated growth areas in order to preserve valuable agricultural lands, scenic vistas, greenways and rural roads.

### ***Non-Residential Development***

**Goal:** Encourage commercial and industrial development that is well integrated and compatible with the surrounding context and character of adjacent land uses.

**Objectives:**

1. Designate appropriate growth corridors for future commercial and industrial development to provide employment opportunities and a range of services for residents.
2. Develop land use and development regulations for commercial and industrial land uses that protect the health, safety and welfare of the region's residents.
3. Minimize potential land use conflicts between residential and non-residential land uses through appropriate zoning regulations.
4. Guide commercial and industrial development to appropriate areas where adequate infrastructure exists.

***Natural Resources***

**Goal:** Protect significant natural resources such as floodplains, wetlands, steep slopes, woodlands, and watercourses.

**Objectives:**

1. Allow the location of natural features to guide the type and intensity of future development.
2. Minimize negative environmental impacts related to growth and development.
3. Prioritize the preservation and protection of significant natural resource areas.
4. Protect surface and groundwater resources from point and non-point source pollutants through adequate land development regulations including floodplain management and stormwater management regulations.
5. Prevent further intrusion of hazardous materials into groundwater or other environmentally sensitive areas.

***Open Space and Agricultural Preservation***

**Goal:** Promote open space, greenways and farmland preservation that contributes to the desirable rural character of the planning region.

**Objectives:**

1. Preserve open space, greenways and farmland in strategic locations across the planning region through sound planning policies and appropriate land use controls.
2. Protect the planning region's valuable farmland from future development that may remove fertile soils from

production or interfere with or severely restrict existing productive farm operations.

3. Provide flexibility in land use controls to promote alternative or supplemental agricultural ventures.
4. Encourage farmland, greenways and open space preservation through conservation easement purchase or donation.

### ***Future Land Use and Growth Management***

**Goal:** Control the form, location and timing of growth in the planning region while protecting the natural environment, maintaining visual quality and providing services and community facilities.

**Objectives:**

1. Foster a community with a well-balanced mix of agricultural, residential, commercial, industrial, open space and public land uses that support and complement a rural region.
2. Provide for future growth in areas best suited for development that will protect and enhance the planning region's quality of life.
3. Maintain the integrity of agricultural and rural areas by limiting development and infrastructures extensions into these areas.
4. Use growth management techniques to preserve open space, protect environmental resources, and minimize development costs.



## **Chapter 5 Housing Plan**

### **Introduction**

This element of the multi-municipal comprehensive plan provides guidance on preservation of the existing housing stock and on future residential development in the planning region. Housing planning includes review of all new residential developments, and preserving and enhancing the planning region's current housing stock. Preservation means adequate maintenance of homes, removal of hazardous and dilapidated structures, and enforcement of building codes and land development ordinances.

### **Housing Profile**

Residential land use, and particularly rural residential land use, is the primary type of development in the planning region. The townships have retained much of their rural characteristics. Finleyville, a built-out borough, has a traditional town development pattern - a central business district surrounded predominantly by single family housing on small lots, with a few other types of land uses also present.

In the more urbanized areas of the planning region, residential areas tend to have their own distinctive character and potential for satisfying selected types of housing needs. The older residential subdivisions of Carroll Township, for example, include more all-brick homes of a variety of styles on smaller lots. As a general rule, older homes are found in the denser areas of the planning region rather than in the outlying suburban areas where most of the housing is newly constructed. There, larger more modern homes are being built on larger lots of an acre or more.

#### ***New Housing Construction***

Across the planning region, the housing stock decreased by 0.2% during the 1990s. This was the net result of new housing development in Finleyville Borough (primarily infill development) and Nottingham Township (primarily greenfield development) accompanied by aggressive demolition programs in Carroll Township and Union Township.

New residential activity continues in Nottingham where an average of 36 new building permits was issued annually between 2000 and 2004. This activity level is expected to increase for the next several years until the area of the township with public sewer service is built out. Carroll and Union Townships have also seen significant upward trends in new housing construction since 2000. Countywide, new housing permits issued in the planning region since 2000 account for 6.3% of all new housing activity.

The trends in housing units closely parallel household trends during the 1990s, with the exception of Finleyville. In the case of Carroll Township,

households declined by 2.7% while the housing stock decreased by 3.7%. In Nottingham, households increased by 18.3% and housing units increased by 18.8%. In Union, a loss of 4.1% in households was accompanied by a loss of 4.7% of the housing stock. In Finleyville, however, households increased by 17 (7.6%) while housing units increased by 34 (14.3%). This outpacing of household growth by housing unit growth is reflected in Finleyville's housing unit vacancy rate of 11.4% - the highest in the planning region.

By far, most of the housing stock in the planning region is well-maintained, although quality does vary from area to area. Only a couple pockets of obviously deteriorating housing can be found.

### ***Homeownership***

Homeownership rates are high throughout the planning region, far surpassing the county and state rates of ownership. In 2000, the rate of homeownership in the planning region increased to 89.4% from 88.4% in 1990. The homeownership rates for the county and state in 2000 were 77.1% and 71.3%, respectively.

### ***Assisted Rental Housing***

Within the planning region, there is only one assisted rental housing complex. Union Valley Apartments, located on Route 88 in Finleyville, contains 36 family units. Two of the units are handicap-accessible. Qualifying renters must be income-eligible to lease an apartment.

### ***Housing Type***

Single-family housing units (both attached and detached) account for 85% of all housing in the planning region. Mobile homes represent 11% of the stock. The remaining 4% is comprised of multi-family apartment and townhouse units, with the largest number located in Finleyville Borough. In 2000, there were 224 multi-family residential units in the planning region. Both mobile homes and multi-family units are affordable housing options for persons and households who prefer to rent rather than own, who are on fixed incomes and/or who cannot afford to purchase and maintain their own home.

### ***Housing Cost***

The cost of new housing construction in the planning region illustrates the high income necessary to purchase such a unit. According to the new housing construction data maintained by the Census Bureau (and reported by the individual municipalities), the average construction cost of a new single-family home in 2005 ranged from \$174,260 in Union Township to \$181,447 in Carroll Township to \$212,000 in Nottingham Township. (No new housing permits were issued in Finleyville between January and August 2005, the period covered by the report.) Factor in a developer's profit margin of 10% and it becomes evident that the typical new single family house in the

planning region is unaffordable to approximately 75% of the 4,274 families in the planning region whose income level is \$75,000 or lower.

Even the existing housing stock can be unaffordable to many households. Housing is considered affordable when the owner or renter pays no more than 30% of household income toward mortgage or rent, regardless of the amount of household income. In 2000, 29% of planning region homeowners whose annual incomes were less than \$35,000 were paying 30% or more for housing. For renters, it was even more expensive: 42% of planning region households with annual incomes of less than \$35,000 were paying 30% or more toward housing costs. The continued growth of service sector jobs will also dictate a greater need for more affordable housing.

### ***Age of Housing***

The age of the housing stock in the planning region differed across the municipalities. The oldest housing can be found in Finleyville Borough, where a majority of the stock was built prior to 1940. This is a typical development pattern, with the borough serving as the population center of the region through the 1950s and 1960s. Carroll and Union Townships also have older housing stocks, with most units constructed prior to 1960. Reflecting its more recent housing development activity, Nottingham Township has the newest housing stock in the region with the majority of units built since 1970.

### ***Condition of Existing Housing***

As stated previously, by far the majority of existing housing in the planning region is in good condition or needs only minor rehabilitation. Minor rehabilitation is defined as needing only minor repairs to the exterior of the structure, such as a new coat of paint, new porch railings, new gutters, new steps, or new shutters, for example. Across the planning region, there are only a few locations where targeted housing rehabilitation and/or demolition efforts may be warranted. These locations include three areas in Union Township – near Route 837 south of Houston Run Road, McChain Road, and off of Stone Church Road – that contain mobile homes. Also, there are a few deteriorating homes in Finleyville Borough in the vicinity of First Street and Oak Street.

### ***Housing Need***

In the public planning process undertaken for this initiative, the need for new housing in an affordable price range for different household types was identified as a constraint in the planning region. With the average construction cost of a new single family home exceeding \$171,000 in an area where the median income is \$42,948, it is evident that more affordable new housing development is warranted.

Housing need is also demonstrated by the few rental units available in the planning region. According to the 2000 census, only 50 housing units were

vacant and available for rent. This represents less than 1% of the planning region's total housing stock.

## **Major Housing Issues**

Although living in the planning region has many benefits, several issues related to housing are evident.

### ***Broader Range of Housing Alternatives Needed***

Single-family housing accounts for 85% of the planning region's housing stock, and its prevalence grows as almost all new housing construction has been single-family detached units. Most of these newer units are being constructed in the greenfields of the townships. Residents who desire to live in a higher density environment, who cannot afford to purchase a home, or who are not interested in homeownership and maintenance, have very limited options. New multi-family housing, unless subsidized in some manner, is also likely to be out of the price range of many planning region residents.

The preponderance of single-family housing units in the rural areas of the townships is also limiting. Purchasing a home in the townships requires automobile ownership, which indirectly adds to the cost of homeownership. The lack of more new housing in the borough or in the more urbanized areas of the townships requires residents to purchase older existing houses with higher maintenance costs.

The combination of single-family units as the predominant housing type, and their primary location in the townships, results in more affluent households (those who can afford a new single-family home with private automobile access) generally living in townships. Those residents who choose not to live in a single-family house, or cannot afford to live out in the townships, are channeled into the borough or urbanized areas of the townships. This effect tends to force those who can least afford to own a home, or maintain an older home, in the areas with the highest home maintenance costs.

Finally, the shift in demographics will also impact future housing needs. As the residents of the planning region continue to age, different housing needs will emerge. Downsizing from a large single-family home to a more efficient townhouse, condominium or apartment offers a smaller housing unit for a smaller household, lower maintenance costs, and walkable access to amenities if located in an urban area. Newer developments of this type may also offer amenities for active persons as well as support services for senior residents. The lack of alternative housing types leaves many older residents with no choice but to remain in their larger older homes.

Developing a broader range of housing alternatives in the planning region involves many actions:

- Accurately assessing the market demand for alternative housing types
- Working with developers open to constructing alternatives to single-family housing units

- Actively working to revitalize urban areas, including assistance for housing rehabilitation and maintenance of older homes, rehabilitation and/or construction of all types of housing
- Ensuring that local zoning ordinances employ a variety of housing densities and types, including single-family, multi-family and mixed use zoning designations, and do not prohibit new infill development by requiring greater lot widths than what has traditionally been permitted, and
- Ensuring that local ordinances do not require excessively large minimum lot sizes.

### ***Revitalize Existing Housing Stock in Urbanized Areas***

Urbanized areas in the planning region, such as Finleyville and parts of Carroll Township, have unique features that create unique housing needs. The density of an urban neighborhood and its housing types are of a different scale than isolated rural housing or suburban subdivisions. Older housing in urban areas requires a higher degree of maintenance, thus increasing housing costs. Years of deferred maintenance by homeowners on fixed or limited incomes leads to a general decline in the housing stock and overall urban decay, if left unchecked.

When housing units decline in quality, so does their market value. Such a unit might be affordable to a lower income homebuyer, but it might also be attractive to an entity interested in acquiring investment properties that could be converted to multi-family units or simply rented as is. When several units in close proximity to each other become investment properties owned by absentee landlords, the neighborhood homeownership rate decreases. If the absentee landlords do not live in the area, property maintenance may not be a priority. Furthermore, if code enforcement is lax or property maintenance codes are not in place, the problem is exacerbated.

Density is also an issue in this scenario. In a rural area, the decline of a single isolated housing unit would have little effect on surrounding properties. However, when declining properties are in close proximity to one another, the impact is magnified and the influence on surrounding properties can be detrimental. Soon, one rundown house turns into a rundown block and then a decrepit neighborhood. Stopping the cycle is difficult. Reversing it is even more complex, costly and time-consuming.

Addressing declining housing units in urban areas is one of the most important actions a local government or planning region can undertake to halt further population loss and to create an environment that new residents find attractive and desirable. Working to maintain and improve urban areas is efficient from a land use perspective as it builds upon existing infrastructure and developed land, lessening development pressures in the rural areas. It supports sustainable development where households of various income levels and housing preferences can live, play and possibly even work. It also preserves distinctive, well-constructed housing units that are financially difficult to recreate in today's market.

***Promote Efficient Residential Development in the Townships***

Focusing revitalization efforts in urbanized areas will have a greater impact if measures are taken to effectively manage growth in the more rural townships. Municipalities faced with growth pressures today need effective tools for regulating development in a cost-effective and land-efficient manner. Higher density housing should be permitted where public water and sewer services exist and not beyond. Clustering new residential developments to preserve larger tracts of open space should be permitted by right, while traditional large-lot subdivisions should be the exception.

***Support Affordable Housing Initiatives***

The urbanized areas of the planning region, particularly Finleyville Borough, offer opportunities for the development of new affordable housing. Vacant lots present opportunities for new infill residential development that is compatible with surrounding structures. Finleyville's central business district offers a wide variety of commercial amenities in close proximity to residential streets. The underutilized upper stories of commercial structures in the business district provide additional residential development opportunities.

Taking a proactive approach to the matter could help new affordable housing units sell themselves. Working with a developer who is amenable to constructing smaller, lower cost homes in a desirable location could become a marketing tool for Finleyville. Promoting the borough as "the most affordable place to live in Washington County" could become an economic engine of its own accord.

## **Implementation**

The Housing Plan includes recommendations for enhancing the planning region's housing stock, managing future growth, and developing the framework on which to base regulatory controls, such as zoning ordinances and subdivision and land development ordinances. The following goals and objectives are proposed to carry out the recommendations included within the Housing Plan.

**Goal:** Promote the preservation of the existing housing stock to maintain affordable housing in the planning region.

**Objectives:**

1. Enforce zoning regulations, property maintenance codes and the Uniform Construction Code in an equitable manner.
2. Work with the Redevelopment Authority of the County of Washington to market housing rehabilitation activities throughout the planning region.

3. Encourage the demolition and clearance of severely dilapidated structures in order to arrest further neighborhood deterioration and decay.
4. Maintain and upgrade infrastructure such as streets, sidewalks and curbs to preserve the stability and integrity of existing residential neighborhoods.

**Goal:** Facilitate affordable housing initiatives of other entities within the planning region, including construction of affordable housing units, rehabilitation of existing housing units, homeownership assistance, and marketing of financial incentive programs.

**Objectives:**

1. Identify developers and homebuilders who are amenable to constructing affordable housing, including infill residential development in urbanized areas, in close proximity to existing neighborhoods and infrastructure.
2. Work with the Redevelopment Authority of the County of Washington to identify preferred locations for the development of new affordable housing, including vacant lots within existing neighborhoods, and market these to potential developers and homebuilders.
3. Target areas of concentrated deteriorated housing for rehabilitation, infill development and redevelopment, as needed.

**Goal:** Encourage the location of higher density housing within walking distance and convenient commutable distance of employment, shopping and other activities through downtown revitalization, mixed use developments and other creative strategies.

**Objectives:**

1. Adopt zoning regulations that foster the creation of housing units on the upper floors of commercial structures in downtown Finleyville.
2. Adopt zoning regulations that permit cluster residential developments by right.
3. Through land use regulations, promote the inclusion of multi-family housing types, such as apartments and townhouses, in residential districts located in or near urbanized areas with existing infrastructure.
4. Adopt zoning regulations that encourage and permit infill residential development on existing lots of record (i.e., traditional narrow lots with lesser front setbacks, etc.).

5. Consider incorporating contextual design standards for new infill housing so that the new structures are compatible and similar in size, height and design to existing surrounding homes.



## Chapter 6      Historic and Cultural Resources

### Introduction

This section of the plan focuses on the importance of preserving the region's historic and cultural resources. Planning region residents value these resources because they provide an enhanced understanding of the formation and progression of the area. Preserving historic resources can help connect today's generation to yesterday's way of life. People of all ages can better sense and appreciate the area's societal and cultural changes through historic and cultural resources. Historic preservation and heritage tourism are also avenues of economic development.

### Historic and Cultural Resources

#### The National Register of Historic Places

The National Register of Historic Places is the nation's official list of historical and cultural resources worthy of preservation. These properties may include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archeology, engineering, and culture at the local, state, or national level. The Pennsylvania Historical and Museum Commission's (PHMC) Bureau for Historic Preservation (BHP) is the agency that maintains this list in the Commonwealth of Pennsylvania. PHMC's website address is [www.phmc.state.pa.us](http://www.phmc.state.pa.us).

Placement on the National Register allows local government oversight, and provides some protection from federal agencies that assist, permit, or license activities that have an effect on historic resources. In addition, income-producing properties on the National Register may qualify for certain federal tax incentives, or become eligible for various grant opportunities.

Anyone can nominate a property for the National Register. Generally nomination forms are prepared by property owners, local governments, historic societies, citizens or state preservation agencies. However, if the owner of a private property objects to the nomination, the historic property cannot be listed in the National Register. In that case, the nominated property can only be designated as eligible for listing on the National Register.

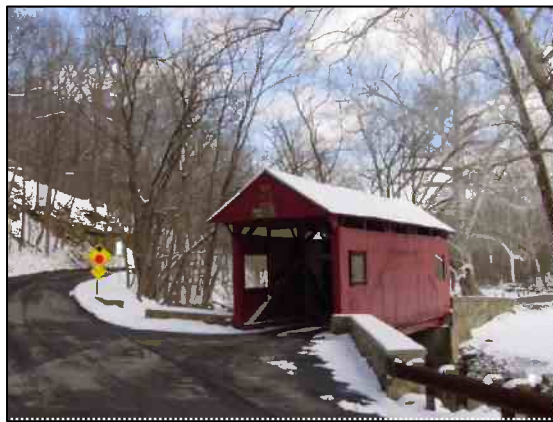
In Pennsylvania, nominations to the National Register are submitted to the BHP. BHP's role in this process is review and advisory in nature. BHP reviews submitted nominations to determine whether they meet the criteria for nomination to the National Register of Historic Places; conducts site visits to proposed historic districts; reviews adequacy of documentation; and assures that the procedures and standards of the National Register program are met.

The steps in the National Register process are as follows:

- Historic Resource Survey Form (HRSF): BHP receives descriptive and historical information on buildings, structures, objects, sites, and districts on the HRSF.

- **Eligibility:** Completed HRSFs are reviewed by a committee of BHP staff (using National Register criteria) to determine if properties are eligible for listing in the National Register of Historic Places.
- **Nomination:** If eligible, the owner may proceed with formally nominating the property to the National Register using the National Park Service registration form.
- **State Review Board:** Completed nominations are submitted to the Pennsylvania Historic Preservation Board; the Board reviews the nomination, designating whether or not it meets the criteria for evaluation and its level of significance prior to its submittal to the National Park Service.
- **National Park Service:** Approves nominations that are sent to it for listing in the National Register.

Located within the planning region are numerous historically and architecturally significant structures and other resources. Table 6-1 contains a list of the properties within the planning region that are included on the National Register of Historic Places or are eligible to be included on the National Register.



**Henry Covered Bridge in  
Mingo Creek County Park in Nottingham Township**

**Table 6-1**  
**Historical Properties Listed on or Eligible for the National Register**

Municipality	Historic Name	Address	Status
Carroll Township	Bogdan Property	Bogdan Road West Side	Eligible
Carroll Township	Derosa Property	South Side of S.R. 136 adjacent to Railroad	Eligible
Carroll Township	Hojo, Matthew & Son Woodworking Shop	South Side of S.R. 2023	Eligible
Carroll Township	Mathies Mine	South Side of Route 88	Eligible
Carroll Township	McCormick Property	Coyle Curtain Road	Eligible
Carroll Township	Van Voorhis House	Van Voorhis Lane T-598 at Junction with Route 481	Eligible
Carroll Township	Villers Property	Hazel Kirk Road North Side	Eligible
Carroll Township	Williams, Francis, Property	South Side of S.R. 1067	Eligible
Finleyville Borough	Finley, Francis, House	3578 Sheridan Avenue	Eligible
Finleyville Borough	Pittsburgh Southern Railroad: Hackett-Finleyville		Eligible
Multi-municipalities	Monongahela River Navigation System	Monongahela River	Eligible
Nottingham Township	Ebenezer Covered Bridge	Off L.R. 62032, Mingo Creek County Park	Listed
Nottingham Township	Henry Covered Bridge	T-822, East of Henry	Listed
Nottingham Township	McDonald/Henry House	Mingo Creek County Park	Eligible
Nottingham Township	Morrison-Hamilton Farm	Lutes Road between Venetia Road and Munntown Road	Eligible
Nottingham Township	Patterson, John Clark & Sarah, Farm	71 Patterson Road Eighty-Four	Eligible
Nottingham Township	Pittsburgh Southern Railroad	Along Venetia Road and Peters Creek	Eligible
Nottingham Township	Stewart Farm	352 Munntown Road	Eligible
Union Township	Barr House	4 Airport Road	Eligible
Union Township	Calderone Property	North Side of Huston Run Road, S.R. 1063	Eligible
Union Township	Curry Property	Jefferson Street	Eligible
Union Township	Denniston Property	Gill Hall Road, South Side S.R. 1008	Eligible
Union Township	Denniston, Samuel, Farm	Stonechurch Road	Eligible
Union Township	Dusmal House	L.R. 69174 Near Gilmore Road	Listed
Union Township	Estep Property	Finleyville-Elrama Road Northwest Corner	Eligible
Union Township	Gudenburr Property	Gill Hall Road, South Side, S.R. 1008	Eligible
Union Township	Happer Property	On Top of Hill West Side of Route 88	Eligible
Union Township	McVey Property	Courtney Hill Road North Side	Eligible
Union Township	Mingo Presbyterian Church and Churchyard	Route 88 and Mingo Church Road	Listed
Union Township	Parish Farm	45 Airport Road	Eligible
Union Township	Peters Creek Methodist Episcopal Church	Gill Hall Road North Side of S.R. 1008	Eligible
Union Township	Pittsburgh Coal Company: Shaft & Building		Eligible
Union Township	Pittsburgh Southern Railroad: Hackett-Finleyville		Eligible
Union Township	Powell Property	Top of Hill Above Huston Run Near Route 837	Eligible
Union Township	Thompson Property	Norman Road	Eligible

Source: PA Historical Museum Commission

In addition to those properties listed on (or eligible for) the National Register, there are also properties in the planning region that have local historical significance but have not been nominated for the National Register. Table 6-2 lists some of these properties.

**Table 6-2**  
**Properties of Historical Significance**

Municipality	Historic Property	Address	Comments
Finleyville Borough	Finley House	Washington Avenue	oldest structure in borough
Finleyville Borough	Hotel Francis	Washington Avenue	currently Tustin Apartments
Finleyville Borough	B&O Railroad Station	Railroad Street	
Finleyville Borough	First National Bank of Finleyville	Corner of Washington Avenue and Extension Avenue	currently the municipal building
Finleyville Borough	First Presbyterian Church	Washington Avenue	
Finleyville Borough	First Baptist Church	Marion Avenue	
Finleyville Borough	St. Francis Church	Washington Avenue	
Union Township	James Chapel UM Church	Stone Church Road	built in 1817
Union Township	Samuel Gaston House	Stone Church Road / McChain Road / Finleyville-Elrama Road	

*Source: Carroll Township, Finleyville Borough, Nottingham Township, and Union Township*



**James Chapel United Methodist Church (1817)**  
**In Union Township**

## **Municipally Regulated Historic Districts**

Municipally regulated historic districts can be created under the Pennsylvania Historic District Act (Act 167). Such districts are subject to regulation and protection by local ordinances that govern demolition and exterior alteration of buildings and structures within the historic district. These ordinances can be freestanding or incorporated in the local zoning ordinance.

There are no municipally regulated historic districts in the planning region, and none of the comprehensive plan municipalities has incorporated historic preservation provisions in its zoning ordinance.



**Residential Structure on Columbia Road  
in Carroll Township**

## **Historical Societies**

There are no historic preservation groups located within the planning region. However, there are two county historic societies and three local historic groups that include the comprehensive plan municipalities within their spheres of operations. These historic agencies are as follows:

- Washington County Historical Society in the City of Washington
- Washington County History and Landmarks in the City of Washington
- Donora History Society in the Borough of Donora
- Monongahela Area Historical Society in the City of Monongahela
- Venetia Heritage Society in Peters Township

The comprehensive plan municipalities should work with the above county and local historical societies to identify any historically or culturally significant resources in the planning region that are not listed in Tables 6-1 or 6-2. If warranted, the municipalities should work with these agencies to pursue funding for historic designation and/or preservation measures.

The comprehensive plan municipalities should also solicit citizen volunteers to prepare an inventory of the region's historic and cultural resources. The municipalities should then support historic groups' efforts to preserve these resources, including obtaining technical and financial assistance from county, state, and federal agencies, non-profit organizations (e.g., the Steel Industry Heritage Corporation), and other entities. If warranted, the municipalities may encourage the creation of a historical society for the planning region.



**Finleyville Municipal Building**  
**(formerly First National Bank of Finleyville)**

## **Implementation**

The Historic Preservation Plan establishes policies for preserving historic, architectural, and cultural resources within the planning region. The following goals and objectives are proposed to carry out the recommendations included within the Historic Preservation Plan.

**Goal:** Identify, preserve, protect, and enhance the historic, architectural, and cultural resources of the planning region.

**Objectives:**

1. Encourage the identification, preservation, protection, enhancement, and re-use (where appropriate) of historic and architectural resources.
2. Collaborate with and support the efforts of county and local historical societies to identify and preserve, restore and enhance historical, archeological, and cultural resources.
3. Through the Washington County Historical Society and Peters Creek Historical Society, receive current information on historical preservation programs, and public and private sector funding sources.

4. Where significant historic resources exist, apply to the Pennsylvania Historic and Museum Commission for National Register historic designation.
5. Create municipally regulated historic districts where significant historic resources exist.
6. Incorporate historic preservation into local zoning ordinances. For example, create historic overlay districts to protect and preserve historic properties and to prevent the introduction or encroachment of incompatible land uses.
7. Provide information about the historic rehabilitation tax credit available through PHMC to owners of eligible properties.
8. Work in close collaboration with county government, businesses, and others to apply for historic designation and funding under state, federal, and other programs.
9. Promote building code interpretation and streamlining of local approval processes to facilitate rehabilitation of historic properties.
10. As warranted, develop and adopt historic overlays to protect resources, particularly those on the National Register (or eligible for the National Register) and those located in municipally regulated historic districts.

## **Chapter 7      Natural Resources Plan**

### **Introduction**

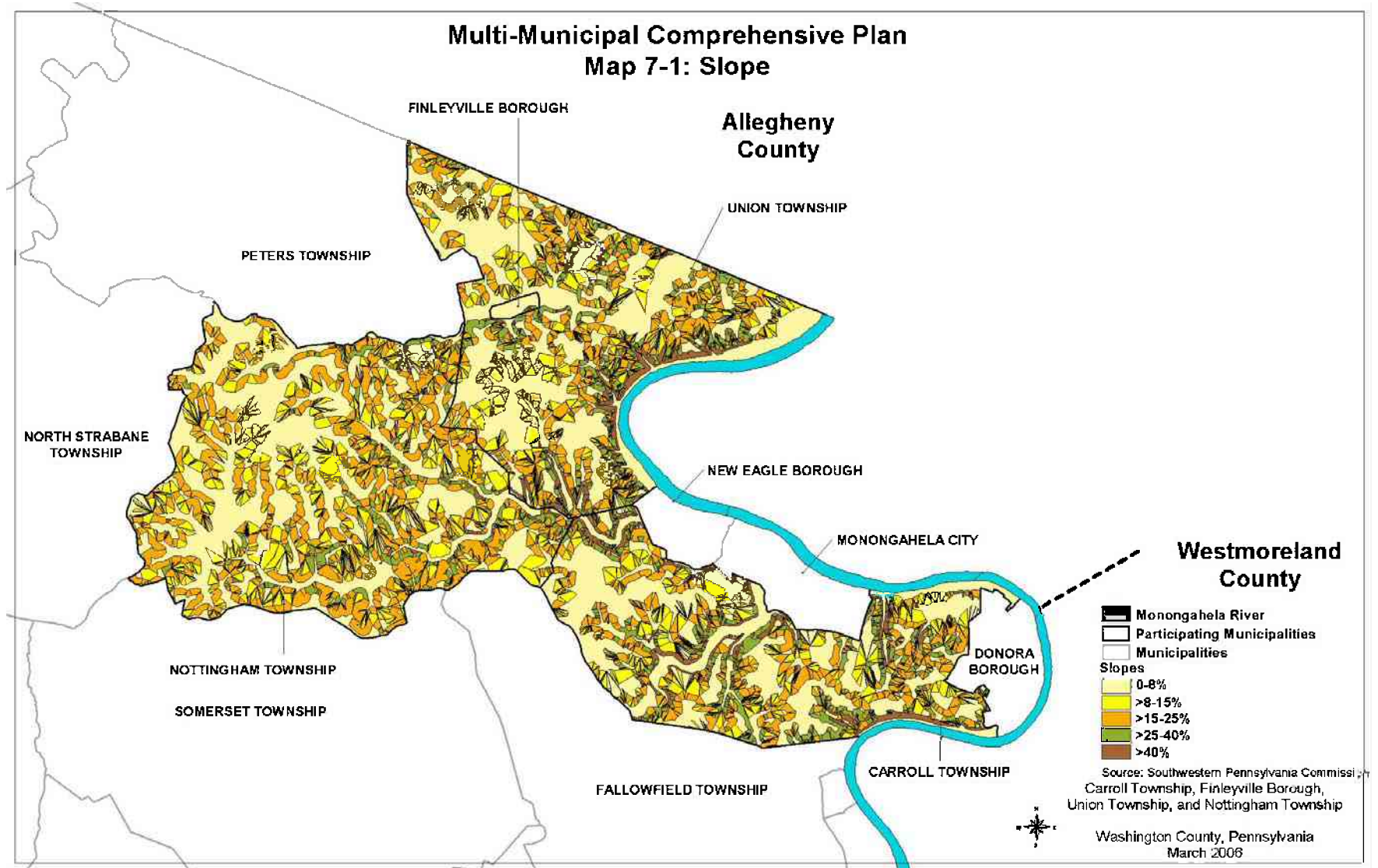
Natural resources and environmentally sensitive areas – streams, wetlands, watersheds, steep slopes, floodplains, woodlands, ecological habitats, conservation areas, geological characteristics, etc. – provide many assets to an area. They offer scenic beauty, recreational opportunities, and other benefits that contribute to a community's overall livability. These features make a community more attractive to both prospective developers and residents, but they also pose constraints to land use and development. For example, steep slopes and floodplains restrict where development can occur, and municipalities have the prerogative to ban all development within floodplains or on slopes with a gradient greater than 25%. Therefore, a comprehensive plan must address the protection and preservation of natural resources and environmentally sensitive areas and also recognize the limitations they present for future development.

### **Environmentally Sensitive Areas**

- **Slopes**

The planning region contains many steeply sloped areas. Slopes with a gradient of 15% or less are generally developable for all types of land uses. Slopes between 15% and 25% can be developed with some limitations. Development on slopes greater than 25% entails substantial grading, retaining walls, erosion controls, and use restrictions. Such measures often make development on steep slopes cost prohibitive. Consequently, slopes of 25% or more are often best preserved as open space, e.g., woodlands, conservation zones, recreation area activities (hiking, hunting, etc.), wildlife habitats, etc. Slopes within the planning region are shown on Map 7-1.





- **Floodplain**

The 100-year floodplain is the area adjacent to a river, stream, or watercourse that would be covered by water in the event of a 100-year flood. A 100-year flood is defined as a flood having a one percent chance of being equaled or exceeded in magnitude in any given year.

Floodplains benefit communities by helping to control stormwater flow. Development within a floodplain may constrict the area over which floodwaters flow, resulting in increased flood damage downstream due to increased floodwater flow velocities.

If development is not prohibited in a 100-year floodplain, mitigative measures (e.g., maintaining pervious surfaces along stream banks) may be required to avoid adverse effects of such development. Washington County's new (March 2006) hazard mitigation plan addresses floodplain development.

Communities that have land within the 100-year floodplain can participate in the National Flood Insurance Protection Program. This program assists communities with the adoption and enforcement of floodplain management ordinances to reduce future flood damage. The four comprehensive plan municipalities have floodplain ordinances and participate in the National Flood Insurance Program.

The portions of the planning region that are within the 100-year floodplain are indicated on Map 7-2.

Areas within the planning region that experience the most flooding problems include the following:

*Carroll Township*

- Pigeon Creek along Route 481 (Park Avenue)

*Finleyville Borough*

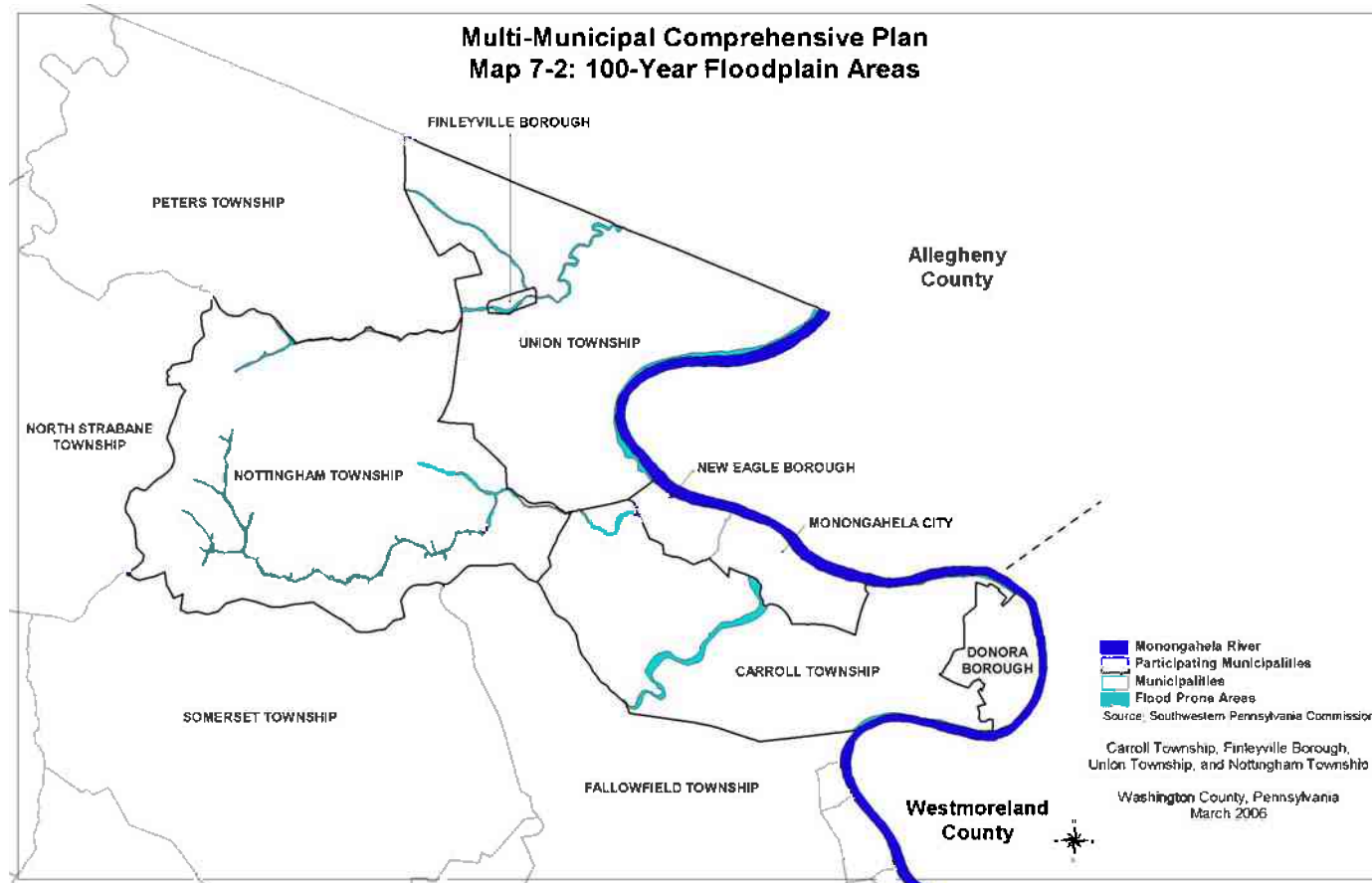
- Peters Creek (the entire length of the borough)

*Nottingham Township*

- Mingo Creek through Mingo Creek Park
- Peters Creek at Lutes Road

*Union Township*

- Peters Creek along Linden Street in the Rankintown area
- Airport Road near Route 88
- Route 88 in the vicinity of Ridge Avenue, Highland Avenue, Keystone Street, and Jack Street
- Peters Creek in the Gastonville area

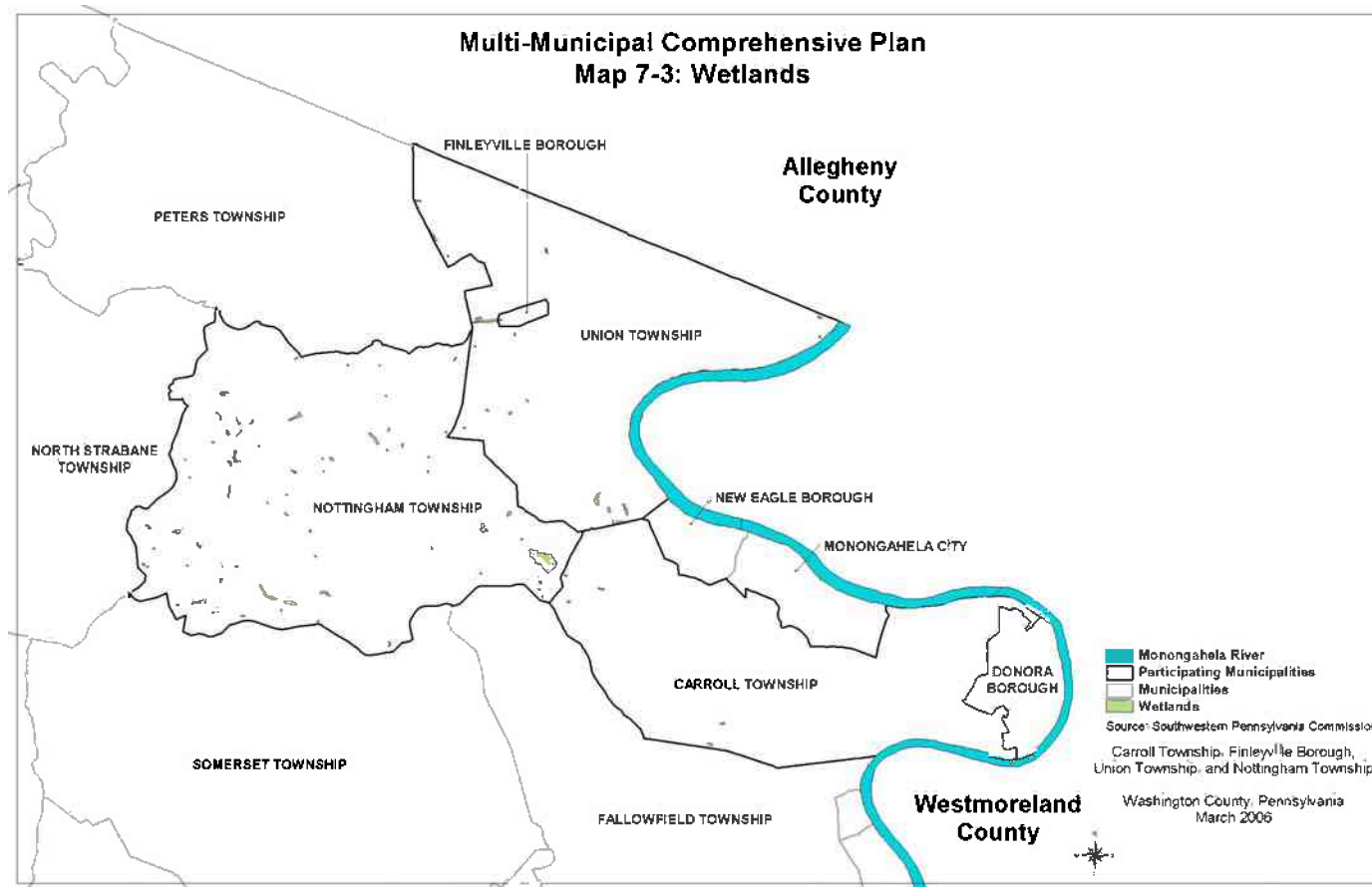


- **Woodlands**

Forests provide many benefits to the planning region. They offer scenic beauty, wildlife habitats, recreation opportunities, erosion prevention, water filtration, slope stabilization, etc. Forests within the planning region should therefore be preserved, and any large-scale harvesting of trees that occurs should be subject to mitigation and protection measures – erosion control, re-planting, etc.

- **Wetlands**

Wetlands are areas that are normally saturated with surface water. These areas include swamps, marshes, bogs, and similar areas. Wetlands provide wildlife and aquatic habitats, flood control, and other environmental benefits. The National Wetlands Inventory does not include any wetlands within the planning region, but there are small areas of wetlands scattered throughout the planning region that are not large enough to be included in the national inventory. Map 7-3 shows the location of wetlands within the planning area.



- **Biodiversity Areas**

Biodiversity areas (BDA) contain a wide variety of important plant and/or animal species and should be protected from development or other disturbances that could negatively impact the natural ecology and integrity of these areas. Their protection through land management and purchase, conservation easements, zoning practices, and other measures will preserve key ecosystems.

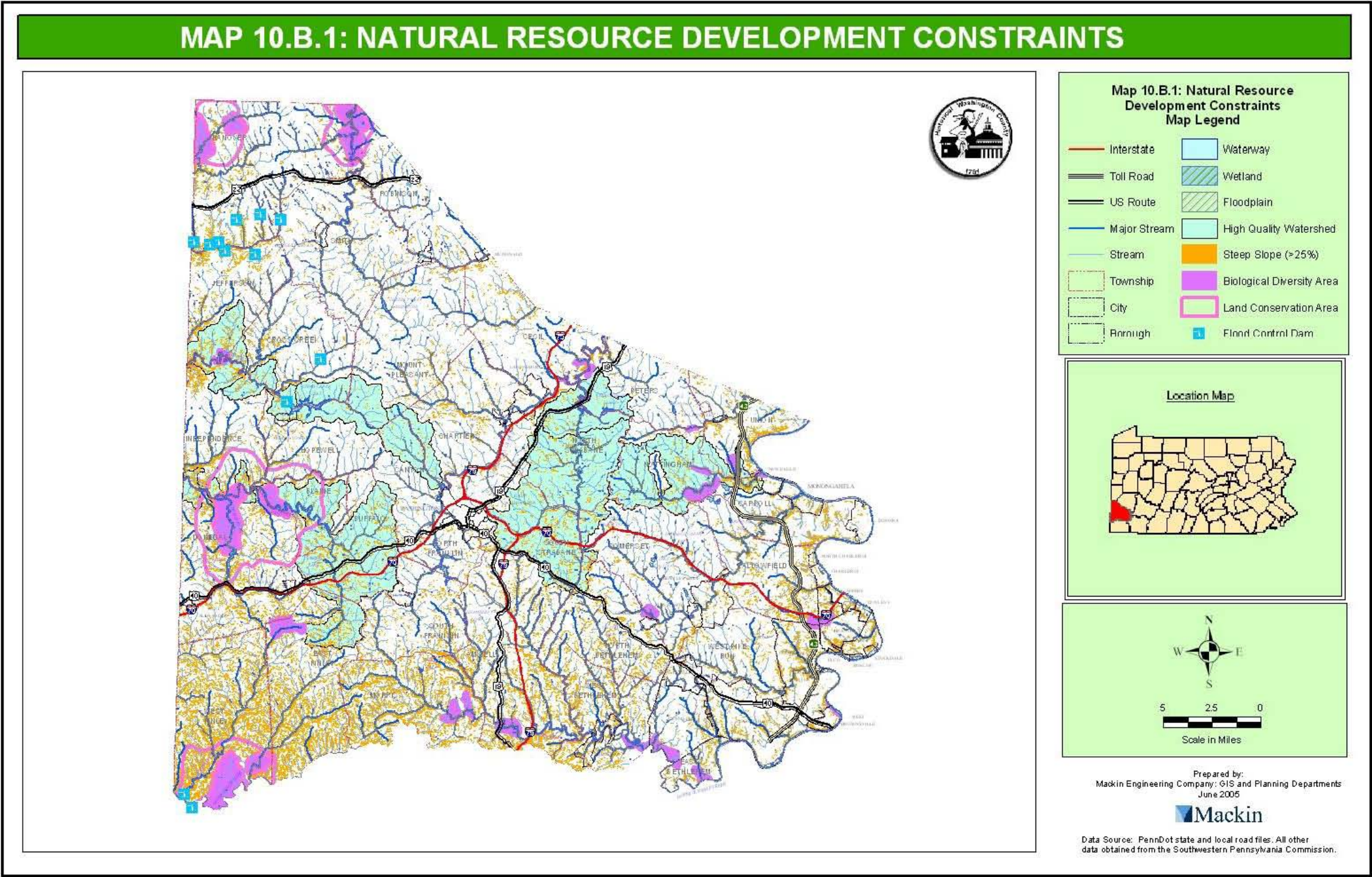
The Washington County Natural Heritage Inventory (1994) prepared by the Western Pennsylvania Conservancy identified the county's BDAs. It ranked them as Exceptional, High, or Notable according to their significance and the relative importance of their protection. The five BDAs in the planning region are listed in Table 7-1 and shown on Map 7-4. (Map 10.B.1: Natural Resource Development Constraints, from the Washington County Comprehensive Plan).

**Table 7-1**  
**Biodiversity Areas in the Planning Region**

Municipality	Area and Description	Rating
Nottingham Township	Wright's Woods BDA - Section of old growth oak forest - one of the best and last remaining examples in the county	High
	Munntown Road BDA - Forest community furnishing habitat for a species of special concern in Pennsylvania	Exceptional
	Mingo Creek BDA - A good example of a mesic central forest occupying the entire immediate watershed of Mingo Creek within Mingo Creek County Park	High
Union Township	Froman Run BDA - Mesic central forest community on the slopes and tributary valleys of Froman Run containing a population of rare plant in Pennsylvania	Exceptional
	Riverview Floodplain BDA - One of the very few remnant patches of floodplain forest along the Monongahela River	High



Map 7-4: Biodiversity Areas Map



Source: Washington County Comprehensive Plan



- **Landslide Prone Areas**

Landslides are a common hazard in many sections of the planning region. They can be particularly dangerous to people when they block roads or threaten homes. Development should not occur in or near landslide prone areas without consideration of slope, soil characteristics, drainage, etc. Any such development will entail mitigation measures, e.g., grading and slope stabilization.



**Landslide at back of house on Black Diamond Hollow Road  
Carroll Township**



**Lane restriction on Pleasant View Road,  
Union Township due to landslide**





**Landslide at edge of SR 837 in Union Township**

In addition to the landslide areas depicted in the above photographs, other landslide-prone areas in the planning region include the following:

- Carroll Township – Columbia Road near Route 837, and Gearing Road adjacent to Route 88
- Nottingham Township – Mingo Creek Park at Henry Bridge, Beagle Club Road near Little Mingo Creek Road, and Sugar Run Road between Sichi Hill Road and Valley View Road
- Union Township – Coal Bluff Road, Patterson Road, and Gilmore Road

## **Watersheds and Water Bodies**

- **Watersheds**

The United States Environmental Protection Agency defines a watershed as an area of land that catches rain and snow that drains or seeps into a marsh, stream, river, lake or groundwater. These surface waters and groundwater are sources of drinking water for the area. Therefore, protection of the water quality in a watershed is essential to insuring an adequate supply of clean water for people, wildlife and vegetation. Communities and environmental groups (e.g., watershed associations) must maintain efforts to reduce or eliminate surface water and groundwater pollutants. The Washington County Watershed Alliance promotes the improvement of land and water quality of the watersheds within Washington County.

All of the planning region's watercourses drain into the Monongahela River, which is part of the Ohio River watershed. The four largest sub-watersheds that lie completely or partially within the area and their DEP

water quality classifications are listed in Table 7-2 and are illustrated on Map 7-5.

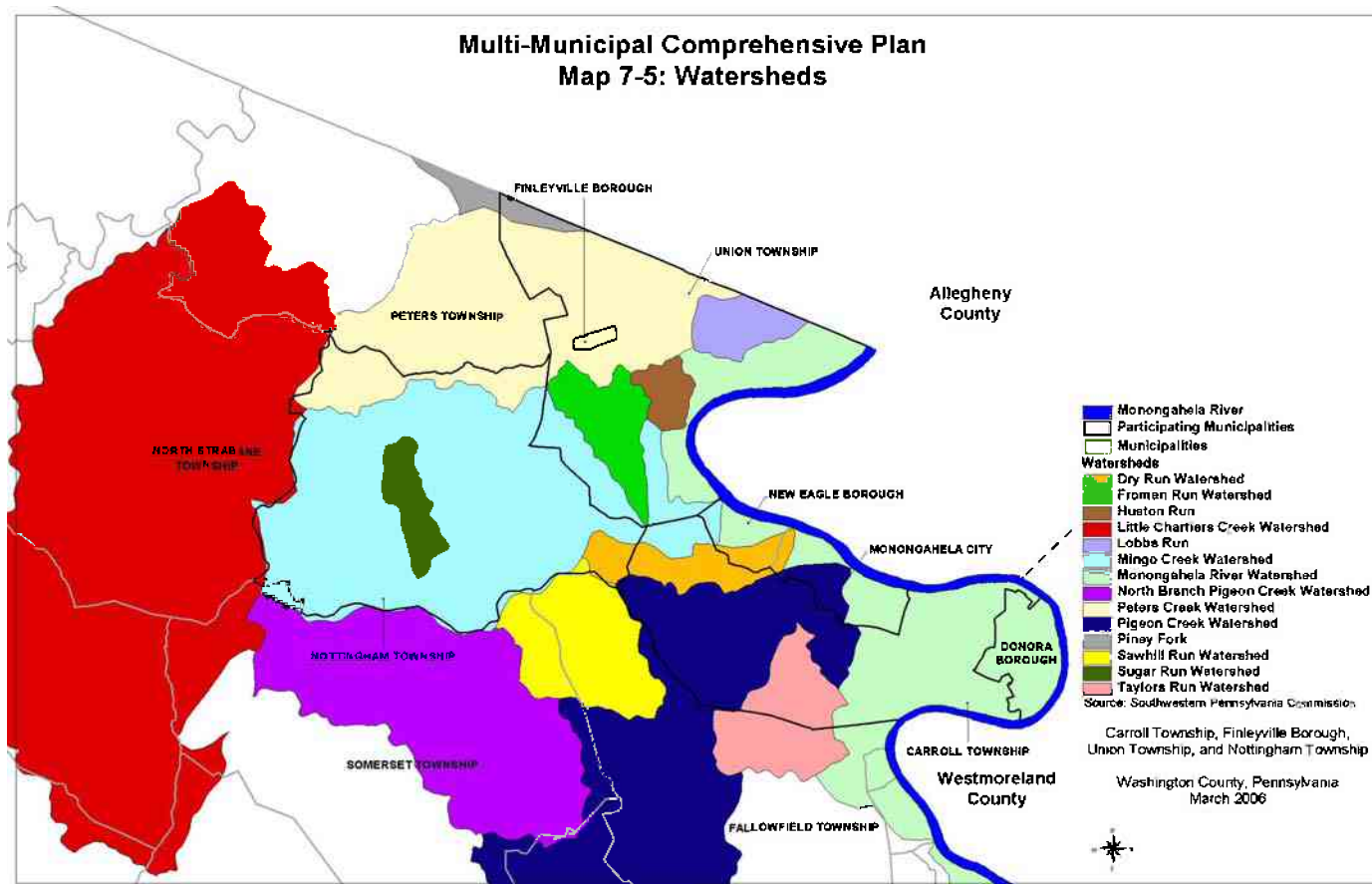
Table 7-2  
Planning Region Watersheds

Watercourse	Municipalities within Planning Region	Water Quality Classification *
Mingo Creek	Carroll and Nottingham Townships	HQ-TSF
Monongahela River	Carroll and Union Townships	WWF
Peters Creek	Nottingham and Union Townships	TSF
Pigeon Creek	Carroll Township	WWF

\* WWF - Warm Water Fishery

TSF - Trout Stocked Fishery

HQ - High Quality



- **Waterways**

The only navigable waterway in the area, the Monongahela River, is a major waterway to the Ohio River and Mississippi River. The Monongahela River provides a mode of transportation, recreational opportunities, and a habitat for wildlife and plants. The Monongahela River Conservation Plan (1998) addresses the preservation and protection of environmental resources along the river's corridor.

The planning region also contains a number of streams, ponds, and lakes that provide visual appeal, aquatic habitats, stormwater retention, and other environmental benefits. The area's major streams include Mingo Creek, Peters Creek, and Pigeon Creek.

The water quality of these surface waters and the area's groundwater is an important issue because both are sources of drinking water. Pollution of these sources thus has a direct impact on area residents, plants, and wildlife. Common sources of pollution include malfunctioning sewage systems (including raw sewage discharge), fertilizers, pesticides, industrial discharges, storm runoff, and abandoned mine drainage.



**Farm pond in Nottingham Township**



**Abandoned Mine Drainage on Route 837  
in Union Township**

One example of a program that protects water quality in rural areas is the U.S. Department of Agriculture's stream bank fencing program. Such fencing controls livestock access to streams, thereby improving water quality and stabilizing stream banks. The fencing program and related programs provide farmers with financial and technical assistance to plan, design, construct, and maintain stream fencing.

Since watersheds and waterways cross municipal boundaries, addressing watershed issues entails cooperation among watershed municipalities. The comprehensive plan municipalities should collaborate with each other and county, regional, state, and federal agencies to achieve their mutual goals of watershed and waterways preservation, conservation, protection, and enhancement. The Washington County Watershed Alliance promotes these goals in the planning region and through Washington County.

## **Soils**

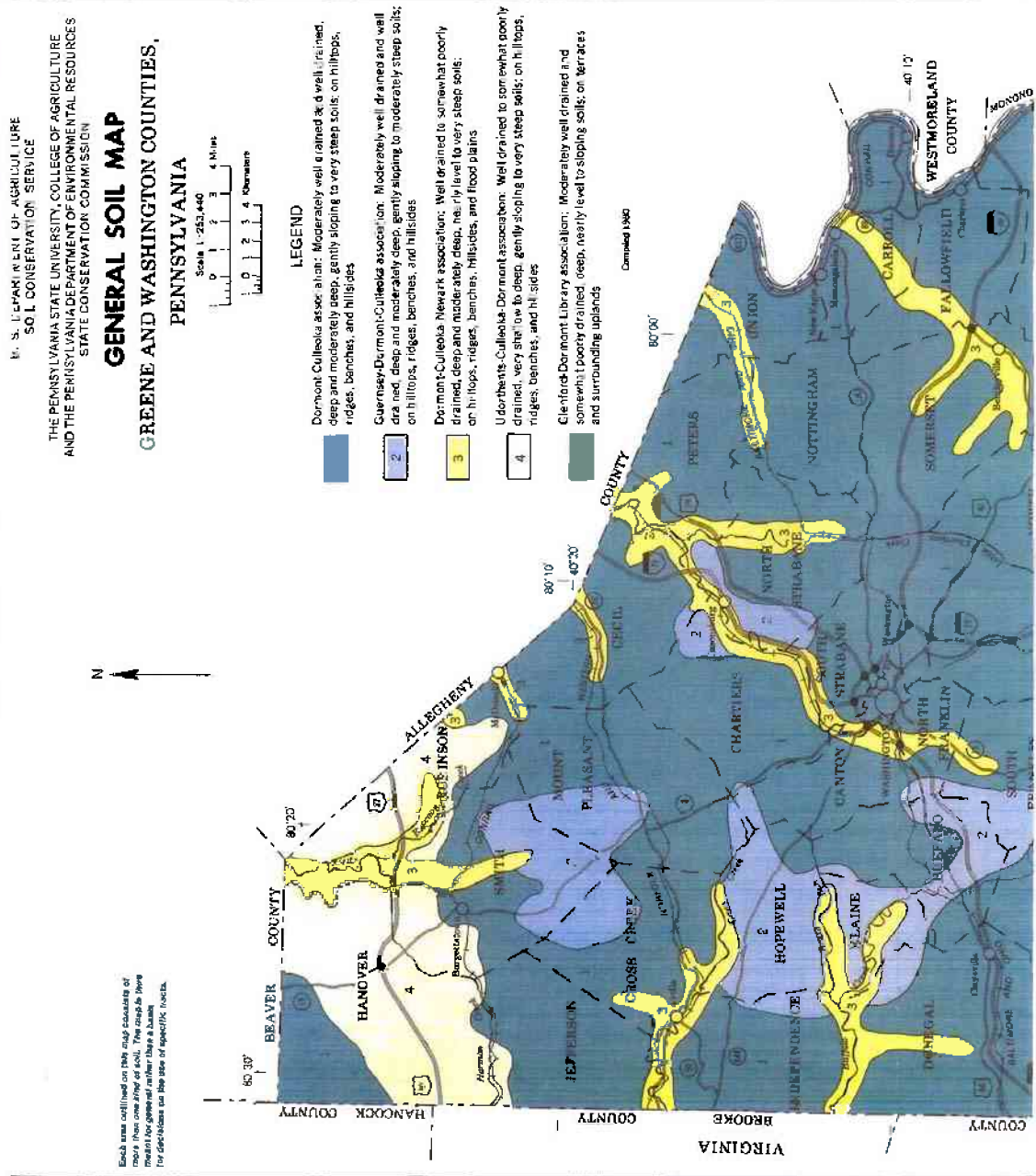
- **Soil Associations**

Soils are classified based on their permeability and load bearing capacity. Therefore, the qualities of soils present in an area help determine suitable land uses for that area. For example, soils that do not drain well may have water saturation levels that preclude development or restrict the placement of on-lot septic systems.

There are two predominant soil associations within Washington County and the planning region – Dormont-Culleoka and Dormont-Culleoka-Newark. Dormont-Culleoka soils, which cover about 90% of the planning region, are found on upland and mildly sloping sites. Dormont-

Culleoka-Newark soils cover many of the area's lower slopes and floodplains. A third soil association – Udorthents-Culleoka-Dormont – includes soils disturbed by strip mining operations. There are numerous varied soil types within these major soil associations. Map 7-6 indicates the location of these soil associations within the planning region.

## Map 7-6 General Soils Map





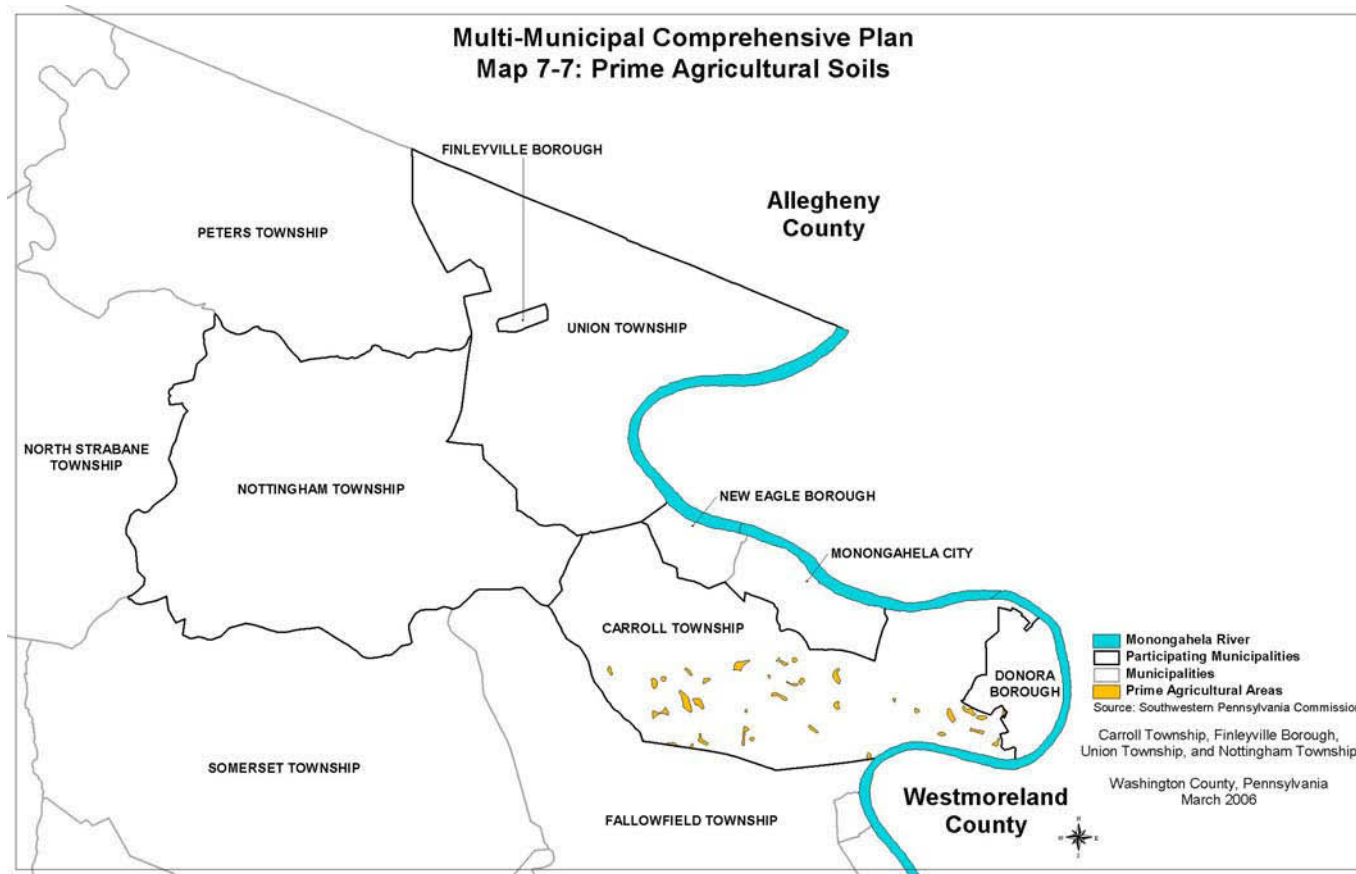
- **Prime Agricultural Soils**

The planning region is a rural area that contains some prime agricultural soil, i.e., soil whose characteristics make it naturally more suited for farming. The United States Department of Agriculture states that prime farmland is best suited for food, feed, forage, fiber, and oilseed crops, and produces the highest yields with minimal inputs of energy and economic resources. Consequently, farming on prime agricultural soils results in the least damage to the environment.

Map 7-7 indicates the location of areas of prime agricultural soil within the planning region. All of these areas are in Carroll Township, but Nottingham Township also has very good farmland.

(Note: Prime agricultural soil areas must be distinguished from agricultural security areas. Areas with prime agricultural soils are delineated by soil characteristics, while agricultural security areas are established to protect farmland from encroachment of non-agricultural uses without regard to the soil quality within the security areas.)





## **Mineral Extraction**

Mineral extraction may impact water supply sources, and mineral extraction is governed by statutes that specify replacement and restoration of water resources. The Pennsylvania Department of Environmental Protection administers and enforces regulations related to the mining of coal and industrial minerals.

- **Coal**

As noted in Section 2, the planning region's early economy centered on the coal industry, and most of the planning region consists of undermined areas. Washington County has six active underground mining operations, including Maple Creek Mine in Carroll Township. In addition, large refuse piles are clear evidence of former strip mining operations in the planning region. These refuse piles include those of the High Quality Mine that is located in adjacent Fallowfield Township, but whose refuse piles are in Carroll Township and Nottingham Township. Some of these refuse piles are highly visible from PA Route 43 and other area roads, thereby creating a negative impact on the area's visual appeal.



**Mine refuse pile in Union Township**

Another legacy of the area's mining heritage is mine subsidence. Mine subsidence can cause substantial damage to property and roads. Mine subsidence in the following areas of the planning region has resulted in damage or destruction to homes or property. (See Chapter 9 for a list of planning region roads that have been impacted by mine subsidence.)

*Carroll Township*

- Cracker Jack Road
- Van Voorhis Lane
- Victory Hill

*Nottingham Township*

- Patterson Road between Valley View Road and Gilkeson Road
- Sundust Road between Sugar Run Road and Route 136

*Union Township*

- Holman Road
- Gastonville neighborhood

Although the location of potential mine subsidence areas is unknown, mine subsidence insurance is available to area property owners.

Solutions for Progress, Inc. and the United Mine Workers of America Career Center have a contract with the Pennsylvania Department of Environmental Protection to inventory all abandoned mine lands in Washington County. To date, this abandoned mine inventory has identified 14 areas within the planning region that have been impacted by mining problems. These 14 problem areas are located in Carroll and Union Townships. They encompass 41 parcels of land containing more than 1,939 acres. The most commonly cited problems in these areas are underground mine fires, abandoned mine discharge, and gases from underground burning.

The comprehensive plan municipalities should continue to work with county, regional, state, and federal agencies to address the issues presented by the area's mining heritage. The Pennsylvania Department of Environmental Protection Bureau of Abandoned Mine Reclamation, the U.S. Department of the Interior Office of Surface Mining, and the Western Pennsylvania Coalition for Abandoned Mine Reclamation are three agencies that can provide assistance with the area's mine reclamation and abandoned mine drainage problems.

## **Air Quality**

Clean air is another natural resource that requires protection and preservation, and air quality can pose limitations for future development. In conformance with the federal Clean Air Act, the United States Environmental Protection Agency (EPA) designates air quality non-attainment areas for three pollutants (ozone, carbon monoxide, and fine particulate matter) and classifies them in accordance with the severity of the area's air pollution problem. Assignment of an area to one of the non-attainment classifications triggers various planning requirements with which the area must comply in order to meet the air quality conformity standards for projects listed on the area's Transportation Improvement Program (TIP). (See Chapter 9.) Non-attainment areas meet the required conformity standards for proposed transportation projects if the TIP projects will result in reduced pollution emissions when compared to 2002 emissions.

Washington County is one of 10 counties for which the Southwestern PA Commission (SPC) determines air quality conformity. The county is part of the Pittsburgh-Beaver Valley non-attainment area. SPC had made air quality conformity determinations for the 10-county 2005-2008 TIP and the 2030

Transportation and Development Plan and concluded that they satisfy the applicable conformity criteria.

## **Other Factors**

There are other factors that can detract from an area's natural resources and assets. One such factor is illegal dumping. Another is abandoned vehicles. There is evidence of both in some areas of the planning region. Both factors have negative impacts on the area's visual aesthetics, and they may also significantly degrade the environment depending on the type of material that is dumped. The comprehensive plan communities should continue to enforce property maintenance ordinances and other ordinances to address these problems.



Abandoned vehicles in Union Township



Illegal dumping in Carroll Township

## **Protective Measures**

There are a number of measures that communities can take to preserve and protect natural resources. These measures included conservation easements and sustainable forestry management programs.

- **Conservation Easements**

A conservation easement is a voluntary legal agreement between a property owner and a conservation organization, e.g., the Western Pennsylvania Conservancy or the Allegheny Land Trust. Through a conservation easement, a property owner retains the ownership and use of the land, while the conservation organization obtains the development rights to the land.

Conservation groups use conservation easements to conserve an area's natural, scenic and historic features, e.g., watersheds, wildlife habits, open space, woodlands, and rural character.

There currently are no conservation easements in the planning region, but interested property owners can obtain information about these easements from the Western Pennsylvania Conservancy ([www.paconserv.org](http://www.paconserv.org)) and the Allegheny Land Trust ([www.alleghenylandtrust.org](http://www.alleghenylandtrust.org)).

- **Sustainable Forestry Management Programs**

Communities can enhance the quality of life they offer current and future residents by developing sustainable forestry management programs. These programs provide communities with technical and financial assistance, as well as training and educational opportunities. Through these programs, communities can restore and preserve trees, green spaces and wildlife habitats via tree planting and maintenance and other activities.

To date, none of the four comprehensive plan municipalities has established a sustainable forestry management program. The Penn State Cooperative Extension in Washington, PA [(724) 228-6881, [www.washington.extension.psu.edu/](http://www.washington.extension.psu.edu/)) provides assistance to municipalities wishing to develop such a program.

## **Conclusions**

Natural resources help determine an area's quality of life. They are important assets that make a community attractive to residents and businesses. Therefore, it is essential to both protect and enhance natural resources and recognize the constraints they present to development.

The planning region municipalities must act both locally and in collaboration with county, regional, state, and federal agencies to preserve the region's natural resources for present and future residents.

## **Implementation**

The following goals and objectives are proposed regarding the planning region's natural resources.

**Goal:** Identify, preserve, conserve, protect, and enhance the natural resources of the planning region for current and future generations

**Objectives:**

1. Protect and retain water resources to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, and water supply. This can be achieved through land use regulations that identify and protect natural resources and environmentally sensitive features, e.g., watersheds, floodplains, riparian buffers, wetlands, steep slope areas, biodiversity areas, and ecosystems. A stream corridor overlay district within a zoning ordinance is one example of this type of land use regulation.
2. Protect and manage woodlands by incorporating measures to encourage tree protection and conservation design methods in land use regulations.

3. Encourage the reclamation and redevelopment of former mineral extraction sites for recreational and other appropriate uses.
4. Collaborate with regional partners to acquire, remediate, reclaim and/or reuse abandoned mine sites.
5. Collaborate with county, regional, state, and federal agencies to implement the Monongahela River Conservation Plan.
6. Encourage and support the efforts of environmental and conservation agencies, including land acquisition, conservation easements, etc. to preserve and protect natural resources.
7. When reviewing land development proposals, require soil survey analysis to insure the suitability of the site for such development, and identify natural resources, i.e., wetlands, floodplains, natural heritage areas, etc.
8. Update and implement stormwater management plans and ordinances.
9. Preserve prime agricultural soils by maintaining, expanding, and creating new agricultural security areas.
10. Enact and enforce property maintenance codes and other ordinances to curtail illegal dumping and abandoned vehicles.
11. Collaborate with county, regional, state, and federal agencies and Washington County Conservation District, Washington County Planning Commission, Washington County Watershed Alliance, and local watershed associations to pursue funding to prepare and implement plans that address the preservation, conservation, protection, and enhancement of natural resources, e.g., sustainable forestry management programs.

## **Chapter 8 Community Facilities and Services**

### **Introduction**

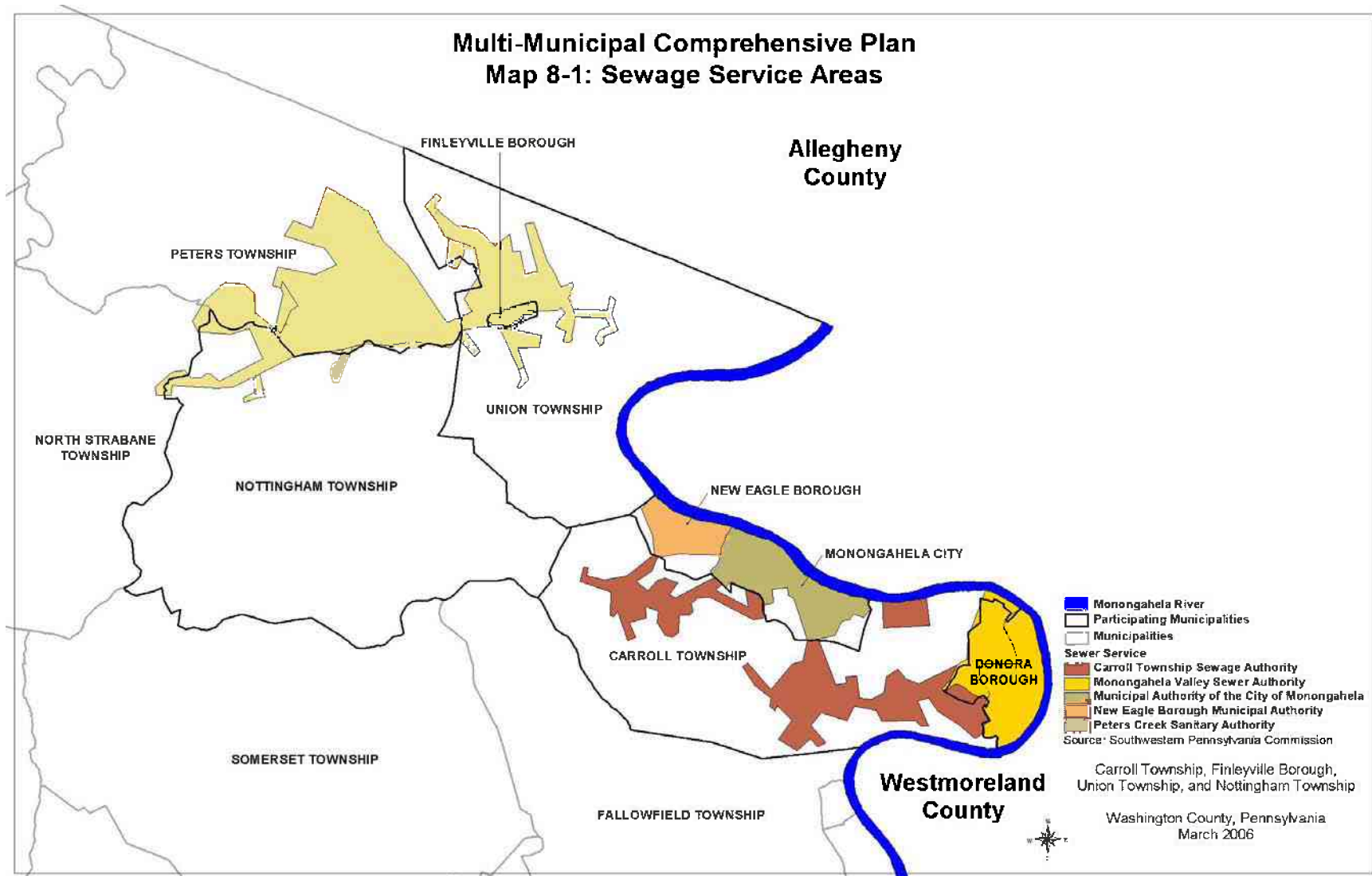
This element of the Multi-Municipal Comprehensive Plan addresses the public facilities and services located within the townships and the borough. Community facilities and services must be provided according to existing and projected needs of the planning region. In reality, the Land Use Plan and the Community Facilities and Services Plan are developed in a coordinated manner. The location and capacity of water and sewer service, in particular, influence where and how much development can be accommodated in a municipality or planning region. Furthermore, by limiting where new services (particularly water and sewer) are provided, a governing body can manage and guide future development to locations where these services are already provided, or where they can be provided in a more cost-effective manner.

According to the Washington County Comprehensive Plan, the development of public infrastructure elements (such as water and sewer) has not kept pace with private infrastructure elements (such as natural gas, electric, and telephone utilities). Because private companies typically invest a significant portion of their profits back into their services, maintenance and extensions are more easily financed. However, with public entities such as those that own and operate public water and sewer systems, costs outpace revenues. As a result, municipal water and sewer systems are older, with many struggling with increased debt and failing systems.

### **Sewage Facilities**

In Pennsylvania, municipalities are responsible for wastewater planning as authorized by the Sewage Facilities Act (Act 537). Each municipality is required to have an official wastewater facilities plan that sets forth guidance on wastewater collection, conveyance, treatment and disposal. The plan must set forth strategies to correct existing problems and to prevent future problems. As a result, municipalities are required to engage in proper planning and permitting of all types of sewage systems, permitting of individual and community on-lot systems, and uniform standards for on-lot systems. A municipality's Act 537 Plan should be consistent with its comprehensive plan. The Future Land Use Plan of the planning region should guide the development of and amendments to the Act 537 Plan.

The municipalities included within the planning region are served by four different sewerage providers. A list of these providers is included in Table 8-1 and the respective service areas are illustrated on Map 8-1.





Sewage District #19 includes Upper Peters Creek which covers Peters Township, Finleyville Borough, Union Township and Nottingham Township. The Peters Creek Sanitary Authority manages this district. The Pennsylvania Department of Environmental Protection (DEP) has identified this sewage area as a concern due to the overload of the Peters Creek Interceptor located in Allegheny County. As a result, the sewered area within this watershed is under tap restrictions. Working toward alleviating this concern, the Authority has been diligently working with DEP to secure funding to update its Act 537 Plan. In October 2005, DEP approved funding for the planning document.

**Table 8-1. Planning Region Public Sewage Providers, 2005**

Provider	Service Area	Customers	Service Capacity	Monthly Cost to Customers	Present Debt
Carroll Township Sewage Authority	Portions of Carroll Twp	1,917	MACM interceptor 0.346 mgd; MVA interceptor 0.133 mgd	Residential: \$50.50; Commercial: \$9.79/1,000 gallons after base rate	\$3.2 million
Monongahela Valley Sewer Authority	Donora, Carroll Twp, Monessen	6,455	Daily flow 4.96 mgd; peak flow 12.5 mgd	\$55.00 per quarter for 10K gallon max; \$5.50/1,000 gallons over max	\$3.55 million
Municipal Authority of the City of Monongahela	Monongahela, Carroll Twp	7,379	1.5 mgd	NA	NA
Peters Creek Sanitary Authority	Finleyville and parts of Nottingham, Peters and Union Twps	3,829 tap-ins	25% active flow at 24" maximum interceptor sanitary line	Flat rate: \$22.00 per service period; Public water users & private meters \$13.00 minimum for up to 2,000 gallons	\$1.96 million

Sources: Washington County Comprehensive Plan (Mackin Engineering, 2005)  
 Southwestern Pennsylvania Commission

Sewerage District #20 includes the village of Elrama (in Union Township) and small development areas within the Huston Creek Watershed. This area was not identified by DEP as a concern and the approval to provide sewerage to Elrama from the West Elizabeth (Allegheny County) was given several years ago. However, due to recent information released regarding the plant capacity at West Elizabeth, DEP is working with Elrama, West Elizabeth and Jefferson Hills to determine potential remediation.

Sewage District #22 encompasses the City of Monongahela and the western area of Carroll Township and is served by the Municipal Authority of the City of Monongahela. This area includes three watersheds: Mingo Creek, Pigeon Creek and Maple Creek watersheds. In January 1997, the Carroll Township Sewage Authority adopted an update to its Act 537 Plan. The Plan covered the period of 2000-2020. This service area has been identified by DEP as a concern due to its combined sewer overflows. Typically, this occurs during periods of heavy rainfall when stormwater drainage flows into the sanitary sewer system. In Carroll Township, however, the sanitary sewers have been separated from the storm sewers.

Sewage District #23 covers the Borough of Donora and a small area of the far eastern section of Carroll Township. This area is served by the Monongahela Valley Sewage Authority. This area was also identified as an area of concern for combined sewer overflows and is considered a high priority area by the California District Office of DEP.

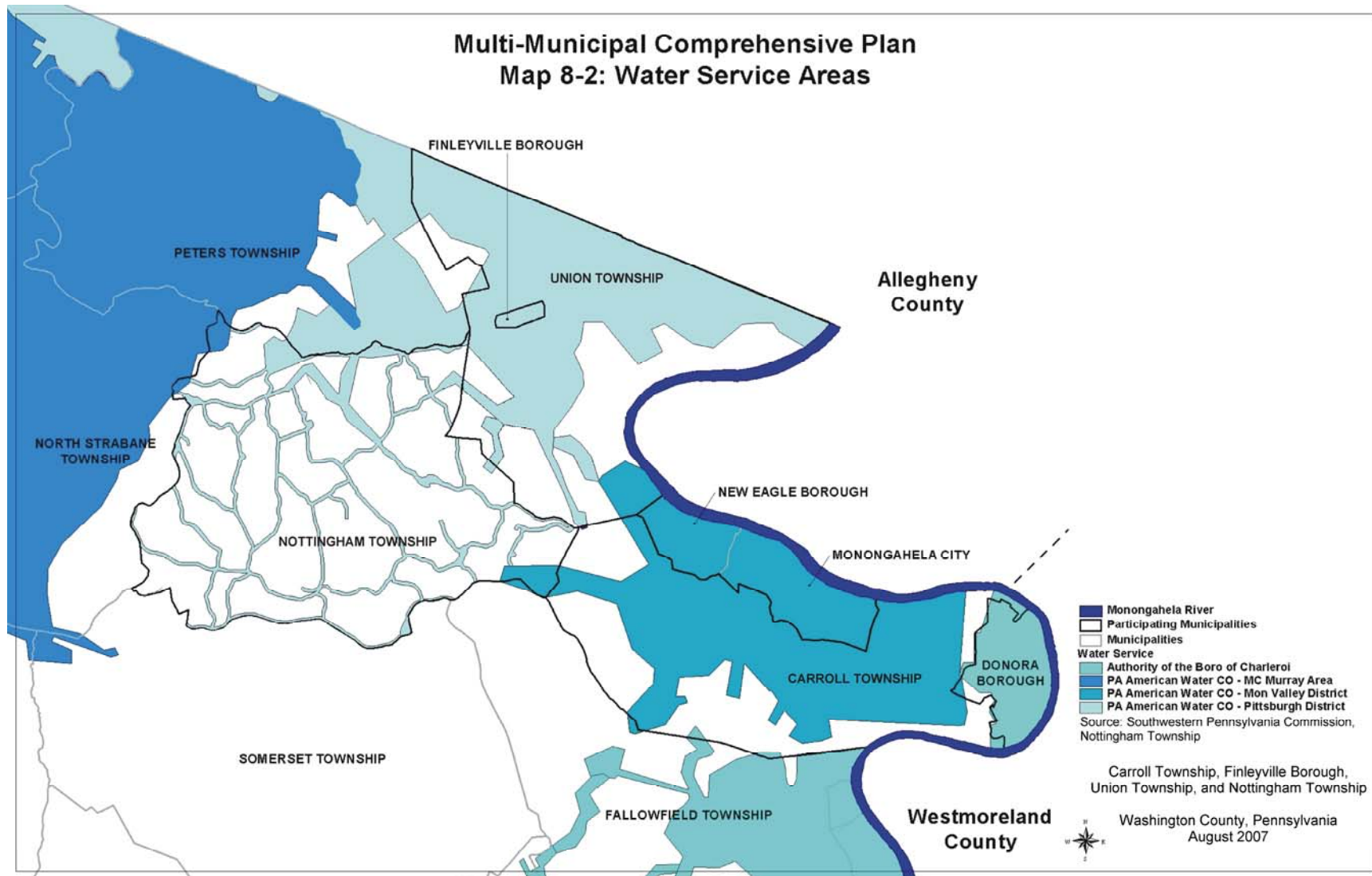
In those areas of the planning region where public sewer service is not available, on-lot septic systems provide coverage. These systems are privately owned and maintained by the homeowner. In rural areas, septic systems are common and proper maintenance is required to ensure public health and safety. These systems are required to be constructed, installed and operated in accordance with DEP standards, but local municipalities are responsible for enforcing the state regulations.

The lack of public sewer service can be viewed as a deterrent to growth and development, or as is the case with Nottingham Township, a way of managing growth. The southern two-thirds of the township will more than likely remain without public sewer for the foreseeable future. As a result, new residential development will be limited to single-family housing units on larger lots to accommodate adequate absorption areas for the systems.

In developing the Land Use map, entities in the planning region considered the potential for future sewer service areas and balanced it with the knowledge that development follows closely on the heels of sewer service. In order to prevent sprawl and to preserve valued farmland and other rural resource areas, the comprehensive plan Steering Committee recognized the impact of concentrating new service areas around the periphery of existing service areas. Additionally, locations where intensive commercial development is expected to occur in the vicinity of the Mon-Fayette Expressway interchanges (in Carroll Township and Union Township) and in the vicinity of the planned interchange of the Southern Beltway (in Nottingham Township) were identified as anticipated future growth areas. Acknowledging that much of the townships could not be provided with public sewer service on a cost-effective basis, and that many property owners preferred the option of no public sewer service to preserve their rural environment, much of the townships (particularly Nottingham and Union) will remain primarily rural in nature.

## **Water Service Facilities**

Public water service is available to a significantly greater area within the planning region than public sewer service. For example, approximately 25% of Carroll has public sewer service, but about 60% of the township has water service. The Mon Valley District of Pennsylvania American Water Company (PAWC) is the township's primary provider with a small area on the outskirts of Donora served by the Authority of the Borough of Charleroi.



Approximately 20% of Union Township has sewer service but as much as 75% of the municipality has water service made available through the Pittsburgh District of PAWC. Only a very small section in the northern area of Nottingham Township has public sewer services but nearly all the township has public water service provided by the Pittsburgh District of PAWC. Finleyville Borough has complete water and sewer service coverage. Map 8-2 illustrates the areas within the planning region that have public water service.

## **Water Supply**

According to the County Comprehensive Plan, private wells provide many residents and agriculturally oriented pursuits in the planning region with potable water. Therefore, protecting the quality and quantity of the water supplies is essential to many homes and farms in the region as well as the county. Additionally, source water such as the Monongahela River contributes to water resources and the public water supply.

According to the Washington County Comprehensive Plan, the county in 2004 was designated as a Groundwater Guardian Community by the Groundwater Foundation “for its efforts to protect local groundwater supplies.” Studies are underway in several watersheds to identify new information on previously unidentified water pollution sources.

Non-point source pollution, such as abandoned mine drainage, is addressed in Chapter 7, Natural Resources.

Groundwater is defined as water under the surface of the earth in the saturated zone (PA DEP, 2004). Groundwater is a daily source of water for all types of community need, including residential, agricultural and industrial uses. Many man-made circumstances impact the quality of groundwater, such as abandoned mine drainage, malfunctioning septic systems, and excess sediment from new development activities. In order to provide clean and safe drinking water, municipalities should control those activities over which they have authority. Requiring developers to manage the quality and quantity of water runoff from new construction activities can be regulated through zoning and subdivision and land development ordinances. The Washington County Conservation District is responsible for requiring developers to comply with state and federal regulations on stormwater management from development sites. However, there is a need for stormwater management ordinances throughout the planning region.

Making malfunctioning on-lot septic systems a priority for public sewage service or alternative septic options is another responsibility of local government.

The municipalities in the planning region recognize that:

- Lawful activities such as extraction of minerals impact water supply sources and such activities are governed by statutes regulating mineral extraction that specify replacement and restoration of water supplies affected by such activities.
- Commercial agriculture production impacts water supply sources.

The Monongahela River is the primary natural water source for Washington County. The primary constraints of the river include the costs and locational issues involved in siting new water purification plants along the river.

## **Schools**

Students residing in the planning region attend public schools within the Ringgold School District. In 2003, enrollment in the district totaled 3,755. By 2004, enrollment dropped to 3,704. According to the Ringgold School District, student enrollment projections through 2015 anticipate an additional decrease of 886 more students, or about 24% of its current enrollment. This is the largest decrease among all school districts in Washington County. With such a steep decline in projected enrollment, it is also anticipated that state and federal subsidies per student will decline. Currently, the school district is in the process of selecting a qualified consultant to prepare a long-term feasibility analysis for the district relative to its physical facilities, programming and declining student enrollment. Cooperation and collaboration between municipalities and school district officials on future development would be very advantageous to the planning region.

Annual tax revenues for Ringgold School District total \$14,979,850. This amount ranks the school district eighth in tax revenue among the fourteen districts in Washington County. In the district, the cost of education per elementary student is \$5,470, the lowest amount among the county's school districts. For secondary school students, the cost is \$6,967 per student, which is the sixth highest among the county's school districts.

In addition to public schools, families also have the choice of home-schooling and private schools in the planning region. In 2004, a total of 48 students were home-schooled. These students were educated at home, typically by one or both parents, and followed a curriculum established by the state. The Ringgold School District is responsible for tracking these students and their progress; however, the district receives no state or federal subsidy for these 48 students.

There are nine private schools in the county. Madonna Catholic Regional Schools in Donora and Monongahela has campuses in the closest proximity to the planning region.

## **Hospitals**

There are three hospitals in Washington County. One of these, Mon Valley Hospital (MVH), is located in Carroll Township. MVH is the single largest employer in the Mid-Mon Valley with approximately 1,000 employees as of 2002. The hospital has a 253-bed capacity with a 180-member staff providing critical, cardiac, oncology, emergency, medical, surgical, obstetrics and gynecology, psychiatric and rehabilitation services.

## **9-1-1 Service**

According to the County Comprehensive Plan, the Washington County Department of Public Safety is planning to deploy E (Enhanced) -911 service for wireless callers. Wireless E-911 service is divided into Phase I and Phase II. Phase I E-911 service will provide the 911 Center the ability to view the location of the tower in which a wireless call is being placed from, as well as the caller's phone number. Phase II E-911 service will provide the 911 Center with the ability to locate a wireless caller via geographic coordinates that will be provided by a GPS chip inside the phone. Currently, there is no time line of when deployments or requests for service will take place due to the fact that technological upgrades have to be completed within the 911 Center.

## **Police Services**

Within the planning region, municipalities utilize a combination of municipal police officers and/or Pennsylvania State Police officers. Carroll Township has its own municipal police force of three full-time officers. Union Township and Nottingham Township rely on the services of the Pennsylvania State Police. Finleyville Borough contracts with the City of Monongahela Police Department.

In a municipality that has its own police department, the State Police will typically refer calls from citizens to the local police department which has jurisdiction in the caller's location. In emergency situations, the State Police will respond to assist, as well as refer the incident to the responsible police department. If the local police department is a part-time agency and off-duty, the Pennsylvania State police will respond to all emergency calls.

In addition, it is State Police policy to offer and render assistance to any law enforcement agency upon request. Such assistance would be provided through use of state police personnel, available equipment and facilities, e.g., helicopters, laboratory services, training courses, communication facilities, alcohol breath testing equipment, crime scene processing, special emergency response team and many other services.

## **Fire Protection Services**

There are several volunteer fire departments that provide protection in the planning region. Carroll Township is covered by the Carroll and Valley Inn Volunteer Fire Departments. Union Township is covered by the Elrama and Finleyville Volunteer Fire Departments. Nottingham Township is covered by Ellsworth-Somerset, Valley Inn and Finleyville Volunteer Fire Departments. Finleyville is covered by the Finleyville Volunteer Department.

According to the Washington County Comprehensive Plan, it is becoming much more difficult to recruit volunteer fire fighters even though the need is as strong as ever. Additionally, the costs of responding to and fighting fires have increased as has insurance liability costs.

## **Emergency Medical Services**

There are 12 emergency medical service providers throughout the county, which is a member of the Southwestern Emergency Medical Services Council of Pennsylvania. These providers are regulated by the State Department of Health and provide services on a local basis. Ambulance companies serving the planning region include Peters Township Ambulance Service, Jefferson Hills Ambulance Service, and Tri-Community Ambulance Service.

## **Solid Waste Management**

Solid waste management is the responsibility of the county, which is required by state law to develop a solid waste plan for the proper removal of municipal, industrial, and medical wastes. According to the County Comprehensive Plan, Washington County updated its solid waste management plan in 1999. The plan determined that the current system of collection and disposal of solid waste is sufficient and offered several policy recommendations for local municipal officials to follow in order to reduce cost and improve services to residents. The plan strongly encourages a more aggressive and proactive approach to recycling programs and also outlines the county's policy of providing technical expertise and coordinating activities to facilitate improvements to local solid waste plans. There are no new waste facilities planned for the county at this time.

Municipalities in Pennsylvania with populations above 5,000 are required to provide recycling programs for residents. Municipalities that participate in the program are eligible for Recycling Program Performance. The grant awards are based on the total tons recycled and the applicant's recycling rate. Funds from this grant may be used for any municipal purpose.

Post-consumer aluminum and steel cans, glass, plastics, corrugated cardboard, newspapers and other marketable grades of paper are materials eligible for the grants. All eligible materials collected from residents, business, schools, colleges, universities and community events can be factored into the grant awards.

Applicants must retain documentation demonstrating that materials claimed in the application were eligible for the grant, were generated within the applicant's boundaries, and were recycled or marketed in the year covered by the application. DEP administers the program under the Municipal Waste Planning, Recycling and Waste Reduction Act.

## **Public Libraries**

There are 14 public libraries in Washington County, but none are located within the planning region. Three facilities that are located in close

proximity to the planning region (in Donora Borough, Monongahela City and Peters Township) are available to planning region residents.

## **Utilities**

Electric service is provided by Allegheny Energy throughout the county, including the planning region. According to the County Comprehensive Plan, historic rates were not available from this supplier.

Natural gas service in the planning region is provided by Columbia Gas, Dominion Peoples Gas, and Equitable Gas. According to the County Comprehensive Plan, historic rates were not available from this supplier.

Residents of the planning region have a variety of telephone service providers to choose from. These include:

- T-Mobile
- Verizon
- Trac Phone
- Nextel
- Cricket
- Next Wave
- Cingular
- AT&T Wireless, and
- Sprint.

## **Implementation**

The Community Facilities and Services Plan establishes policies for providing public facilities and services within the planning region. The following goals and objectives are proposed to carry out the recommendations included within the Community Facilities Plan.

**Goal:** Guide the development of the planning region in order to provide the most efficient use of existing and planned public facilities and utilities.

### **Objectives:**

1. Designate appropriate growth areas for future development to provide employment opportunities and a range of housing types and services for residents.
2. Preserve the valued rural environment by maintaining and preserving agricultural land.
3. Require higher density housing to locate in existing population centers where public facilities are already provided.



**Goal:** Provide for safe conveyance and treatment of wastewater.

**Objectives:**

1. Develop new and enhance existing partnerships between local governments and developers to assure the provision of adequate infrastructure.
2. Ensure that all municipalities in the planning region have current Act 537 Plans, as required by DEP.
3. Require adequate sewage facilities planning and infrastructure in all subdivision and land development plans.

**Goal:** Ensure that the best quality and quantity of potable water is available to residents.

**Objectives:**

1. Regulate new development activity through adequate land use and development ordinances to ensure groundwater supplies are protected.
2. Continue to collaborate with surrounding local units of government on issues that cross municipal boundaries, such as watershed areas.

**Goal:** Foster regional planning and implementation initiatives for municipal services and other areas of local government.

**Objectives:**

1. Continue to investigate opportunities to share planning and delivery of municipal services with neighboring municipalities both within and outside of the planning region.

## **Chapter 9      Transportation Plan**

### **Introduction**

The transportation plan is a critical element of a comprehensive plan. The transportation network of an area helps to determine development patterns, land use, and economic prosperity. Municipal and individual land use decisions are strongly influenced by existing or proposed transportation systems, while at the same time these decisions affect the circulation systems and the functions that the system elements are expected to perform. Existing and proposed development areas should be considered when transportation system improvements are programmed. In turn, future growth should not result in development patterns that will adversely affect the transportation system.

### **Transportation Planning**

Transportation planning in the planning region occurs within the context of transportation planning for Washington County. The county's transportation planning, in turn, occurs as part of the regional transportation planning process, which incorporates transportation needs for the ten-county region of southwestern Pennsylvania. The Southwestern Pennsylvania Commission (SPC) guides this process. SPC is charged with ensuring that existing and future funding of transportation projects are based on a comprehensive, cooperative, and continuing process. The Pennsylvania Department of Transportation (PennDOT) is also an active planning partner.

The main outcome of this process is the Transportation Improvement Program (TIP). Due to limited resources, not all transportation projects can be funded. Creation of the TIP involves prioritizing the many projects in the region for implementation. The TIP covers a four-year period and identifies all projects slated for advancement during that period. TIP projects advanced include both highway and transit projects for the ten-county region. Through the Washington County Planning Commission, Washington County participates in the TIP process by submitting funding requests to SPC's technical committees that are charged with developing the TIP.

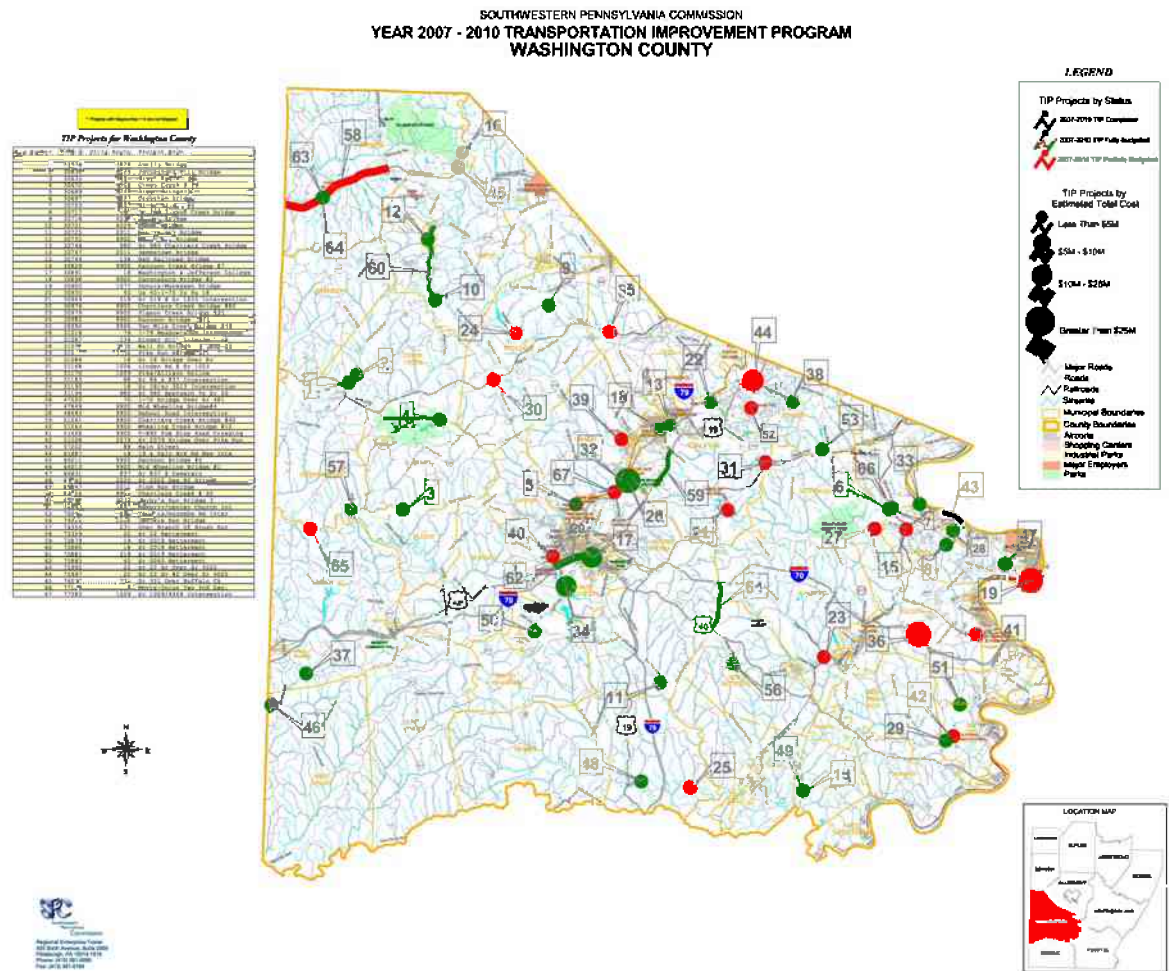
Listing a project on the TIP is an important first step in working towards implementation. However, a project's presence on the TIP does not guarantee a commitment or obligation to fund the project. Indeed, TIP project listings are always subject to change. Table 9-1 lists the current TIP projects within the planning region. These projects are keyed to the map on the following page.

Table 9-1  
Transportation Improvement Program Projects in the Planning Region  
2007-2010

Map No.	Project Location & Type	Municipality	Completion Date
33	SR 88 @ SR 837 - add turn lane and signal improvements	Carroll Township	2007
27	Ginger Hill Intersection Improvements	Carroll Township	2009
8	SR 481 Pigeon Creek Bridge - Bridge replacement	Carroll Township	2010
47	SR 837 @ Cemetery Road - Replace retaining wall	Carroll Township	2009
6	Crookham Bridge - Bridge replacement	Carroll Township	2007
31	Linden Road @ SR 1053 - Intersection reconstruction	Nottingham Township	2007
66	Mid-Mon Valley Transit Authority	Union Township	2007
	Park and Ride facility @ SR 88 and Ginger Hill Road		
15	B&O Railroad Bridge Rehabilitation	Carroll Township	2010
7	Mingo Bridge #2 - Bridge replacement	Union Township	2009

Source: Southwestern Pennsylvania Commission ([www.spcregion.org](http://www.spcregion.org))

## Map 9-1: Transportation Improvement Program



## **Transportation System**

An efficient transportation system moves people and goods within and across an area safely and efficiently through a variety of modes. The planning region's transportation network includes roads, rail lines, bridges, an airport, waterways, bicycle trails, and pedestrian paths. Modes of transportation include motor vehicles, trains, boats, airplanes, bicycles, and walking. Addressing the planning region's future transportation needs begins with a sound understanding of the region's existing and proposed transportation system.

## **Roads**

The planning region's primary roads are those that traverse the area from north to south. Because of the region's geographic location and its historical connections and links to established trade routes (Pittsburgh to the north and Brownsville and other points to the south), its north/south road connections predominate. These roads include PA Routes 43, 88, and 837. The region's primary east/west roads, e.g., PA Route 136, Venetia Road, and Finleyville-Elrama Road, carry lesser traffic volumes, but the Mon Fayette Expressway (PA Route 43) may significantly increase traffic volumes on these roads.

The planning region's road system is a vital element in its overall transportation network. Since vehicular traffic is the main existing and projected mode of transport, the road system will continue to be the basis of transportation through and within the region.

The roadway system in the planning region is comprised of a variety of roads. These roads are defined as a hierarchy, identifying both the function and level of demand for each road. Functional classification reflects how a roadway fits into the larger transportation network. This includes whether a roadway serves residents traveling within the region, or serves motorists traveling through the region. The Pennsylvania Department of Transportation (PennDOT) has defined the following road classifications:

- **Arterials:**

Arterials primarily serve through and regional traffic on roads designed for mobility. They are subdivided into roads that are part of the Interstate System, and Other Arterials.

- Interstate Highways, Other Freeways, and Expressways:

This classification consists of all presently designated freeway routes meeting the Interstate geometric and construction standards for future traffic. It is the highest classification of arterial roads and streets and provides the highest level of mobility, at the highest speed, for a long uninterrupted distance.

- Other Arterials:

These consist of limited-access freeways, multi-lane highways, and other important highways supplementing the interstate system. Other Arterials connect, as directly as practicable, the

nation's principal urbanized areas, cities, and industrial centers; serve the national defense; and connect at suitable border points with routes of continental importance.

- **Connectors**

Collectors provide land access service and traffic circulation within residential neighborhoods, commercial and industrial areas, and downtown city centers. Collectors connect local roads and streets with arterials and provide less mobility than arterials at lower speed and for a shorter distance.

- **Locals**

Local roads and streets provide a high level of access to abutting land but offer limited mobility.

Table 9-2 below lists the arterials and collectors within the planning region. All other roads within the planning region are local roads and streets.

**Table 9-2**  
**Arterials and Collectors in the Planning Region**

Road	Classification
Toll PA Route 43	Interstate Highways, Other Freeways and Expressways
PA Route 88	Other Arterials - Principal Arterial Roadway
PA Route 837	Other Arterials - Principal Arterial Roadway
PA Route 481	Other Arterials - Minor Arterial Roadway

*Source: PA Department of Transportation*

## Existing and Projected Traffic Volumes

The following table lists traffic volumes for main roads in the planning region. Maps 9-2 to 9-5 illustrate traffic volumes on state routes in the four municipalities.

**Table 9-3**  
**Annual Average Daily Traffic (ADT) 2003**

Main Road	Traffic Count
Toll Road 43/Mon Fayette Expressway (border of Allegheny County to I-70)	5,800 - 11,000
PA Route 88 (from Allegheny County border to Finleyville)	7,900 - 11,000
PA Route 88 (from Finleyville to SR 837)	6,500 - 5,800
PA Route 88 (from City of Monongahela to Charleroi)	9,300 - 13,000
PA Route 136 (from SR 88 to City of Washington)	3,500 - 6,600
PA Route 837 (from Allegheny County border to SR 88)	7,800 - 10,00
PA Route 837 (from SR 88 to Donora)	3,800 - 9,400

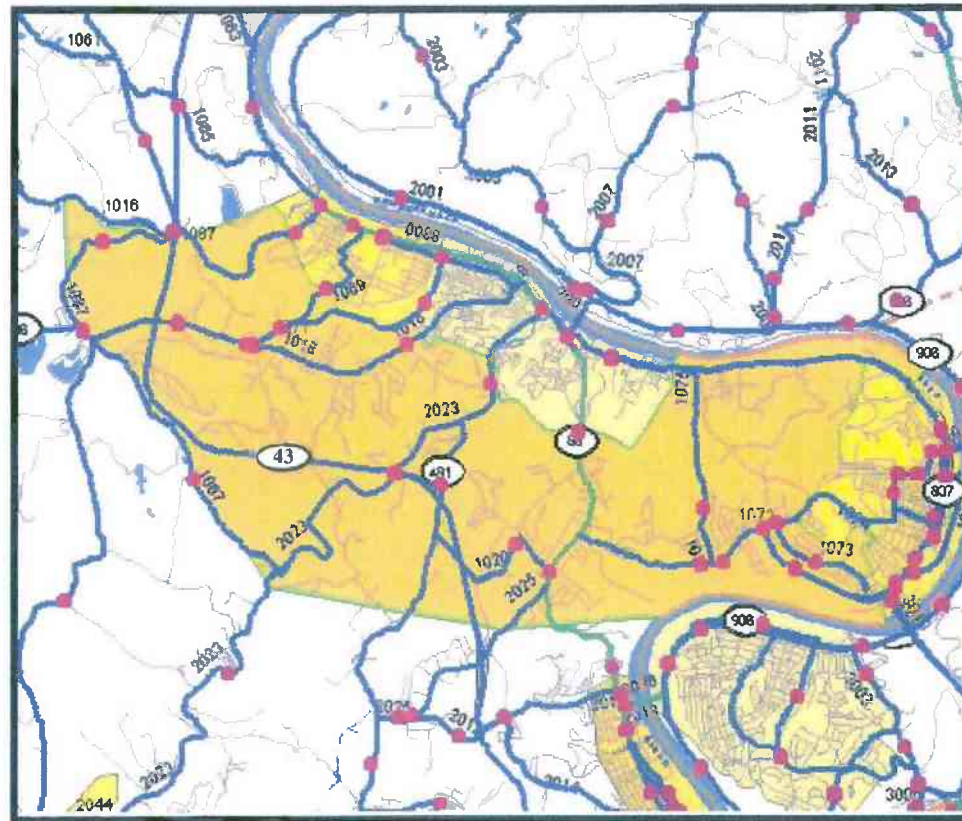
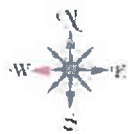
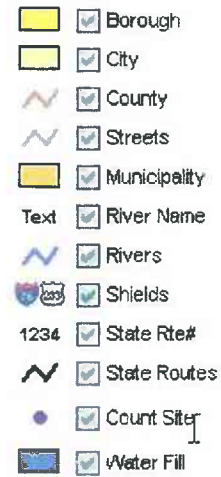
*Source: Pennsylvania Department of Transportation, 2004*

**Map 9-2**  
**Existing Traffic Volumes on State Routes in Carroll Township**

**Traffic Volume**



**Map Layers**



*Source: PennDOT 2004*

*Source: PennDOT 2004*

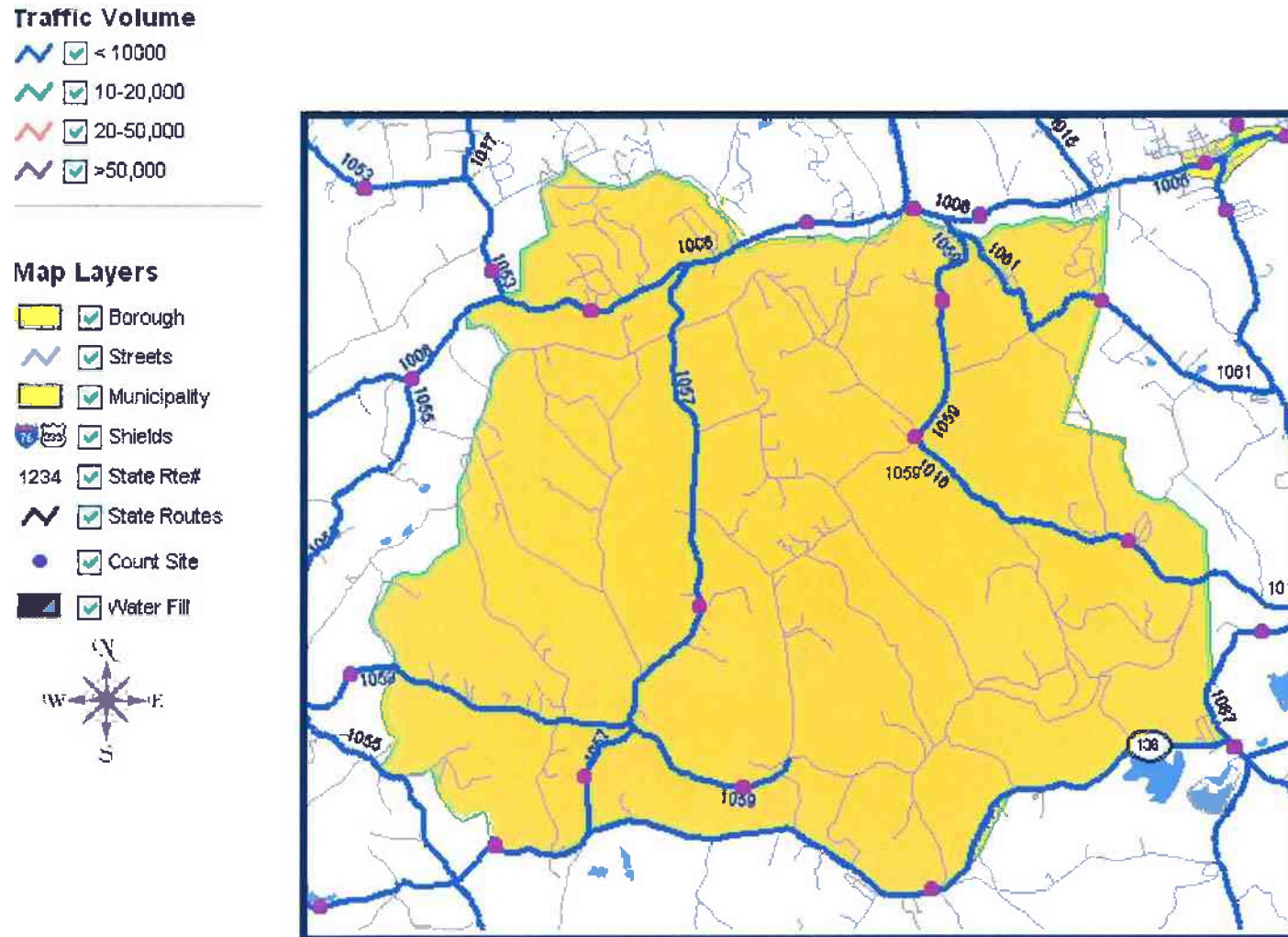
Map 9-3: Existing Traffic Volumes on State Routes in Finleyville Borough



Source: PennDOT 2004

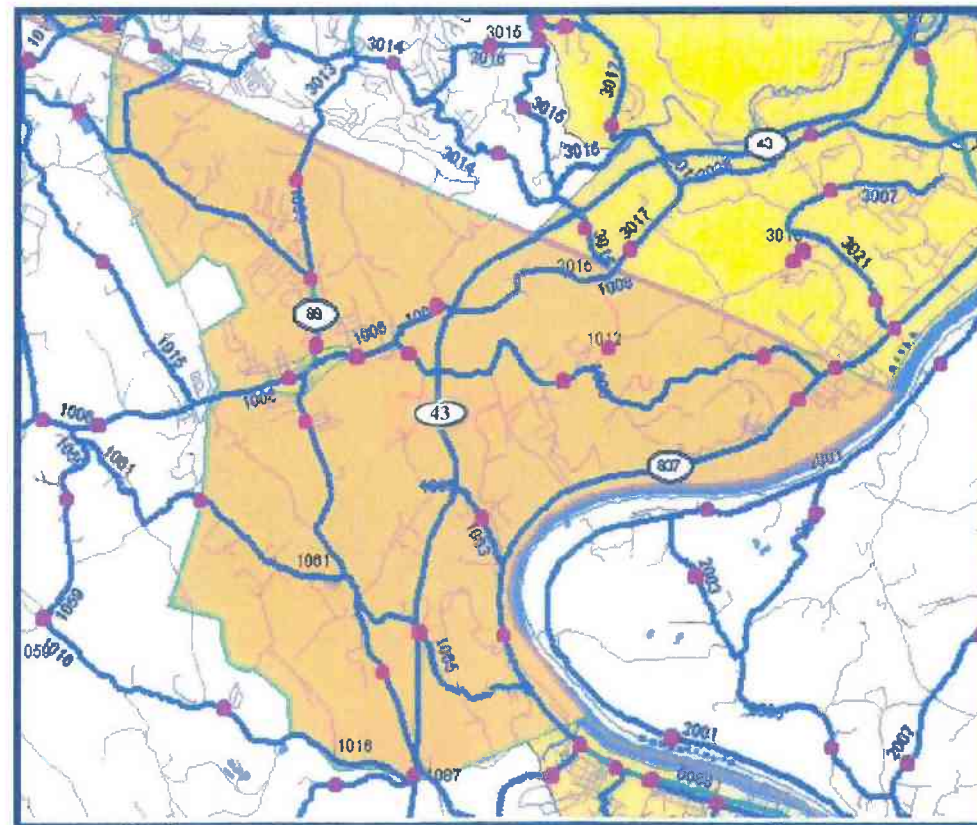


Map 9-4: Existing Traffic Volumes on State Routes in Nottingham Township



Source: PennDOT 2004

### Existing Traffic Volumes on State Routes in Union Township



The Southwestern Pennsylvania Commission (SPC) has projected expected traffic growth on major roads within the planning region. SPC's projected linear annual growth rates for these roads are as follows:

**Table 9-4**  
**Linear Annual Growth**

PA Route 43	0.5% to 0.9%
PA Route 88	0.2% to 0.7%
PA Route 837	0.2% to 0.7%
PA Route 136	0.0% to 1.8%
PA Route 481	0.4% to 1.2%

*Source: Southwestern Pennsylvania Commission*

PA Route 136 is a rural minor arterial road. SPC's projected linear annual growth rate for PA Route 136 (0.0% - 1.8%) exceeds PennDot's statewide average growth rate for rural minor arterials (1.3%). All other projected growth rates fall within the statewide average growth rates for the applicable road classifications.

## **Congestion and Safety Issues**

As area residents who attended comprehensive plan public meetings noted, the planning region is experiencing steadily increasing traffic congestion on some of its major roads. Traffic congestion can be due to a number of factors including high traffic volumes, road alignment and conditions, traffic signal timing and synchronization, etc. The current TIP includes several small-scale projects (i.e., intersection improvements, turning lanes, signalization improvements, etc.) that will relieve congestion and facilitate the flow of traffic on roads in the planning region. These projects include the following:

- SR 88 at SR 837 in Carroll Township – add turn lane and signal improvements
- SR 88 at SR 1006 in Finleyville Borough – intersection improvements
- Linden Road at SR 1053 in Nottingham Township – intersection reconstruction

Additional improvements will be needed in the future to accommodate traffic generated by development within the planning region and the surrounding area, especially traffic resulting from the Mon Fayette Expressway and the Southern Beltway.

Traffic studies performed in connection with a proposed shopping center on Rt. 88 in Union Township determined that the proposed development would have a major impact on area traffic. Among the adverse impacts of the proposed development were increased traffic volumes, diminished traffic

flow, and reduced or unacceptable levels of service at the following intersections on Rt. 88:

- Trax Road and Route 88
- Shady Avenue/Gayle Drive and Route 88
- Cardox Road and Route 88
- Brownsville Road/Jason Drive and Route 88

The proposed development would thus require substantial improvements to Route 88 to maintain acceptable levels of services on this road.

Even without the proposed development, growth in the Route 88 corridor and the resulting increase in traffic volumes will produce drops in the levels of service at some of Route 88 intersections during peak hours. In fact, existing traffic volumes at the Trax Road/Route 88 intersection warrant the installation of a traffic signal, even without any additional development.

Union Township should continue to petition PennDOT to identify and implement the improvements needed to accommodate existing and future traffic volumes on Route 88. The cost of such improvements shall be borne by PennDOT and/or developers.

Safety is another transportation issue that planning region municipalities must address. The safe passage of vehicles and pedestrians on area roads depends on many factors – road conditions, weather, driving speeds and traffic volumes, inadequately controlled intersections, sight lines and distances, motorist and pedestrian alertness, etc. Planning region municipalities should work with county and state agencies to provide safety improvements to the transportation system.

As would be expected given the traffic volumes that they carry, State Routes 88, 837, and 136 are the roads in the planning region with the highest number of motor vehicle accidents. Planning region police and municipal officials indicated that the following locations have frequent traffic accidents or are dangerous due to traffic volumes, poor sight distances, road layout, or other conditions:

*Carroll Township*

- Route 481
- Route 88/Route 837 intersection
- Route 837/Route 1073 intersection

*Finleyville Borough*

- Washington Avenue at Extension Avenue
- Washington Avenue at George Street

*Nottingham Township*

- Venetia Road
- Venetia Road at Valley View Road
- Venetia Road at Blair Road

- Valley View Road at Route 136
- Ginger Hill Road at Route 136

*Union Township*

- Finleyville-Elrama Road
- Brownsville Road/McChain Road intersection
- Brownsville Road/Route 88 intersection (PennDOT is signaling this intersection in spring 2006.)
- Trax Road/Route 88 intersection
- Airport Road/Route 88 intersection

### **Mon Fayette Expressway and Southern Beltway**

Two major factors affecting the transportation needs of the planning region are the Mon Fayette Expressway (PA Route 43) and the proposed Southern Beltway. (See Map 9-6: Southwestern PA Highway Network on the following page.) These roads are PA Turnpike Commission projects. Both of these highways will result in increased land development and traffic volumes in the region.

When completed, the Mon Fayette Expressway will be over 70 miles long and will connect I-68 in West Virginia with I-376 in Pittsburgh via Fayette, Washington, and Allegheny Counties. The completed portion of the Mon Fayette Expressway includes 17 miles of toll road between PA Route 51 in Allegheny County and I-70 in Washington County. This stretch includes about 10 miles and two interchanges in the planning region – one in Union Township (Finleyville-Elrama Road) and one in Carroll Township (PA Route 136). (Another interchange – with Coyle Curtain Road – is located in Fallowfield Township, just south of the Carroll Township-Fallowfield Township border.) The Mon Fayette Expressway is expected to relieve traffic congestion on PA Routes 88 and 837, but it is also expected to generate additional traffic on other area roads. This is especially true for roads that have an interchange with the Mon Fayette Expressway, e.g., PA Route 136.

The primary purposes of the Southern Beltway are to improve east-west mobility, freight movement and transit connections; stimulate local development; and link the economically distressed Monongahela River Valley with the Pittsburgh International Airport. This four-lane toll highway will improve capacity, safety, and travel times and contribute to the overall accessibility and mobility of the planning region's transportation network.

Section 2 of the proposed Southern Beltway will begin near Linden Road at Munntown Road near the North Strabane Township-Nottingham Township border, traverse Nottingham and Union Townships in an easterly direction, and terminate at the Mon Fayette Expressway in Union Township. After studying several alternatives, the PA Turnpike Commission has identified the Tan-Red Alternative as the Recommended Preferred Alternative for Section

2 of the Southern Beltway. (See Map 9-7: Southern Beltway Preferred Route.)

The Tan-Red Preferred Route was developed to combine portions of the Tan Alternative and Red Alternative in order to minimize residential displacements while avoiding impacts to eligible historic properties. The Tan-Red Alternative would follow the Tan Alternative west of Lutes Road in Nottingham Township and then follow the Red Alternative east of Lutes Road.

The Tan-Red Alternative in Nottingham Township runs generally through shrub and forested land south of Venetia Road and the CSX railroad tracks. Just west of Lutes Road, the Tan-Red Alternative would turn to the south and would interchange with Sugar Run Road in Nottingham Township. Sugar Run Road would be realigned. The Tan-Red Alternative then turns east following the same alignment as the Tan and Red Alternatives, passing south of the Finleyville Airpark and crossing over PA Route 88. It would interchange with the Mon/Fayette Expressway in Union Township north of Courtney Hill Road.

Public meetings were held in August 2005 to present information on the Recommended Preferred Alternative and to obtain public input regarding the Recommended Preferred Alternative prior to completing and circulating the Draft Environmental Impact Statement (DEIS). In particular, the Turnpike Commission was interested in input regarding Green Alternative Option 1A compared to Green Alternative Option 1B.

Circulation of the DEIS for this project is expected to occur in late 2007 or early 2008. The DEIS, which will officially identify the Recommended Preferred Alternative, will be made available for a minimum of 45 days at local municipal sites, libraries, and other locations for public review and comment.

A public hearing on the DEIS will be held during the circulation period, likely in January or February 2008. The purpose of the hearing is to formally record public and agency input before an alternative is officially identified as the Preferred Alternative in the Final Environmental Impact Statement (FEIS).

The FEIS for this project will address the comments received during the DEIS circulation period and is anticipated to be made available for public review and comment in the summer of 2008. The Turnpike Commission's current target date for a Record of Decision (environmental approval and the identification of the Selected Alternative) from the U.S. Army Corps of Engineers is fall 2008.

The impact of the Mon Fayette Expressway and the Southern Beltway on regional road traffic volumes may be significant, especially near the interchanges. The four municipalities will need to work with Washington County and PennDOT to monitor traffic volumes on regional roads to help identify improvements needed to accommodate increased traffic due to the Expressway and Beltway. An in-depth analysis with recommendations for future development at the planned interchanges along the Mon Fayette Expressway can be found in "Impact Early Options Analysis" prepared by

the Washington County Planning Commission in partnership with SPC and PennDOT District 12-0.

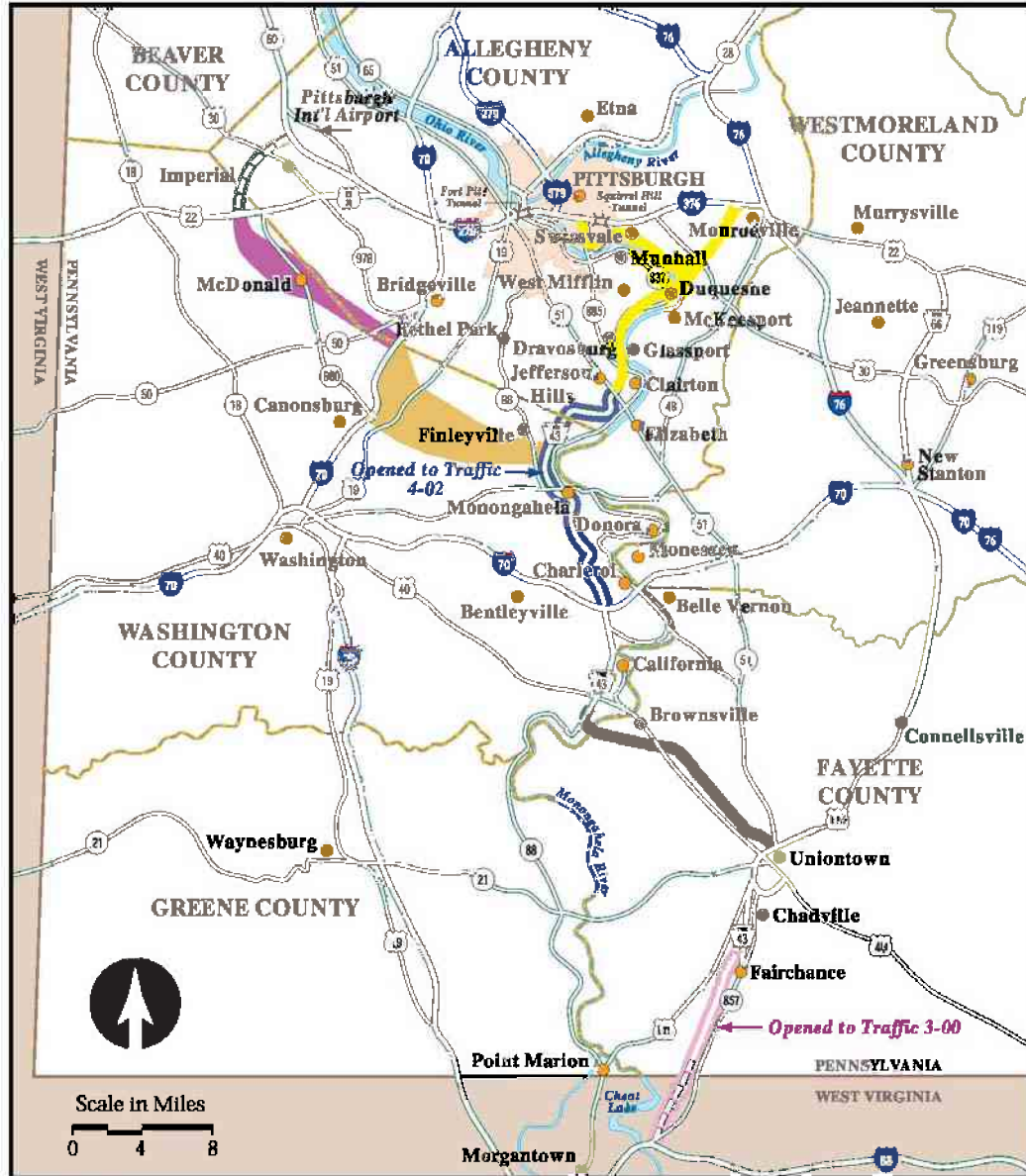


Map 9-6: Southwestern PA Highway Network

## MON/FAYETTE EXPRESSWAY AND SOUTHERN BELTWAY PROJECTS



**Pennsylvania Turnpike Commission**  
 Western Regional Office  
 2200 North Center Avenue  
 New Stanton, PA 15672-9602



### MON/FAYETTE

- I-68 to Route 43 (\*ROD 9/94)
  - Uniontown to Brownsville (\*ROD 10/00)
  - I-70 to PA-51 (\*ROD 5/94)
  - PA-51 to Pittsburgh (\*ROD 12/04)
- Prepared By: McCormick Taylor, Inc.  
 REVISED : 3 11 05

### Project Status:

- Open to Traffic/Construction
- Final Design/Right of Way
- Open to Traffic
- Final Design

### SOUTHERN BELTWAY

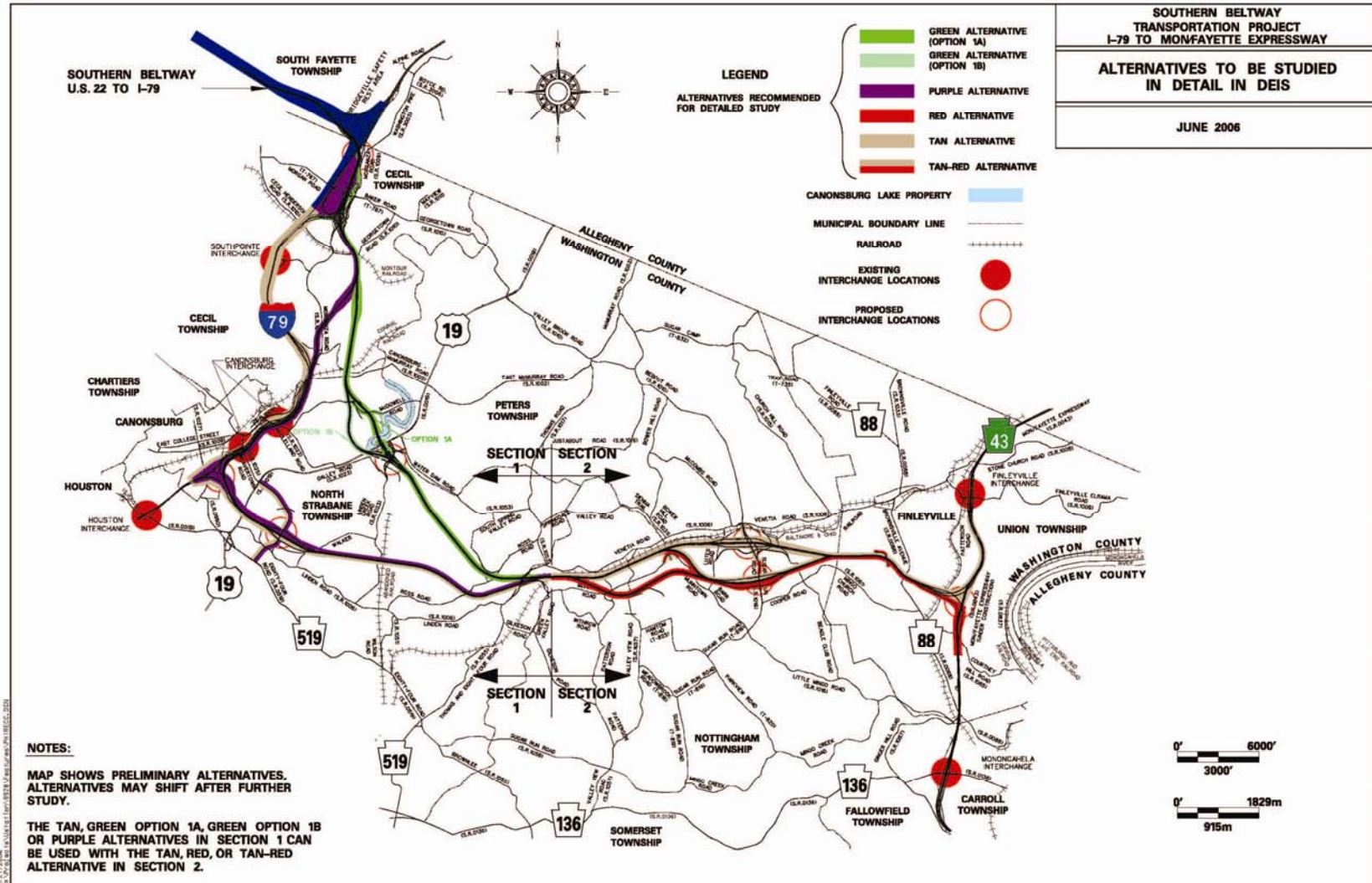
- PA-60 to US 22 (\*ROD 5/98)
  - US 22 to I-79
  - I-79 to Mon/Fayette
- \*ROD: Record of Decision

### Project Status:

- Under Construction - Fall 2003
- Environmental Study
- Environmental Study



Map 9-7: Southern Beltway Preferred Route



## **Condition of Local Roads**

Planning region roads that are not under federal, state, or county jurisdiction are maintained by the four municipalities. Road construction and maintenance is a substantial item in municipal budgets. Each of the municipalities prepares and annually updates a street maintenance and improvement program. The condition of planning region roads varies, but most roads are in good condition and are well maintained.

As mentioned in Chapter 7, mine subsidence impacts roads by causing sections of roadway to sink or collapse, thereby forcing road closures, lane restrictions, and detours. Planning region roads that have been affected by mine subsidence include the following:

### *Carroll Township*

- Pearl Alley in the Victory Hill area
- Front Street
- Columbia Road
- SR 2023
- Black Diamond Hollow Road

### *Nottingham Township*

- Patterson Road between Valley View Road and Gilkeson Road
- Sundust Road between Sugar Run Road and Route 136

Since vehicular traffic is the primary present and anticipated future mode of transportation in the planning region, the four municipalities must continue to work with the state and county to maintain and improve the road network.

## **Bridges**

Bridges are an essential element of a transportation system, especially in areas with numerous waterways to be spanned. The planning region contains 51 state-maintained bridges, nine county-maintained bridges and three locally maintained bridges.

The following chart shows the number and type of bridges (by jurisdiction) in the planning region.

	State Bridges	County Bridges	Local Bridges
Carroll Township	25	2	2
Finley Borough	2	0	0
Nottingham Township	9	6	1
Union Township	<u>15</u>	<u>1</u>	<u>0</u>
TOTAL	51	9	3

Maintaining bridges in a structurally sound condition prevents the need to close them or post them with weight limits. Posted and closed bridges limit access and/or necessitate detours, resulting in inconveniences for motorists traveling within and through an area. Posted and closed bridges also pose public safety concerns by increasing the amount of time that emergency vehicles take to reach their destinations. Regular maintenance, rehabilitation, and replacement are needed to insure that bridges continue to serve their vital function in a transportation system.

The current TIP includes the following bridge replacement projects in the planning region:

- SR 481 Pigeon Creek Bridge in Carroll Township
- Crookham Bridge in Carroll Township
- Mingo Bridge #2 in Union Township

In order to keep the planning region's bridges functioning as essential elements of the area's transportation system, the four municipalities should continue to collaborate with PennDOT and Washington County to identify needed bridge maintenance, rehabilitation, and replacement, and to secure federal, state, and county funding for such work. One such project is the one-lane bridge at the Union Township/Peters Township border on Rankintown Road. Widening this bridge to two lanes will reduce traffic congestion, improve traffic safety, and facilitate traffic flow on this major thoroughfare that impacts not only Union Township, but also Nottingham Township and Finleyville Borough.

## **Public Transit**

The Mid Mon Valley Transit Authority and the Washington County Transit Authority provide public transportation to planning region residents. These services include transportation programs that serve the elderly and persons with disabilities.

Through the Route 88 Transit Lines, the Mid Mon Valley Transit Authority (MMVTA) provides fixed route public transportation within the Mon Valley and between the Mon Valley and the City of Pittsburgh. Three planning region communities are serviced by MMVTA's bus routes – Carroll Township, Finleyville Borough, and Union Township. Nottingham Township has no fixed route public transportation service.

MMVTA routes that service the planning region are listed in the following table.

**Table 9-5**  
**Planning Region Service from**  
**Mid Mon Valley Transit Authority Routes**

Route	Municipalities Served			Frequency
	Carroll Twp.	Finleyville	Union Twp.	
<b>Route A</b> (Charleroi-Pittsburgh commuter)	X	X	X	every 1/2 hour peak, hourly off peak weekdays; hourly Saturdays; 2 inbound, 2 outbound trips Sundays/holidays
<b>Route B</b> (California to New Eagle)	X			3 inbound and 3 outbound trips every 2-3 hours between 9:00 A.M. and 3:00 P.M. on weekdays
<b>Blue Line</b> (Donora to Mon Valley Hospital)	X			hourly service between 9:30 A.M. and 3:30 P.M. Monday - Friday

*Source: Mid Mon Valley Transit Authority*

MMVTA's Transit Center on McKean Avenue in Charleroi includes a Park-n-Ride lot, and there are plans to locate a proposed Park-n-Ride lot on Route 88 near Ginger Hill Road in Union Township. The Charleroi Park-n-Ride was funded with Congestion Management Air Quality (CMAQ) funds.

MMVTA offers free rides to senior citizens (persons age 65 or older) except during peak hours (7:00 A.M. – 7:59 A.M. and 4:30 P.M. – 5:29 P.M., Monday – Friday). Persons with disabilities ride for one-half fare, except during peak hours. Persons with disabilities may qualify for the Americans with Disabilities Act (ADA) UPLIFT Paratransit Service directly to and from their destination. ADA Paratransit riders pay double the normal fare.

The Washington County Transit Authority (WCTA) offers Monday through Friday door-to-door transportation services for medical appointments, shopping, work, visiting, church, or recreational trips. Eligible residents who participate in one of the following subsidized transportation programs receive either free or reduced fares: Medical Assistance, Welfare to Work, Senior Citizens Shared Ride, Persons with Disabilities, and Veterans. Services are also available to the general public.

WCTA's transportation services are provided via Tri-County Access, which also provides taxi service to the general public in the planning region.

## **Rail**

Railroads have an important role in an area's transportation system. They provide a means for transporting both people and goods. Railroads are especially suited for the movement of freight (e.g., motorized vehicles, coal, lumber, etc.) that is difficult or inefficient to transport by highways, waterways, or air.

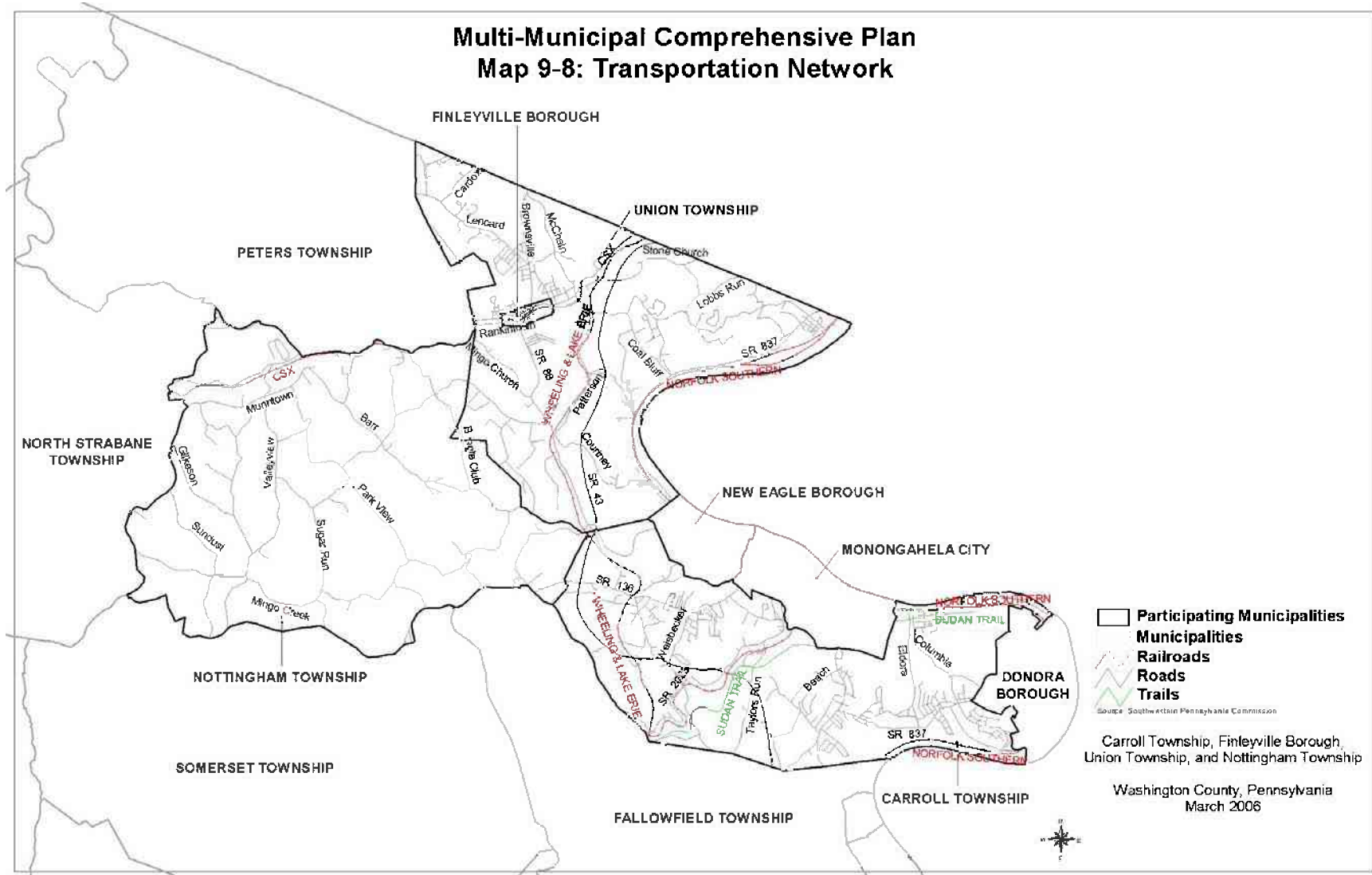
### **Freight Railroads**

Three railroads operate within the planning region – Norfolk Southern, Wheeling and Lake Erie Railway Company, and Allegheny Valley Railroad, which leases CSX Transportation's tracks in the planning region. They connect the area with regional, national, and international markets. Table 9-6 indicates the railroad markets that each of these railroads serves, and Map 9-8 indicates the location of their tracks in the planning region.

**Table 9-6**  
**Railroad Markets Served by Planning Region Railroads**

Railroad Markets Served	Regional	Northeastern States	Southern States	Midwestern States	Western States	Domestic (Entire U.S.)	Canada
Allegheny Valley Railroad	X		X	X	X	X	X
Norfolk Southern Corporation	X	X	X	X			X
The Wheeling & Lake Erie Railway Company	X			X			

*Source: Southwestern Pennsylvania Commission*



Rail service is vital to many businesses, especially industrial firms whose shipments cannot be made via other modes of transportation. Maintaining rail service in the planning region is therefore a vital economic development tool for attracting and accommodating businesses that rely on rail access.

#### **Passenger Railroads**

None of the railroads operating in the planning region provide passenger services, and there is no reason to anticipate that they will offer passenger service in the near future. However, circumstances such as high gasoline prices may make passenger rail service an economically feasible alternative to pursue in the future.

#### **Unused Rights-of-Way**

All rail lines in the planning region are actively used by the railroads listed above. As previously noted, maintaining the region's rail infrastructure is important to the economic health of the area. Therefore, if any portion of the existing rail network becomes inactive, its right-of-way should be maintained for railroad or other transportation-related reuse to support future economic development goals. Abandoned rights-of-way may lend themselves to recreational reuses (rails-to-trails projects) or other uses.

### **Airports**

Finleyville Airpark in Union Township (one mile southwest of Finleyville Borough) is a private general service facility with a 2,505 foot paved runway, 42 based aircraft, and approximately 5,400 annual aircraft operations (PA Bureau of Aviation, 2004). The airpark does not provide scheduled passenger or cargo services.

The Southern Beltway will connect PA Route 60 near the Pittsburgh International Airport in Allegheny County with the Mon Fayette Expressway (PA Route 43) in Union Township. This highway will thereby link the planning region with southwestern Pennsylvania's major commercial airport. (See Map 9-7: Southwestern PA Highway Network.)

### **Waterways**

Washington County is one of 11 counties served by the waterways that make up the Port of Pittsburgh. The Monongahela River, which forms the eastern boundaries of Carroll Township and Union Township, is one of the Port's primary waterways. It serves as a commercial waterway for the transportation of minerals, petroleum products, chemicals, and other materials.

To maintain navigability, the U.S. Army Corps of Engineers operates and maintains a series of locks and dams on the Monongahela River. None of the locks and dams is located in the planning region, but Lock and Dam 4 near Charleroi controls the navigability of the river in the planning region.

As with other modes of transportation, maintaining and improving waterway infrastructure is critical to the vitality and viability of the area's

transportation system. The Army Corps of Engineers is planning to increase Lock 4's capacity by replacing it with a wider chamber. The Corps' planned improvements to other locks and dams will improve the efficiency of navigation along the entire length of the Monongahela River in Washington County.

There is one river terminal along the planning region's Monongahela River frontage. In the Shire Oaks section of Union Township, the Norfolk Southern Railroad operates a fuel unloading facility involving rail, trucks and barges.

There are two river terminals in adjacent Donora. The Mon Valley Intermodal, Inc. terminal on SR 837 handles steel, lumber, and bulk materials. It provides various loading and unloading services between barges and trucks or rail. The Norfolk Southern Railroad maintains an 18-car capacity siding at the terminal, and the terminal is eight miles from I-70.

The McGrew Welding and Fabrication Company located in the Mid-Mon (Donora) Industrial Park handles steel, steel products, coal, and bulk materials. It has a Norfolk Southern Railroad siding and is accessible to I-70 via SR 837.

Another nearby river terminal, Dillner Storage and Transfer Company, is located on SR 837 in West Elizabeth Borough in Allegheny County, just north of Union Township. This facility, a truck/river/rail terminal that provides complete distribution services, also has a Norfolk Southern Railroad siding.

## **Pedestrian and Bicycle Transportation**

The planning region's limited bicycle and pedestrian transportation infrastructure consists chiefly of sidewalks, paved berms, and bicycle and walking trails.

### **Bicycle**

There are two areas with designated bicycle trails in the planning region – Route 136 and Mingo Creek Park.

Bicycle PA is a statewide bicycle routing system that serves long distance bicyclists' needs. Bicycle PA Route S traverses Pennsylvania from Washington County to Bucks County and includes Route 136 in Carroll and Nottingham Townships.

Mingo Creek Park in Nottingham Township has five trails that are geared to meeting the needs of local recreational hikers and bikers.

### **Pedestrians**

The pedestrian circulation system in the planning region is very limited. With the exception of Finleyville Borough, Mingo Creek Park, and a few areas in the townships, the planning region's vehicular roadway network also serves as the pedestrian circulation network. Due to high traffic volumes on some planning region roads, there are conflicts and safety concerns that stem from having these roads serve the dual function of vehicular and pedestrian circulation systems.



A properly designed bicycle and pedestrian circulation system consisting of sidewalks, paths, and improved road shoulders, is important for the safety and convenience of planning region residents. Such a system facilitates walking and bicycling, thereby promoting individual health through exercise. It also lessens the practice of using cars for local trips, thereby reducing traffic congestion and energy usage. Therefore, future development in the planning region should include bicycle and pedestrian circulation system elements whenever feasible.

## **Conclusions**

Transportation plays a critical role in the development of an area. Therefore, the maintenance and improvements made to the planning region's transportation system must accommodate the current and future needs of the region.

The planning region's transportation system is composed of roads, rail lines, bridges, an airport, waterways, bicycle routes, and pedestrian paths. This network meets most of the transportation needs of today's residents, workers, and visitors. However, some current unmet needs and the area's future transportation needs will require additions, improvements, and expansions to the current transportation network.

Since vehicular traffic is the primary present and anticipated future mode of transportation in the region, the planning region municipalities must maintain and upgrade the local elements of the transportation network. For the larger elements of the transportation network, the municipalities must collaborate with Washington County, the Southwestern Pennsylvania Commission, the Pennsylvania Department of Transportation, and developers to maintain and improve the road network, including the upkeep of bridges.

## **Implementation**

The following goals and objectives are proposed to develop and maintain an integrated transportation system to meet the planning region's present and future needs:

**Goal:** Maintain, improve, and upgrade the existing transportation network.

**Objectives:**

1. Prioritize the prompt completion of the U.S. Army Corps of Engineers' replacement of Lock and Dam No. 4 on the Monongahela River to enhance waterway transportation.
2. Maintain existing municipal systems for identifying, prioritizing, and implementing road and bridge improvements.
3. Maintain cooperation and collaboration with Washington County, PennDOT, the PA Turnpike Commission, and other agencies to identify and implement needed improvements to roads, bridges,

waterways, railroads, and other elements of the existing transportation system.

4. Develop support and consensus among local, county, state, and federal officials and legislators to lobby for additional funding for planning region transportation projects and to insure prompt completion of local Transportation Improvement Program projects.
5. Maintain and improve the existing public transit system.

**Goal:** Improve transportation safety.

**Objectives:**

1. Work with Washington County, PennDOT, and other transportation partners to develop safer alternatives for roads with high accident rates. (See list on page 9-11.)
2. Identify and complete safety-related projects, including improvements that minimize pedestrian/vehicular conflicts.
3. Using zoning ordinances and subdivision regulations, discourage highway strip commercial development, support clustered developments, and encourage connecting service roads between commercial developments.

**Goal:** Develop a transportation network to meet the region's future needs.

**Objectives:**

1. Continue to work with Washington County, the Southwestern Pennsylvania Commission, PennDOT, the U.S. Army Corps of Engineers, the Port of Pittsburgh, the Mid Mon Valley Transit Authority, railroad companies, and others to identify, prioritize, and implement improvements to and expansion of the transportation network.
2. Encourage the prompt completion of the Southern Beltway in the planning region.
3. Monitor the impact of the Mon Fayette Expressway and the Southern Beltway on planning region local roads and work with county, state, and federal agencies to implement improvements that address the increased traffic that these roads generate, thereby reducing traffic congestion and improving traffic flow.
4. Encourage alternative transportation systems, including bicycle and pedestrian circulation systems, in existing and new developments to link residential and commercial areas.

5. Investigate the feasibility of an enhanced public transit system via additional bus routes, commuter rail service, additional park-and-ride lots, extended “T” service from Allegheny County into Union Township and beyond, etc.
6. Acquire abandoned railroad rights-of-way and convert them to trails for recreation and transportation use and green space.
7. Encourage a multi-modal approach to regional transportation issues to help produce an integrated transportation network.

## **Chapter 10      Economic Development Plan**

### **Introduction**

This element of the plan provides guidance on improving the economic vitality of the planning region. A strong diversified economic base with jobs that pay family-sustaining wages is the goal of this economic development plan, but the planning region's economic development efforts must occur within the context of county and regional economic development endeavors.

### **Economic Development Planning**

Like the planning region's transportation planning, its economic development planning must be a component of larger economic development efforts. Almost all planning region economic development endeavors will require cooperation and collaboration with county, regional, state, and federal agencies. Most specifically, the comprehensive plan municipalities will need to work with and through county agencies to plan and implement economic development projects.

Washington County's umbrella organization for economic development planning is the Washington County Economic Development Partnership (WCEDP). Washington County's Board of County Commissioners created the WCEDP in 1999 in order to provide coordination among the various economic development agencies operating within the county. Any significant economic development efforts by the comprehensive plan municipalities will require the cooperation and collaboration of one or more of the numerous economic development agencies, authorities, boards, councils, or other organizations that comprise the WCEDP's membership. This membership includes the following entities:

- Washington County Authority
- Washington County Council on Economic Development
- Washington County Industrial Development Authority
- Washington County Industrial Development Corporation
- Washington County Redevelopment Authority
- Washington County Planning Commission
- Washington County Board of County Commissioners
- Washington County Chamber of Commerce
- Middle Monongahela Industrial Development Association

The planning region municipalities should also seek the cooperation and collaboration of the following local or regional economic development agencies to plan, fund, or implement economic development projects:

- Finleyville Area Chamber of Commerce
- Monongahela Area Chamber of Commerce
- Mon Valley Progress Council

Since 1999, the *Washington County Economic Development Strategy* that was prepared by the Urban Research and Development Corporation has guided Washington County's economic development efforts. This Strategy projected a continuation of the existing county growth pattern, i.e., most development will occur in the north and central sections of the county. However, the Strategy foresees some development occurring in the Mon Valley area.

The Strategy included the following findings and conclusions:

- The county needs to attract new high-growth industries, e.g., biotechnology, information management, advanced manufacturing techniques, et. al.
- The County had only one high-growth industrial subsector – industrial machinery and equipment – and a high proportion of low-growth industries.
- Employment within the county reflects the national trend in the shift from high-paying manufacturing jobs to low-paying service jobs.
- Some of the county's export industries – mining, construction, and transportation-public utilities – were projected to undergo significant employment losses.

The Strategy divided Washington County into seven sub-regions, and almost all of the planning region falls within the Mon Valley area. (A portion of Nottingham Township was included in the Northern I-79 Corridor sub-region.) The Strategy notes the following about the Mon Valley sub-region:

- Its major asset is the transportation network, including the Monongahela River.
- The economic base of many of the Mon Valley municipalities was heavily dependent on the steel industry. Consequently, these communities are still trying to recover from the demise of the steel industry in the 1980s.
- The area has many brownfields – former industrial sites and mining areas – that present numerous redevelopment opportunities using existing infrastructure.
- The redevelopment of brownfields will revitalize the former mill towns by restoring their physical, social, and economic fabric.
- A strategic plan should be developed to guide the area's revitalization within the context of the county's overall economic development plans.

The Southwestern Pennsylvania Commission (SPC) is the area's regional planning agency. SPC has prepared a 2030 Transportation and Development Plan that links proposed transportation and economic development projects. There are 10 Washington County projects on SPC's 2030 Plan, but none of them are located in the planning region.

## **Current Economic Conditions**

Like many of its neighboring counties, Washington County's employment growth has fluctuated in recent years. Table 10-1 lists employment growth

rates for Pennsylvania, Washington County, and neighboring counties. For 2003 and 2004, Washington County's growth rate was identical to almost all neighboring counties.

**Table 10-1**  
**Total Employment Growth \***

	2001	2002	2003	2004
Pennsylvania	0.7%	0.5%	-1.1%	1.6%
Washington County	1.8%	0.4%	-1.8%	1.1%
Allegheny County	1.1%	-0.1%	-1.8%	1.1%
Beaver County	0.9%	-0.2%	-1.8%	1.1%
Fayette County	0.6%	-0.2%	-1.8%	1.1%
Greene County	3.1%	1.2%	-2.6%	3.4%
Westmoreland County	1.3%	0.0%	-1.8%	1.1%

\* not seasonally adjusted

Source: Bureau of Labor Statistics

Table 10-2 lists the percentages of the planning region's and county's employed civilian populations (age 16 and over) by industry. The percentages of planning region residents employed in the various industries closely match those of county residents. The greatest disparity between the two populations is in manufacturing employment – 11.9% for the planning region versus 14.9% for the county.

Table 10-3 contains economic characteristics for various industries in Washington County.

**Table 10-2**  
**Employed Civilian Population (Age 16 and over) by Industry**

Industry	Carroll Township		Finleyville Borough		Nottingham Township		Union Township		Planning Region		Washington County	
	No.	Pct. of total	No.	Pct. of total	No.	Pct. of total	No.	Pct. of total	No.	Pct. of total	No.	Pct. of total
Employed civilian population	2,503	100.0%	245	100.0%	1,293	100.0%	2,838	100.0%	6,879	100.0%	90,861	100.0%
Agriculture, forestry, fishing and hunting	17	0.7%	2	0.8%	30	2.3%	29	1.0%	78	1.1%	663	0.7%
Mining	23	0.9%	0	0.0%	13	1.0%	8	0.3%	44	0.6%	1,147	1.3%
Construction	204	8.2%	21	8.6%	154	11.9%	279	9.8%	658	9.6%	7,383	8.1%
Manufacturing	351	14.0%	25	10.2%	122	9.4%	322	11.3%	820	11.9%	13,499	14.9%
Wholesale trade	66	2.6%	11	4.5%	18	1.4%	122	4.3%	217	3.2%	3,431	3.8%
Retail trade	363	14.5%	48	19.6%	171	13.2%	435	15.3%	1,017	14.8%	12,112	13.3%
Transportation and warehousing	66	2.6%	3	1.2%	83	6.4%	142	5.0%	294	4.3%	4,200	4.6%
Utilities	40	1.6%	7	2.9%	25	1.9%	96	3.4%	168	2.4%	1,133	1.2%
Information	25	1.0%	16	6.5%	41	3.2%	35	1.2%	117	1.7%	1,875	2.1%
Finance and insurance	82	3.3%	18	7.3%	60	4.6%	133	4.7%	293	4.3%	3,691	4.1%
Real estate, and rental and leasing	19	0.8%	0	0.0%	14	1.1%	32	1.1%	65	0.9%	1,150	1.3%
Professional, scientific, and technical services	89	3.6%	11	4.5%	109	8.4%	165	5.8%	374	5.4%	3,985	4.4%
Management of companies and enterprises	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	48	0.1%
Administrative and support and waste management services	87	3.5%	12	4.9%	32	2.5%	65	2.3%	196	2.8%	2,510	2.8%
Educational services	247	9.9%	17	6.9%	74	5.7%	155	5.5%	493	7.2%	6,832	7.5%
Health care and social assistance	422	16.9%	24	9.8%	114	8.8%	334	11.8%	894	13.0%	12,315	13.6%
Arts, entertainment and recreation	31	1.2%	3	1.2%	40	3.1%	37	1.3%	111	1.6%	1,392	1.5%
Accommodation and food services	173	6.9%	12	4.9%	42	3.2%	140	4.9%	367	5.3%	5,762	6.3%
Other services (except public administration)	156	6.2%	11	4.5%	95	7.3%	202	7.1%	464	6.7%	4,758	5.2%
Public administration	42	1.7%	4	1.6%	56	4.3%	107	3.8%	209	3.0%	2,974	3.3%

Source: U.S. Census (2000)

**Table 10-3**  
**Economic Characteristics by Industry – Washington County (2002)**

Industry Description	Number of establishments	Sales, shipments, receipts, or revenue (\$1,000)	Annual payroll (\$1,000)	Number of employees
Manufacturing	268	( r ) 2,595,854	393,991	10,248
Wholesale trade	283	2,114,225	169,466	3,965
Retail trade	783	1,967,231	175,942	9,675
Information	82	N	43,007	1,277
Real estate and rental and leasing	128	131,960	27,664	1,084
Professional, scientific, and technical services	390	D	D	h
Administrative and support and waste management and remediation service	220	174,170	75,956	3,153
Education services	21	11,400	3,575	298
Health care and social assistance	625	742,880	334,794	10,198
Arts, entertainment, and recreation	82	187,521	36,790	1,693
Accommodation and food services	377	176,806	50,943	5,530
Other services (except public administration)	441	371,693	86,370	2,892

Source: U.S. Bureau of the Census, 2002 Economic Census

D: Withheld to avoid disclosing data for individual companies; data are included in higher level totals.

N: Not available or not comparable.

Q: Revenue not collected at this level.

( r ): Revised

S: Withheld because estimate did not meet publication standards.

s: Sampling error exceeds 40 percent.

X: Not applicable.

Z: Less than half the unit shown.



## Unemployment Rates

The PA Bureau of Labor Statistics provides unemployment data at the county level, but not at the local municipal level. Since 1997, changes in Washington County's annual unemployment rates have mirrored those for Pennsylvania and surrounding counties. As Table 10-4 indicates, Washington County's unemployment rate has been consistently higher than the rate for the state and Allegheny County, consistently lower than the rates for Fayette County and Greene County, and generally the same as the rates for Beaver County and Westmoreland County.

**Table 10-4**  
**County Unemployment Rates (percent)**

	1997	1998	1999	2000	2001	2002	2003	2004
Pennsylvania	5.1	4.6	4.4	4.2	4.7	5.6	5.7	5.5
Washington County	5.3	5.1	4.8	4.6	5.1	6.0	6.0	5.9
Allegheny County	4.3	4.1	3.9	4.0	4.3	5.3	5.7	5.4
Beaver County	5.0	5.0	4.8	4.3	5.0	6.1	6.2	5.9
Fayette County	8.2	7.2	6.9	5.7	6.2	7.1	7.7	7.8
Greene County	8.8	8.0	7.4	5.9	5.7	6.2	6.8	6.7
Westmoreland County	5.5	5.2	4.8	4.6	5.1	5.8	6.0	6.1

*Sources: Bureau of Labor Statistics, Local Area Unemployment Statistics (LAUS) data*

## Educational Attainment

A well-educated workforce is an essential component of the county's efforts to attract new businesses and support existing ones. The census bureau tracks the level of educational attainment for persons over the age of 25. The following table highlights educational attainment for the planning region, county, and the state. The planning region compares favorably with the county in all categories except the percentage of residents with bachelor's degrees.

**Table 10-5**  
**Highest Level of Educational Attainment**  
**2000**

	Less than 9th grade	9th to 12th grade, no diploma	High school graduate (includes equivalency)	Some college, no degree	Associate degree	Bachelor's degree	Graduate or professional degree
Pennsylvania	5.5%	12.6%	38.1%	15.5%	5.9%	14.0%	8.4%
Washington County	5.6%	11.8%	42.6%	14.6%	6.6%	12.8%	6.0%
Carroll Township	3.2%	10.6%	42.8%	15.3%	7.9%	13.3%	6.8%
Finleyville Borough	4.8%	12.7%	37.8%	17.5%	10.0%	14.2%	3.0%
Nottingham Township	2.3%	8.1%	40.7%	16.6%	6.6%	16.4%	9.4%
Union Township	3.8%	10.8%	47.4%	17.3%	8.9%	7.7%	4.0%
Planning Region	3.3%	10.3%	44.1%	16.4%	8.1%	11.7%	6.1%

*Source: U.S. Bureau of the Census*

## Major Employers:

Table 10-6 lists Washington County's 50 largest employers. Only three – Monongahela Valley Hospital (3), Ringgold School District (15), and Albert Gallatin Home Care, Inc. (48) – are located exclusively within the planning region.

**Table 10-6**  
**Washington County Top 50 Employers, 3<sup>rd</sup> Quarter 2004**

Rank	Employer	Rank	Employer
1	The Washington Hospital	26	DBT America Inc.
2	Washington County	27	All-Clad Metalcrafters LLC
3	Monongahela Valley Hospital	28	Jessop Steel Co.
4	Wal-Mart Associates Inc.	29	Wheeling-Pittsburgh Steel Corp.
5	California University of PA	30	Allegheny Energy Service Corp. (Coal Center Road subsidiary)
6	Pennsylvania State Government	31	McGuffey School District
7	Giant Eagle Inc.	32	WKI Holding Company Inc.
8	84 Lumber Company	33	Community Action Southwest
9	Canon McMillan School District	34	Charleroi Area School District
10	United States Government	35	ABS
11	Consol Pennsylvania Coal Company	36	Sears Roebuck & Co.
12	Eighty-Four Mining Company	37	Lighthouse Electric Company
13	Peters Township School District	38	Washington School District
14	Canonsburg General Hospital	39	McDonald's Restaurants of PA Inc.
15	Ringgold School District	40	Foster Wheeler Zack Inc.
16	Black Box Corporation	41	Duritza's Enterprises Inc.
17	Mon Valley Foods Inc.	42	ANSYS Inc.
18	Trinity Area School District	43	Pennsylvania-American Water Co.
19	Coca-Cola Enterprises Inc.	44	Ferro Glass & Color Corp.
20	Eat'N Park Restaurants Inc.	45	Presbyterian Seniorcare
21	Intermediate Unit 1	46	Observer Publishing Company
22	Pennsylvania Transformer	47	Bob Evans Farm Inc.
23	National Appraisal Services Corp.	48	Albert Gallatin Home Care Inc.
24	Washington & Jefferson College	49	Bethlehem Center School District
25	Washington Penn Plastics Co. Inc.	50	Ross Mould Incorporated

Source: paworkstats@state.pa.us., 2005

Table 10-7 lists the top five employers within each of the planning region municipalities.

**Table 10-7**  
**Top Five Employers per Municipality**

Municipality	Employer	No. of Employees
Carroll Township	Monongahela Valley Hospital	1,100
Carroll Township	Ringgold School District	165
Carroll Township	Giant Eagle	135
Carroll Township	Albert Gallatin Home Care and Hospice	110
Carroll Township	Mon Valley Care Center	96
Finleyville Borough	Cicci Dance Supplies	71
Finleyville Borough	Vocelli Pizza	25
Finleyville Borough	Century 21 Frontier Realty	18
Finleyville Borough	U.S. Postal Service	17
Finleyville Borough	Children's Paradise, Inc.	10
Nottingham Township	SKC, Inc.	83
Nottingham Township	Ringgold School District Bus Garage	56
Nottingham Township	Matthews Bus Company	53
Nottingham Township	Sopko Contracting, Inc.	26
Nottingham Township	Equitable Gas Company	20
Union Township	W. G. Tomko	386
Union Township	Trax Farms	178
Union Township	Ringgold School District	117
Union Township	Mon Valley Foods	108
Union Township	Allegheny Energy	103

*Source: Carroll Township, Finleyville Borough, Nottingham Township, and Union Township*

## Industrial Parks

Washington County has nine industrial parks that are strategically positioned in the county. None are located within the planning region, but the 260-acre Donora Industrial Park is located in Donora Borough adjacent to Carroll Township. Other nearby industrial/business parks in eastern Washington County include Alta Vista Industrial Park in Bentleyville Borough, California Technology Park in California Borough, and Speers Industrial Park in Speers Borough.

The creation of additional industrial/business parks or the expansion of existing parks will depend on a number of factors. These factors include the amount of available space in existing parks, the types of businesses targeted for occupancy, access, infrastructure, location of suitable sites, etc.

## Washington County Economic Development Projects

Washington County's current economic development initiatives include five industrial park projects, three community/downtown revitalization projects, two tourism projects, and unspecified brownfield development projects. None of the industrial park, community revitalization, or tourism projects is

located within the planning region. However, as previously noted, the county's economic development strategy cites the Mon Valley sub-region of the county as presenting numerous brownfield redevelopment opportunities.

The municipalities should access the Redevelopment Authority of Washington County's inventory of brownfields within the planning region and seek the county's assistance in assessing the redevelopment potential of these sites. The municipalities should then petition the county to include selected brownfields in the county's future economic development plans for county, state, federal, and private sector funding.

Finleyville Borough is the only planning region municipality that has a traditional central business district (CBD). The borough's CBD has about 60 businesses and relatively few vacant storefronts. SR 88 runs through part of the CBD, giving borough businesses high visibility to passing motorists.

Although Finleyville's CBD is currently vibrant, changing economic conditions, the Mon Fayette Expressway's effect on traffic patterns and volumes, and other factors may have an adverse impact on the borough's business district.

Since the Finleyville CBD will continue to serve as the planning region's traditional business district, the planning region municipalities should take steps to insure that this business district remains both economically viable and physically attractive. Consequently, the four municipalities should approach Washington County about preparing a downtown improvement plan that addresses improving both the economic and physical environment of the Finleyville CBD.

Finleyville hopes to undertake a downtown development plan that includes participation in the PA Department of Community and Economic Development's Main Street Program, PennDOT's Home Town Streets Program, and similar programs.

## **Conclusions**

Among the conclusions and recommendations contained in the economic development section of the June 15, 2005 draft of the Washington County Comprehensive Plan are the following:

- Washington County residents strongly favor preserving open space, and county officials have chosen to actively plan and manage growth to preserve a rural atmosphere that is within minutes of the City of Pittsburgh.
- County economic development agencies should continue their cooperation and collaboration in the pursuit of economic development activities that benefit both individual communities and the county as a whole.
- Developing a portfolio of industry clusters that provide family-sustaining employment for residents is a high priority.
- Agriculture is a leading industry in Washington County, and the county should target investment to support it and related businesses.

- The retention and expansion of existing businesses is essential to the county's economic growth. Conducting programs, e.g., business outreach efforts, to support business retention and expansion must remain a county priority.
- Washington County should target resources to the revitalization of the county's older cities and towns as a means of benefiting not only the targeted older communities, but also the entire county. For example, brownfield redevelopment will not only help restore the economic base of the older community, but it will also prevent the loss of open space in rural areas of the county.
- Resources are scarce at all levels of government and the county must invest these limited resources where they are likely to create the greatest economic benefit and leverage additional funding.

The following set of conclusions and recommendations for the economic development of the planning region largely parallels those for Washington County.

- Planning region residents favor retaining the existing rural and suburban atmosphere. Future development should be steered to corridors along major roads with water and sewer service as a means of preserving the open space in other areas.
- The planning region municipalities need to reach consensus on economic development goals (e.g., retaining the Finleyville CBD as the region's traditional business district) and approach county officials with a "united front" regarding requests for financial and technical assistance.
- Comprehensive plan communities must work together and with the private sector and public sector agencies to obtain their economic goals.
- Planning region municipalities should adopt and maintain business-friendly practices and attitudes to help attract new businesses and retain and expand existing businesses. Examples of such business-friendly measures include maintaining an adequate supply of appropriately zoned land for all types of economic growth and adopting expeditious development approval processes.
- Supporting the planning region's agricultural enterprises provides employment and food shopping opportunities, while preserving open space and the region's rural atmosphere.
- Planning region municipalities should pursue the revitalization of their older areas as an important reinvestment in their communities and residents. This would include both brownfield redevelopment and the revitalization of the Finleyville CBD.
- The comprehensive plan communities have few municipal resources with which to pursue their economic development goals. Consequently, they will need to request Washington County's assistance in obtaining the required funding from limited public sector resources.

## **Implementation**

The following goals and objectives are proposed to address the planning region's economic development needs:

**Goal:** Improve the vitality of the planning region by achieving a strong economic base.

**Objectives:**

1. Work with Washington County and economic development agencies to identify, target, and support industries that will provide jobs for area residents, including agriculture and related businesses.
2. Redevelop vacant or underutilized commercial and industrial land to provide jobs and enhance municipal tax bases.
3. Pursue the revitalization of the Finleyville Borough central business district, especially revitalization of its physical environment, through the Pennsylvania Department of Community and Economic Development's Main Street Program, PennDOT's Home Town Streets Program, and similar programs.
4. Present a "united front" when approaching Washington County for technical and financial assistance for economic development projects.
5. Collaborate with public agencies and private businesses to attract/retain/expand commercial enterprises.
6. Encourage planning region residents and businesses to pursue job-training opportunities that will provide a workforce that meets employers' present and future labor needs. Educational and career training/retraining opportunities are available through California University of Pennsylvania in nearby California, PA, and through the United Mine Workers of America Career Center in downtown Washington, PA.
7. Encourage planning region businesses, including agricultural enterprises, to pursue business development programs and other resources offered by both the public and private sectors.
8. Encourage Washington County to pursue the *Washington County Economic Development Strategy* recommendation calling for the development of a strategic plan for the Mon Valley to guide the area's revitalization.
9. Work with Washington County to lobby state and federal legislators for the funds needed to implement economic development initiatives.

**Goal:** Implement municipal actions to encourage economic development.

**Objectives:**

1. Maintain an adequate supply of land zoned for commercial and industrial uses in appropriate locations.
2. Adopt and maintain similar and compatible municipal development approval processes.
3. Prepare and adopt multimunicipal development standards to insure that new development will be physically attractive and have minimal adverse impacts on existing development.
4. Maintain an updated inventory of planning region brownfields and request Washington County's technical assistance with assessing the redevelopment potential of these sites.
5. Identify infrastructure improvements needed to support future residential, commercial, and industrial development, and request Washington County technical and financial assistance to obtain implementation funding.

## **Chapter 11      Parks, Recreation, and Open Space Plan**

### **Introduction**

Parks and recreation resources bring vitality to a community and enhance its quality of life. They provide opportunities for improving residents' physical health, and they promote social interaction that strengthens a sense of community among residents. Open space (e.g., woodlands, stream valleys, wetlands, etc.) helps establish a community's character. Preserving open space to retain this character is therefore an important component of a community's comprehensive plan. Quality of life features also increase property values and make a community more attractive to prospective residents and businesses. Therefore, maintaining and enhancing the planning region's parks, recreational resources, and open space are essential to insuring a healthy and vibrant community.

### **Public Recreation Facilities**

The planning region contains a number of local recreation facilities, a major county park, and large areas of open space. Among the comprehensive plan municipalities, only Finleyville does not have a municipal park. The Finleyville Community Center is the only recreation facility in the borough. The planning region's other recreation facilities are listed below, categorized by the entities responsible for maintaining them.

#### **Carroll Township**

Carroll Township has three geographically dispersed parks – one at the end of Diane Drive in the western section of the township, one on Carroll Lane in the center of the township, and a third in the Victory Hills neighborhood in the eastern portion of the township. These facilities consist mostly of playground equipment and basketball and tennis courts, but the park on Carroll Lane also has picnic tables and a pavilion. The existing facilities are expected to meet the current and anticipated needs of township residents for the foreseeable future. Therefore, Carroll Township has no plans to add any parks to its inventory. Instead, the township will focus on maintaining and improving its existing facilities.



**Carroll Lane Park, Carroll Township**



### **Nottingham Township**

Nottingham Township has one municipal park – Sherwood Park at the municipal complex on Sugar Run Road. This facility has a baseball field (McDonald Field) with a basketball court, walking trail, playground equipment, and a pavilion. A second pavilion is under construction and a concession stand will be constructed in 2006.

Sherwood Park has ample land to meet the current and anticipated municipal recreation needs of township residents. The township has prepared a master plan for the park to maximize the facility's potential and is seeking funding for implementation. The township is currently considering preliminary plans for a number of improvements to this facility. These improvements include the following:

- Tennis courts
- Soccer fields
- Restrooms at McDonald Field
- Steps from the municipal building to McDonald Field
- Signage
- Electrical upgrades
- Pedestrian paths connecting the park's amenities

In September 2005, Nottingham Township held its first "Community Day" at Sherwood Park. This event included live music performed by a small band, and a survey of attendees indicated that they wanted more such performances in the future. The township's future recreation improvements may include a pavilion for outdoor concerts.

### **Union Township**

Union Township has two municipal parks – the Union Township Recreation Center on Brownsville Road and a small park on Jason Drive. The Union Township Recreation Center includes a baseball field, soccer field, playgrounds, concession stands, and restrooms. The Jason Drive facility has a playground and short walking trail.

Like Carroll Township and Nottingham Township, Union Township will maintain and improve its existing municipal recreation facilities. However, the township would like to prepare a master recreation plan to address its future recreation needs. Among the potential sites for a new township park is the former Nike site on Finleyville-Elrama Road.

### **Ringgold School District**

Another recreation resource available to the comprehensive plan municipalities is the Ringgold School District. Four of the district's six schools are located in the planning region. The recreational facilities at these schools are listed below. The school district's indoor recreation facilities are especially valuable during the winter when similar outdoor facilities cannot be used.

Gastonville Elementary School (located in Union Township)

- Gymnasium
- Playground

Carroll Middle School (located in Carroll Township)

- Gymnasium (basketball/volleyball court)
- Soccer field

Finley Middle School (located in Union Township)

- Gymnasium (basketball/volleyball court)
- Soccer field
- Football field

Ringgold High School (located in Carroll Township)

- Gymnasium (basketball/volleyball court)
- Soccer field
- Football field
- Swimming pool
- Tennis court
- Baseball field

The school district has a policy regarding groups requesting to use its recreational facilities. Permission to use these facilities depends on a number of factors including the type of group making the request (e.g., non-profit or profit), the availability of the facilities on the dates requested, and the purpose for requesting use of the facilities. Depending on the above and other factors, there may be fees involved with the use of school district recreational facilities.

### **Washington County**

The planning region is fortunate to host one of Washington County's three major parks – Mingo Creek County Park in southeastern Nottingham Township. This 2,400-acre park's features include playgrounds, hiking/biking/horse trails, an observatory, picnic pavilions and facilities, athletic fields, restrooms, and four miles of Mingo Creek that provide excellent trout fishing. It also contains two historic covered bridges – the Henry Bridge and the Ebenezer Bridge – and hosts the county's popular annual covered bridge festival every September.

Washington County has a master plan for the development of Mingo Creek County Park. This plan's goal for the park is as follows:

*To preserve the special qualities of the stream valley and to provide opportunities for special events, fishing, passive recreation, group activities, trail use, and interpretation of the County's history.*

To achieve this goal, the Washington County Parks and Recreation Department offers park visitors recreational and educational programs that focus on the park's natural and cultural resources.



### **Commonwealth of Pennsylvania**

The state recreational facilities in Washington County are a substantial distance from the planning region. The only state park in Washington County – Hillman State Park – is located in the northwestern corner of the county. It offers hunting and hiking opportunities. Of the seven state game lands in the county, the closest to the planning region is State Game Land #297 in North Bethlehem Township. It is approximately 12 miles southwest of the planning region. It offers hunting, trapping, and fishing to residents and visitors.

### **Private Recreation Facilities**

In addition to the planning region's public recreation facilities, there are also many privately owned and operated recreation enterprises in the comprehensive plan communities and surrounding area. These resources include private and public facilities, e.g., golf courses, sportsmen's clubs, swimming pools, bowling alleys, ball fields, cinemas, etc. Some major examples of these resources in the planning region include the following:

- Monongahela Valley Country Club ..... Carroll Township
- Victory Hill Gun Club..... Carroll Township
- YMCA..... Carroll Township
- Mineral Beach (swimming and snow tubing) .....Union Township
- St. Francis of Assisi Athletic Field.....Union Township
- Old Nottingham Country Club (privately owned; managed by State Game Commission; permits public hunting)
- Robinson Farm parcel on Barr Road in Nottingham Township (privately owned; managed by State Game Commission; permits public hunting)



**Mineral Beach in Union Township**



**St. Francis of Assisi Athletic Field  
Union Township**

### **Other Area Recreation Resources**

- **Rivers, Lakes, and Streams**

The Monongahela River is a major recreation resource that provides swimming, boating, fishing, and other recreation opportunities to area residents. However, there is no public access to the river within the planning region. There are boat access ramps in the adjacent municipalities of Monongahela and New Eagle, but better public access to the river should be a goal of Carroll and Union Townships.

Other county waterways near the planning region that provide recreational opportunities to area residents include Canonsburg Lake and 84 Lakes.

- **Bicycle Paths**

As noted in Chapter 8: Transportation Plan, Bicycle PA Route S runs along portions of SR 136 in Carroll and Nottingham Townships. This route runs through Mingo Creek County Park, and the park contains several other bicycle trails.

- **Campground Facilities**

Of the three campgrounds in Washington County, the two closest to the planning region are the Pine Cove Beach Club and RV Resort in Charleroi and the KOA Campgrounds in Washington. Both of these facilities have a swimming pool, fishing lakes, and pavilions. In addition, the Washington KOA offers volleyball and horseshoes.

### **Outside Washington County**

Planning region residents can also take advantage of recreation facilities in neighboring counties. Such facilities include two Allegheny County parks – South Park and Round Hill Park – near Union Township and Cedar Creek Park in Westmoreland County, just 10 miles east of Carroll Township.

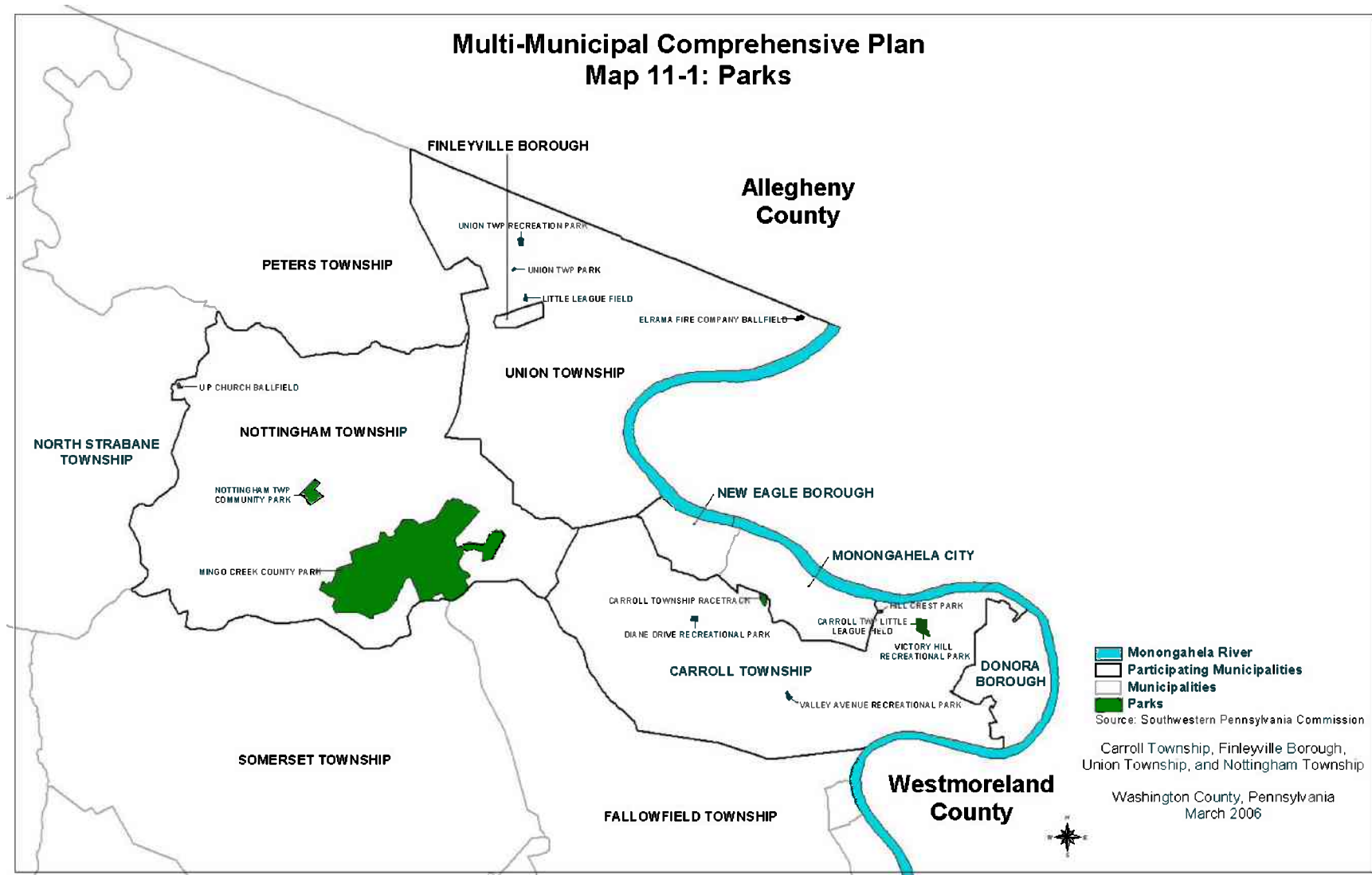
South Park's amenities include two golf courses and a DEK hockey rink. Round Hill Park is a working farm that also has soccer fields and a horse trail.

Cedar Creek Park is a 464-acre facility that has many amenities – playgrounds, numerous athletic fields and courts, an amphitheater, sled riding areas, biking and hiking trails, boating, fishing, swimming, and picnicking. The park also provides access to the Youghiogheny River Trail that is part of the regional trail system planned to link Washington, D.C. with Chicago.

## **Open Space**

Open space is a term that refers to woodlands, stream valleys, wetlands, steep slopes, and other land that is not devoted to a specific land use, e.g., residential, agricultural, or commercial. Open space in the planning region will be preserved through a variety of measures that include the following:

- Restricting development to areas with adequate public infrastructure, suitable topography, appropriate soil characteristics, etc.
- Promoting the acquisition of land or conservation easements by land conservation agencies.
- Supporting the establishment of a greenways network (see Chapter 4) that connects natural resource areas, residential and recreational areas, and other community features.



## **Implementation**

The following goals and objectives are proposed to address the planning region's parks, recreation, and open space needs:

**Goal:** Maintain, improve, and use existing parks and recreation resources to improve the quality of life for planning region residents.

**Objectives:**

1. Continue to maintain and improve municipal parks for both active and passive recreation.
2. Solicit Washington County's implementation of the county's master plan for Mingo Creek County Park.
3. Where feasible, use school district facilities to supplement community recreation facilities.
4. Encourage the private sector to enhance community recreational resources by maintaining and improving their facilities, e.g., Little League ballfields.
5. Pursue private sector and public sector funding for park and recreation improvements, particularly for Sherwood Park in Nottingham Township.

**Goal:** Improve the quality of life for planning region residents by increasing or expanding recreational resources and opportunities.

**Objectives:**

1. Promote improved health of residents by expanding the pedestrian and bicycle circulation system within the region, especially to link residential, commercial, and recreational areas.
2. As residential development occurs, monitor population increases to determine the nature, time, size, number, and location of needed additional recreation facilities.
3. Continue to use subdivision and land development regulations that require large land developments to set aside land for open space and recreation.
4. Encourage and support the development of joint recreational facilities among state, regional, county, and local organizations.
5. Collaborate with Washington County and other Mid-Mon Valley municipalities to increase public access to the Monongahela River and maximize its potential and value as a recreation resource.
6. Investigate the feasibility of redeveloping brownfields for recreational uses.

7. Pursue private sector and public sector funding for expanding and enhancing recreational resources.
8. Establish a greenways network to provide additional recreational resources, i.e., hiking and biking trails, for planning region residents.

**Goal:** Maintain the planning region's rural character by preserving open space.

**Objectives:**

1. Encourage future development in areas with adequate infrastructure and suitable topography, thus facilitating the preservation of open space.
2. Pursue private sector and public sector funding to acquire land or conservation easements to preserve open space.
3. Support the establishment of a greenways network that connects woodlands, stream corridors, and other natural features with residential and recreational areas.



## **Chapter 12     Energy Conservation Plan**

### **Introduction**

The purpose of this section of the comprehensive plan is to analyze the impact of plan elements on energy consumption and to promote the effective use of energy sources.

### **Impact of Plan Elements on Energy Consumption**

The comprehensive plan contains numerous elements that impact energy consumption. Such elements and their energy conservation ramifications include the following:

- Encouraging infill development in urban areas rather than new development in suburban or rural areas, thereby making maximum use of existing public infrastructure.
- Promoting compact, mixed use development that will create walkable neighborhoods that reduce the use of automobiles for daily activities. This will reduce fuel consumption.
- Supporting cluster development that will minimize the amount of roadway needed to serve and link residential, commercial, and other areas and thereby reduce travel times and fuel consumption.
- Creating and improving pedestrian and bicycling circulation systems (including greenways) that will encourage hiking and biking as alternatives to automobiles, thereby reducing fuel consumption.
- Encouraging new development near the interchanges of the Mon-Fayette Expressway and the proposed Southern Beltway to reduce commuting times and prevent traffic congestion on local roads, thereby reducing fuel consumption.
- Supporting the development of a variety of housing types, thereby providing additional housing choices for people who work within the planning region but currently live outside the area. Such additional housing choices will reduce commuting times and fuel consumption.
- Encouraging the rehabilitation of existing structures in developed areas to reduce the demand for new construction in undeveloped areas. This will reduce the need for additional roads and fuel consumption.
- Promoting energy efficient design and materials for new construction and rehabilitation that will reduce fuel consumption for heating and cooling structures.
- Maintaining the transportation network to prevent road and bridge closures that necessitate detours and entail increased fuel consumption.

- Improving the public transit system to reduce the use of automobiles, thereby reducing fuel consumption.
- Promoting the prompt completion of the Southern Beltway, thereby reducing traffic congestion and fuel consumption.
- Pursuing economic development efforts to provide more jobs within the planning region, thereby reducing the need for area residents to travel outside the planning region for employment. This reduces travel times and fuel consumption.

## **Implementation**

The following goals and objectives are proposed to address the planning region's energy conservation and development needs:

**Goal:** Reduce energy consumption.

**Objectives:**

1. Establish standards to guide the appropriate and efficient use of energy in municipal programs, purchases, and practices.
2. Promote carpooling and public transit use.
3. Support ongoing programs for resource recovery and recycling of solid wastes.
4. Continue efforts of cooperation among residents, utility companies, and local, county, regional, state, and federal agencies concerning energy-related issues and programs.
5. Work with Washington County and economic development agencies to attract businesses that will provide jobs for planning region residents. This will reduce the commuting times (and therefore energy costs) of area residents.
6. Maintain elements of the transportation network (e.g., roads and bridges) to reduce the need for detours that increase fuel consumption and costs.
7. Support transportation improvements that will reduce energy consumption by alleviating traffic congestion and improving traffic flow.
8. Encourage alternative transportation networks, e.g., bicycle and pedestrian circulation systems that will reduce the need for automobile use for daily activities.
9. Support clustered development with connecting service roads and paths that accommodate vehicles, bicycles, and pedestrians.

10. Educate property owners regarding the benefits of energy conservation – saving money, making housing affordable, etc.

**Goal:** Promote the conservation of non-renewable energy resources.

**Objectives:**

1. Adopt and enforce development and building standards that encourage and support energy efficient design and materials in all construction and land development. Promote the U.S. Environmental Protection Agency's Energy Star Program regarding the use of energy efficient products in all new construction and rehabilitation. Also, encourage landscaping that promotes energy conservation, e.g., using trees as wind shields or for shading to reduce the cost of heating or cooling structures.
2. Encourage and participate in any energy conservation planning or programs undertaken by Washington County or regional, state, or federal entities.
3. Support natural resource preservation, conservation, and protection measures for both renewable and non-renewable energy resources.

**Goal:** Encourage the development of renewable energy sources.

**Objectives:**

1. Promote development, use, and protection of renewable energy resources, e.g., solar, wind, and water. Protection can be achieved through land use regulations and other measures.
2. Establish standards to regulate noise pollution generated by wind turbines.

## **Chapter 13     Implementation Plan**

### **Implementation Matrix**

Implementation of the recommendations in the Multi-municipal Comprehensive Plan for Carroll Township, Finleyville Borough, Nottingham Township and Union Township will require the cooperation and collaboration of the four municipal governing bodies in addition to many public and private sector entities. These might include the Washington County Board of Commissioners, the Redevelopment Authority of the County of Washington, the Washington County Planning Commission, the Washington County Housing Authority, other county agencies and departments, municipal planning boards and commissions, municipal residents, non-profit organizations, for-profit developers, human and social services agencies, the business community and others. In implementing the recommendations, the municipalities in the planning region will need to consider a phasing plan with short-term, middle-term, and long-term phases. An action plan has been provided to serve as a framework for implementation, ensuring that the phasing of recommendations is coordinated over a period of years.

Short-term recommendations should generally be completed within one to three years; middle-term recommendations should be completed within four to seven years; and long-term recommendations should be completed within eight to ten years.

The glossary included on the following page will be helpful in reviewing the Implementation Matrix. It lists the various public agencies, programs and potential funding resources for recommendations included in the action plan.

ACCESS	PA Access Grant Program
ALT	Allegheny Land Trust
ARCGP	Appalachian Regional Commission Grant Program (DCED)
BAPG	Brownfields Assessment Grants (EPA)
BFP	Ben Franklin Partnership
BHI	Brownfield for Housing Initiative
BIG	Brownfield Inventory Grants (PA DEP)
CDBG	Community Development Block Grant
CFP	Community Facilities Programs (USDA)
CJT	Customized Job Training (DCED)
CLGGP	Certified Local Government Grant Program (PHMC)
CLGS	Center for Local Government Services
COP	Communities of Opportunity (PA DCED)
CORPS	U.S. Army Corps of Engineers
CRP	Community Revitalization Program (PA DCED)
CT	Carroll Township
DCED	Pennsylvania Department of Community and Economic Development
DCNR	Pennsylvania Department of Conservation and Natural Resources
DEP	Pennsylvania Department of Environmental Protection
DHS	Donora History Society
EPA	United States Environmental Protection Agency
FB	Finleyville Borough
FTA	Federal Transit Administration
HOME	Home Investment Partnerships Program
HP	Hybrid Program (DCED)
IDP	Infrastructure Development Program (DCED)
IRC	Industrial Resource Centers
ISRP	Industrial Sites Reuse Program (DCED)
JCTC	Job Creation Tax Credits (DCED)
JTPA	Job Training Partnership Act
KHPG	Keystone Historic Preservation Grants (PHMC)
LHG	Local History Grants (PHMC)
LMRDP	Local Municipal Resources and Development Program
LUPTAP	Land Use Planning and Technical Assistance Program (PA DCED)
MAHS	Monongahela Area Historical Society
MELF	Machinery & Equipment Loan Fund (DCED)
MMVTA	Mid Mon Valley Transit Authority
MPC	Mon Valley Progress Council
NT	Nottingham Township
OGP	Opportunity Grant Program
OSM	U. S. Department of Interior Office of Surface Mining
PAT	Port Authority Transit
PCAP	Pennsylvania Capital Access Program
PEDFA	Pennsylvania Economic Development Financing Authority
PennDOT	Pennsylvania Department of Transportation
PFOP	Preservation Fund of Pennsylvania (PP)
PHMC	Pennsylvania Historical and Museum Commission
PHPP	Pennsylvania Heritage Parks Program (DCNR)
PIDA	Pennsylvania Industrial Development Authority
PMBDA	Pennsylvania Minority Business Development Authority
POP	Port of Pittsburgh
PP	Preservation Pennsylvania
PSR	Pennsylvania Street Relief (DEP)
PSU-CE	Penn State University Cooperative Extension
PT C	Pennsylvania Turnpike Commission
RBS	Rural Business – Cooperative Development Service (USDA)
RCGP	Rivers Conservation Grant Program (DCNR)

**Multi-Municipal Comprehensive Plan**  
**Carroll Township ♦ Finleyville Borough ♦ Union Township ♦ Nottingham Township**

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RDG	Rural Grants Program (USDA)
RDTC	Research and Development Tax Credit
RHS	Rural Housing Services (USDA)
RLISC	Rural Local Initiative Support Corporation
RSD	Ringgold School District
RTT	Rails-to-Trails Grant Program (DCNR)
RUS	Rural Utilities Service (USDA)
SBA	Small Business Administration
SBF	Small Business First
SPC	Southwest Pennsylvania Commission
TEA-21	Transportation Equity Act for the 21 <sup>st</sup> Century
TSAP	Targeted Site Assessment Program (EPA)
UT	Union Township
USDA	United States Department of Agriculture
USDI	United States Department of the Interior
USEPA	United States Environmental Protection Agency
VHS	Venetia Heritage Society
WCAA	Washington County Airport Authority
WCBCC	Washington County Board of County Commissioners
WCBD	Washington County Bridges Department
WCCD	Washington County Conservation District
WCDPR	Washington County Department of Parks and Recreation
WCEDP	Washington County Economic Development Partnership
WCFPP	Washington County Farmland Protection Program
WCHL	Washington County History and Landmarks
WCHS	Washington County Historical Society
WCPC	Washington County Planning Commission
WCPS	Washington County Department of Public Safety
WCRA	Washington County Redevelopment Authority
WCTA	Washington County Transit Authority
WCWA	Washington County Watershed Alliance
WGCJTA	Washington Greene County Job Training Agency
WPC	Western Pennsylvania Conservancy
WPCAMR	Western Pennsylvania Coalition for Abandoned Mine Reclamation
WRHSP	Washington Regional Highway Safety Program

## IMPLEMENTATION PLAN

### Chapter 4 LAND USE PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Residential Development Goal: Provide for safe and adequate housing for a variety of household types and income levels.</i></b>				
Provide for a variety of housing types including single family, duplexes, townhouses, apartment complexes, assisted living facilities, and independent living facilities for households of all income levels through land use regulations.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	\$10,000 - \$15,000 per municipality	Short-term
Promote the public health, safety and general welfare of residents through the provision of quality housing through sound planning and appropriate enforcement of zoning, floodplain management, stormwater management, and the Uniform Construction Code.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	\$10,000 - \$25,000 annually per municipality	Ongoing
Guide future development to designated growth areas in order to preserve valuable agricultural lands, scenic vistas, greenways, and rural roads.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
<b><i>Non-Residential Development Goal: Encourage commercial and industrial development that is well integrated and compatible with the surrounding context and character of adjacent land uses.</i></b>				
Designate appropriate growth corridors for future commercial and industrial development to provide employment opportunities and a range of services for residents.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

Develop land use and development regulations for commercial and industrial land uses that protect the health, safety and welfare of the region's residents.	CT, FB, NT, UT, WCPC, CLGS	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Minimize potential land use conflicts between residential and non-residential land uses through appropriate zoning regulations.	CT, FB, NT, UT, CLGS	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Guide commercial and industrial development to appropriate areas where adequate infrastructure exists.	CT, FB, NT, UT, CLGS	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
<b><i>Natural Resources Goal: Protect significant natural resources such as floodplains, wetlands, steep slopes, woodlands, and watercourses.</i></b>				
Allow the location of natural features to guide the type and intensity of future development.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Minimize negative environmental impacts related to growth and development.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Prioritize the preservation and protection of significant natural resource areas.	CT, FB, NT, UT, WCPC, WPC, DEP, USDA	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Protect surface and groundwater resources from point and non-point source pollutants through adequate land development regulations (including floodplain management and stormwater management regulations) and enforcement efforts.	CT, FB, NT, UT, DEP, OSM, WPCAMR, USDA	DEP, OSM, WPCAMR, LUPTAP, CDBG	Determined by nature and extent of pollutants	Ongoing
Prevent further intrusion of hazardous materials into groundwater or other environmentally sensitive areas.	CT, FB, NT, UT, DEP, OSM, WPCAMR, USDA	DEP, OSM, WPCAMR	Determined by nature and extent of pollutants	Ongoing



<b><i>Open Space and Agricultural Preservation Goal: Promote open space, greenways, and farmland preservation that contributes to the desirable rural character of the planning region.</i></b>				
Preserve open space, greenways, and farmland in strategic locations across the planning region through sound planning policies and appropriate land use controls.	CT, FB, NT, UT, WCFPP, WCCD	Municipal general revenues, LUPTAP	Included in zoning costs	Ongoing
Protect the planning region's valuable farmland from future development that may remove fertile soils from production or interfere with or severely restrict existing productive farm operations.	CT, FB, NT, UT, PA Department of Agriculture, WCFPP, WCCD, USDA	PA Department of Agriculture	NA	Ongoing
Provide flexibility in land use controls to promote alternative or supplemental agricultural ventures.	CT, FB, NT, UT, CLGS	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Encourage farmland, greenways, and open space preservation through conservation easement purchase or donation.	CT, FB, NT, UT, WPC, WCFPP, WCCD, USDA	DCED	Determined by size and type of easement purchased	Ongoing
<b><i>Future Land Use and Growth Management Goal: Through land use regulations, control the form, location and timing of growth in the planning region while protecting the natural environment, maintaining visual quality and providing services and community facilities.</i></b>				
Foster a community with a well-balanced mix of agricultural, residential, commercial, industrial, open space and public land uses that support and complement a rural region.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Provide for future growth in areas best suited for development that will protect and enhance the planning region's quality of life.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

Maintain the integrity of agricultural and rural areas by limiting development and infrastructure extensions into these areas.	CT, NT, UT, USDA, WCCD	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Use growth management techniques to preserve open space, protect environmental resources, and minimize development costs.	CT, FB, NT, UT, WCPC, WCCD, USDA, CLGS	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

## Chapter 5 HOUSING PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Promote the preservation of the existing housing stock to maintain affordable housing in the planning region.</i></b>				
Enforce building codes, property maintenance codes, and the Uniform Construction Code in an equitable manner.	CT, FB, NT, UT	NA	NA	Ongoing
Work with the Redevelopment Authority of the County of Washington to market housing rehabilitation activities throughout the planning region.	CT, FB, NT, UT, WCRA	NA	NA	Ongoing
Demolish and clear severely dilapidated structures in order to arrest further neighborhood deterioration and decay.	CT, FB, NT, UT	Municipal general revenues, CDBG	\$20,000-\$25,000 annually per municipality	Ongoing
Maintain and upgrade infrastructure such as streets, sidewalks and curbs to preserve the stability and integrity of existing residential neighborhoods.	CT, FB, NT, UT	Municipal general revenues, CDBG, PennDOT	\$50,000-\$500,000 annually per municipality	Ongoing
<b><i>Goal: Facilitate affordable housing initiatives of other entities within the planning region, including construction of affordable housing units, rehabilitation of existing housing units, homeownership assistance, and marketing of financial incentive programs.</i></b>				
Identify developers and homebuilders who are amenable to constructing affordable housing, including infill residential development in urbanized areas, in close proximity to existing neighborhoods and infrastructure.	CT, FB, NT, UT, WCRA, property owners, housing agencies	NA	NA	Ongoing

Work with the Redevelopment Authority of the County of Washington to identify preferred locations for the development of new affordable housing, including vacant lots within existing neighborhoods, and market these to potential developers and homebuilders.	CT, FB, NT, UT, WCRA, property owners, housing agencies	NA	NA	Short-term
Target areas of concentrated deteriorated housing for rehabilitation, infill development, and redevelopment, as needed.	CT, FB, NT, UT, WCRA	CDBG, USDA, Rural LISC, COP, CRP, Act 137 funds, private owners, HOME, ACCESS, BHI, lending institutions	\$50,000-\$100,000 annually per municipality	Short-term then ongoing
<b><i>Goal: Encourage the location of higher density housing within walking distance and convenient commutable distance of employment, shopping and other activities through downtown revitalization, mixed use developments and other creative strategies.</i></b>				
Adopt zoning regulations that foster the creation of housing units on the upper floors of commercial structures in downtown Finleyville.	FB	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Adopt zoning regulations that permit cluster residential developments by right.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Through land use regulations, promote the inclusion of multi-family housing types such as apartments and townhouses in residential districts located in or near urbanized areas with existing infrastructure.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

Adopt zoning regulations that encourage and permit infill residential development on existing lots of record (i.e., traditional narrow lots with lesser front setbacks, etc.).	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Consider incorporating contextual design standards for new infill housing so that the new structures are compatible and similar in size, height and design to existing surrounding homes.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

## Chapter 6 HISTORICAL AND CULTURAL RESOURCES PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Identify, preserve, protect, and enhance the historic, architectural, and cultural resources of the planning region.</i></b>				
Encourage the identification, preservation, protection, enhancement, and re-use (where appropriate) of historic and architectural resources.	CT, FB, NT, UT, DHS, MAHS, VHS, WCHS, WCHL, PHMC, PP	Municipal general revenues, CDBG, PP	Determined by extent of study	Ongoing
Collaborate with and support the efforts of county and local historical societies to identify and preserve, restore and enhance historical, archeological, and cultural resources.	CT, FB, NT, UT, DHS, MAHS, VHS, WCHS, WCHL, PHMC, PP	NA	NA	Ongoing
Through the Washington County Historical Society and Peters Creek Historical Society, receive current information on historical preservation programs, and public and private sector funding sources.	CT, FB, NT, UT, WCHL, WCHS, WCPC	NA	NA	Ongoing
Where significant historic resources exist, apply to the PHMC for National Register historic designation.	CT, FB, NT, UT, PHMC	NA	NA	Short-term
Create municipally regulated historic districts where significant historic resources exist.	CT, FB, NT, UT, PHMC	Municipal general revenues, LUPTAP	\$5,000-\$10,000 per district	Short-term and Mid-term
Incorporate historic preservation into local zoning ordinances, e.g., create historic overlay districts.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Provide information about the historic rehabilitation tax credit available through PHMC to owners of eligible properties.	CT, FB, NT, UT, WCPC, WRCA	NA	NA	Ongoing

Work in close collaboration with county government, businesses, and others to apply for historic designation and funding under state, federal and other programs.	CT, FB, NT, UT, DHS, MAHS, VHS, WCHS, WCHL, PHMC, PP	NA	NA	Ongoing
Promote building code interpretation and streamlining of local approval processes to facilitate rehabilitation of historic properties.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
As warranted, develop and adopt historic overlays to protect resources, particularly those on the National Register (or eligible for the National Register) and those located in municipally regulated historic districts.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

## Chapter 7 NATURAL RESOURCES PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Identify, preserve, conserve, protect, and enhance the natural resources of the planning region for current and future generations</i></b>				
Protect and retain water resources to assure the quantity and quality of surface and groundwater for recreational use, wildlife habitats, and water supply.	CT, FB, NT, UT, DEP, Watershed associations	Municipal general revenues, CDBG, LUPTAP, DEP, EPA, WPCAMR, DCNR	Determined by nature and scope of project	Ongoing
Protect and manage woodlands by incorporating measures to encourage tree protection and conservation design methods in land use regulations.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Encourage the reclamation and redevelopment of former mineral extraction sites for recreational and other appropriate uses.	CT, FB, NT, UT, DEP, OSM, WPCAMR, property owners	DEP, OSM, WPCAMR, property owners	Determined by nature and extent of former use and proposed re-use	Short-term to Long-term
Collaborate with regional partners to acquire, remediate, reclaim and/or reuse abandoned mine sites.	CT, FB, NT, UT, DEP, OSM, WPCAMR, property owners	DEP, OSM, WPCAMR, property owners	Determined by nature and extent of former use and proposed re-use	Short-term to Long-term
Collaborate with county, regional, state, and federal agencies to implement the Monongahela River Conservation Plan.	CT, FB, NT, UT, WCPC, WPC, EPA, DEP	CDBG, DCNR, DEP, EPA	Determined on a project-by-project basis	Short-term to Long-term
Encourage and support the efforts of environmental and conservation agencies, including land acquisition, conservation easements, etc. to preserve and protect natural resources.	CT, FB, NT, UT, WPC	NA	NA	Ongoing



When reviewing land development proposals, require soil survey analysis to insure the suitability of the site for such development, and identify natural resources, i.e., wetlands, floodplains, natural heritage areas, etc..	CT, FB, NT, UT	Public and private developers	Determined by size and location of development	As needed
Update and implement stormwater management programs.	CT, FB, NT, UT	Municipal general revenues, LUPTAP	Included in zoning costs	As needed
Preserve prime agricultural soils by maintaining, expanding, and creating new agricultural security areas.	CT, NT, UT, property owners, PA Department of Agriculture, WCFPP, WCCD	NA	NA	Ongoing
Enact and enforce property maintenance codes and other ordinances to curtail illegal dumping and abandoned vehicles.	CT, FB, NT, UT	Municipal general revenues, DCED	\$2,000-\$5,000 per municipality/per year (DCED-funded shared code enforcement officer for municipalities participating in a shared code enforcement officer initiative)	Ongoing
Collaborate with county, regional, state, and federal agencies to pursue funding to prepare and implement plans that address the preservation, conservation, protection, and enhancement of natural resources, e.g., sustainable forestry management programs.	CT, FB, NT, UT, WCPC, WPC, DCNR, DEP, EPA	NA	NA	Ongoing

## Chapter 8 COMMUNITY FACILITIES PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Guide the development of the planning region in order to provide the most efficient use of existing and planned public facilities and utilities.</i></b>				
Designate appropriate growth areas for future development to provide employment opportunities and a range of housing types and services for residents.	CT, FB, NT, UT, WCPC	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Preserve the valued rural environment by maintaining farm and agricultural land.	CT, FB, NT, UT, WCPC	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
Allow for higher density housing types in existing population centers where public facilities are provided.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
<b><i>Goal: Provide for safe conveyance and treatment of wastewater.</i></b>				
Develop new and enhance existing partnerships between local governments and developers to assure the provision of adequate infrastructure.	CT, FB, NT, UT, WCPC, property owners	NA	NA	Ongoing
Ensure that all municipalities in the planning region have current Act 537 Plans, as required by DEP.	CT, FB, NT, UT, WCPC, DEP	DEP, CDBG, municipal authorities	\$25,000-\$50,000 per municipal authority	As needed
Require adequate sewage facilities planning and infrastructure in all subdivision and land development plans.	CT, FB, NT, UT, property owners and developers	Developers	Determined by the size and nature of the land development	As needed

<b><i>Goal: Ensure that the best quality and quantity of potable water is available to residents</i></b>				
Regulate new development activity through adequate land use and development ordinances to ensure groundwater supplies are protected.	CT, FB, NT, UT, WCPC, Watershed associations	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Continue to collaborate with surrounding local units of government on issues that cross municipal boundaries, such as watershed areas.	CT, FB, NT, UT, WCPC, Watershed associations, surrounding municipalities	NA	NA	Ongoing
<b><i>Goal: Foster regional planning and implementation initiatives for municipal services and other areas of local government.</i></b>				
Continue to investigate opportunities to share planning and delivery of municipal services with neighboring municipalities both within and outside of the planning region.	CT, FB, NT, UT, surrounding municipalities, LMRDP	DCED	NA	Ongoing

## Chapter 9 TRANSPORTATION PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Maintain, improve, and upgrade the existing transportation network.</i></b>				
Prioritize the prompt completion of the U.S. Army Corps of Engineers' replacement of Lock and Dam No. 4 on the Monongahela River to enhance waterway transportation.	CT, FB, NT, UT, WCBCC, state and federal legislators, CORPS	NA	NA	Short-term
Maintain existing municipal systems for identifying, prioritizing, and implementing road and bridge improvements.	CT, FB, NT, UT, SPC, WCPC	NA	NA	Ongoing
Maintain cooperation and collaboration with Washington County, PennDOT, the PA Turnpike Commission, and other agencies to identify and implement needed improvements to roads, bridges, waterways, railroads, and other elements of the existing transportation system.	CT, FB, NT, UT, WCPC, PennDOT, PTC, CORPS, SPC, WCBCC, WCB, WCAA	NA	NA	Ongoing
Develop support and consensus among local, county, state, and federal officials and legislators to lobby for additional funding for planning region transportation projects and to insure prompt completion of local Transportation Improvement Program projects.	CT, FB, NT, UT, WCBCC, SPC, state and federal legislators	NA	NA	Ongoing

Maintain and improve the existing public transit system.	CT, FB, NT, UT, MMVTA, WCTA	Municipal general revenues, MMVTA	Determined by nature and scope of proposed improvement	Ongoing
<b><i>Goal: Improve transportation safety.</i></b>				
Work with Washington County, PennDOT, and other transportation partners to develop safer alternatives for roads with high accident rates.	CT, FB, NT, UT, WCPC, SPC, PennDOT	NA	NA	Ongoing
Identify and complete safety-related projects, including improvements that minimize pedestrian/vehicular conflicts.	CT, FB, NT, UT, PennDOT, SPC, WRHSP	Municipal general revenues, CDBG, PennDOT	Determined by nature and scope of project	Ongoing
Through land use regulations, discourage highway strip commercial development, support clustered developments, and encourage connecting service roads between commercial developments.	CT, FB, NT, UT, property owners	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
<b><i>Goal: Develop a transportation network to meet the region's future needs.</i></b>				
Continue to work with Washington County, the Southwestern Pennsylvania Commission, PennDOT, the U.S. Army Corps of Engineers, the Port of Pittsburgh, the Mid Mon Valley Transit Authority, railroad companies, and others to identify, prioritize, and implement improvements to and expansion of the transportation network.	CT, FB, NT, UT, WCPC, SPC, PennDOT, CORPS, POP, MMVTA, railroads	NA	NA	Ongoing
Encourage the prompt completion of the Southern Beltway in the planning region.	CT, FB, NT, UT, WCBCC, PTC	PTC	To be determined	Middle-term to Long-term

Monitor the impact of the Mon Fayette Expressway and the Southern Beltway on planning region local roads and work with county, state, and federal agencies to implement improvements that address the increased traffic that these roads generate, thereby reducing traffic congestion and improving traffic flow.	CT, FB, NT, UT, WCPC, SPC, PennDOT	PennDOT, SPC	NA	Ongoing
Encourage alternative transportation systems, including bicycle and pedestrian circulation systems, in existing and new developments to link residential and commercial areas.	CT, FB, NT, UT, property owners, SPC	Municipal general revenues, PennDOT, property owners	Determined by nature and scope of project	Ongoing
Investigate the feasibility of an enhanced public transit system via additional bus routes, commuter rail service, additional park-and-ride lots, extended "T" service from Allegheny County into Union Township and beyond, etc.	CT, FB, NT, UT, MMVTA, PAT, SPC, WCTA	PennDOT, SPC, PAT, MMVTA	Determined by nature and scope of study	Short-term to Long-term
Acquire abandoned railroad rights-of-way and convert them to trails for recreation and transportation use and green space.	CT, FB, NT, UT, WCPC, SPC, railroads, DCNR	Municipal general revenues, CDBG, RTT, DCNR	Determined by size and scope of project	Ongoing
Encourage a multi-modal approach to regional transportation issues to help produce an integrated transportation network.	CT, FB, NT, UT, WCPC, SPC, PennDOT	NA	NA	Ongoing

## Chapter 10 ECONOMIC DEVELOPMENT PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Improve the vitality of the planning region by achieving a strong economic base.</i></b>				
Work with Washington County and economic development agencies to identify, target, and support industries that will provide jobs for area residents, including agriculture and related businesses.	CT, FB, NT, UT, WCRA, WCEDP, Chambers of commerce, MPC	NA	NA	Ongoing
Redevelop vacant or underutilized commercial and industrial land to provide jobs and enhance municipal tax bases.	CT, FB, NT, UT, WCRA, property owners	CDBG, BAPG, BHI, DCED, EPA, DEP, IDP, ISRP, PEDFA, PIDA	\$250,000 – millions per site	Short-term to Long-term
Pursue the revitalization of the Finleyville Borough central business district, especially revitalization of its physical environment, through DCED's Main Street Program, Penn DOT's Home Town Streets Program, and similar programs.	FB, WCRA	CDBG, municipal general revenues, DCED, Penn DOT	\$250,000 - \$1,000,000	Short-term to Middle-term
Present a "united front" when approaching Washington County for technical and financial assistance for economic development projects.	CT, FB, NT, UT, WCRA	NA	NA	Ongoing
Collaborate with public agencies and private businesses to attract/retain/expand commercial enterprises.	CT, FB, NT, UT, WCEDP, MPC, Chambers of Commerce, property owners	NA	NA	Ongoing

Encourage planning region residents and businesses to pursue job-training opportunities that will provide a workforce that meets employers' present and future labor needs.	CT, FB, NT, UT, California University of PA, United Mine Workers of America Career Center	JTPA, WGCJTA	NA	Ongoing
Encourage planning region businesses, including agricultural enterprises, to pursue business development programs and other resources offered by both the public and private sector.	CT, FB, NT, UT	NA	NA	Ongoing
Encourage Washington County to pursue the Washington County Economic Development Strategy recommendation calling for the development of a strategic plan for the Mon Valley to guide the area's revitalization.	CT, FB, NT, UT, WCPC, WCBCC	NA	NA	Short-term
Work with Washington County to lobby state and federal legislators for the funds needed to implement economic development initiatives.	CT, FB, NT, UT, WCBCC, state and federal legislators	NA	NA	Ongoing
<b><i>Goal: Implement municipal actions to encourage economic development.</i></b>				
Maintain an adequate supply of land zoned for commercial and industrial uses in appropriate locations.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
Adopt and maintain similar and compatible municipal development approval processes.	CT, FB, NT, UT	Municipal general revenues, CDBG, LUPTAP	\$2,000-\$5,000	Short-term



Prepare and adopt multi-municipal development standards to insure that new development will be physically attractive and have minimal adverse impacts on existing development.	CT, FB, NT, UT	Municipal general revenues, CDBG, LUPTAP	Included in zoning costs	Short-term
Maintain an updated inventory of planning region brownfields and request Washington County's technical assistance with assessing the redevelopment potential of these sites.	CT, FB, NT, UT, WCPC, WCRA	NA	NA	Ongoing
Identify infrastructure improvements needed to support future residential, commercial, and industrial development, and request Washington County technical and financial assistance to obtain implementation funding.	CT, FB, NT, UT, WCRA, SPC, PennDOT	NA	NA	Ongoing

## Chapter 11 PARKS, RECREATION AND OPEN SPACE PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Maintain, improve, and use existing parks and recreation resources to improve the quality of life for planning region residents.</i></b>				
Continue to maintain and improve municipal parks for both active and passive recreation.	CT, FB, NT, UT, DCNR	Municipal general revenues, CDBG, DCNR	Determined by nature and scope of project	Ongoing
Solicit Washington County's implementation of the county's master plan for Mingo Creek County Park.	CT, FB, NT, UT, WCPC, WCDPR	NA	NA	Short-term
Where feasible, use school district facilities to supplement community recreation facilities.	CT, FB, NT, UT, RSD	NA	NA	Ongoing
Encourage the private sector to enhance community recreational resources by maintaining and improving their facilities, e.g., Little League ballfields.	CT, FB, NT, UT, residents, civic groups	Private funds	Determined by nature and scope of project	Ongoing
Pursue private sector and public sector funding for park and recreation improvements.	CT, FB, NT, UT, DCNR	Municipal general revenues, CDBG, DCNR	Determined by nature and scope of project	Ongoing
<b><i>Goal: Improve the quality of life for planning region residents by increasing or expanding recreational resources and opportunities.</i></b>				
Promote improved health of residents by expanding the pedestrian and bicycle circulation system within the region, especially to link residential, commercial, and recreational areas.	CT, FB, NT, UT, SPC, PennDOT, property owners	Municipal general revenues, CDBG, PennDOT	Determined by nature and scope of project	Ongoing

As residential development occurs, monitor population increases to determine the nature, time, size, number, and location of needed additional recreation facilities.	CT, FB, NT, UT, WCPC, DCNR	NA	NA	Ongoing
Continue to use subdivision and land development regulations that require large land developments to set aside land for open space and recreation.	CT, FB, NT, UT, property owners	Property owners	Determined by nature and scope of project	Ongoing
Encourage and support the development of joint recreational facilities among state, regional, county, and local organizations.	CT, FB, NT, UT, WCPC, WCDPR	NA	NA	Ongoing
Collaborate with Washington County and other Mid-Mon Valley municipalities to increase public access to the Monongahela River and maximize its potential and value as a recreation resource.	CT, FB, NT, UT, WCPC, DCNR, WCRA, WCDPR	NA	NA	Ongoing
Investigate the feasibility of redeveloping brownfields for recreational uses.	CT, FB, NT, UT, WCPC, WCRA, DCNR, WPCAMR	NA	NA	Short-term
Pursue private sector and public sector funding for expanding and enhancing recreational resources.	CT, FB, NT, UT, DCNR, WPCAMR	DCNR, WPCAMR, CDBG	Determined by nature and scope of project	Ongoing
Establish a greenways network to provide additional recreational resources, i.e., hiking and biking trails, for planning region residents	CT, FB, NT, UT, WCPC, property owners, WPC	DCNR, CDBG	\$100,000 - \$250,000	Short-term to long-term
<b><i>Goal: Maintain the planning region's rural character by preserving open space.</i></b>				
Through land use regulations, encourage future development in areas with adequate infrastructure and suitable topography, thus facilitating the preservation of open space.	CT, FB, NT, UT, WCPC, WCCD	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

Pursue private sector and public sector funding to acquire land and conservation easements to preserve open space.	CT, FB, NT, UT, WPC, property owners	WPC, private foundations, property owners	Determined by size of acquisition	Ongoing
Support the establishment of a greenways network that connects woodlands, stream corridors, and other natural features with residential and recreational areas.	CT, FB, NT, UT, WPC, property owners, WCPC	DCNR, CDBG	Included in previous cost	Short-term to long-term

## Chapter 12 ENERGY CONSERVATION PLAN

Recommendation	Responsible Entity/Potential Partners	Possible Funding Sources	Estimated Cost	Schedule
<b><i>Goal: Reduce energy consumption, promote the conservation of non-renewable energy resources, and encourage the development of renewable energy resources.</i></b>				
Adopt and enforce development and building standards that encourage and support energy efficient design in all construction and land development. Promote the U. S. EPA's Energy Star Program and landscaping to promote energy efficiency and conservation.	CT, FB, NT, UT	Municipal general revenues, LUPTAP	\$500-\$1,000	Short-term
Promote development, use, and protection of renewable energy resources, e.g., solar, wind, and water. Protection can be achieved through land use regulations and other measures.	CT, FB, NT, UT	NA	NA	Ongoing
Encourage and participate in any energy conservation planning or programs undertaken by Washington County or regional, state, or federal entities.	CT, FB, NT, UT, WCPC	NA	NA	Ongoing
Establish standards to guide the appropriate and efficient use of energy in municipal programs, purchases, and practices.	CT, FB, NT, UT, DCED	NA	NA	Short-term
Establish standards to regulate noise pollution generated by wind turbines.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term

Promote carpooling and public transit use.	CT, FB, NT, UT, MMVTA	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
Support ongoing programs for resource recovery and recycling of solid wastes.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
Continue efforts of cooperation among residents, utility companies, and local, county, regional, state, and federal agencies concerning energy-related issues and programs.	CT, FB, NT, UT, utility companies, residents	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Ongoing
Work with Washington County and economic development agencies to attract businesses that will provide jobs for planning region residents. This will reduce the commuting times (and therefore energy costs) of area residents.	CT, FB, NT, UT, WCEDP, Chambers of commerce, MPC	NA	NA	Ongoing
Maintain elements of the transportation network (e.g., roads and bridges) to reduce the need for detours that increase fuel consumption and costs.	CT, FB, NT, UT, PennDOT	Municipal general revenues, PennDOT	Determined by nature and scope of project	Ongoing
Support transportation improvements that will reduce energy consumption by alleviating traffic congestion and improving traffic flow.	CT, FB, NT, UT, WCPC, PennDOT, SPC	Municipal general revenues, PennDOT	Determined by nature and scope of project	Ongoing
Encourage alternative transportation networks, e.g., bicycle and pedestrian circulation systems that will reduce the need for automobile use for daily activities.	CT, FB, NT, UT, SPC, WCPC	NA	NA	Ongoing

Support clustered development with connecting service roads and paths that accommodate vehicles, bicycles, and pedestrians.	CT, FB, NT, UT	Municipal general revenues, LUPTAP, CDBG	Included in zoning costs	Short-term
Support natural resource preservation, conservation, and protection measures for both renewable and non-renewable energy resources.	CT, FB, NT, UT, PA Department of Agriculture, DCNR	Municipal general revenues, LUPTAP, CDBG, DCNR	Included in zoning costs. Also, project-specific costs will be determined by the nature and scope of the project.	Ongoing / Short-term
Educate property owners regarding the benefits of energy conservation.	CT, FB, NT, UT	NA	NA	Ongoing